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HPD

305 S. Congress

Technical Addendum

Austin, Texas
First Submittal: July 21, 2020
Second Submittal: March 5, 2021
Final Submittal: March 9, 2022

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General Information

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MEMORANDUM

Date: December 13, 2021
To: Kathy Smith, P.E., PTOE, HDR Engineering
CC: Nazlie Saeedi, P.E., Bryan Golden, Jayesh Dongre
Austin Transportation Department
Kate Clark, Housing and Planning Department
Reference: Statesman PUD – 305 S. Congress
Transportation Impact Analysis Final Memo
C814-89-0003.02

Summary of the Transportation Impact Analysis (TIA):

The Austin Transportation Department (ATD) has reviewed the *"305 S. Congress Traffic Impact Analysis"* dated July 21, 2020 and subsequent updates received on July 2, 2021, August 16, 2021, August 18, 2021, November 18, 2021, and November 30, 2021 prepared by HDR Engineering, Inc. A Transportation Demand Management (TDM) Plan prepared by Nelson\Nygaard Consulting Associates, Inc. was also reviewed. The 305 S. Congress TIA and all amendments thereto are collectively referred to herein as the "TIA". The proposed 305 S. Congress development is located on the northeast corner of South Congress Avenue and Barton Springs Road in Austin, shown in Figure 1 below.

The proposed project is anticipated to be completed by 2029 and would consist of 1,378 DU of Multi-Family (High-Rise), 275 Hotel rooms, 1,495,000 SF of General Office, and 150,000 SF of Shopping Center. The lot is currently occupied by the Austin American – Statesman, which consists of 333,93 SF of Printing and Publishing land use.

Below is a summary of our review findings and recommendations:

1. The applicant shall design and construct the improvements identified in Table 2 below and in Figure 2 prior to issuance of a temporary certificate of occupancy (TCO) or certificate of occupancy (CO) for the first building requiring a CO.

2. The applicant shall dedicate, design, and construct the Barton Springs Extension prior to the issuance of the **first** temporary certificate of occupancy (TCO) or certificate of occupancy (CO) for the first building requiring a CO. The Barton Springs Extension will be constructed by this development in accordance with the PUD ordinance, as shown in Figure 3.

3. The applicant shall incorporate bicycle and pedestrian facilities along the Riverside Drive Access with construction of the Barton Springs Extension which will be with the first building requiring a CO, subject to ATD approval.

4. At the time of first building permit, the following must be submitted for ATD's review and approval: the design of the Barton Springs Extension, the design of the westbound receiving lane at Barton Springs Rd and S. Congress Ave, the design of the bicycle and pedestrian facilities along the Riverside Drive Access, show compliance with the approved overall TDM reduction of 35 percent, and cost estimates for the improvements in Table 2.

5. Cost estimates should not be assumed to represent the maximum dollar value of improvements the applicant may be required to construct.

6. The applicant shall provide an electronic copy of the final, updated version of the TIA report, including all supplemental documents, before 3rd reading.

7. City of Austin staff reserves the right to reassign any or all the funding to one or more of the improvements identified in the TIA.

8. The findings and recommendations of this TIA memorandum remain valid until five (5) years from the date of the traffic counts in the TIA or the date of this memo, whichever comes first, after which a revised TIA or addendum may be required.

9. The findings and recommendations of the TIA included in this memo are based on the land use, intensity, associated traffic information and analyses, and phasing of the development considered in the TIA. Should any of these assumptions change, the applicant may need to complete a new TIA, or update the TIA as required by code at the time of site plan application.

10. Street Impact Fee Ordinances 20201220-061 [https://www.austintexas.gov/edims/document.cfm?id=352887] and 20201210-062 [https://www.austintexas.gov/edims/document.cfm?id=352739] have been adopted by City Council and are effective as of December 21, 2020. The City shall start collecting street impact fees with all building permits issued on or after June 21, 2022. For more information please visit the Street Impact Fee website [austintexas.gov/streetimpactfee]. Offset agreements associated with the SIF assessments will be addressed at time of site plan.

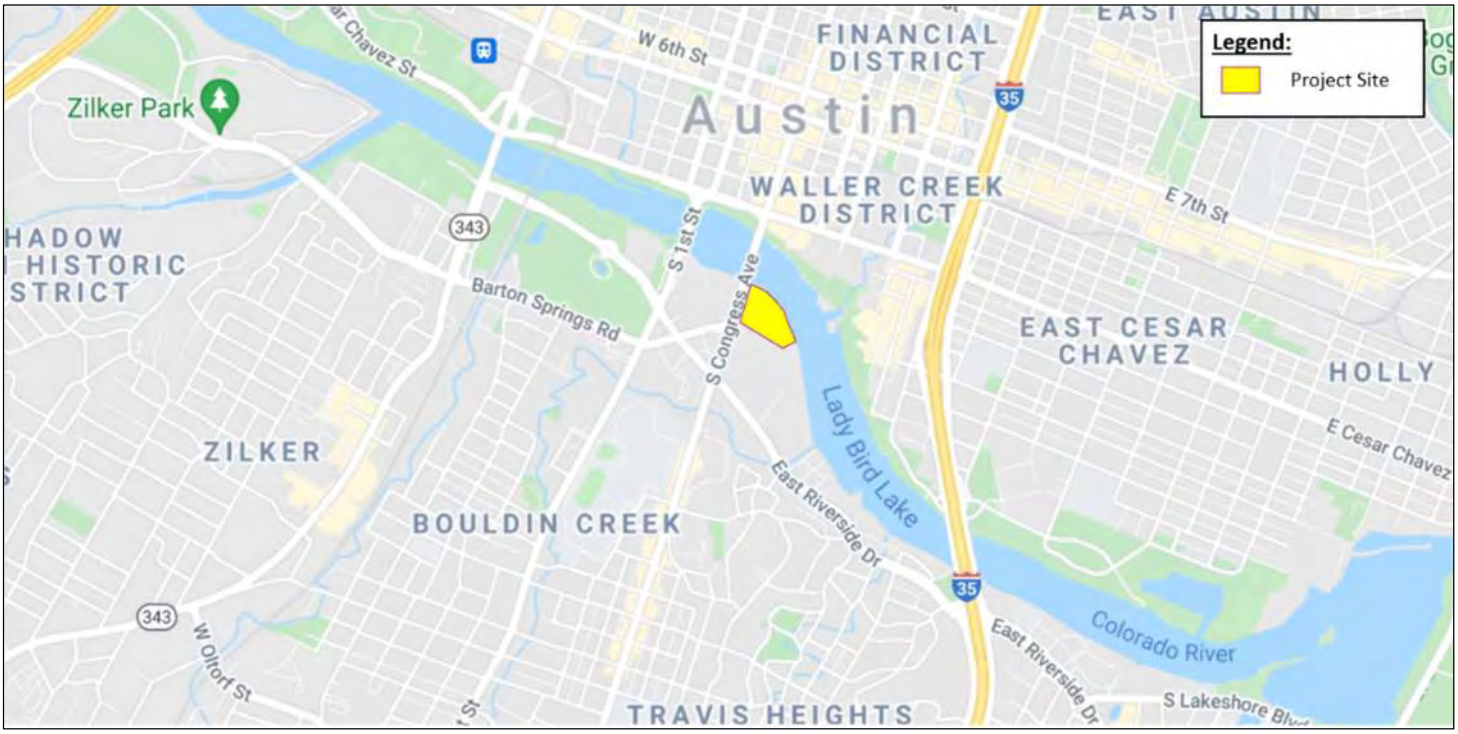

Figure 1: Site Location Map

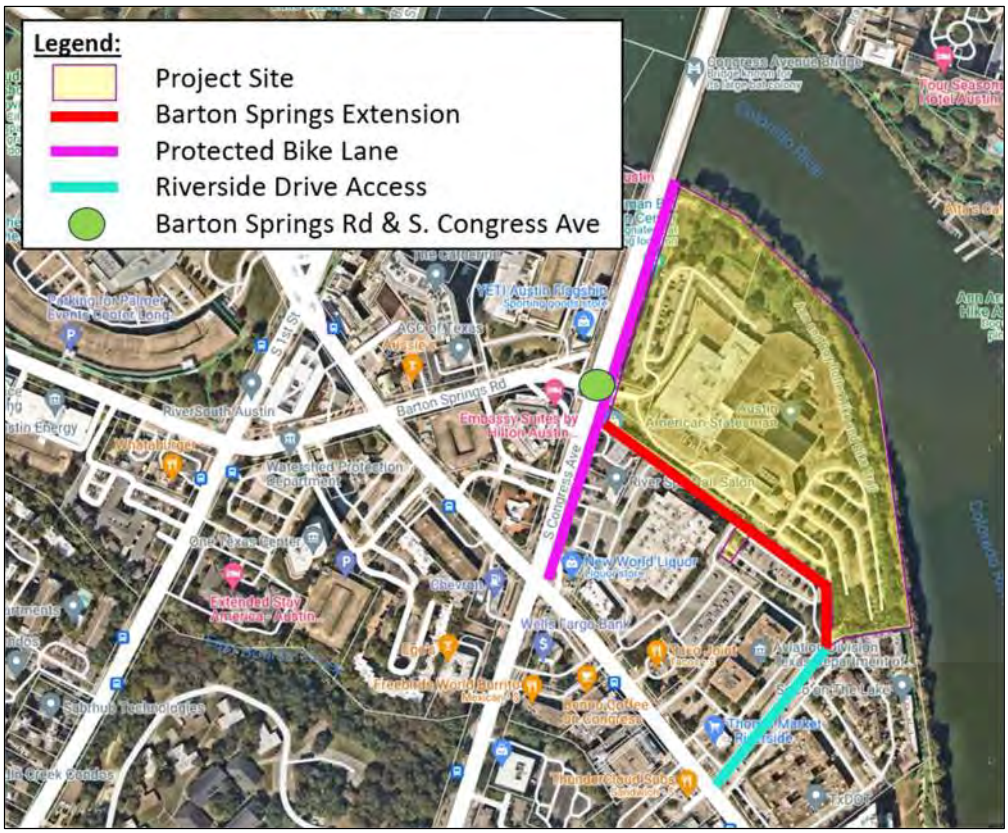

Figure 2: Mitigation Map

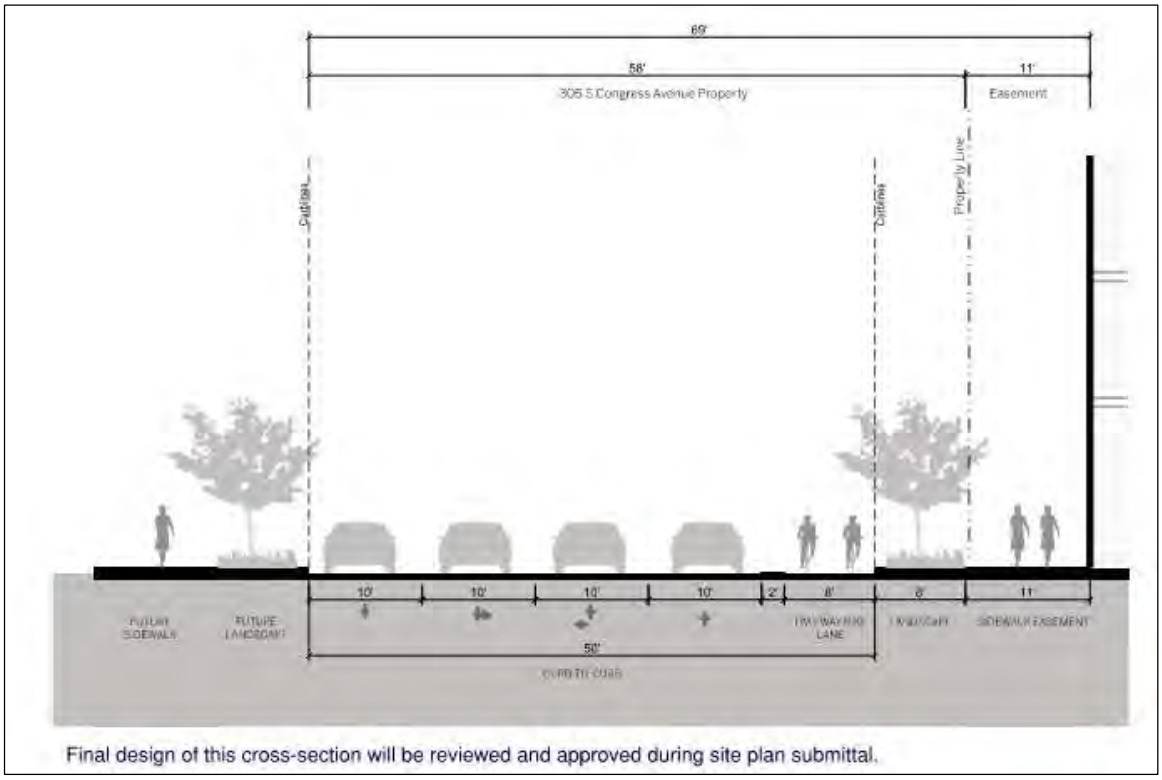

Figure 3. Barton Springs Extension Cross-Section

Assumptions:

1. The TIA assumes that the development will be completed by 2029. Phasing is not addressed in the TIA.
2. The project will have one right-out only access onto S. Congress.
3. The Barton Springs Extension will provide the necessary access to the site, as per the Austin Strategic Mobility Plan (ASMP) and South Central Waterfront (SCW) Plan.
4. Based on TxDOT historical ADTs, a 2% annual growth rate was assumed to account for the increase in background traffic.
5. Transportation Demand Management (TDM) measures would reduce vehicle trips by 35%.
6. Listed below are the background projects that were assumed to contribute trips to surrounding roadway network in addition to forecasted site traffic:
    a. South Lamar and Riverside Mixed Use: SP-2019-0056C
    b. 218 South Lamar: SP-2019-0297C
    c. 425 Riverside PUD: SP-2017-0494C
    d. Music Lane: SP-2016-0321C
7. It should be noted that during this review, Capital Metro's Project Connect Plan was adopted and the design of all the rail lines are currently in progress. The design of Project Connect, specifically the Blue Line, may potentially affect traffic operations along the Riverside Drive Access. This may affect the operational assumptions contained in this TIA. ATD may require additional analysis at time of site plan as Project Connect's plans become more refined.

Proposed Conditions:

Trip Generation and Land Use

Based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition), the development will generate approximately 30,866 unadjusted average daily vehicles trips (ADT) at full build-out.

Due to the significant number of vehicle trips and the anticipated traffic load on the roadway network, the applicant has committed to a Transportation Demand Management (TDM) Plan to reduce their site vehicle trips by 35%.

Table 1 shows the adjusted trip generation after existing trips and TDM reductions.

Table 1: Adjusted Trip Generation						
ITE Code	**Proposed Land Use**	**Size / Unit**		**24-Hour Two Way Volume**	**AM**	**PM**
222	Multifamily Housing (High-rise)	1,378	DU	5,641	399	477
310	Hotel	275	Rooms	2,678	132	180
710	General Office	1,495,000	SF	14,626	1,432	1,487
820	Shopping Center	150,000	SF	7,921	141	734
			Unadjusted Trips	*30,866*	*2,104*	*2,878*
			TDM Reduction (35%)	*(10,803)*	*(736)*	*(1,007)*
			Total Adjusted Trips	**20,053**	**1,368**	**1,871**

Transportation Demand Management (TDM)

The applicant has committed to a 35% TDM reduction to meet certain vehicle trip reduction targets. In the TDM plan, the applicant has identified several measures that could be incorporated with the site to achieve the targeted vehicle trip reduction. The applicant identified the following key TDM measures to reach the reduction target:

- Sustainable Modes Analysis and Infrastructure (12%)
- Subsidized Transit Passes (8%)
- Bicycle Parking (0.5%)
- Bike Share Station (0.5%)
- Bicycle Repair Station (0.5%)
- Bike Share Membership (0.5%)
- Showers & Lockers (0.5%)
- Priced Parking (8%)
- Unbundled Parking (6%)
- Limit Parking Supply (10%)

- Car Share Parking (1%)
- Multimodal Wayfinding Signage (1%)

The applicant has the flexibility to substitute and/or add other relevant TDM measures at the time of the site plan as long as an overall TDM reduction of 35% is achieved. Details and prioritization of the TDM plan such as car share information, number of designated parking spaces for carpool/vanpools, number of showers & lockers, number of bike parking provided in addition to LDC requirements, implementation of MetroBike, and TDM compliance and monitoring shall be submitted to and reviewed by ATD at the time of each building permit application.

Summary of Recommended Improvements:

Table 2: Recommended Improvements*			
Location	**Improvement**	**Cost**	**Developer's Share %****
Barton Springs Rd east of S Congress Ave	Construct the Barton Springs Extension***	TBD	100%
Barton Springs Rd and S Congress Ave	Westbound Receiving Lane		100%
East curb of S Congress Ave between Bridge to Riverside Dr	6 ft Protected Bike Lane with 2 ft Curb Buffer		100%
Riverside Drive Access	Bike and Pedestrian Facility		100%

*The ROW land value for Barton Springs Extension on the applicant's land will be credited towards the SIF max for this development.
**Developer's cost may be paid directly by the developer, with the South Central Waterfront TIRZ/TIF (when passed) or other public funding mechanism approved by the City. However, if any public funding is used, those construction costs will not be credited as a SIF offset.
***The applicant has proposed to construct additional mitigation/capacity (i.e., a four-lane cross section instead of a three-lane cross section) on the Barton Springs Road Extension than what was justified by the TIA analysis or required by City Staff. The improvement shown in the above table includes the additional lane the applicant will be constructing.

If you have any questions or require additional information, please contact me at 512-974-6471.

Curtis Beaty

Curtis Beaty, P.E.
Austin Transportation Department

TRANSPORTATION IMPACT ANALYSIS SCOPE OF WORK

The scope must be approved prior to formal submittal of a Transportation Impact Analysis (TIA) Report. This scope acknowledges that the TIA for the following Project will be prepared in accordance with the latest version of Transportation Criteria Manual and the City of Austin's TIA Guidelines.

Date: January 31, 2020 **Case # *(If assigned)*:** C814-89-0003.02

Contact Information

- **Applicant's Consultant:** Cody D. Stone, P.E.
  Contact: Email: cstone@emailatg.com Phone: 512-821-2081
- **Applicant:** Alliance Transportation Group, Inc.
  Contact: Email: cstone@emailatg.com Phone: 512-821-2081

I. Project Information

1. Project Name: 305 Congress Ave.
2. Project Address: 305 Congress Ave, Austin TX 78701
3. Project Jurisdiction(s): ☒ City of Austin ☐ Other: Enter Applicable City/County/TXDOT
4. Project Description: Redevelopment of the Austin Statesman Lot. This includes mixed use development of approximately 18.9 acres of land.
5. Submission Type: ☐ Site Plan ☐ Zoning ☐ Rezoning ☐ PUD ☐ Other - _____
6. Site Zoning Code (Districts): DMU

II. Project Details

1. Proposed Land Use:
   ☐ Residential ☐ Commercial ☒ Mixed Use ☐ Other _____
2. Site Context:

	Site Context	Max TDM Reduction	Target TDM Reduction
☐	City Core	50%	40%
☒	Urban Core	35%	25%
☐	Urban	30%	20%
☐	Suburban	10%	10%
☐	Other		

3. Trip Projection: ☒ ITE Trip Generation Manual, 10th Edition ☐ Other - _____
   Total Daily Trips[1]: 29,022 Total AM Peak Hour: 1,770 Total PM Peak Hour: 2,640
4. Existing Year: 2020 Buildout Year: 2029
5. Project to be developed in phases? ☒ Yes ☐ No

[1] Unadjusted Trips

If yes, please provide an attachment with the proposed land use and trip generation by phase.

Unknown at this time. The full buildout to be complete by 2029, but phased construction to be determined. The breakout of phases will be included as part of the TIA report.

III. Study Requirements

1. Study Type: ☒ Standard TIA ☐ Alternate TIA
    a. Sections IV.1-IV.4 are not required with an Alternate TIA.
2. Applicable Long-range Transportation Programs/Plans/Studies: (List adopted comprehensive plans and public infrastructure improvement projects applicable to this site)
    a. Austin Strategic Mobility Plan (ASMP)
    b. Imagine Austin Comprehensive Plan
    c. 2025 Austin Metropolitan Area Transportation Plan
    d. Bicycle and Sidewalk Master Plans
    e. Connections 2025
    f. Project Connect
    g. Downtown Austin Plan
    h. Downtown Austin Alliance Downtown Parking Strategy Briefing Book
    i. 2040 Regional Transportation Plan
    j. 2045 Regional Active Transportation Plan
    k. South Congress Avenue Initiative
    l. Palm District Master Plan
    m. South Central Waterfront Plan
    n. Austin Core Transportation Plan
    o. Austin Convention Center Master Plan
3. Transportation Demand Management Proposed *(Attachment A)*: ☒ Yes ☐ No
    a. Sustainable Modes Analysis: ☒ Required ☐ Not Required
        i. Study Area (KMZ attached)
4. Signal Warrant Studies: N/A
5. Safety and Geometric Review: Barton Springs Drive at Congress Avenue, New Barton Springs Drive Extension at Riverside Drive
6. Access Management Analysis: ☒ Required ☐ Not Required
    a. Queueing Analysis: ☒ Required ☐ Not Required

IV. Study Assumptions

1. **Annual Traffic Growth Rate:** 2.0%
   List all the sources used for the calculation below and provide calculations in an attachment.
    - TxDOT Historical Traffic Count Locations

2. Related Background Projects

The following related projects are to be included for background traffic calculations.

Project Name	Permit Number
The Norwood House Project	SPC-2019-0333C
1207 South 1st St	SP-2018-0438C
South Lamar and Riverside Mixed Use	SP-2019-0056C
218 South Lamar	SP-2019-0297C
425 Riverside	SP-2017-0494C
Music Lane	SP-2016-0321C

3. Trip Distribution

Provide maps in both Excel file and PDF file (aerial view) showing Project trips distribution and percentages (inbound/outbound for both AM/PM peak hours) at the project driveways, study intersections and freeways as an attachment(s). The maps must be included in the TIA and pre-approved by Transportation Development Services Division at ATD[2] with the TIA scope.

An overall distribution table and a detailed trip distribution with the trip percentages and volumes by movement on the full study network will be provided based on the study intersections in Section 4 for ATD review and approval prior to the first submittal of the TIA.

4. Study Intersections and Road Sizing Segments

Please note that several of the boundary intersections (e.g. IH-35 Frontage Road intersections and shown with asterisk(*)) are included in the study area to complete the network for analysis purposes. Also, it should be noted that transportation mitigations are not limited to these intersections only or at intersections in general. The analysis is completed mostly at intersections so that the impacts on a particular corridor can be assessed comprehensively (e.g. the intersection analysis results along Congress Avenue should be considered for a comprehensive impact assessment on the Congress Avenue corridor inclusive of the intersections). Multimodal improvements should be considered based on the analysis results.

[2] Austin Transportation Department (ATD)

a. List the study intersections below:

1. *All Site Driveways*	2. Congress Ave & Barton Springs Rd
3. Congress Ave & Riverside Dr	4. Riverside & New Barton Springs extension
5. Barton Springs Rd & Riverside Dr	6. Barton Springs Rd & South 1st St
7. South 1st St & Riverside Dr	8. Cesar Chavez St & Congress Ave
9. Cesar Chavez St & Lavaca St / Guadalupe St	10. Riverside Dr & IH-35 SB Frontage Rd*
11. Riverside Dr & IH-35 NB Frontage Rd*	12. Congress Ave & Monroe St
13. Lamar Blvd & Barton Springs Rd	14. Cesar Chavez St & BR Reynolds Dr
15. Cesar Chavez St & Sandra Muraida Way	16. Cesar Chavez St & IH-35 SB Frontage Rd*
17. Cesar Chavez St & IH-35 NB Frontage Rd*	18. Congress Ave & 6th St
19. Congress Ave & 7th St	20. Congress Ave & 5th St
21. Lamar Blvd & 5th St	22. Lamar Blvd & 6th St
23. South 1st & Monroe St	24. 6th Street & IH-35 NB Frontage Rd*
25. 6th St & IH-35 SB Frontage Rd*	26. 7th Street & IH-35 NB Frontage Rd*
27. 7th St & IH-35 SB Frontage Rd*	

b. List the roadway segments for road sizing analysis below:

1. *Proposed Internal Circulator Road connecting Riverside and Congress*

5. Project Trips Details

Attach a detailed trip generation table including a description of the proposed land uses for *each of the phases*, ITE rates, estimated AM & PM peak hour volumes (ins/outs/totals), proposed trip reductions, etc. Summarize the overall trip generation in the table below.

Land Use Specific Trips Summary

ITE Land Use Type and Land Use Code	Trip Rate	Units	Daily Trips	AM Peak Trips	PM Peak Trips	Internal Trips (PM Peak)		Pass-By Trips (PM Peak)	
General Office Building (Dense Multi Use Urban) – 710	AM: 0.72X + 21.64 PM: 0.83X + 7.99	1495 KSF	N/A	1098	1249	N/A		N/A	
General Office Building (Dense Multi Use Urban) - 710	Daily: 13.68 person/KSF Conversion Factor – 1.6 person/veh	1495 KSF	12782	N/A	N/A	N/A		N/A	
Shopping Center – 820	Daily: 0.68Ln(X) + 5.57 AM: 0.94 PM: 0.74Ln(X) + 2.89	150 KSF	7921	141	734	N/A		N/A	
Family Housing (High-Rise) – General Urban/Suburban – 222	Daily: 3.94X + 211.81 AM: 0.28X + 12.86 PM: 0.34X + 8.56	1378 DU	5641	399	477	N/A		N/A	
Hotel – 310	Daily: 11.29X – 426.97 AM: 0.5X -5.34 PM: 0.75X -26.02	275 Rooms	2678	132	180	N/A		N/A	
Total Unadjusted Trips			29022	1770	2640				
TDM		35 %	10158	620	924				
Existing Trips			N/A	N/A	N/A				
Total Adjusted Trips			18864	1150	1716				

6. List any other additional items, concerns, or comments
   a. This development must show PUD superiority for all transportation elements.
   b. All land uses presented in this TIA shall conform to the PUD land use plan.
   c. This development shall work with the South Central Waterfront Advisory Board to adhere to and incorporate the transportation elements in the South Central Waterfront Plan.
   d. This development should work with Capital Metro to incorporate any of their long range planning efforts including Project Connect.

V. TIA Report Submittal Requirements

1. One - hard and soft copy (CD/USB flash drive recommended) must be sent to following each of the following agencies:
   - **Transportation Development Services Division (For Review Purpose)**
     Austin Transportation Department (ATD)
     901 S. MoPac Expressway, Building 5, Suite 300, Austin, TX 78746
   - **Development Services Division (DSD) (For Record Purpose)**
     One Texas Center, 505 Barton Springs Road, 4th Floor, Austin, TX 78704

This TIA Scope is based upon the TIA requirement identified in the TIA Determination Worksheet dated July 9, 2019. Any change to the assumptions made in the scope is subject to approval by Transportation Development Services Division at ATD.

The applicant confirms that all the documents, reports and files strictly adhere with submittal requirements of TIA Scope and TIA Report Guidelines published by the Transportation Development Services Division at ATD.

SIGNED: Nazlie Saeedi
(ATD Transportation Development Engineer) Nazlie Saeedi , P.E.

SIGNED:
(Applicant) Cody Stone, P.E. January 31, 2020

TIA Scope – Checklist

(Items To be attached to scope by Applicant)

1)	Signed TIA Determination Worksheet	☒ Yes	☐ N/A
2)	Detailed phases of the development (II.5)	☐ Yes	☒ N/A
3)	Project site plan/area map	☒ Yes	☐ N/A
4)	Traffic growth rate calculations sheet (IV.1)	☒ Yes	☐ N/A
5)	Map of study intersections (IV.3)	☒ Yes	☐ N/A
6)	Trip distribution and assignment (IV.3)	☐ Yes	☒ N/A*
7)	Trip generation calculations sheet (IV.5)	☒ Yes	☐ N/A
8)	Identify TDM Measures (Attachment A)	☒ Yes	☐ N/A

*To be submitted separate from the scope but before the first submittal of the TIA

TRANSPORTATION IMPACT ANALYSIS SCOPE OF WORK

Attachment A – Transportation Demand Management

Date: January 31, 2020 **Case # *(If assigned)*: _____**

At TDM Reduction target of _35___% is proposed. TDM reductions equate to a vehicle trip reduction below the approved ITE land use code and associated trip generation, and do not necessary represent mode split.

Required TDM reduction: TDM Section to be included as appendix and summarized in Mobility Report. The TIA shall identify specific multimodal infrastructure improvements to achieve the target TDM reduction of 35%. Identified improvements will be from the applicable plans and studies listed in Section III, 2.

	Site Context	**Max TDM Reduction**	**Target TDM Reduction**
☐	City Core	50%	40%
☒	Urban Core	35%	25%
☐	Urban	30%	20%
☐	Suburban	10%	10%

Select proposed TDM strategies from the following list. Additional information and TDM measures can be found on the future City of Austin's TDM website.

	TDM Measure	**CC**	**UC**	**U**	**S**
☒	Sustainable Modes Analysis and Infrastructure	20%	12%	10%	5%
☐	Contributions for Sustainable Transportation	10%	8%	7%	5%
☒	Bicycle Parking	0.5%	0.5%	0.5%	0.5%
☒	Showers & Lockers	0.5%	0.5%	0.5%	0.5%
☐	Bike Share Membership	0.5%	0.5%	0.5%	0.5%
☒	Bike Share Station	0.5%	0.5%	0.5%	0.5%
☐	Bicycle Repair Station	0.5%	0.5%	0.5%	0.5%
☐	Bicycle Maintenance Services	0.5%	0.5%	0.5%	0.5%
☐	Fleet of Bicycles	0.5%	0.5%	0.5%	0.5%
☐	Car Share Parking	1%	1%	1%	1%
☐	Car Share Membership	1%	1%	1%	1%
☐	Carpool Program	10%	8%	7%	5%
☐	Shuttle Bus Service	Up to 7%			
☐	Vanpool Program	Up to 7%			
☐	Multimodal Wayfinding Signage	1%	1%	1%	1%
☐	Real Time Transportation Information Displays	1%	1%	1%	1%
☒	On-site Affordable Housing	1%	1%	1%	1%
☐	Unbundled Parking	6%	6%	6%	6%

	TDM Measure	CC	UC	U	S
☐	Short Term Daily Parking Provision	10%	8%	7%	3%
☐	Peak Period Pricing	10%	8%	7%	3%
☒	Priced Parking	10%	8%	7%	3%
☒	Parking Cash Out: Non-residential Tenants	5%	4%	3%	2%
☒	Parking Supply (Reduction = 25% *[(LDC parking reduction] (max 12.5%))	=25%*39% = ~9.5%			
☐	TDM Coordinator	1%	1%	1%	1%
☐	Telecommuting	2%	2%	2%	2%
☐	TMA Membership	1%	1%	1%	1%
	Total (reductions are additive)		**35%**		

Please note that a comprehensive Transportation Demand Management plan shall accompany the TIA for ATD's review. The proposed TDM reduction of 35% is contingent on the review and approval of the TDM plan to be submitted by the applicant. Should the TDM plan be unable to establish TDM measures (including sustainable modes infrastructure) that can reduce trips by 35%, additional analysis and mitigations may be sought at any point during the review process.

305 S. Congress TIA

SUMMARY OF WEEKDAY SITE-GENERATED TRAFFIC

Per Equations and Rates Provided in ITE's Trip Generation, 10th Edition

Proposed Land Uses

Land Use Code	Land Use	Units	Weekday	AM Peak			PM Peak		
			Trips	Enter	Exit	Total	Enter	Exit	Total
222	Multi-family (High-Rise)	1378 DU	5,641	96	303	399	291	186	477
310	Hotel	275 Rooms	2,678	78	54	132	92	88	180
710	General Office	1,495,000 SF	12,782	944	154	1,098	212	1,037	1,249
820	Shopping Center	150,000 SF	7,921	87	54	141	352	381	733
	Total Unadjusted		**29,022**	**1,205**	**565**	**1,770**	**947**	**1,692**	**2,640**
	TDM	35.0%	10,158	422	198	620	331	592	924
	Total Adjusted		**18,864**	**783**	**367**	**1,150**	**616**	**1,100**	**1,716**

305 Congress - Traffic Impact Analysis Trip Distributions

Enter From	AM	PM
I-35 North of Lady Bird Lake	7.5%	6.0%
Cesar Chavez East of I-35	2.0%	0.5%
Riverside and I-35 South of Lady Bird Lake	14.0%	9.0%
South Congress and Monroe	18.0%	7.5%
South 1st and Monroe	15.0%	9.5%
Barton Springs and South Lamar	11.5%	7.5%
Cesar Chavez from Mopac	10.5%	7.0%
North Lamar and 5th/6th St	5.0%	8.0%
Guadalupe/Lavaca North of Cesar Chavez	6.0%	21.5%
Congress and 5th-7th	0.5%	16.0%
Riverside West of 1st	1.5%	1.5%
	91.5%	94.0%
Sources	**8.5%**	**6.0%**
Grand Total	**100.0%**	**100.0%**

Exit To	AM	PM
I-35 North of Lady Bird Lake	17.5%	7.0%
Cesar Chavez East of I-35	3.0%	1.0%
Riverside and I-35 South of Lady Bird Lake	7.0%	15.5%
South Congress and Monroe	4.0%	12.0%
South 1st and Monroe	4.0%	17.5%
Barton Springs and South Lamar	1.5%	5.0%
Mopac from Cesar Chavez	6.0%	5.5%
North Lamar and 5th/6th St	15.0%	11.5%
Guadalupe/Lavaca North of Cesar Chavez	17.5%	8.5%
Congress and 5th-7th	8.5%	1.5%
Riverside West of 1st	4.0%	4.0%
	88.0%	89.0%
Sinks	**12.0%**	**11.0%**
Grand Total	**100.0%**	**100.0%**

305 S. Congress TIA

Growth Rate Calculated from TxDOT Counts

Green means enter data

For Counts https://txdot.ms2soft.com/tcds/tsearch.asp?loc=Txdot&mod=

227H114A - Cesar Chavez West of Congress

		2013	2014	2015	2016	2017	2018	
		28,433	21,351	28,380	27,920	21,811	27,900	Avg
2013	28,433		-24.9%	-0.1%	-0.6%	-6.4%	-0.4%	-6.5%
2014	21,351			32.9%	14.4%	0.7%	6.9%	13.7%
2015	28,380				-1.6%	-12.3%	-0.6%	-4.8%
2016	27,920					-21.9%	0.0%	-11.0%
2017	21,811						27.9%	27.9%
								0.9%

Outliers Removed

	2013	2014	2015	2016	2017	2018	Avg
2013			-0.1%	-0.6%		-0.4%	-0.4%
2014					0.7%	6.9%	3.8%
2015				-1.6%		-0.6%	-1.1%
2016						0.0%	0.0%
2017							
			-0.1%	-1.1%	0.7%	1.5%	**0.5%**

227U749 - Congress Ave South of Riverside

		2005	2006	2007	2008	2009	2015	
		18,440					25,016	Avg
2005	18,440		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	3.1%	#DIV/0!
2006	0			#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
2007	0				#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
2008	0					#DIV/0!	#DIV/0!	#DIV/0!
2009	0						#DIV/0!	#DIV/0!
								#DIV/0!

	2005	2006	2007	2008	2009	2015	Avg
2005						3.1%	3.1%
2006							
2007							
2008							
2009							
						3.1%	**3.1%**

227HP29 - Riverside Dr West of I-35

		2013	2014	2015	2016	2017	2018	
		29,091	28,789	31,986	36,155	29,979	29,716	Avg
2013	29,091		-1.0%	4.9%	7.5%	0.8%	0.4%	2.5%
2014	28,789			11.1%	12.1%	1.4%	0.8%	6.3%
2015	31,986				13.0%	-3.2%	-2.4%	2.5%
2016	36,155					-17.1%	-9.3%	-13.2%
2017	29,979						-0.9%	-0.9%
								1.2%

	2013	2014	2015	2016	2017	2018	Avg
2013		-1.0%	4.9%	7.5%	0.8%	0.4%	2.5%
2014					1.4%	0.8%	1.1%
2015						-2.4%	-2.4%
2016							
2017						-0.9%	-0.9%
		-1.0%	4.9%	7.5%	1.1%	-0.5%	**1.3%**

227HP5146 - Barton Springs Dr West of Congress

		2005	2010	2015		2017	2018			2005	2010	2015	0	2017	2018	
		9,980	7,490	9,003		7,418	7,852	Avg								Avg
2005	9,980		-5.6%	-1.0%	#DIV/0!	-2.4%	-1.8%	#DIV/0!	2005			-1.0%		-2.4%	-1.8%	-1.8%
2010	7,490			3.7%	#DIV/0!	-0.1%	0.6%	#DIV/0!	2010			3.7%		-0.1%	0.6%	1.4%
2015	9,003				#DIV/0!	-9.2%	-4.5%	#DIV/0!	2015							
0	0					#DIV/0!	#DIV/0!	#DIV/0!	0							
2017	7,418						5.9%	5.9%	2017						5.9%	5.9%
								#DIV/0!				1.4%		-1.3%	1.5%	**0.7%**

227HP5145 - Barton Springs Dr West of 1st St

		2005		2010			2015			2005	0	2010	0	0	2015	
		24,490		25,670			23,738	Avg								Avg
2005	24,490		#DIV/0!	0.9%	#DIV/0!	#DIV/0!	-0.3%	#DIV/0!	2005			0.9%			-0.3%	0.3%
0	0			#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0							
2010	25,670				#DIV/0!	#DIV/0!	-1.6%	#DIV/0!	2010						-1.6%	-1.6%
0	0					#DIV/0!	#DIV/0!	#DIV/0!	0							
0	0						#DIV/0!	#DIV/0!	0							
								#DIV/0!				0.9%			-0.9%	**-0.3%**

Outlier Threshold	>	-3.0%	<	10.0%	Can change percent boundaries based on outliers
Average		1.1%			
Growth Rate Used	**2.0%**				The value decided upon

PUD Exhibits

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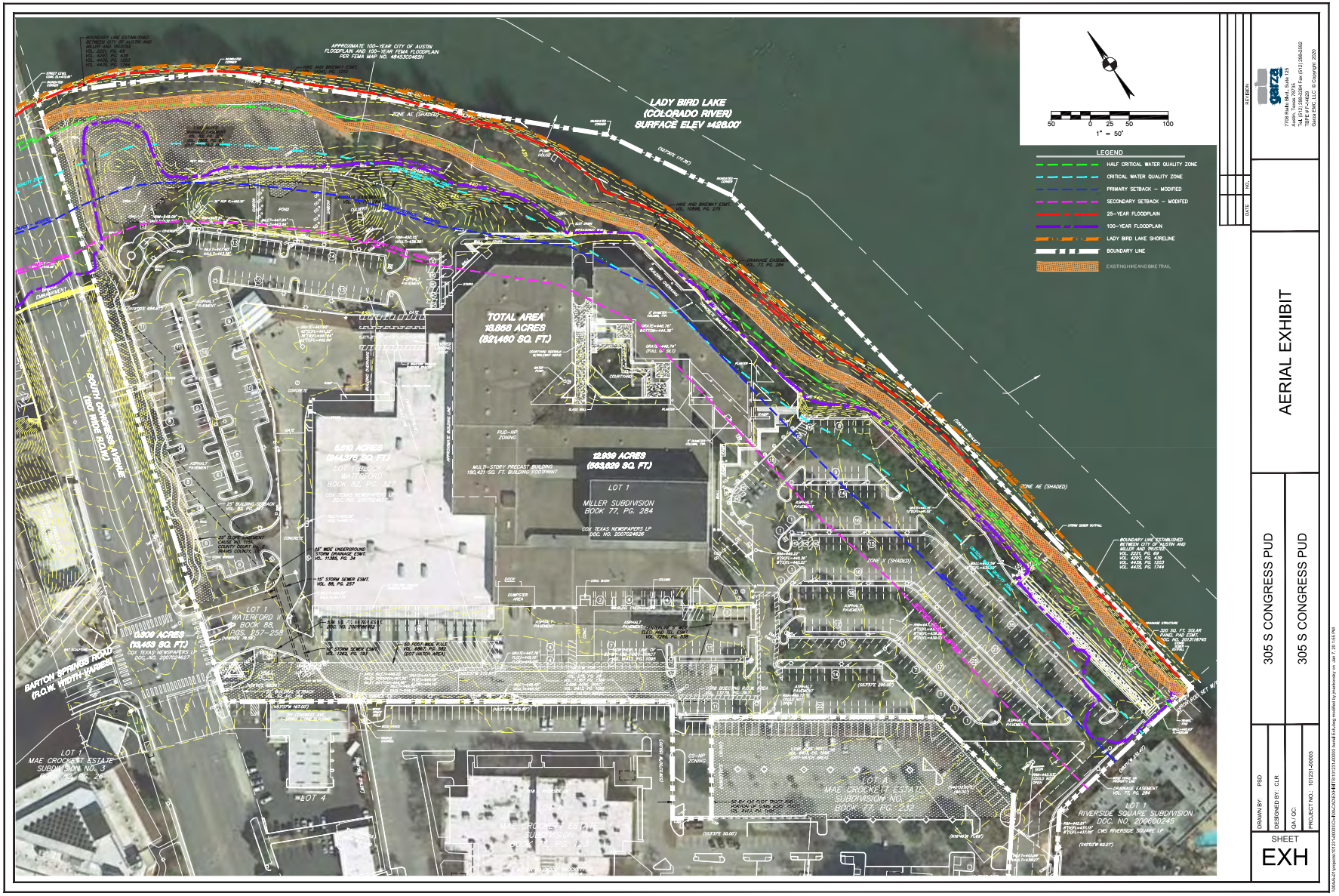
305 S. CONGRESS PUD

Existing Site Survey



Submitted: July 24, 2019
Updated: June 26, 2020

CASE NUMBER: C814-89-0003.02

305 S. CONGRESS PUD

Existing Zoning Map

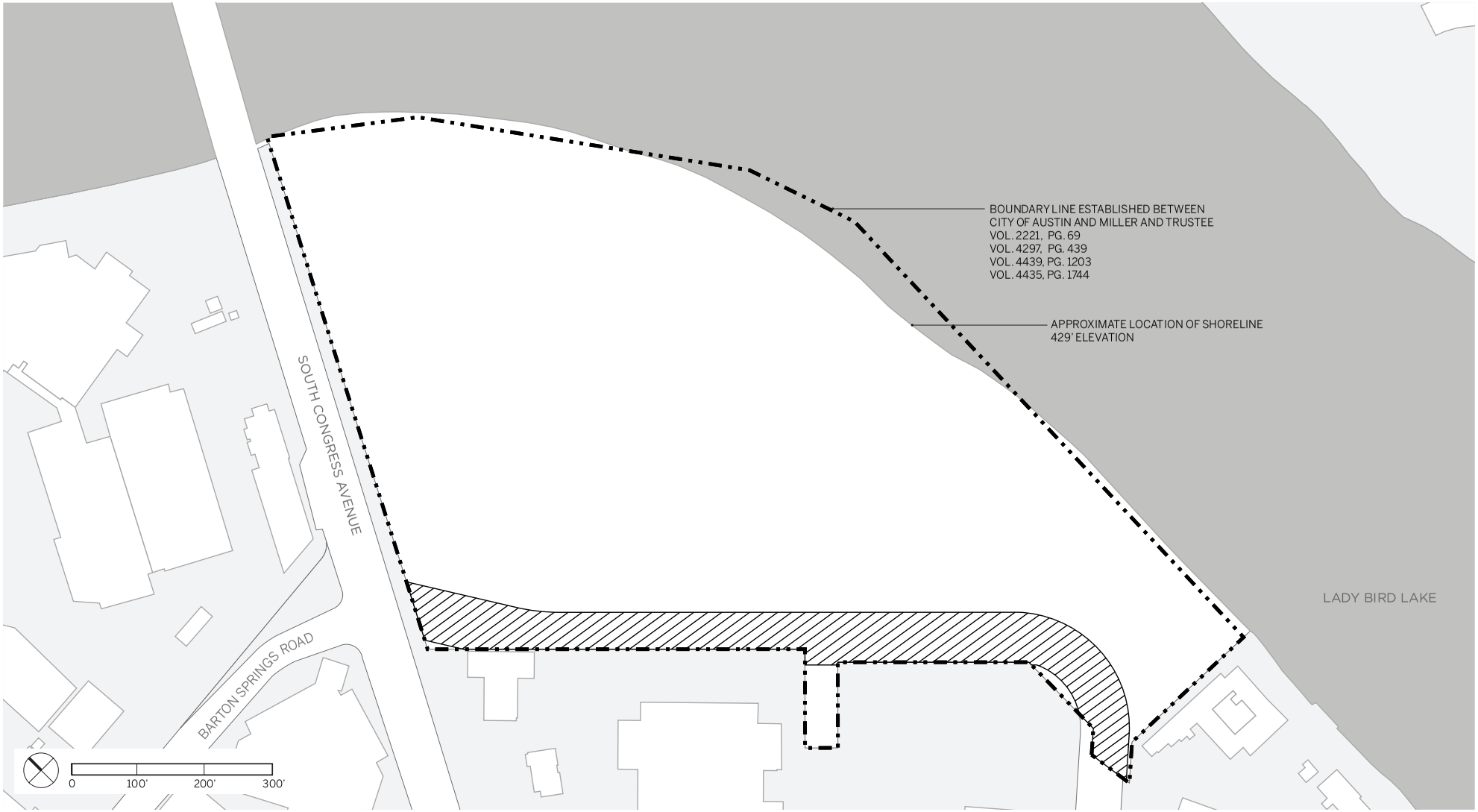
Site Boundary (821,459 sf/18.86 acre)

Submitted: July 24, 2019
Updated: June 26, 2020

CASE NUMBER: C814-89-0003.02

305 S. CONGRESS PUD

Property Boundary and Right of Way Map



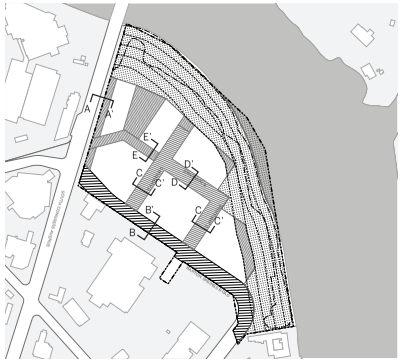
Site Boundary (821,459 sf/18.86 acre)
Area 2: Barton Springs R.O.W. (80,194 sf/1.84 acre)

Submitted: July 24, 2019
Updated: June 26, 2020

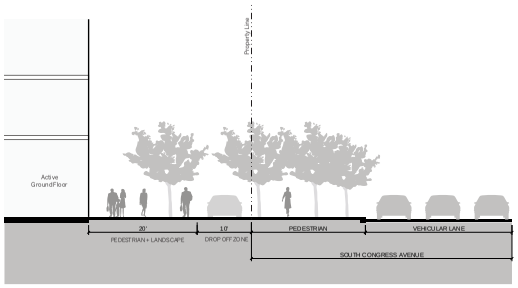
CASE NUMBER: C814-89-0003.02

305 S. CONGRESS PUD

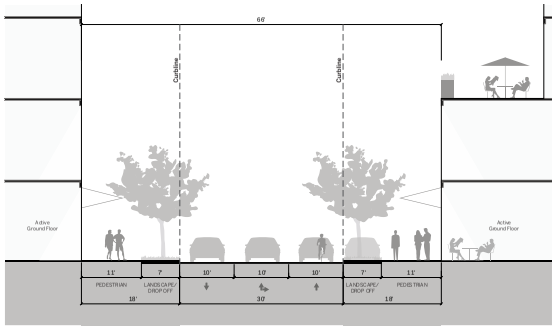
Street Sections and Internal Private Driveway Typical Sections



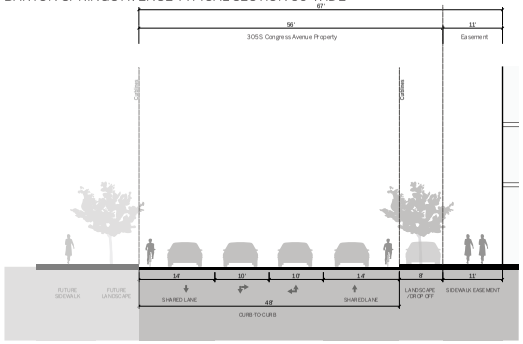
STREET SECTION A-A'
SOUTH CONGRESS AVENUE EDGE CONDITION



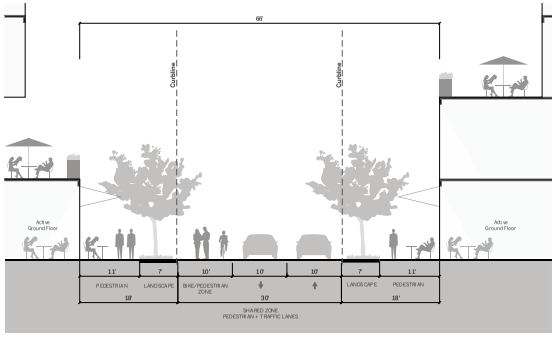
INTERNAL PRIVATE DRIVEWAY SECTION C-C'
ENTRY STREET TYPICAL SECTION 66' WIDE



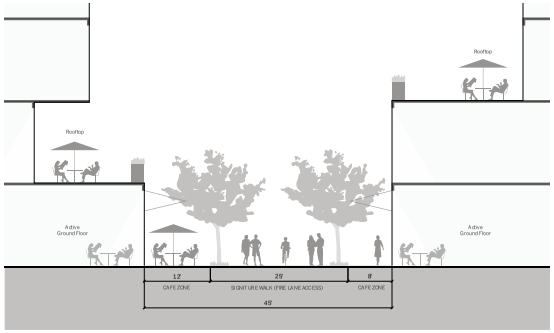
STREET SECTION B-B'
BARTON SPRINGS AVENUE TYPICAL SECTION 56' WIDE



INTERNAL PRIVATE DRIVEWAY SECTION D-D'
SHARED STREET TYPICAL SECTION 66' WIDE



PEDESTRIAN WALKWAY TYPICAL SECTION E-E' 45' WIDE

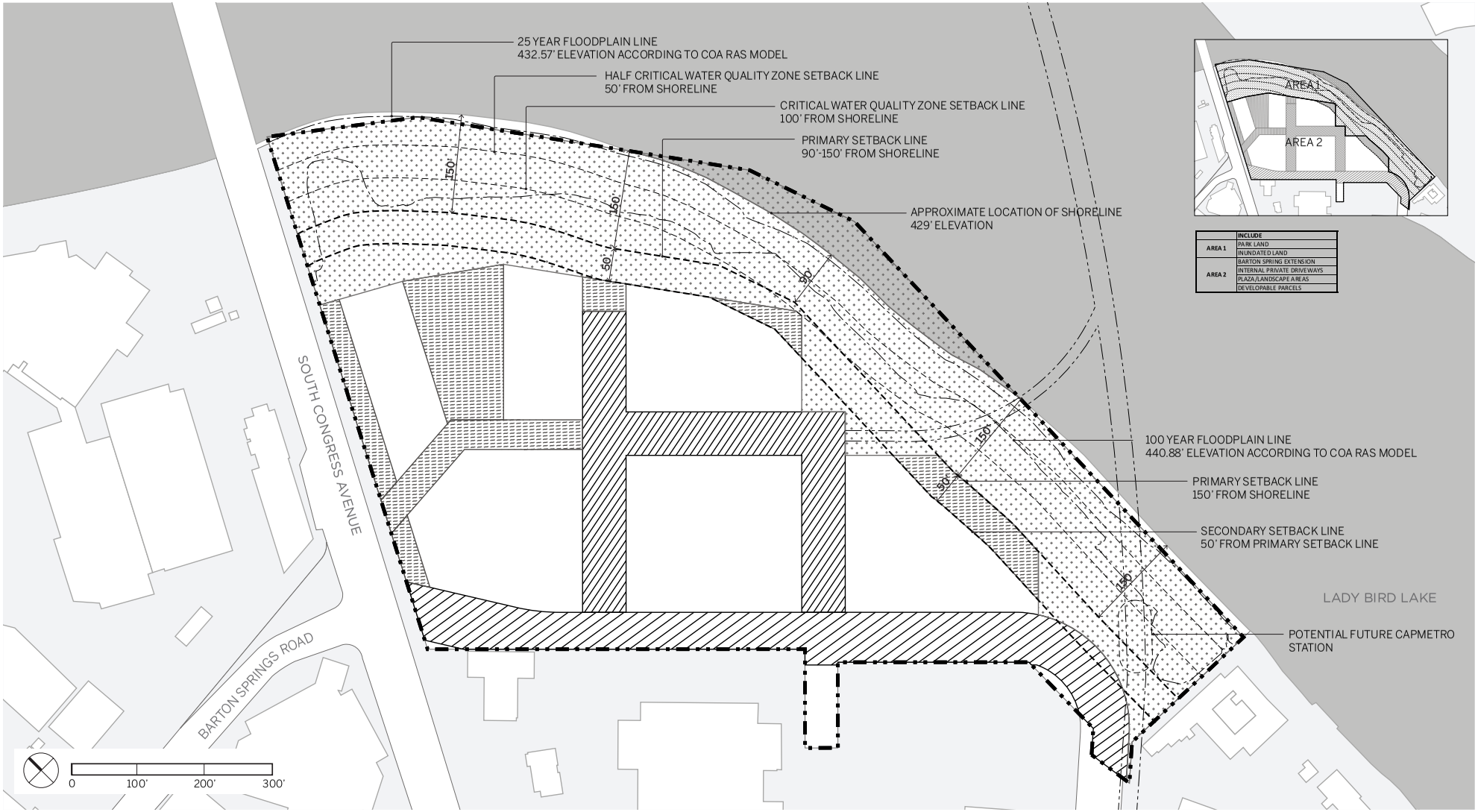


Submitted: July 24, 2019
Updated: June 26, 2020

CASE NUMBER: C814-89-0003.02

305 S. CONGRESS PUD

Setbacks and Land Use Map



	INCLUDE
AREA 1	PARK LAND
	INUNDATED LAND
AREA 2	BARTON SPRING EXTENSION
	INTERNAL PRIVATE DRIVEWAYS
	PLAZA/LANDSCAPE AREAS
	DEVELOPABLE PARCELS

Site Boundary (821,459 sf/18.86 acre)

Area 1: Park Land (329,929 sf/7.58 acre, which includes the inundated land.)

Area 1: Inundated Land (24,342 sf/0.56 acre)

Area 2: Barton Springs R.O.W. (80,194 sf/1.84 acre)

Area 2: Internal Private Driveway (67,874 sf/1.56 acre)

Area 2: Plaza/Landscape Area (75,502 sf/1.73 acre)

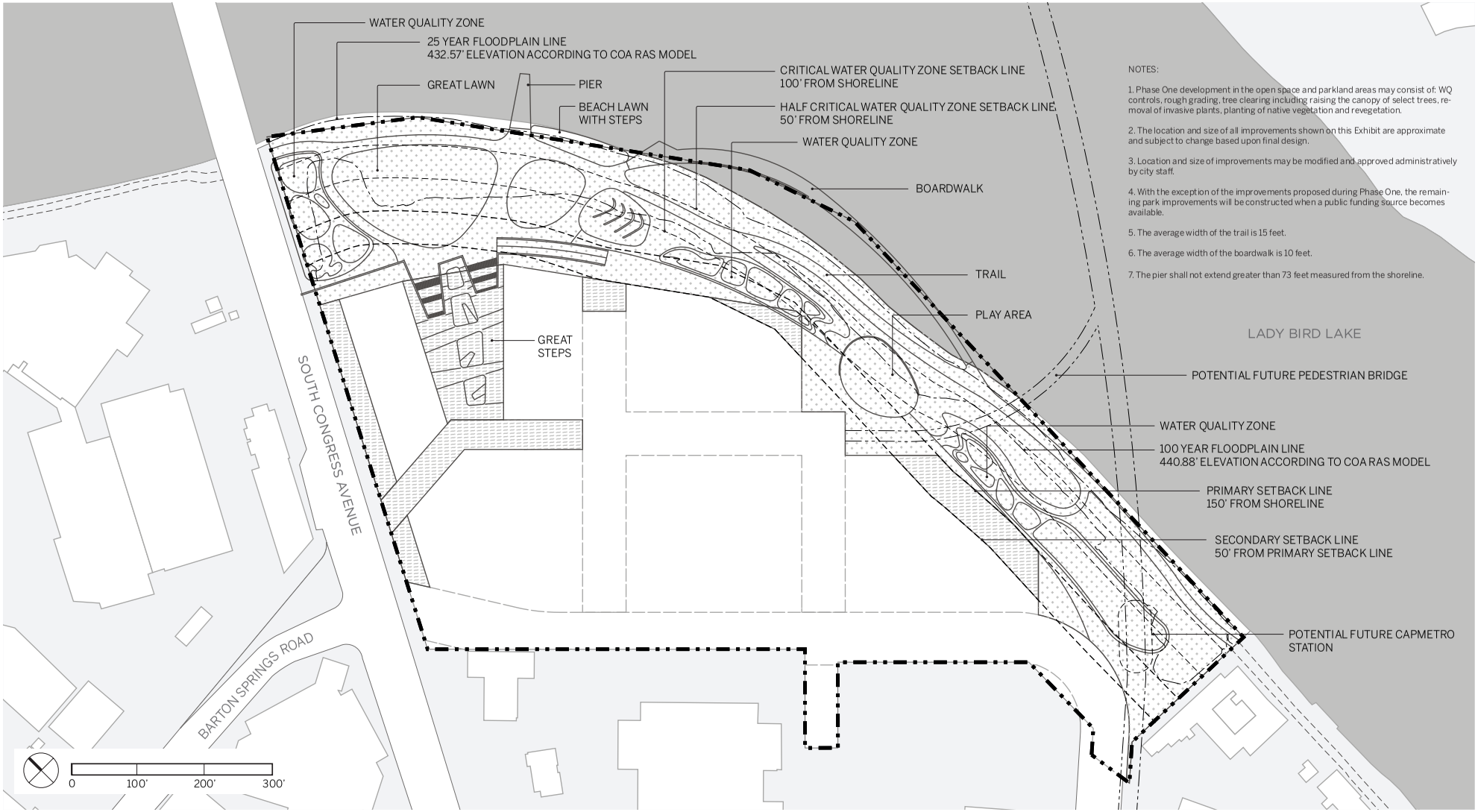
Area 2: Developable Parcel (267,960 sf/6.15 acre)

Submitted: July 24, 2019
Updated: June 26, 2020

CASE NUMBER: C814-89-0003.02

305 S. CONGRESS PUD

Open Space Map



NOTES:

1. Phase One development in the open space and parkland areas may consist of: WQ controls, rough grading, tree clearing including raising the canopy of select trees, removal of invasive plants, planting of native vegetation and revegetation.

2. The location and size of all improvements shown on this Exhibit are approximate and subject to change based upon final design.

3. Location and size of improvements may be modified and approved administratively by city staff.

4. With the exception of the improvements proposed during Phase One, the remaining park improvements will be constructed when a public funding source becomes available.

5. The average width of the trail is 15 feet.

6. The average width of the boardwalk is 10 feet.

7. The pier shall not extend greater than 73 feet measured from the shoreline.

Site Boundary (821,459 sf/18.86 acre)
Park Land (329,929 sf/7.58 acre, which includes the inundated land.) *PARKLAND AREA IS SUBJECT TO CHANGE BASED ON FINAL LOCATION OF CAPMETRO STATION
Plaza/Landscape Area (75,502 sf/1.73 acre)

Submitted: July 24, 2019
Updated: June 26, 2020

CASE NUMBER: C814-89-0003.02

305 S. CONGRESS PUD

Data Table and Notes

Total Site Area		821,459 square feet/18.858 acres
Minimum Lot Size		5,750 square feet
Minimum Lot Width		50 feet
Maximum Height		525 feet
Maximum Impervious Cover*		68%
Maximum Building Coverage		55%
Maximum Floor Area Ratio*		4.3 : 1
Minimum Setbacks	Front Yard	0 feet
	Street Side Yard	0 feet
	Interior Side Yard	0 feet
	Rear Yard	0 feet

		BREAKDOWN	TOTAL ACRE	TOTAL GSF	PERCENTAGE
PUBLIC REALM	R.O.W	BARTON SPRING EXTENSION	1.84	80,194	9.8%
		INTERNAL PRIVATE DRIVEWAYS	1.56	67,874	8.3%
	OPEN SPACE	PARK LAND	7.02	305,587	37.2%
		PLAZA/LANDSCAPE AREA	1.73	75,502	9.2%
	INUNDATED LAND	INUNDATED LAND	0.56	24,342	3.0%
	TOTAL PUBLIC REALM AREA		**12.71**	**553,499**	**67.4%**
DEVELOPABLE LAND	DEVELOPABLE LAND	DEVELOPABLE PARCEL	6.15	267,960	32.6%
	TOTAL DEVELOPABLE AREA		**6.15**	**267,960**	**32.6%**
LAND AREA			**18.86**	**821,459**	**100.0%**

*Impervious cover, building coverage, and floor-to-area is based on gross site area of all of the land within the PUD.
*Impervious cover and building coverage will be higher on a parcel by parcel calculation.

NOTES:

1. The maximum height of any structure within Area 2 shall not exceed 525 feet from finished grade. Exceptions from the maximum height limit under 25-2-531 shall apply.

2. The maximum height of any structure within Area 1 shall not exceed 35 feet from finished grade. Exceptions from the maximum height limit under 25-2-531 shall apply.

3. In addition to the uses described in Section 25-2-721(B)(2) and Section 25-2-721(C)(1) the following are additional uses that are permitted within the primary and secondary setback area: charging stations, bike/scooter repair facilities, B-Cycle Station, restrooms facilities with or without showers, food and beverage vendors, bike valet, music vendors, retail vendors, boat rentals, bicycle rentals, performance and special events facilities, exercise courses, sports equipment rentals, and storm water facilities.

4. In addition to the uses described in Note 3, the following are additional pedestrian oriented uses permitted within Area 1 and Area 2:
• Administrative and Business Offices
• Automotive Sales
• Automotive Rentals
• Automotive Repair Services
• Financial Services
• Hotel – Motel
• Indoor Entertainment
• Indoor Sports/Recreation
• Medical Offices – exceeding 5,000 sq. ft. gross floor area
• Medical Office – not exceeding 5,000 sq. ft. gross floor area
• Personal Improvement Services
• Personal Services
• Pet Services
• Professional Office
• Recreation and Equipment Sales
• Theater
• Transportation Terminal
• Temporary Uses Described in Section 25-2-921
• Veterinary Service

5. The following uses are permitted uses within Area 2.
• Bed & Breakfast (Group 1)
• Bed & Breakfast (Group 2)
• Condominium Residential
• Multifamily Residential
• Townhouse Residential
• Short-Term Rental (Types 1 and 3)
• Administrative and Business Office
• Art Gallery
• Art Work Shop
• Automotive Sales
• Automotive Rentals
• Automotive Repair Services
• Business or Trade School
• Business Support Services
• Cocktail Lounge
• Commercial Off-Street Parking
• Communications Services
• Consumer Convenience Services
• Consumer Repair Services
• Convenience Storage
• Electronic Prototype Assembly
• Electronic Testing
• Financial Services
• Food Preparation
• Food Sales
• General Retail Sales (Convenience)
• General Retail Sales (General)
• Hotel-Motel
• Indoor Entertainment
• Indoor Sports and Recreation
• Kennels
• Laundry Services
• Liquor Sales
• Marina
• Medical Offices – exceeding 5,000 sq. ft. gross floor area
• Medical Office – not exceeding 5,000 sq. ft. gross floor area
• Off-Site Accessory Parking
• Outdoor Entertainment
• Outdoor Sports and Recreation
• Pedicab Storage and Dispatch
• Personal Improvements Services
• Personal Services
• Pet Services
• Plant Nursery
• Professional Office
• Recreational Equipment Maint. & Stor.
• Recreational Equipment Sales
• Research Assembly Services
• Research Services
• Restaurant (General)
• Restaurant (Limited)
• Service Station
• Stables
• Software Development
• Theater
• Vehicle Storage
• Veterinary Services
• Custom Manufacturing
• General Warehousing and Distribution
• Light Manufacturing
• Limited Warehousing and Distribution
• Community Garden
• Indoor Crop Production
• Urban Farm
• Administrative Services
• Camp
• Club or Lodge
• College and University Facilities
• Communication Service Facilities
• Community Events
• Community Recreation (Private)
• Community Recreation (Public)
• Congregate Living
• Convalescent Services
• Counseling Services
• Cultural Services
• Day Care Services (Commercial)
• Day Care Services (General)
• Day Care Services (Limited)
• Family Home
• Hospital Services (General)
• Hospital Services (Limited)
• Maintenance and Service Facilities
• Park and Recreation Services (General)
• Park and Recreation Services (Special)
• Private Primary Educational Facilities
• Private Secondary Educational Facilities
• Public Primary Educational Facilities
• Public Secondary Educational Facilities
• Safety Services
• Telecommunication Tower 7
• Transportation Terminal

6. The following uses are conditional uses within the Property:
• Group Home, Class I (General)
• Group Home, Class I (Limited)
• Group Home, Class II
• Local Utility Services
• Religious Assembly

7. Parkland dedication shall be satisfied in accordance with the Open Space Plan.

8. A site can cross a public street or right-of-way.

9. A site plan for the construction of an amphitheater that is associated with a commercial, civic or residential use may be approved administratively.

10. Pedestrian oriented uses are permitted above the ground floor of a structure.

11. Section 25-2-692(F) is modified to read: "Not less than 50 percent of the net usable space on the ground level within 50 feet of the exterior wall of a structure directly adjacent to and facing Lady Bird Lake must contain pedestrian oriented uses."

12. A maximum of 55% impervious cover is allowed within the secondary setback area.

13. Section 25-2-721(E) is waived, however all building glazing systems shall have a 30 percent maximum reflectivity.

14. The primary setback line is reduced to 90 feet landward from the shoreline as shown on the Land Use Plan.

15. Section 25-2-742(D)(1) is modified to read "For a ground level wall that is visible from parkland or public right-of-way that adjoins parkland, at least 60 percent (exclusive of service areas, loading docks, and parking ramps) of the wall area that is between 2 and 10 feet above grade must be constructed of clear or lightly tinted glass."

16. Exposed architectural concrete is allowed as a natural building material.

17. Section 25-2-742(G)(3) and (4) does not apply to the Property.

18. Chapter 25-2, Article 9, Division 2 shall not apply to the Property.

19. A bulkhead may have a vertical slope greater than 45 degrees.

20. A dock, as such term is defined in Section 25-2-1172(4) and which may also include a boardwalk and all access and appurtenances, located on land open to the public can extend greater than 30 feet from the shoreline, can exceed 20 percent of the shoreline frontage, and has no limitation on the size of its footprint or number of slips.

21. A site plan expires 8 years after the date of its approval, unless Section 25-5-81(B) subsections (C), (D), or (E) are met.

22. The minimum off-street parking, bicycle parking, and loading requirements shall be determined by the director subject to a Transportation Demand Management Plan approved as part of the PUD.

23. The Land Development Code and the International Building Code is modified to allow development within the 25-year and 100-year floodplain.

24. Impervious cover calculations exclude multi-use trails, sidewalks, planter strips and other park and landscape improvements located within a park open to the public.

25. Development is allowed within the Critical Water Quality Zone that is in accordance with the PUD Land Use Plan and Open Space Plan. This includes, but is not limited to, vegetative filter strips, rain gardens, bio-filtration ponds, park improvements such as walking trails, bicycle trails, picnic facilities, playscapes, concessions including food and beverage vendors, bicycle rentals, sports equipment rentals, boat rentals, dining facilities, performance and special event facilities, boardwalks, sidewalks, pavilions, restrooms, exercise equipment and courses, steps, boat landings, piers, lawn beach, rail station, and stream bank stabilization.

26. The placement of fill and the construction of a retaining wall, stairs, bulkhead or other erosion protection device is permitted.

27. All signage on the Property shall comply with the requirements of Section 25-10-129 (Downtown Sign District Regulations).

28. The project will participate in the Art in Public Places Program by incorporating 2 art pieces onsite.

29. Reclaimed water will not be used within the Critical Water Quality Zone and 100-year floodplain areas.

30. The PUD proposes to reserve an area, as generally shown on the Land Use Plan and Open Space Map, for the development of a pedestrian and/or transit bridge, which will be constructed by others, to provide a north south connection across the lake. This reservation will expire 15 years after the PUD approval date.

31. Typical spacing of street trees will be 25 feet on center. This is subject to constructibility due to location of utilities, loading docks, and entrances into the parking garage.

32. The existing sedimentation filtration pond located on the site can be used as a temporary storm water control until the permanent controls are constructed.

33. Barton Springs Road extension shall be considered an Urban Roadway for purposes of complying with Chapter 25-2, Subchapter E – Design Standards and Mixed Use, and will be designed in accordance with the PUD street sections located on Sheet 4.

34. Development of the Property shall not be subject to Chapter 25-2, Subchapter E – Design Standards and Mixed Use, Article 2.2, Article 2.3, and Article 2.4.

35. Chapter 25-2, Subchapter E – Design Standards and Mixed Use, Article 2.6 is modified so that loading and unloading shall be allowed from any internal driveway and not required to be screened from Congress Avenue and Barton Springs Road.

36. Chapter 25-2, Subchapter E – Design Standards and Mixed Use, Article 2.7 is modified so that compliance with Private Common Open Space and Pedestrian Amenity standards are satisfied based on the amount of public open space and parkland provided by the PUD.

37. Chapter 25-2, Subchapter E – Design Standards and Mixed Use, Article 2.8 is modified so that the area designated as a drop-off zone is excluded from the 50% calculation when determining the shaded sidewalk requirements.

38. Development of the Property is exempt from Chapter 25-2, Subchapter E – Design Standards and Mixed Use, Article 3.2.2.E.

39. Upon redevelopment of the Property onsite green stormwater quality controls will be provided to treat 46,206 cubic feet of treatment volume.

40. Upon redevelopment of the Property offsite green stormwater quality controls will be provided to treat a maximum of 107,625 cubic feet of treatment volume under the Congress Avenue bridge. The amount of off-site treatment volume will be subject to adequate drainage conveyance and final design.

41. Upon redevelopment of the Property and extension of Barton Springs Road, rain gardens will be provided in Barton Springs Road to treat approximately 3,507 cubic feet of treatment volume.

42. If a license agreement is required for the stormwater quality controls in the right-of-way (Barton Springs Road or Congress Avenue) the city shall waive the annual fee associated with this improvement.

43. 25-6-381 is modified to allow access to Congress Avenue which is classified as a major roadway.

44. 25-6-451 is modified to allow joint use driveways between lots with recorded access easements.

45. 25-6-471(D) is modified to allow shared parking among the various uses within the PUD regardless of where the parking is located on site.

46. 25-6-532 is modified to allow the use of shared loading and unloading spaces within the PUD regardless of where the use is located on site.

47. TCM 1.3.1(B) is modified to allow a minimum horizontal radii of 150 feet for Barton Springs Road.

48. TCM 1.3.1(D)(2) is modified to allow a minimum approach tangent and intersection skew of 120° from Congress Avenue.

49. TCM 1.3.2 is modified to allow the construction of Barton Springs Road to adhere to the street cross-section within the PUD.

50. TCM Table 5-2 is modified to allow the construction of the driveways to adhere to the cross-sections within the PUD.

51. Environmental Criteria Manual Section 3.3.2 is modified to provide that a tree survey is accurate for 10 years instead of 5 years. This is due to the complex nature of the project and anticipated long-term development phasing plan.

52. Section 25-8-63(11) is modified to allow subsurface parking structures to be excluded from impervious cover calculations if the structure is covered with a minimum of 4 feet of soil.

53. Section 25-7-721(G) is modified so that loading and unloading shall be allowed from any internal driveway and not required to be screened from public view.

54. Section 25-4-51 is modified such that a preliminary plan is not required for the extension of Barton Springs Road.

55. Section 25-8-261(H) is modified to allow green stormwater quality controls (as defined by ECM) within 50 feet of the shoreline of Lady Bird Lake and within the 100-year floodplain.

Submitted: July 24, 2019
Updated: June 26, 2020

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Cost Estimates

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305 S. Congress TIA

Pro Rata Table

Intersection	Recommended Improvement	Critical Movement	Improvement Cost	Pro Rata AM	Pro Rata PM	Pro Rata COST
BR Reynolds Dr and Cesar Chavez St	Extend southbound right-turn storage (285-foot storage, 100-foot taper)	SB RT	$ 108,000	0.0%	0.0%	$ -
	Signal Timing Optimization	-	$ 5,000	100.0%	100.0%	$ 5,000
Sandra Muraida Way and Cesar Chavez St	Construct a westbound right-turn lane (75-foot storage, 50-foot taper)	WB RT	$ 100,000	52.0%	58.0%	$ 58,000
	Signal Timing Optimization	-	$ 5,000	100.0%	100.0%	$ 5,000
Congress Ave and Barton Springs Rd/Barton Springs Rd Extension	Construction of an additional westbound receiving lane	-	$ 102,000	100.0%	100.0%	$ 102,000
	Signal modification (signal pole relocation)	-	$ 100,000	100.0%	100.0%	$ 100,000
	Signal Timing Optimization	-	$ 5,000	100.0%	100.0%	$ 5,000
Commercial Drive/Riverside Drive Access and Riverside Drive	Restripe Riverside Drive Access to a four-lane cross-sectoin (southbound approach to provide one left-turn lane and one left-turn/through/right-turn shared lane, and the north leg to provide on additional receiving lane)	SB LT	$ 20,000	63.5%	51.2%	$ 12,700
	Signal modification (add signal head)	SB LT	$ 50,000	63.5%	51.2%	$ 31,750
	Signal Timing Optimization	-	$ 5,000	100.0%	100.0%	$ 5,000
	Total		**$ 500,000**	**-**	**-**	**$ 324,450**

305 S. Congress TIA

Extend SB RT storage at BR Reynods Dr and Cesar Chavez St

Date: 3/9/2022 10:57

Prepared by: MM

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	2.35	$ 3,700.00	$ 8,695
REMOVING CONC (SIDEWALKS)	SY	133	$ 11.00	$ 1,467
REMOVING CONC (CURB AND GUTTER)	LF	235	$ 5.00	$ 1,175
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	33	$ 14.00	$ 457
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	4	$ 6,500.00	$ 26,000
CONC CURB & GUTTER (TY II)	LF	285	$ 15.00	$ 4,275
CONC SIDEWALKS (5")	SY	131	$ 50.00	$ 6,528
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	$ 2,500
PAVEMENT MARKINGS	LS	1	10%	$ 5,200
MOBILIZATION	LS	1	10%	$ 5,700
SUBTOTAL MATERIAL ITEMS				**$ 61,997**
ENGINEERING			15%	$ 9,300
INSPECTION			10%	$ 6,200
CONTINGENCY			20%	$ 12,399
SUBTOTAL				**$ 89,895**
SMALL QUANTITY ESCALATION FACTOR				$ 17,979
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				**$ 107,874**

This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects. This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.

305 S. Congress TIA

Construct WB RT at Sandra Muraida Way and Cesar Chavez St

Date: 3/9/2022 10:57

Prepared by: MM

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	1.25	$ 3,700.00	$ 4,625
REMOVING CONC (CURB AND GUTTER)	LF	125	$ 5.00	$ 625
REMOVING CONC (WHEELCHAIR RAMP)	SY	13	$ 30.00	$ 390
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	19	$ 14.00	$ 271
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	4	$ 6,500.00	$ 26,000
CONC CURB & GUTTER (TY II)	LF	175	$ 15.00	$ 2,625
CURB RAMP (TY 1)	EA	2	$ 1,500.00	$ 3,000
TRAFFIC ITEMS				
INSTL PED PUSH BUTTON	EA	2	$ 2,000.00	$ 4,000
REMOVE PED POLE ASSM	EA	2	$ 100.00	$ 200
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	$ 2,100
PAVEMENT MARKINGS	LS	1	10%	$ 4,400
MOBILIZATION	LS	1	10%	$ 4,900
SUBTOTAL MATERIAL ITEMS				**$ 53,136**
ENGINEERING			15%	$ 7,970
INSPECTION			10%	$ 5,314
CONTINGENCY			20%	$ 10,627
SUBTOTAL				**$ 77,047**
SMALL QUANTITY ESCALATION FACTOR				$ 23,114
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				**$ 100,161**

This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects. This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.

305 S. Congress TIA

Construction of an addition WB through lane at Congress Ave and Barton Springs Rd/Barton Springs Rd Extension

Date: 3/9/2022 10:57

Prepared by: MM

ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTAL COST
PREP ROW, EARTHWORK & REMOVALS				
PREPARING ROW	STA	2.3	$ 3,700.00	$ 8,510
REMOVING CONC (MEDIANS)	SY	16.6666667	$ 11.00	$ 183
REMOVING CONC (CURB AND GUTTER)	LF	230	$ 5.00	$ 1,150
REMOVING CONC (WHEELCHAIR RAMP)	SY	6.5	$ 30.00	$ 195
REMOVE STAB BASE AND ASPH PAV (6"-20")	SY	54	$ 14.00	$ 753
MISCELLANEOUS CONSTRUCTION				
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	4	$ 6,500.00	$ 26,000
CONC CURB & GUTTER (TY II)	LF	280	$ 15.00	$ 4,200
CURB RAMP (TY 1)	EA	1	$ 1,500.00	$ 1,500
TEMP EROSION CONTROL, SWPPP, AND PERM SEED/SOD	LS	1	5%	$ 2,200
PAVEMENT MARKINGS	LS	1	10%	$ 4,500
MOBILIZATION	LS	1	10%	$ 5,000
SUBTOTAL MATERIAL ITEMS				**$ 54,191**
ENGINEERING			15%	$ 8,129
INSPECTION			10%	$ 5,419
CONTINGENCY			20%	$ 10,838
SUBTOTAL				**$ 78,577**
SMALL QUANTITY ESCALATION FACTOR				$ 23,573
TOTAL INCLUDING MATERIALS, ENGINEERING, INSPECTION AND CONTINGENCY				**$ 102,150**

This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects. This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.

Signal Timing Information

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TRAFFIC SIGNAL INTERSECTION:	DATE:	GRP:	LOC:	VRS:	HUB:	ZONE:	SEC:	ENGINEER:	CITY OF AUSTIN
Lamar Blvd @ 6th Street	3/8/2018		118L						TRAFFIC SIGNAL TIMING & PHASING SHEETS

N

4 + 2 + RINGS

PHASE 1	RING 1:	1, 2, a, 3, 7, 4, b
	RING 2:	5, 6, a, 8, b
PHASE 2	RING 1:	
	RING 2:	

4 + 2 + PHASEMODE

STARTUP	2, 6
REDSTRT	1, 3 - 5, 7 - 40
PED	2, 4, 6, 8
YELFLASH	
FLASH/ENT	
FLASH/EXIT	

4 + 1 + ACT CONFIG

	#1	#2	#3	#4	#5
PHASE	1				
OVERLAP	1				
PREEMPT	1				
CABINET	2				
DETECTOR	2				
COORD	1				

1 + ACTIVE CONTROL PARAMETERS

CONTROL MODE:	SCHEDULE				
MAN PLN:	3	FREE PLN:	1	DFSCHED:	1

4 + 2 + MISC		4 + 7 + COORD CONFIG	
TRANSITION MODE:	3:30	START UP FLASH:	1
SYNCHRO MODE:	BEST	RED REVERT:	2
MAX DWELL TIME:	0	FLASH CLR:	8

2 + 3 + PL # + PLAN MODE

PL	PLAN MODE	MAX GRN	PH DATA	PH SEQ	OL DATA	ACT CONF	ENA	OFF	VAR	CYCLE	HOLD / YLD
1											
2											
3											
4	COORD	MAX 2	7	3	3	1	A	30	5	120	2, 6
5	COORD	MAX 2	1	3	3	1	A	30	5	120	2, 6
6											
7	COORD	MAX 1	1	3	3	1	A	13	5	90	2, 6
8	COORD	MAX 2	1	3	3	1	A	30	5	120	2, 6
9											
10											
32	COORD	MAX 2	3	2	3	1	A	140	5	150	2, 6
33	COORD	MAX 2	3	2	3	1	A	12	5	150	2, 6

SCHEDULE

EV	ENA	HR	M	S	M	T	W	T	F	S	PL	SPECIAL FUNCTIONS 1	2	3	4	5	6	7	8	AUXILIARY 1	2	3	4
1	ENA	0	0	X	X	X	X	X	X	X	7												
2	ENA	6	30		X	X	X	X	X		32												
3	ENA	8	0	X						X	8												
4	ENA	9	30		X	X	X	X	X		4												
5	ENA	11	0	X						X	8												
6	ENA	11	0		X	X	X	X	X		4												
7	ENA	15	30		X	X	X	X	X		33												
8	ENA	19	0	X	X	X	X	X	X	X	5												
9	ENA	20	30	X	X	X	X	X	X	X	7												
10																							
11																							
12																							

PRIORITY SEQUENCE

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
TABLE 1	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE 2	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE 3	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE 4	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0

NOTE: ZERO DENOTES THE HIGHEST PRIORITY

PED PRAMS & FLAGS

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ENABLE	X	X	X	X																
CALLPHAS	2	4	6	8																
OVERLAP		14																		

VEH PARAMETERS / VEH FLAG

DETECTORS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ENABLE	X	X	X	X	X	X	X	X	X	X	X	X	X							
CALL	X	X	X	X	X	X	X	X	X	X	X	X	X							
EXTEND	X	X	X	X	X	X	X	X	X	X	X	X	X							
ADD INIT																				
RED LOCK																				
YEL LOCK																				
CALL PHASE	5	1	2	6	3	7	4	8	2	6	4	8	3							
SWTCH PHAS																				
OVERLAP																				
DELAY																				

SIGNAL PHASING DIAGRAM - NUMBERS REPRESENT GREEN TIME (SECONDS)

PLAN

4	26 + 4 + 1	44 + 4 + 1	35 + 4 + 1
5	21 + 4 + 1	49 + 4 + 1	35 + 4 + 1
7	15 + 4 + 1	33 + 4 + 1	27 + 4 + 1
8	29 + 4 + 1	45 + 4 + 1	31 + 4 + 1

PLAN

32	8 + 4 + 1	64 + 4 + 1	31 + 4 + 1	27 + 4 + 1
33	12 + 4 + 1	73 + 4 + 1	10 + 4 + 1	35 + 4 + 1

FLAGS	PHASES
OMITPHAS	1, 3, 7 - 20
OMIT PED	1, 3 - 5, 7 - 20
MIN RECAL	2, 3, 4, 6
MAXRECAL	2, 3, 4, 5, 6
SOFT RCL	
CDT'L SRVC	
PED RECAL	2, 4, 6
DUAL ETRY	
SIMGAP	
REDREST	
AUTO PED	2, 4, 6, 8
REST WALK	2, 6
PED RECY	
RED LOCK	
YEL LOCK	
NO EXT	
NO ADD INI	
NOGAPRED	
NOMAX LOK	1, 3, 4, 5, 7, 8

PHASE DATA TABLE # 1	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
PHASE TIMING		NB LAMAR		WB 6th Street	NB "P" L/T	SB LAMAR												
MIN GREEN		20.0		10.0	10.0	9.0												
PASSAGE		1.0		2.0	1.0	1.0												
MAXGRN 1		30.0		30.0	20.0	30.0												
MAXGRN 2		30.0		30.0	20.0	30.0												
CONDSERV		0.0		0.0	0.0	0.0												
YEL CHG		4.0		4.0	4.0	4.0												
RED CLR		1.0		1.0	1.0	1.0												
WALK		5.0				5.0												
PED CLR		16.0				12.0												
ADDED INI																		
TIME TO RED																		
TIME BEFOR																		
MAX INIT GRN																		

2+ 3 + PL # +	PHASE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
MIN SPLIT	PLAN	4		40		30	15	25		30										
NOM SPLIT	CYCLE	120		80		40	31	49		40										
MAX SPLIT				105		50	35	70		50										
	PLAN	5		40		30	15	25		30										
	CYCLE	120		80		40	26	54		40										
				105		50	35	70		50										
	PLAN	7		40		20	15	25		20										
	CYCLE	90		58		32	20	38		32										
				80		40	25	55		40										
	PLAN	8		40		30	15	25		30										
	CYCLE	120		84		36	34	50		36										
				105		50	40	65		50										

NOTE:
PLAN 20 = FREE MODE
PLAN 33 = FLASH MODE

	PHASE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
MIN	PLAN	32		60	20	30	10	45		30										
NOM	CYCLE	150		82	36	32	13	69		68										
MAX				100	45	60	15	100		75										
MIN	PLAN	33		60	20	30	15	45		30										
NOM	CYCLE	150		95	15	40	17	78		55										
MAX				100	45	60	25	100		75										
MIN	PLAN																			
NOM	CYCLE																			
MAX																				
MIN	PLAN																			
NOM	CYCLE																			
MAX																				

Change ONLY the following:		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
INPUT CHANNELS	FUNCTION TYPE													VEH								
	FUNCTION INDEX													13								
	UNIT													C1S								
	CONNECTOR / BUI													1								
	PIN													55								
	CHANNEL IN 1																					
	CHANNEL IN 2																					
	LOGIC																					

PUT NELS		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
	FUNCTION TYPE		OVL				Ovlped	OVL														
	FUNCTION INDEX		2				14	1														
	CONNECTOR / BUI 1																					

OUTPUT CHANNEL																											
	PIN 1																										
	CONNECTOR / BUI 2																										
	PIN 2																										
	CONNECTOR / BUI 3																										
	PIN 3																										

PHASES		TYPE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
OVERLAP CONFIGURATION (P = PRIMARY, S = SECONDARY, M = MODIFIED)	OVL A	~~2~~	P			X		X													
		141	P																		
			S																		
			M																		
	OVL B	~~2~~	P		X	X															
		141	P																		
			S																		
			M																		
	OVL C	2	P																		
		141	P																		
			S																		
			M																		
	OVL D	2	P																		
		141	P																		
			S																		
			M																		
	OVL E	2	P																		
	OVL F	2	P																		
	OVL G	2	P																		
	OVL H	2	P																		
	OVL I	2	P																		
	OVL J	2	P																		
	OVL K	2	P																		
	OVL L	2	P																		
	OVL M	2	P																		
	OVL N	~~2~~	P				X			X											
	OVL O	2	P																		
	OVL P	2	P																		

OVERLAPS			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
OVERLAP SETTINGS	FLAGS / PARAM	ENABLE	X	X												X		
		PED OVERLAP														X		
		FLASH YELLOW																
		ALT FLASH HZ																
	FLAGS	RECALL PRIMARY																
		RECALL SEC																
		PED RECALL														X		
		PED RECYCLE																
		AUTO EXTEND																
	PARAMETERS	MIN GREEN																
		MAX GREEN																
		GREEN CLEAR																
		YEL CLEAR	4	4														
		RED CLEAR	1	1														
		WALK														13		
		PED CLEAR														14		
		RESERVICE																

PRE - EMPT		1	3	4	5	6
PRE EMPT FLAGS	ENABLE			X		
	NO MEM LOK			X		
	MAN ENABLE					
	NO OVER FLSH					
	NO OVER NEXT					
	OMIT IN DELAY					
	RE MAX PRES					
	PED NOT DARK					
TIME	MIN PRESENCE					
	DELAY					

SETTINGS		1	3	4	5	6
TIMING	STRT MIN GRN					
	STRT WALK					
	STRT PED CLR			11		
PHASE FLAGS	ENT 1 PHASE			6		
	ENT 2 PHASE					
	DWELL PHASE			6		
	INITIAL DWELL					
	DWELL PED					
	RECAL PHASE					
	EXIT PHASE			4		

FLAGS	PHASES
OMITPHAS	1, 7 - 20
OMIT PED	1, 3 - 5, 7 - 20
MIN RECAL	2, 3, 4, 5, 6
MAXRECAL	2, 3, 4, 5, 6
SOFT RCL	
CDT'L SRVC	
PED RECAL	2, 4, 6
DUAL ETRY	
SIMGAP	
REDREST	
AUTO PED	2, 4, 6, 8
REST WALK	
PED RECY	

PHASE DATA TABLE # 3	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
PHASE TIMING		NB LAMAR	NB "P" L/T	WB 6th Street	NB "P" L/T	SB LAMAR												
MIN GREEN		10.0	3.0	5.0	3.0	10.0												
PASSAGE		1.0	1.0	2.0	1.0	1.0												
MAXGRN 1		45.0	20.0	25.0	20.0	45.0												
MAXGRN 2		65.0	60.0	60.0	60.0	65.0												
CONDSERV		0.0	0.0	0.0	0.0	0.0												
YEL CHG		4.0	4.0	4.0	4.0	4.0												
RED CLR		1.0	1.0	1.0	1.0	1.0												

RED LOCK		WALK		10.0				10.0												
YEL LOCK		PED CLR		16.0				12.0												
NO EXT		ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
NOMAX LOK	1, 3, 4, 5, 7, 8	MAX INIT GRN																		
FLAGS	PHASES	**PHASE DATA TABLE # 7**	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
OMITPHAS	1, 3, 7 - 20																			
OMIT PED	1, 3 - 5, 7 - 20																			
MIN RECAL	2, 4, 5, 6	PHASE TIMING		NB LAMAR		WB 6th Street	NB "P" L/T	SB LAMAR												
MAXRECAL	2, 4, 5, 6																			
SOFT RCL																				
CDT'L SRVC																				
PED RECAL	2, 6	MIN GREEN		10.0		5.0	3.0	10.0												
DUAL ETRY		PASSAGE		1.0		2.0	1.0	1.0												
SIMGAP		MAXGRN 1		45.0		25.0	20.0	45.0												
REDREST		MAXGRN 2		65.0		60.0	60.0	65.0												
AUTO PED	2, 4, 6, 8	CONDSERV		0.0		0.0	0.0	0.0												
REST WALK		YEL CHG		4.0		4.0	4.0	4.0												
PED RECY		RED CLR		1.0		1.0	1.0	1.0												
RED LOCK		WALK		10.0				10.0												
YEL LOCK		PED CLR		16.0				12.0												
NO EXT		ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
NOMAX LOK	1, 3, 4, 5, 7, 8	MAX INIT GRN																		

FLAGS	PHASES	**PHASE DATA TABLE # 4**	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
OMITPHAS																				
OMIT PED																				
MIN RECAL		PHASE TIMING																		
MAXRECAL																				
SOFT RCL																				
CDT'L SRVC																				
PED RECAL		MIN GREEN																		
DUAL ETRY		PASSAGE																		
SIMGAP		MAXGRN 1																		
REDREST		MAXGRN 2																		
AUTO PED		CONDSERV																		
REST WALK		YEL CHG																		
PED RECY		RED CLR																		
RED LOCK		WALK																		
YEL LOCK		PED CLR																		
NO EXT		ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
NOMAX LOK		MAX INIT GRN																		

NOTES:

TRAFFIC SIGNAL INTERSECTION:	DATE:	GRP:	LOC:	VRS:	HUB:	ZONE:	SEC:	ENGINEER:
Lamar Blvd @ 5th Street	3/18/2018		119R					

CITY OF AUSTIN
TRAFFIC SIGNAL TIMING & PHASING SHEETS

N

4 + 2 + RINGS

PHASE 1	RING 1:	5, 2, a, 1, 11, 4, 3, b
	RING 2:	6, a, 9, b
PHASE 2	RING 1:	
	RING 2:	

4 + 2 + PHASEMODE

STARTUP	2, 6
REDSTRT	1, 3 - 5, 7 - 40
PED	2, 4, 6, 8
YELFLASH	
FLASH/ENT	
FLASH/EXIT	

4 + 1 + ACT CONFIG

	#1	#2	#3	#4	#5
PHASE	1				
OVERLAP	1				
PREEMPT	1				
CABINET	2				
DETECTOR	2				
COORD	1				

1 + ACTIVE CONTROL PARAMETERS

CONTROL MODE:	SCHEDULE				
MAN PLN:	1	FREE PLN:	1	DFSCHED:	1

4 + 2 + MISC

TRANSITION MODE:	3:30
SYNCHRO MODE:	BEST
MAX DWELL TIME:	0

4 + 7 + COORD CONFIG

START UP FLASH:	1
RED REVERT:	2
FLASH CLR:	8

2 + 3 + PL # + PLAN MODE

PL	PLAN MODE	MAX GRN	PH DATA	PH SEQ	OL DATA	ACT CONF	ENA	OFF	VAR	CYCLE	HOLD / YLD
1											
2											
3											
4	COORD	MAX 2	5	1	1	1	A	15	5	120	2, 6
5	COORD	MAX 2	4	1	1	1	A	20	5	120	2, 6
6											
7	COORD	MAX 1	4	1	1	1	A	87	5	90	2, 6
8	COORD	MAX 2	4	1	1	1	A	20	5	120	2, 6
9											
32	COORD	MAX 2	6	1	1	1	A	0	5	150	2, 6
33	COORD	MAX 2	5	1	1	1	A	141	5	150	2, 6
34											

SCHEDULE

EV	ENA	HR	M	S	M	T	W	T	F	S	PL	SPECIAL FUNCTIONS 1	2	3	4	5	6	7	8	AUXILIARY 1	2	3	4
1	ENA	0	0	X	X	X	X	X	X	X	7												
2	ENA	6	30		X	X	X	X	X		32												
3	ENA	8	0	X						X	8												
4	ENA	9	30		X	X	X	X	X		4												
5	ENA	11	0	X						X	8												
6	ENA	15	30		X	X	X	X	X		33												
7	ENA	19	0	X	X	X	X	X	X	X	5												
8	ENA	20	30	X	X	X	X	X	X	X	7												
9																							
10																							
11																							
12																							

PRIORITY SEQUENCE

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
TABLE 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE 2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE 3	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NOTE: ZERO DENOTES THE HIGHEST PRIORITY

PED PRAMS & FLAGS

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ENABLE	X	X	X	X																
CALLPHAS	2	4	6	8																
OVERLAP	13			16																

VEH PARAMETERS

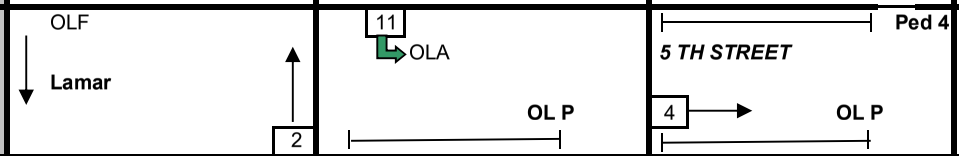
DETECTORS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ENABLE	X	X	X	X	X	X	X	X	X	X	X	X	X							
CALL	X	X	X	X	X	X	X	X	X	X	X	X	X							
EXTEND	X	X	X	X	X	X	X	X	X	X	X	X	X							
ADD INIT																				
RED LOCK																				
YEL LOCK																				

VEH FLAG

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
CALL PHASE	1	5	2	6	3	7	4	8	2	6	4	8	11							
SWTCH PHAS																				
OVERLAP																				
DELAY																				

SIGNAL PHASING DIAGRAM - NUMBERS REPRESENT GREEN TIME (SECONDS)

4	52 + 4 + 1	26 + 4 + 1	27 + 4 + 1
5	59 + 4 + 1	21 + 4 + 1	25 + 4 + 1
7	35 + 4 + 1	13 + 4 + 1	27 + 4 + 1
8	59 + 4 + 1	21 + 4 + 1	25 + 4 + 1
33	75 + 4 + 1	25 + 4 + 1	35 + 4 + 1



32	85 + 4 + 1	20 + 4 + 1	30 + 4 + 1

FLAGS	PHASES
OMITPHAS	3, 5, 7 - 20
OMIT PED	1 - 3, 5, 7 - 20
MIN RECAL	2, 4, 6
MAXRECAL	1, 2, 4, 6
SOFT RCL	
CDT'L SRVC	
PED RECAL	2, 4, 6
DUAL ETRY	
SIMGAP	
REDREST	
AUTO PED	2, 4, 6
REST WALK	2, 6
PED RECY	
RED LOCK	
YEL LOCK	5
NO EXT	5
NO ADD INI	
NOGAPRED	
NOMAX LOK	1, 3, 4, 5, 7, 8

PHASE DATA TABLE # 4	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
PHASE TIMING	SB L/T	NB LAMAR		EB 5th Street		SB LAMAR												
MIN GREEN	3.0	10.0		5.0		10.0												
PASSAGE	1.0	1.0		1.0		1.0												
MAXGRN 1	20.0	45.0		25.0		45.0												
MAXGRN 2	25.0	65.0		35.0		65.0												
CONDSERV	0.0	0.0		0.0		0.0												
YEL CHG	4.0	4.0		4.0		4.0												
RED CLR	1.0	1.0		1.0		1.0												
WALK				7.0		10.0												
PED CLR				20.0		20.0												
ADDED INI																		
TIME TO RED																		
TIME BEFOR																		
MAX INIT GRN																		

2+ 3 + PL # +	PHASE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
MIN SPLIT	PLAN	4	15	35		25		40			40									
NOM SPLIT	CYCLE	120	31	57		32		57			63									
MAX SPLIT			35	90		50		95			80									
	PLAN	5	15	35		25		40			40									
	CYCLE	120	26	64		30		64			56									
			35	90		50		95			80									
	PLAN	7	15	23		20		30			35									
	CYCLE	90	18	40		32		40			50									
			25	53		40		60			65									
	PLAN	8	15	35		25		40			40									
	CYCLE	120	26	64		30		64			56									
			30	90		50		95			80									

NOTE:
PLAN 20 = FREE MODE
PLAN 33 = FLASH MODE

	PHASE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
MIN	PLAN	32		50		25		65			40		15							
NOM	CYCLE	150		90		35		90			60		25							
MAX				105		50		135			80		25							
MIN	PLAN	33	15	50		25		65			40									
NOM	CYCLE	150	30	80		40		80			70									
MAX			30	105		50		135			80									
MIN	PLAN																			
NOM	CYCLE																			
MAX																				
MIN	PLAN																			
NOM	CYCLE																			
MAX																				

Change ONLY the following:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
INPUT CHANNELS																					
FUNCTION TYPE													VEH								
FUNCTION INDEX													13								
UNIT													1								
CONNECTOR / BUI													C1S								
PIN													56								
CHANNEL IN 1																					
CHANNEL IN 2																					
LOGIC																					

OUTPUT CHANNELS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
FUNCTION TYPE	OVL	PHASE	OvlPed	Phase	Phase	Ped	Phase	OVL	Ped			OvlPed									
FUNCTION INDEX	1	2	13	3	4	4	5	6	6			16									
CONNECTOR / BUI 1																					
PIN 1																					
CONNECTOR / BUI 2																					
PIN 2																					

	CONNECTOR / BUI 3																												
	PIN 3																												
PHASES	**TYPE**		**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**
OVL A	~~2~~	P	X		X								X							
	141	P																		
		S																		
		M																		
OVL B	2	P																		
	141	P																		
		S																		
		M																		
OVL C	2	P																		
	141	P																		
		S																		
		M																		
OVL D	2	P																		
	141	P																		
		S																		
		M																		
OVL E	2	P																		
OVL F	~~2~~	P	X		X		X	X												
OVL G	2	P																		
OVL H	2	P																		
OVL I	2	P																		
OVL J	2	P																		
OVL K	2	P																		
OVL L	2	P																		
OVL M	~~2~~	P		X			X													
OVL N	2	P																		
OVL O	2	P																		
OVL P	~~2~~	P				X							X							

OVERLAP CONFIGURATION: P = PRIMARY S = SECONDARY M = MODIFIED

OVERLAPS			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
OVERLAP SETTINGS	FLAGS / PARAM	ENABLE	X					X							X			X
		PED OVERLAP													X			X
		FLASH YELLOW																
		ALT FLASH HZ																
	FLAGS	RECALL PRIMARY																
		RECALL SEC																
		PED RECALL													X			X
		PED RECYCLE																
		AUTO EXTEND																
	PARAMETERS	MIN GREEN																
		MAX GREEN																
		GREEN CLEAR																
		YEL CLEAR	4					4										
		RED CLEAR	1					1										
		WALK													10			7
		PED CLEAR													18			20
		RESERVICE																

PRE - EMPT		1	3	4	5	6
PRE EMPT FLAGS	ENABLE		X			
	NO MEM LOK		X			
	MAN ENABLE					
	NO OVER FLSH					
	NO OVER NEXT					
	OMIT IN DELAY					
	RE MAX PRES					
	PED NOT DARK					
TIME	MIN PRESENCE					
	DELAY					

SETTINGS		1	3	4	5	6
TIMING	STRT MIN GRN					
	STRT WALK					
	STRT PED CLR		11			
PHASE FLAGS	ENT 1 PHASE		1			
	ENT 2 PHASE					
	DWELL PHASE		1			
	INITIAL DWELL					
	DWELL PED					
	RECAL PHASE					
	EXIT PHASE		4			

FLAGS	PHASES
OMITPHAS	3, 5, 7 - 20
OMIT PED	1 - 3, 5, 7 - 20
MIN RECAL	1, 2, 4, 6
MAXRECAL	1, 2, 4, 6
SOFT RCL	
CDT'L SRVC	
PED RECAL	2, 4, 6
DUAL ETRY	
SIMGAP	
REDREST	
AUTO PED	2, 4, 6
REST WALK	
PED RECY	
RED LOCK	
YEL LOCK	5
NO EXT	5
NO ADD INI	

PHASE DATA TABLE # 5	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
PHASE TIMING	SB L/T	NB LAMAR		EB 5th Street		SB LAMAR												
MIN GREEN	3.0	10.0		5.0		10.0												
PASSAGE	1.0	1.0		1.0		1.0												
MAXGRN 1	20.0	45.0		25.0		45.0												
MAXGRN 2	35.0	90.0		45.0		90.0												
CONDSERV	0.0	0.0		0.0		0.0												
YEL CHG	4.0	4.0		4.0		4.0												
RED CLR	1.0	1.0		1.0		1.0												
WALK				7.0		10.0												
PED CLR				18.0		20.0												
ADDED INI																		
TIME TO RED																		

NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
NOMAX LOK	1, 3, 4, 5, 7, 8	MAX INIT GRN																		
FLAGS	PHASES	**PHASE DATA TABLE # 6**	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
OMITPHAS	1, 3, 5, 7 - 10, 12 - 20																			
OMIT PED	1 - 3, 5, 7 - 20																			
MIN RECAL	2, 4, 6, 11	PHASE TIMING		NB LAMAR		EB 5th Street		SB LAMAR					SB L/T							
MAXRECAL	2, 6																			
SOFT RCL																				
CDT'L SRVC																				
PED RECAL	2, 4, 6	MIN GREEN		10.0		5.0		10.0					5.0							
DUAL ETRY		PASSAGE		1.0		1.0		1.0					1.0							
SIMGAP		MAXGRN 1		45.0		25.0		45.0					20.0							
REDREST		MAXGRN 2		75.0		30.0		75.0					25.0							
AUTO PED	2, 4, 6	CONDSERV		0.0		0.0		0.0					0.0							
REST WALK		YEL CHG		4.0		4.0		4.0					4.0							
PED RECY		RED CLR		1.0		1.0		1.0					1.0							
RED LOCK		WALK				7.0		10.0												
YEL LOCK	5	PED CLR				20.0		20.0												
NO EXT	5	ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
NOMAX LOK	1, 3, 4, 5, 7, 8	MAX INIT GRN																		

FLAGS	PHASES	**PHASE DATA TABLE # 2**	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
OMITPHAS																				
OMIT PED																				
MIN RECAL		PHASE TIMING																		
MAXRECAL																				
SOFT RCL																				
CDT'L SRVC																				
PED RECAL		MIN GREEN																		
DUAL ETRY		PASSAGE																		
SIMGAP		MAXGRN 1																		
REDREST		MAXGRN 2																		
AUTO PED		CONDSERV																		
REST WALK		YEL CHG																		
PED RECY		RED CLR																		
RED LOCK		WALK																		
YEL LOCK		PED CLR																		
NO EXT		ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
NOMAX LOK		MAX INIT GRN																		

NOTES:

FLAGS	PHASES	PHASE DATA TABLE # 3	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
OMITPHAS																				
OMIT PED																				
MIN RECAL		PHASE TIMING																		
MAXRECAL																				
SOFT RCL																				
CDT'L SRVC																				
PED RECAL		MIN GREEN																		
DUAL ETRY		PASSAGE																		
SIMGAP		MAXGRN 1																		
REDREST		MAXGRN 2																		
AUTO PED		CONDSERV																		
REST WALK		YEL CHG																		
PED RECY		RED CLR																		
RED LOCK		WALK																		
YEL LOCK		PED CLR																		
NO EXT		ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
NOMAX LOK		MAX INIT GRN																		

FLAGS	PHASES	PHASE DATA TABLE # 6	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
OMITPHAS																				
OMIT PED																				
MIN RECAL		PHASE TIMING																		
MAXRECAL																				
SOFT RCL																				
CDT'L SRVC																				
PED RECAL		MIN GREEN																		
DUAL ETRY		PASSAGE																		
SIMGAP		MAXGRN 1																		
REDREST		MAXGRN 2																		
AUTO PED		CONDSERV																		
REST WALK		YEL CHG																		
PED RECY		RED CLR																		
RED LOCK		WALK																		
YEL LOCK		PED CLR																		
NO EXT		ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
NOMAX LOK		MAX INIT GRN																		

TRAFFIC SIGNAL INTERSECTION:	DATE:	GRP:	LOC:	VRS:	HUB:	ZONE:	SEC:	ENGINEER:	CITY OF AUSTIN TRAFFIC SIGNAL TIMING & PHASING SHEETS
B.R. Reynolds @ Cesar Chavez	8/24/2017		230L						

N

4 + 2 + RINGS		
PHASE 1	RING 1:	1, 2, a, 3, 4, b
	RING 2:	5, 6, a, 7, 8, b
PHASE 2	RING 1:	
	RING 2:	

4 + 2 + PHASEMODE	
STARTUP	
REDSTRT	1 - 11, 12 - 40
PED	2, 4, 6, 8
YELFLASH	2
FLASH/ENT	
FLASH/EXIT	

4 + 1 + ACT CONFIG	#1	#2	#3	#4	#5
PHASE	1	2	2		
OVERLAP	1	2	2		
PREEMPT	1	1	1		
CABINET	2	2	2		
DETECTOR	2	2	3		
COORD	1	1	1		

CONTROL MODE:		REMOTE			
MAN PLN:	14	FREE PLN:	20	DFSCHED:	2
4 + 7 + MISC			4 + 2 + COORD CONFIG		
TRANSITION MODE:		3:30	START UP FLASH:		1
SYNCHRO MODE:		BEST	RED REVERT:		2
MAX DWELL TIME:		0	FLASH CLR:		6

2 + 3 + PL # + PLAN MODE

PL	PLAN MODE	MAX GRN	PH DATA	PH SEQ	OL DATA	ACT CONF	ENA	OFF	VAR	CYCLE	HOLD / YLD
1	COORD	MAX 1	1	1	1	1	A	0	5	120	16
2	COORD	MAX 1	1	1	1	1	A	10	5	120	16
3	COORD	MAX 1	1	1	1	1	A	0	5	150	16
4											
5	COORD	MAX 1	1	1	1	1	A	42	5	80	16
6											
7	COORD	MAX 1	1	1	1	1	A	42	5	80	16
8	COORD	MAX 1	1	1	1	1	A	0	5	120	16
9											
10											
20	FREE	MAX 2	1	1	1	1					
21											
22											
23											
24											
25											

SCHEDULE 2 (MoPac Construction)

EV	ENA	HR	M	S	M	T	W	T	F	S	PL	SPECIAL FUNCTIONS 1	2	3	4	5	6	7	8	AUXILIARY 1	2	3	4
1	ENA	0	0	X	X	X	X	X	X	X	20												
2	ENA	5	30	X	X	X	X	X	X	X	7												
3	ENA	6	30		X	X	X	X	X		21												
4	ENA	9	30		X	X	X	X	X		3												
5	ENA	15	0		X	X	X	X	X		3												
6	ENA	23	0		X	X	X	X	X		5												

SCHEDULE 1 (Default)

EV	ENA	HR	M	S	M	T	W	T	F	S	PL	SPECIAL FUNCTIONS 1	2	3	4	5	6	7	8	AUXILIARY 1	2	3	4
1	ENA	0	0	X	X	X	X	X	X	X	20												
2	ENA	5	30	X	X	X	X	X	X	X	5												
3	ENA	6	30	X	X	X	X	X	X	X	2												
4	ENA	7	45		X	X	X	X	X		3												
5	ENA	8	0	X						X	8												
6	ENA	9	30		X	X	X	X	X		1												
7	ENA	15	30		X	X	X	X	X		3												
8	ENA	19	0	X	X	X	X	X	X	X	1												
9	ENA	22	0		X	X	X	X	X		5												

PRIORITY SEQUENCE

	PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
TABLE 1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE 2		0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE 3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE 4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NOTE: ZERO DENOTES THE HIGHEST PRIORITY

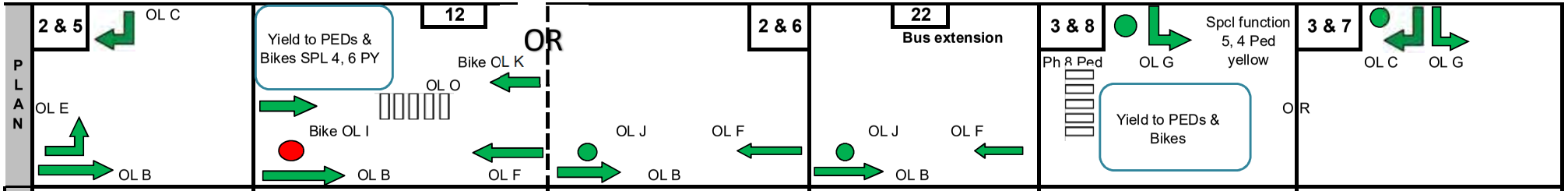
PED PRAMS & FLAGS

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ENABLE	X	X	X	X																
CALLPHAS	2	4	2	8																
OVERLAP	15	0	15	0																

VEH PARAMETERS / VEH FLAG

DETECTORS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ENABLE	X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X		
CALL	X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X		
EXTEND	X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X		
ADD INIT																				
RED LOCK																				
YEL LOCK																				
CALL PHASE	1	5	2	2	3		4	8	2	6	4	8	1	12	12	12	12	12		
SWTCH PHAS																				
OVERLAP																	9	11		
DELAY					2															

SIGNAL PHASING DIAGRAM - NUMBERS REPRESENT GREEN TIME (SECONDS)



PLAN	2 & 5	12	2 & 6	22	3 & 8	3 & 7
1	19 + 4 + 1	+ 4 + 1	71 + 4 + 1	+ +	+ 3 + 2	15 + 3 + 2
2	16 + 4 + 1	+ 4 + 1	64 + 4 + 1	+ +	+ 3 + 2	25 + 3 + 2
3	13 + 4 + 1	+ 4 + 1	107 + 4 + 1	+ +	+ 3 + 2	15 + 3 + 2
5	6 + 4 + 1	+ 4 + 1	51 + 4 + 1	+ +	+ 3 + 2	8 + 3 + 2
8	19 + 4 + 1	+ 4 + 1	71 + 4 + 1	+ +	+ 3 + 2	15 + 3 + 2

FLAGS	PHASES
OMITPHAS	1, 4, 9-11, 13-15, 17-21, 23-25, 27-40
OMIT PED	1 - 5, 7, 9 - 40
MIN RECAL	2, 6
MAXRECAL	2, 6
SOFT RCL	
CDT'L SRVC	
PED RECAL	
DUAL ETRY	
SIMGAP	
REDREST	
AUTO PED	6, 8
REST WALK	6
PED RECY	
RED LOCK	
YEL LOCK	
NO EXT	22, 26
NO ADD INI	
NOGAPRED	
NO RANGE	
NOMAX LOK	3, 4, 5, 12, 22, 26

PHASE DATA TABLE # 1	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 22	PH 26
PHASE TIMING		EB C. CHAVEZ	SB LT		EB LT	WB C. CHAVEZ	SB RT	SB PED W SIDE				NO EB LFT E/W BIKE, PED					EB BUS EXT CESAR CHAVEZ	
MIN GREEN		15.0	5.0		5.0	15.0	5.0	5.0				10.0				27.0	1.0	1.0
PASSAGE		2.0	2.0		2.0	2.0	2.0	2.0				1.0				1.0	0.0	0.0
MAXGRN 1		30.0	30.0		30.0	30.0	25.0	25.0				70.0				30.0	1.0	1.0
MAXGRN 2		30.0	30.0		30.0	30.0	25.0	25.0				30.0				30.0	1.0	1.0
CONDSERV		0.0	0.0		0.0	0.0	0.0	0.0				0.0				0.0	0.0	0.0
YEL CHG		4.0	3.0		4.0	4.0	3.0					4.0				4.0	4.0	4.0
RED CLR		1.0	2.0		1.0	1.0	2.0					2.0				2.0	2.0	2.0
WALK						5.0		5.0										
PED CLR						17.0		18.0										
ADDED INI																		
TIME TO RED																		
TIME BEFOR																		
MIN GAP																		
MAX INIT GRN																		

2+ 3 + PL # +	PHASE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
MIN SPLIT	PLAN	1		15	15		15	15	15											
NOM SPLIT	CYCLE	120		100	20		24	76	20											
MAX SPLIT				120	30		30	90	30											
	PLAN	2		15	15		15	15	15											
	CYCLE	120		90	30		21	69	30											
				120	30		30	90	30											
	PLAN	3		20	15		15	20	15											
	CYCLE	150		130	20		18	112	20											
				150	30		30	150	30											
	PLAN	5		20	10		10	20	10											
	CYCLE	80		67	13		11	56	13											
				90	30		20	80	30											

NOTE:
PLAN 20 = FREE MODE
PLAN 33 = FLASH MODE

	PHASE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
MIN	PLAN	7		20	10		10	20	10											
NOM	CYCLE	80		67	13		11	56	13											
MAX				90	30		30	90	30											
MIN	PLAN	8		20	10		10	20	10											
NOM	CYCLE	120		100	20		24	76	20											
MAX				120	30		30	120	30											
MIN	PLAN																			
NOM	CYCLE																			
MAX																				
MIN	PLAN																			
NOM	CYCLE																			
MAX																				

Change ONLY the following:	1	2	3	4	5	6	7	8	16	17				27		30					35
FUNCTION TYPE									VEH	Omit				Ped		Specl					Specl
FUNCTION INDEX									16	2				3		4					5
UNIT																					

INPUT CHANNE	CONNECTOR / BUI									C1S	C1S				C1S		C1S					C1S
	PIN									31	31				43		None					None
	CHANNEL IN 1																28					33
	CHANNEL IN 2																29					34
	LOGIC																					
OUTPUT CHANNELS		**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**			**30**	**31**
	FUNCTION TYPE	PHASE	OVL	ovlped	OVL	PHASE	PED	OVL	OVL	OvlPED	OVL	PHASE	PED								specl	specl
	FUNCTION INDEX	1	2	15	3	4	4	5	6	15	7	8	4								4	5
	CONNECTOR / BUI 1																				C1S	C1S
	PIN 1																				36	37
	CONNECTOR / BUI 2																					
	PIN 2																					
	CONNECTOR / BUI 3																					
	PIN 3																					

P = PRIMARY S = SECONDARY M = MODIFIED

Overlap Config Table 1 (Permissive EBLT)

OVERLAP CONFIGURATION	TYPE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
OVL A	2	P																																								
	141	P																																								
		S																																								
		M																																								
OVL B	~~2~~	P		X			X							X										X																		
	141	P																																								
		S																																								
		M																																								
OVL C	~~2~~	P			X		X																																			
	141	P																																								
		S																																								
		M																																								
OVL D	2	P																																								
	141	P																																								
		S																																								
		M																																								
OVL E	~~2~~	P					X																																			
OVL F	~~2~~	P		X										X										X																		
OVL G	~~2~~	P			X	X																																				
OVL H	2	P																																								
OVL I	~~2~~	P		X										X										X																		
OVL J	~~2~~	P	X	X			X	X																X				X														
OVL K	~~2~~	P		X										X										X																		
OVL L	2	P																																								
OVL M	2	P																																								
OVL N	2	P																																								
OVL O	~~2~~	P		X				X																																		
OVL P	2	P																																								

Overlap Config Table 2 (Protected EBLT)

S = SECONDARY M = MODIFIED

OVERLAP CONFIGURATION	TYPE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
OVL A	2	P																																								
	141	P																																								
		S																																								
		M																																								
OVL B	~~2~~	P		X			X							X										X																		
	141	P																																								
		S																																								
		M																																								
OVL C	~~2~~	P			X		X																																			
	141	P																																								
		S																																								
		M																																								
OVL D	2	P																																								
	141	P																																								
		S																																								
		M																																								
OVL E	~~2~~	P					X																																			
OVL F	~~2~~	P		X										X										X																		

P = PRIMARY

C																																													
OVL G	~~2~~	P			X	X																																							
OVL H	2	P																																											
OVL I	~~2~~	P												X																															
OVL J	~~2~~	P	X	X			X	X																X				X																	
OVL K	~~2~~	P												X																															
OVL L	2	P																																											
OVL M	2	P																																											
OVL N	2	P																																											
OVL O	~~2~~	P						X						X																															
OVL P	2	P																																											

OVERLAP Config1 "P" EBLT			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
OVERLAP SETTINGS	FLAGS / PARAM	ENABLE		X	X		X	X	X		X	X	X				X	
		PED OVERLAP															X	
		FLASH YELLOW		X				X				X						
		ALT FLASH HZ																
	FLAGS	RECALL PRIMARY																
		RECALL SEC																
		PED RECALL																
		PED RECYCLE																
		AUTO EXTEND																
	PARAMETERS	MIN GREEN																
		MAX GREEN																
		GREEN CLEAR																
		YEL CLEAR		4.0	4.0		4.0	4.0	4.0		3.0	4.0	3.0					
		RED CLEAR		2.0	2.0		2.0	2.0	2.0		3.0	2.0	3.0					
		WALK															7.0	
		PED CLEAR															16.0	
		RESERVICE																

OVERLAPS			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
OVERLAP SETTINGS	FLAGS / PARAM	ENABLE		X	X		X	X	X		X	X	X				X	
		PED OVERLAP															X	
		FLASH YELLOW		X				X				X						
		ALT FLASH HZ																
	FLAGS	RECALL PRIMARY																
		RECALL SEC																
		PED RECALL																
		PED RECYCLE																
		AUTO EXTEND																
	PARAMETERS	MIN GREEN																
		MAX GREEN																
		GREEN CLEAR																
		YEL CLEAR		4.0	4.0		4.0	4.0	4.0		3.0	4.0	3.0					
		RED CLEAR		2.0	2.0		2.0	2.0	2.0		3.0	2.0	3.0					
		WALK															7.0	
		PED CLEAR															16.0	
		RESERVICE																

FLAGS	PHASES
OMITPHAS	1, 6-11, 13-15,17-21, 23-25, 27-40
OMIT PED	1, 3, 5 - 40
MIN RECAL	2, 5, 16
MAXRECAL	2, 6
SOFT RCL	
CDT'L SRVC	

PHASE DATA TABLE # 11	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 22	PH 26
PHASE TIMING		OL B EB CESAR CHAVEZ	OL C SB RT	N - S PED	OL E EB C.C. "P" L/T							NO EB LFT E/W BIKE, PED					EB BUS EXT CESAR CHAVEZ	WB BUS EXT CESAR CHAVEZ
MIN GREEN		27.0	5.0	5.0	10.0							10.0				27.0	1.0	1.0
PASSAGE		1.0	1.0	2.0	2.0							1.0				1.0	0.0	0.0
MAXGRN 1		90.0	25.0	21.0	20.0							70.0				30.0	1.0	1.0
MAXGRN 2		30.0	30.0	21.0	20.0							30.0				30.0	1.0	1.0
CONDSERV		0.0	0.0	0.0	0.0							0.0				0.0	0.0	0.0
YEL CHG		4.0	4.0	3.0	4.0							4.0				4.0	4.0	4.0
RED CLR		2.0	2.0	0.0	2.0							2.0				2.0	2.0	2.0
WALK				6.0														
PED CLR				18.0														
ADDED INI																		
TIME TO RED																		
TIME BEFOR																		
MAX INIT GRN																		

FLAGS	PHASES
OMITPHAS	1, 6-11,13-15,17-21,23-25, 27-40
OMIT PED	1, 3, 5 - 40
MIN RECAL	2, 16
MAXRECAL	16
SOFT RCL	
CDT'L SRVC	

PHASE DATA TABLE # 25	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 22	PH 26
PHASE TIMING		OL B EB CESAR CHAVEZ	OL C SB RT	N - S PED	OL E EB C.C. "P" L/T							NO EB LFT E/W BIKE, PED					EB BUS EXT CESAR CHAVEZ	WB BUS EXT CESAR CHAVEZ
MIN GREEN		40.0	5.0	5.0	5.0	0.0						40.0				40.0	1.0	1.0
PASSAGE		1.0	1.0	0.0	1.0	0.0						1.0				1.0	0.0	0.0
MAXGRN 1		30.0	30.0	21.0	20.0	0.0						55.0				75.0	1.0	1.0
MAXGRN 2		30.0	30.0	21.0	20.0	0.0						30.0				30.0	1.0	1.0
CONDSERV		0.0	0.0	0.0	0.0	0.0						0.0				0.0	0.0	0.0

REST WALK		YEL CHG		4.0	4.0	4.0	4.0	0.0						4.0				4.0	4.0	4.0
PED RECY		RED CLR		2.0	2.0	2.0	2.0	0.0						2.0				2.0	2.0	2.0
RED LOCK		WALK				6.0														
YEL LOCK		PED CLR				18.0														
NO EXT	4, 22, 26	ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE	4	MIN GAP																		
NOMAX LOK	3, 4, 5, 12, 22, 26	MAX INIT GRN																		

FLAGS	PHASES
OMITPHAS	1, 6-11, 13-15, 17-21,23-25,27-40
OMIT PED	1, 3, 5-40
MIN RECAL	2, 16
MAXRECAL	16
SOFT RCL	
CDT'L SRVC	

PHASE DATA TABLE # 21	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
PHASE TIMING		OL B EB CESAR CHAVEZ	OL C SB RT	N - S PED	OL E EB C.C. "P" L/T							NO EB LFT E/W BIKE, PED					EB BUS EXT CESAR CHAVEZ	WB BUS EXT CESAR CHAVEZ
MIN GREEN		27.0	5.0	5.0	5.0							10.0					1.0	1.0
PASSAGE		1.0	1.0	0.0	1.0							1.0					0.0	0.0
MAXGRN 1		70.0	25.0	21.0	20.0							70.0					1.0	1.0
MAXGRN 2		30.0	30.0	21.0	20.0							30.0					1.0	1.0
CONDSERV		0.0	0.0	0.0	0.0							0.0					0.0	0.0
YEL CHG		4.0	4.0	3.0	4.0							4.0					4.0	4.0
RED CLR		2.0	2.0	0.0	2.0							2.0					2.0	2.0
WALK				6.0														
PED CLR				18.0														
ADDED INI																		
TIME TO RED																		
TIME BEFOR																		
MIN GAP																		
MAX INIT GRN																		

NOTES:

TRAFFIC SIGNAL INTERSECTION:	DATE:	GRP:	LOC:	VRS:	HUB:	ZONE:	SEC:	ENGINEER:
Cesar Chavez @ Sandra Muraida	9/1/2018		229F					

CITY OF AUSTIN
TRAFFIC SIGNAL TIMING & PHASING SHEETS

N

4 + 2 + RINGS

PHASE 1	RING 1:	1, 2, a, 4, 3, b
	RING 2:	5, 6, a, 8, 7, b
PHASE 2	RING 1:	
	RING 2:	

4 + 2 + PHASEMODE

STARTUP	2, 6
REDSTRT	1, 3 - 5, 7 - 30
PED	2, 4, 6, 8
YELFLASH	
FLSH ENTY	
FLSH EXT	

4 + 1 + ACT CONFIG

	#1	#2	#3	#4	#5
PHASE	1				
OVERLAP	1				
PREEMPT	1				
CABINET	2				
DETECTOR	2				
COORD	1				

1 + ACTIVE CONTROL PARAMETERS

CONTROL MODE:	SCHEDULE			
MAN PLN:	1	FREE PLN:	1	DFSCHED: 1

4 + 7 + MISC

TRANSITION MODE:	3:30
SYNCHRO MODE:	BEST
MAX DWELL TIME:	0

4 + 2 + COORD CONFIG

START UP FLASH:	1
RED REVERT:	2
FLASH CLR:	6

2 + 3 + PL # + PLAN MODE

PL	PLAN MODE	MAX GRN	PH DATA	PH SEQ	OL DATA	ACT CONF	ENA	OFF	VAR	CYCLE	HOLD / YLD
1	COORD	MAX 1	2	1	1	1	A	15	5	120	2, 6
2	COORD	MAX 1	1	1	1	1	A	78	5	120	2, 6
3	COORD	MAX 1	1	1	1	1	A	10	5	150	2, 6
4											
5	COORD	MAX 1	2	1	1	1	A	36	5	80	2, 6
6											
7											
8	COORD	MAX 1	2	1	1	1	A	15	5	120	2, 6
9											
10											
20											
30											

SCHEDULE 3

EV	ENA	HR	M	S	M	T	W	T	F	S	PL	SPECIAL FUNCTIONS 1	2	3	4	5	6	7	8	AUXILIARY 1	2	3	4
1	ENA	0	0	X	X	X	X	X	X	X	20												
2	ENA	5	30		X	X	X	X	X		5												
3	ENA	6	30		X	X	X	X	X		2												
4	ENA	7	45		X	X	X	X	X		3												
5	ENA	8	0	X						X	8												
6	ENA	9	30		X	X	X	X	X		1												
7	ENA	15	30		X	X	X	X	X		3												
8	ENA	19	0	X	X	X	X	X	X	X	1												
9	ENA	22	0		X	X	X	X	X		5												
10																							
11																							
12																							

PRIORITY SEQUENCE

	PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
	TABLE 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TABLE 2																				
	TABLE 3																				
	TABLE 4																				

NOTE: ZERO DENOTES THE HIGHEST PRIORITY

PED PRAMS & FLAGS

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ENABLE	X	X	X	X																
CALLPHAS	2	4	6	8																
OVERLAP																				

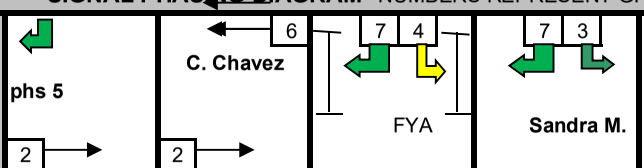
VEH PARAMETERS

DETECTORS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ENABLE	X	X	X	X	X	X	X	X	X	X	X	X								
CALL	X	X	X	X	X	X	X	X	X	X	X	X								
EXTEND	X	X	X	X	X	X	X	X	X	X	X	X								
ADD INIT																				
RED LOCK																				
YEL LOCK																				

VEH FLAG

CALL PHASE	1	5	2	6	3	7	4	8	2	6	4	8								
SWTCH PHAS																				
OVERLAP																				
DELAY																				

SIGNAL PHASING DIAGRAM - NUMBERS REPRESENT GREEN TIME (SECONDS)



PLAN	phs 5	C. Chavez	FYA	Sandra M.
1		85 + 4 + 1	7 + 12	6 + 3 + 2
2	16 + 4 + 1	65 + 4 + 1	7 + 12	5 + 3 + 2
3	16 + 4 + 1	87 + 4 + 1	7 + 12	13 + 3 + 2
5		46 + 4 + 1	7 + 12	5 + 3 + 2
8		80 + 4 + 1	7 + 12	11 + 3 + 2

PLAN

PLAN

FLAGS	PHASES
OMITPHAS	1, 9 - 40
OMIT PED	1, 2, 3, 5, 7, 9 - 40
MIN RECAL	2, 6
MAXRECAL	2, 5, 6
SOFT RCL	
CDT'L SRVC	
PED RECAL	6
DUAL ETRY	3, 7
SIMGAP	
REDREST	
AUTO PED	4, 6, 8
REST WALK	6
PED RECY	
RED LOCK	
YEL LOCK	
NO EXT	
NO ADD INI	
NOGAPRED	
NOMAX LOK	1, 3 - 5, 7 - 20

PHASE DATA TABLE # 1	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
PHASE TIMING		EB C. CHAVEZ	SB LT S. MURAIDA	SB PED E SIDE	EB LT	WB C. CHAVEZ	SB RT S. MURAIDA											
MIN GREEN		15.0	5.0		5.0	15.0	5.0											
PASSAGE		2.0	2.0		2.0	2.0	2.0											
MAXGRN 1		30.0	30.0		30.0	30.0	25.0											
MAXGRN 2		30.0	30.0		30.0	30.0	25.0											
CONDSERV		0.0	0.0		0.0	0.0	0.0											
YEL CHG		4.0	3.0	3.0	4.0	4.0	3.0											
RED CLR		1.0	2.0	2.0	1.0	1.0	2.0											
WALK				7.0		5.0												
PED CLR				12.0		12.0												
ADDED INI																		
TIME TO RED																		
TIME BEFOR																		
MAX INIT GRN																		

2+ 3 + PL # +	PHASE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18		PHASE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
MIN SPLIT	PLAN	1		15	10	15		15	15												MIN	PLAN	8		15	15	10		15	15											
NOM SPLIT	CYCLE	120		90	11	19		90	30												NOM	CYCLE	120		85	16	19		85	35											
MAX SPLIT				95	40	40		95	40												MAX				95	40	40		95	40											
	PLAN	2		15	10	10	10	15	15												MIN	PLAN																			
	CYCLE	120		91	10	19	21	70	29												NOM	CYCLE																			
				95	50	40	30	95	50												MAX																				
	PLAN	3		15	15	10	10	15	15												MIN	PLAN																			
	CYCLE	150		113	18	19	21	92	37												NOM	CYCLE																			
				130	50	40	30	130	50												MAX																				
	PLAN	5		15	10	10		15	15												MIN	PLAN																			
	CYCLE	80		51	10	19		51	29												NOM	CYCLE																			
				75	40	40		65	40												MAX																				

NOTE:
PLAN 20 = FREE MODE
PLAN 33 = FLASH MODE

Change ONLY the following:		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
INPUT CHANNELS	FUNCTION TYPE																					
	FUNCTION INDEX																					
	UNIT																					
	CONNECTOR / BUI																					
	PIN																					
	CHANNEL IN 1																					
	CHANNEL IN 2																					
	LOGIC																					
OUTPUT CHANNELS		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
	FUNCTION TYPE																					
	FUNCTION INDEX																					
	CONNECTOR / BUI 1																					
	PIN 1																					
	CONNECTOR / BUI 2																					
	PIN 2																					
	CONNECTOR / BUI 3																					
	PIN 3																					

P = PRIMARY S = SECONDARY M = MODIFIED

OVERLAP CONFIGURATION

PHASES	TYPE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
OVL A	2	P																		
	141	P																		
		S																		
		M																		
OVL B	2	P																		
	141	P																		
		S																		
		M																		
OVL C	2	P																		
	141	P																		
		S																		
		M																		
OVL D	2	P																		
	141	P																		
		S																		
		M																		
OVL E	2	P																		
OVL F	2	P																		
OVL G	2	P																		
OVL H	2	P																		
OVL I	2	P																		
OVL J	2	P																		
OVL K	2	P																		
OVL L	2	P																		
OVL M	2	P																		
OVL N	2	P																		
OVL O	2	P																		
OVL P	2	P																		

OVERLAPS		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
OVERLAP SETTINGS – FLAGS / PARAM	ENABLE																
	PED OVERLAP																
	FLASH YELLOW																
	ALT FLASH HZ																
FLAGS	RECALL PRIMARY																
	RECALL SEC																
	PED RECALL																
	PED RECYCLE																
	AUTO EXTEND																
PARAMETERS	MIN GREEN																
	MAX GREEN																
	GREEN CLEAR																
	YEL CLEAR																
	RED CLEAR																
	WALK																
	PED CLEAR																
	RESERVICE																

PRE - EMPT		1	3	4	5	6
PRE EMPT FLAGS	ENABLE					
	NO MEM LOK					
	MAN ENABLE					
	NO OVER FLSH					
	NO OVER NEXT					
	OMIT IN DELAY					
	RE MAX PRES					
	PED NOT DARK					
TIME	MIN PRESENCE					
	DELAY					

SETTINGS		1	3	4	5	6
TIMING	STRT MIN GRN					
	STRT WALK					
	STRT PED CLR					
PHASE FLAGS	ENT 1 PHASE					
	ENT 2 PHASE					
	DWELL PHASE					
	INITIAL DWELL					
	DWELL PED					
	RECAL PHASE					
	EXIT PHASE					

FLAGS	PHASES
OMITPHAS	1, 5, 9 - 40
OMIT PED	1, 2, 3, 5, 7, 9 - 40
MIN RECAL	2, 6
MAXRECAL	2, 6
SOFT RCL	
CDT'L SRVC	
PED RECAL	6
DUAL ETRY	3, 7
SIMGAP	
REDREST	
AUTO PED	4, 6, 8
REST WALK	6
PED RECY	
RED LOCK	
YEL LOCK	
NO EXT	
NO ADD INI	
NOGAPRED	
NO RANGE	
NOMAX LOK	1, 3 - 5, 7 - 20

PHASE DATA TABLE # 2	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
PHASE TIMING		EB C. CHAVEZ	SB LT S. MURAIDA	SB PED E SIDE		WB C. CHAVEZ	SB RT S. MURAIDA											
MIN GREEN		15.0	5.0			15.0	5.0											
PASSAGE		2.0	2.0			2.0	2.0											
MAXGRN 1		30.0	30.0			30.0	25.0											
MAXGRN 2		30.0	30.0			30.0	25.0											
CONDSERV		0.0	0.0			0.0	0.0											
YEL CHG		4.0	3.0	3.0		4.0	3.0											
RED CLR		1.0	2.0	2.0		1.0	2.0											
WALK				7.0		5.0												
PED CLR				12.0		12.0												
ADDED INI																		
TIME TO RED																		
TIME BEFOR																		
MIN GAP																		
MAX INIT GRN																		

FLAGS	PHASES	PHASE DATA	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18

OMITPHAS		**TABLE # 3**																		
OMIT PED																				
MIN RECAL		PHASE TIMING																		
MAXRECAL																				
SOFT RCL																				
CDT'L SRVC																				
PED RECAL		MIN GREEN																		
DUAL ETRY		PASSAGE																		
SIMGAP		MAXGRN 1																		
REDREST		MAXGRN 2																		
AUTO PED		CONDSERV																		
REST WALK		YEL CHG																		
PED RECY		RED CLR																		
RED LOCK		WALK																		
YEL LOCK		PED CLR																		
NO EXT		ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
NOMAX LOK		MAX INIT GRN																		

FLAGS	PHASES	**PHASE DATA TABLE # 4**	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
OMITPHAS																				
OMIT PED																				
MIN RECAL		PHASE TIMING																		
MAXRECAL																				
SOFT RCL																				
CDT'L SRVC																				
PED RECAL		MIN GREEN																		
DUAL ETRY		PASSAGE																		
SIMGAP		MAXGRN 1																		
REDREST		MAXGRN 2																		
AUTO PED		CONDSERV																		
REST WALK		YEL CHG																		
PED RECY		RED CLR																		
RED LOCK		WALK																		
YEL LOCK		PED CLR																		
NO EXT		ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
NOMAX LOK		MAX INIT GRN																		

NOTES:

TRAFFIC SIGNAL INTERSECTION:	DATE:	GRP:	LOC:	VRS:	HUB:	ZONE:	SEC:	ENGINEER:	CITY OF AUSTIN TRAFFIC SIGNAL TIMING & PHASING SHEETS
Barton Springs @ Lamar	5/23/2019		121M						N

4 + 2 + RINGS		
PHASE 1	RING 1:	1, 2, a, 3, 4, b
	RING 2:	5, 6, a, 7, 8, b
PHASE 2	RING 1:	
	RING 2:	

4 + 2 + PHASEMODE	
STARTUP	2, 6
REDSTRT	1, 3, 4, 5, 7 - 40
PED	2, 4, 6, 8
YELFLASH	
FLASH/ENT	
FLASH/EXIT	

4 + 1 + ACT CONFIG	#1	#2	#3	#4	#5
PHASE	1				
OVERLAP	1				
PREEMPT	1				
CABINET	2				
DETECTOR	3				
COORD	1				

1 + ACTIVE CONTROL PARAMETERS					
CONTROL MODE:		SCHEDULE			
MAN PLN:	17	FREE PLN:	20	DFSCHED:	1

4 + 7 + MISC		4 + 2 + COORD CONFIG	
TRANSITION MODE:	3:30	START UP FLASH:	1
SYNCHRO MODE:	BEST	RED REVERT:	2
MAX DWELL TIME:	0	FLASH CLR:	8

2 + 3 + PL # + PLAN MODE

PL	PLAN MODE	MAX GRN	PH DATA	PH SEQ	OL DATA	ACT CONF	ENA	OFF	VAR	CYCLE	HOLD / YLD
1	COORD	MAX 1	1	1	1	1	A	1	5	120	2, 6
2	COORD	MAX 1	1	1	1	1	A	72	5	135	2, 6
3	COORD	MAX 1	1	2	1	1	A	120	5	150	2, 6
4											
5											
6											
7											
8	COORD	MAX 1	1	1	1	1	A	123	5	130	2, 6
9											
10											
11											
70	FREE	MAX I	1	3	1	1					
81	COORD	MAX 1	1	1	1	1	A	28	5	100	2, 6

SCHEDULE

EV	ENA	HR	M	S	M	T	W	T	F	S	PL	SF 1	SF 2	SF 3	SF 4	SF 5	SF 6	SF 7	SF 8	AUX 1	AUX 2	AUX 3	AUX 4
1	ENA	0	0		X	X	X	X	X		70												
2	ENA	0	0	X						X	81												
3	ENA	6	30		X	X	X	X	X		2												
4	ENA	9	30		X	X	X	X	X		1												
5	ENA	10	30	X						X	8												
6	ENA	15	30		X	X	X	X	X		3												
7	ENA	19	30		X	X	X	X	X		1												
8	ENA	20	0	X							81												
9	ENA	21	0		X	X	X	X	X		70												
10	ENA	21	30							X	81												
11																							
12																							
13																							

PRIORITY SEQUENCE

PHASES		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
TABLE	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE	5	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NOTE: ZERO DENOTES THE HIGHEST PRIORITY

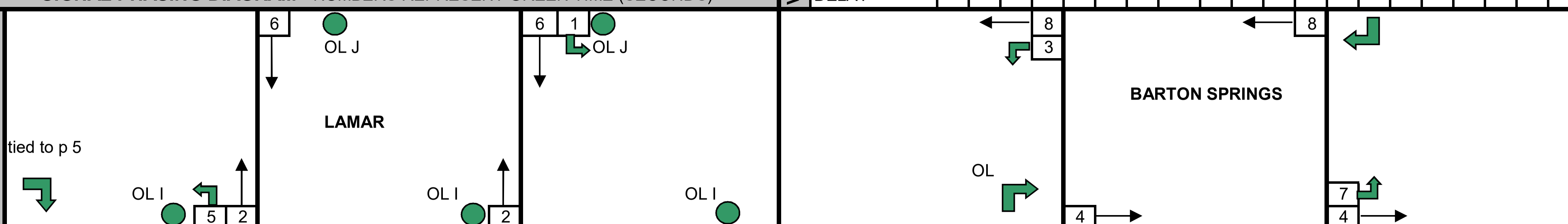
PED PRAMS & FLAGS

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ENABLE	X	X	X	X																
CALLPHAS	2	4	6	3																
OVERLAP																				

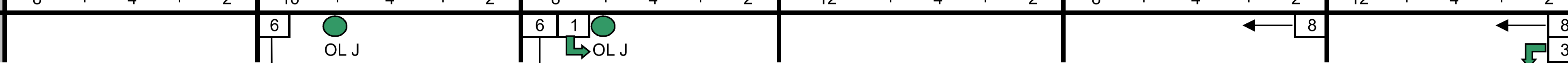
VEH PARAMETERS / VEH FLAG

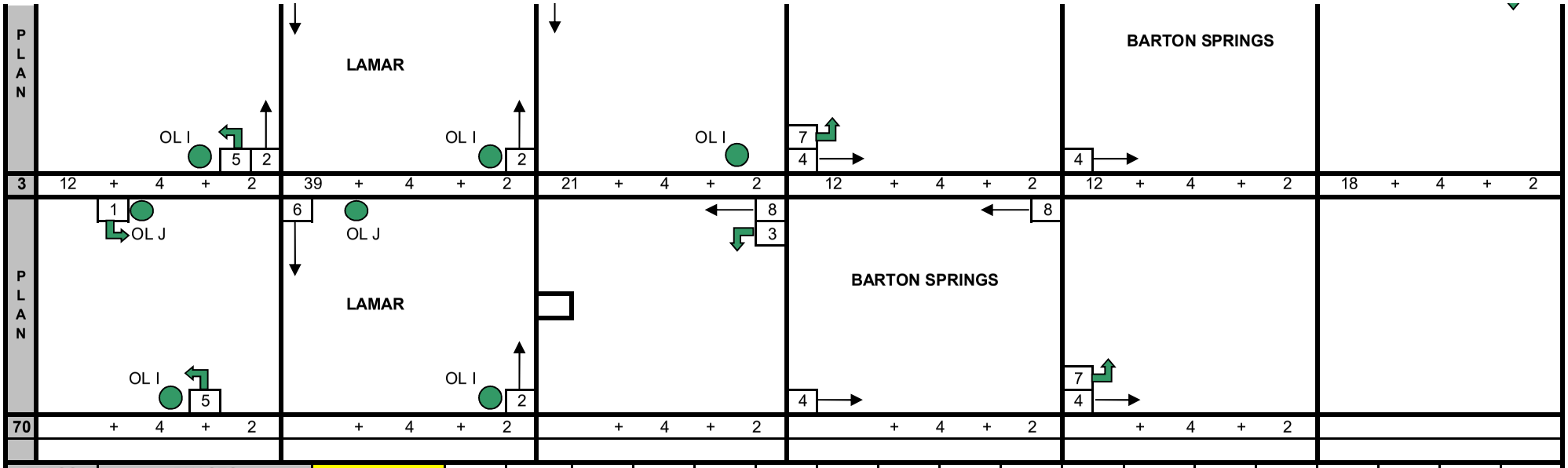
DETECTORS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ENABLE	X	X	X	X	X	X	X	X												
CALL	X	X	X	X	X	X	X	X												
EXTEND	X	X	X	X	X	X	X	X												
RED LOCK																				
YEL LOCK																				
CALL PHASE	2	5	7	4	1	6	3	8												
SWTCH PHAS																				
OVERLAP																				
DELAY																				

SIGNAL PHASING DIAGRAM - NUMBERS REPRESENT GREEN TIME (SECONDS)



PLAN					
1	12 + 4 + 2	11 + 4 + 2	23 + 4 + 2	12 + 4 + 2	14 + 4 + 2	12 + 4 + 2
2	12 + 4 + 2	33 + 4 + 2	14 + 4 + 2	12 + 4 + 2	10 + 4 + 2	18 + 4 + 2
8	13 + 4 + 2	16 + 4 + 2	16 + 4 + 2	17 + 4 + 2	20 + 4 + 2	12 + 4 + 2
81	8 + 4 + 2	16 + 4 + 2	8 + 4 + 2	12 + 4 + 2	8 + 4 + 2	12 + 4 + 2





FLAGS	PHASES
OMITPHAS	9 - 20
OMIT PED	1, 3, 5, 7, 9 - 40
MIN RECAL	1, 2, 5, 6
MAXRECAL	2, 6
SOFT RCL	
CDT'L SRVC	
PED RECAL	2, 6
DUAL ETRY	
SIMGAP	2, 4, 6, 8
REDREST	
AUTO PED	2, 4, 6, 8
REST WALK	2, 6
PED RECY	
RED LOCK	
YEL LOCK	
NO EXT	
NO ADD INI	
NOGAPRED	
NOMAX LOK	1, 3 - 5, 7 - 20

PHASE DATA TABLE # 1	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
PHASE TIMING	SB "P" L / T	NB LAMAR	WB LT	EB BARTON SPGS	NB "P" L / T	SB LAMAR	EB LT	WB BARTON SPGS										
MIN GREEN	5.0	20.0	5.0	15.0	5.0	20.0	5.0	15.0										
PASSAGE	1.5	2.0	2.0	2.0	1.5	2.0	2.0	2.0										
MAXGRN 1	20.0	40.0	20.0	40.0	20.0	40.0	20.0	40.0										
MAXGRN 2	25.0	80.0	30.0	15.0	15.0	80.0	10.0	35.0										
CONDSERV	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0										
YEL CHG	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0										
RED CLR	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0										
WALK		7.0		7.0		7.0		7.0										
PED CLR		22.0		24.0		22.0		24.0										
ADDED INI																		
TIME TO RED																		
TIME BEFOR																		
MAX INIT GRN																		

2+ 3 + PL # +	PHASE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18		PHASE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
MIN SPLIT	PLAN	1	20	35	15	30	15	40	15	30											MIN	PLAN	81	14	25	15	14	14	25	15	40										
NOM SPLIT	CYCLE	120	29	35	18	38	18	46	18	38											NOM	CYCLE	100	14	36	18	32	14	36	18	32										
MAX SPLIT			35	75	25	70	25	85	25	70											MAX			35	75	25	40	25	85	25	70										
	PLAN	2	20	35	15	30	10	45	15	30											MIN	PLAN																			
	CYCLE	135	20	57	18	40	18	59	24	34											NOM	CYCLE																			
			35	85	25	70	20	100	30	60											MAX																				
	PLAN	3	20	35	15	30	15	40	15	30											MIN	PLAN																			
	CYCLE	150	27	63	24	36	18	72	18	42											NOM	CYCLE																			
			35	75	25	70	25	85	25	70											MAX																				
	PLAN	8	10	20	15	30	10	20	15	38											MIN	PLAN																			

NOTE:
PLAN 20 = FREE MODE
PLAN 33 = FLASH MODE

	CYCLE	130	22	41	23	44	19	44	18	49											NOM	CYCLE
			35	50	25	70	20	50	25	58											MAX	

Change ONLY the following:		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
INPUT CHANNELS	FUNCTION TYPE																					
	FUNCTION INDEX																					
	UNIT																					
	CONNECTOR / BUI																					
	PIN																					
	CHANNEL IN 1																					
	CHANNEL IN 2																					
	LOGIC																					
OUTPUT CHANNELS		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
	FUNCTION TYPE																					
	FUNCTION INDEX																					
	CONNECTOR / BUI 1																					
	PIN 1																					
	CONNECTOR / BUI 2																					
	PIN 2																					
	CONNECTOR / BUI 3																					
	PIN 3																					

PHASES		TYPE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
P = PRIMARY S = SECONDARY M = MODIFIED	OVL A	2	P																		
		141	P																		
			S																		
			M																		
	OVL B	2	P																		
		141	P																		
			S																		
			M																		
	OVL C	2	P																		
	OVL D	2	P																		
	OVL E	2	P																		
	OVL F	2	P																		
	OVL G	2	P																		
	OVL H	2	P																		
	OVL I	2	P																		
		141	P	X																	
			S		X										X						
			M					X													
	OVL J	2	P																		
	OVL K	2	P																		
		141	P					X													
			S						X									X			
			M	X																	
	OVL L	2	P																		
	OVL M	2	P																		
	OVL N	2	P																		
	OVL O	2	P																		
	OVL P	2	P																		

OVERLAP CONFIGURATION

OVERLAPS			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
OVERLAP SETTINGS	FLAGS / PARAM	ENABLE									X		X					
		PED OVERLAP																
		FLASH YELLOW																
		ALT FLASH HZ																
	FLAGS	RECALL PRIMARY																
		RECALL SEC																
		PED RECALL																
		PED RECYCLE																
		AUTO EXTEND																
	PARAMETERS TABLE 1	MIN GREEN																
		MAX GREEN																
		GREEN CLEAR																
		YEL CLEAR									4		4					
		RED CLEAR									2		2					
		WALK																
		PED CLEAR																
		RESERVICE																

PRE - EMPT		1	3	4	5	6
PRE EMPT FLAGS	ENABLE					
	NO MEM LOK					
	MAN ENABLE					
	NO OVER FLSH					
	NO OVER NEXT					
	OMIT IN DELAY					
	RE MAX PRES					
	PED NOT DARK					
TIME	MIN PRESENCE					
	DELAY					

SETTINGS		1	3	4	5	6
TIMING	STRT MIN GRN					
	STRT WALK					
	STRT PED CLR					
PHASE FLAGS	ENT 1 PHASE					
	ENT 2 PHASE					
	DWELL PHASE					
	INITIAL DWELL					
	DWELL PED					
	RECAL PHASE					
	EXIT PHASE					

FLAGS	PHASES	PHASE DATA TABLE # 2	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
OMITPHAS																				
OMIT PED																				
MIN RECAL		PHASE TIMING																		
MAXRECAL																				
SOFT RCL																				
CDT'L SRVC																				
PED RECAL		MIN GREEN																		
DUAL ETRY		PASSAGE																		
SIMGAP		MAXGRN 1																		
REDREST		MAXGRN 2																		
AUTO PED		CONDSERV																		
REST WALK		YEL CHG																		
PED RECY		RED CLR																		
RED LOCK		WALK																		
YEL LOCK		PED CLR																		
NO EXT		ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
NOMAX LOK		MAX INIT GRN																		

FLAGS	PHASES	PHASE DATA TABLE # 3	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
OMITPHAS																				
OMIT PED																				
MIN RECAL		PHASE TIMING																		
MAXRECAL																				
SOFT RCL																				
CDT'L SRVC																				
PED RECAL		MIN GREEN																		
DUAL ETRY		PASSAGE																		
SIMGAP		MAXGRN 1																		
REDREST		MAXGRN 2																		
AUTO PED		CONDSERV																		
REST WALK		YEL CHG																		
PED RECY		RED CLR																		
RED LOCK		WALK																		
YEL LOCK		PED CLR																		
NO EXT		ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
NOMAX LOK		MAX INIT GRN																		

FLAGS	PHASES	PHASE DATA TABLE # 4	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
OMITPHAS																				
OMIT PED																				
MIN RECAL		PHASE TIMING																		
MAXRECAL																				
SOFT RCL																				
CDT'L SRVC																				
PED RECAL		MIN GREEN																		
DUAL ETRY		PASSAGE																		

SIMGAP		MAXGRN 1																		
REDREST		MAXGRN 2																		
AUTO PED		CONDSERV																		
REST WALK		YEL CHG																		
PED RECY		RED CLR																		
RED LOCK		WALK																		
YEL LOCK		PED CLR																		
NO EXT		ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
NOMAX LOK		MAX INIT GRN																		

NOTES:

TRAFFIC SIGNAL INTERSECTION:	DATE:	GRP:	LOC:	VRS:	HUB:	ZONE:	SEC:	ENGINEER:
Cesar Chavez @ Guadalupe, Lavaca	9/1/2018		148J					

CITY OF AUSTIN
TRAFFIC SIGNAL TIMING & PHASING SHEETS

N

4 + 2 + **RINGS**		
PHASE 1	RING 1:	2, a, 4, b
	RING 2:	3, 5, 6, a, 7, 8, c
PHASE 2	RING 1:	12, 2, a, 4, b
	RING 2:	3, 5, 6, a, 7, 8, c

4 + 2 + **PHASEMODE**	
STARTUP	2, 6
REDSTRT	1, 3 - 5, 7 - 30
PED	1 - 20
YELFLASH	
FLASH/ENT	
FLASH/EXIT	4, 8

4 + 1 + **ACT CONFIG**	#1	#2	#3	#4	#5
PHASE	1	1	2		
OVERLAP	1	2	3		
PREEMPT	1	1	1		
CABINET	2	2	2		
DETECTOR	2	2	2		
COORD	1	1	1		

1 + **ACTIVE CONTROL PARAMETERS**					
CONTROL MODE:	SCHEDULE				
MAN PLN:	1	FREE PLN:	1	DFSCHED:	1

4 + 7 + **MISC**		4 + 2 + **COORD CONFIG**	
TRANSITION MODE:	3:30	START UP FLASH:	1
SYNCHRO MODE:	BEST	RED REVERT:	2
MAX DWELL TIME:	0	FLASH CLR:	6

2 + 3 + PL # + **PLAN MODE**

PL	PLAN MODE	MAX GRN	PH DATA	PH SEQ	OL DATA	ACT CONF	ENA	OFF	VAR	CYCLE	HOLD / YLD
1	COORD	MAX1	1	1	1	1	A	38	5	90	2
2	COORD	MAX1	1	1	1	1	A	0	5	120	2
3	COORD	MAX1	1	1	1	1	A	40	5	120	2
4											
5											
6											
7	COORD	MAX1	1	1	1	1	A	1	5	80	2
8											
11											
14											
30											
31											

SCHEDULE 4

EV	ENA	HR	M	S	M	T	W	T	F	S	PL	SPECIAL FUNCTIONS 1	2	3	4	5	6	7	8	AUXILIARY 1	2	3	4
1	ENA	0	0	X	X	X	X	X	X	X	7												
2	ENA	6	30		X	X	X	X	X		2												
3	ENA	9	30		X	X	X	X	X		1												
4	ENA	15	30		X	X	X	X	X		3												
5	ENA	19	0	X	X	X	X	X	X	X	7												
6																							
7																							
8																							
9																							
10																							
11																							
12																							

PRIORITY SEQUENCE

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
TABLE 1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE 2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE 3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE 4																				
S THE HIGHEST PRIORITY																				

PED PRAMS & FLAGS

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ENABLE	X	X	X	X	X															
CALLPHAS	2	4	6	8	6															
OVERLAP	13	14	15	16	17															

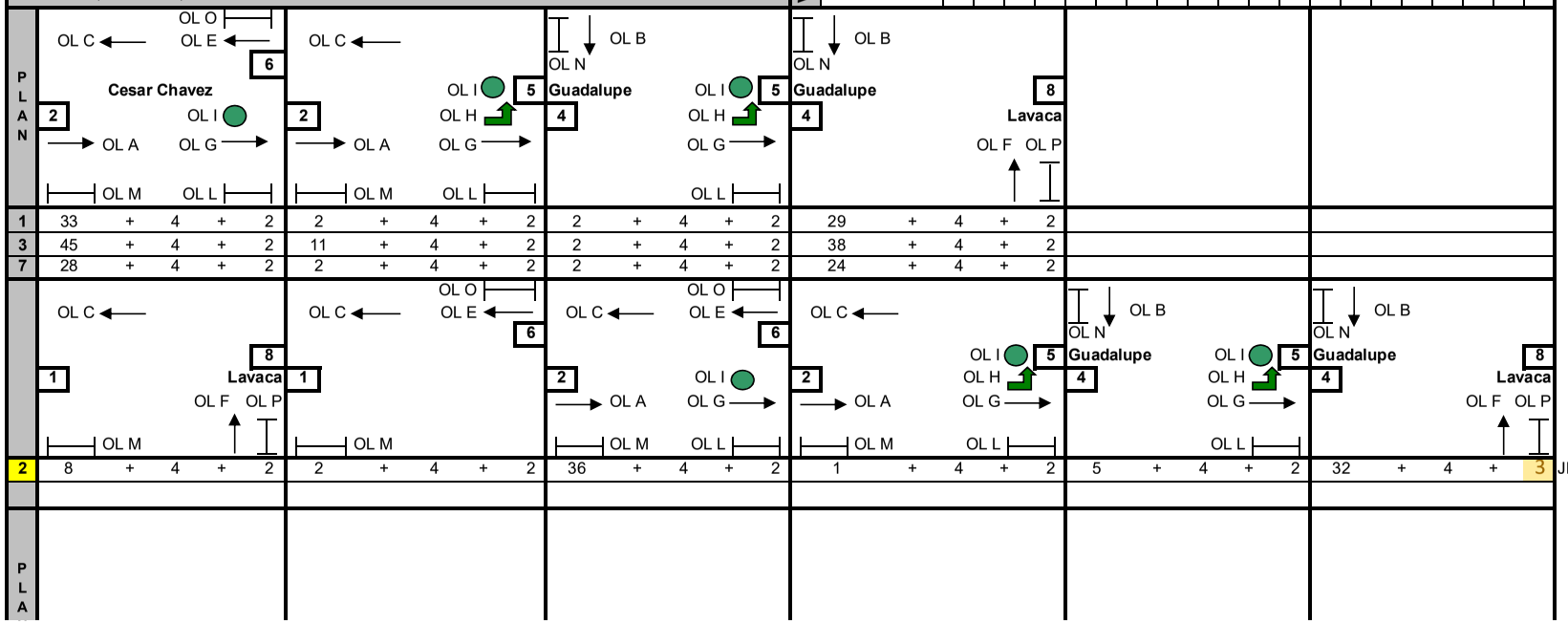
VEH PARAMETERS

DETECTORS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ENABLE	X	X	X	X	X	X	X	X	X	X	X	X								
CALL	X	X	X	X	X	X	X	X	X	X	X	X								
EXTEND	X	X	X	X	X	X	X	X	X	X	X	X								
ADD INIT																				
RED LOCK																				
YEL LOCK																				

VEH FLAG

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
CALL PHASE	1	5	2	6	3	7	4	8	2	6	4	8								
SWTCH PHAS																				
OVERLAP																				
DELAY																				

DIAGRAM - (SECONDS)



JB changed this to match phase data table and to a

N						

FLAGS	PHASES
OMITPHAS	1, 3, 7, 9 - 40
OMIT PED	1 - 40
MIN RECAL	2, 4, 5, 6, 8
MAXRECAL	2, 4, 5, 6, 8
SOFT RCL	
CDT'L SRVC	

PHASE DATA TABLE # 1	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
PHASE TIMING	WB ADV	EB C. CHAVEZ		SB GUADALUPE	OL H EB L/T	WB C. CHAVEZ		NB GUADALUPE										
PED RECAL																		
DUAL ETRY																		
SIMGAP																		
REDREST																		
AUTO PED	2, 4, 6, 8																	
REST WALK	2, 4																	
PED RECY																		
RED LOCK																		
YEL LOCK																		
NO EXT	3																	
NO ADD INI																		
NOGAPRED																		
NOMAX LOK	1, 3 - 20																	
MIN GREEN	5.0	10.0		10.0	1.0	10.0		10.0										
PASSAGE	1.0	1.0		1.0	1.0	1.0		1.0										
MAXGRN 1	10.0	30.0		30.0	20.0	30.0		30.0										
MAXGRN 2	10.0	30.0		30.0	20.0	30.0		30.0										
CONDSERV	0.0	0.0		0.0	0.0	0.0		0.0										
YEL CHG	4.0	4.0		4.0	4.0	4.0		4.0										
RED CLR	2.0	2.0		2.0	2.0	2.0		3.0										
WALK				7.0		7.0		5.0										
PED CLR				24.0		14.0		18.0										
ADDED INI																		
TIME TO RED																		
TIME BEFOR																		
MAX INIT GRN																		

2+ 3 + PL # +	PHASE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18		PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
MIN SPLIT	PLAN	1		20		20	8	20		20											MIN	PLAN																		
NOM SPLIT	CYCLE	90		47		43	16	39		35											NOM	CYCLE																		
MAX SPLIT				60		50	16	45		40											MAX																			
	PLAN	2	20	20		20	7	20		20											MIN	PLAN																		
	CYCLE	130	22	42		48	7	42		63											NOM	CYCLE																		
			30	60		70	7	45		55											MAX																			
	PLAN	3		33		35	7	20		30											MIN	PLAN																		
	CYCLE	120		51		61	25	51		44											NOM	CYCLE																		
				75		60	30	40		55											MAX																			
	PLAN	7		20		20	8	20		20											MIN	PLAN																		
	CYCLE	80		34		38	16	34		30											NOM	CYCLE																		
				60		50	20	45		40											MAX																			

NOTE:
PLAN 20 = FREE MODE
PLAN 33 = FLASH MODE

Change ONLY the following:		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
INPUT CHANNELS	FUNCTION TYPE																					
	FUNCTION INDEX																					
	UNIT																					
	CONNECTOR / BUI																					
	PIN																					
	CHANNEL IN 1																					
	CHANNEL IN 2																					
	LOGIC																					
OUTPUT CHANNELS		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
	FUNCTION TYPE	Ovl	Ovl	OvlPed	Ovl	Ovl	OvlPed	Ovl	Ovl	OvlPed	Ovl	Ovl	OvlPed	Ovl	NONE	NONE	OvlPed					
	FUNCTION INDEX	1	2	13	5	6	15	3	0	14	7	8	16	9			12					
	CONNECTOR / BUI 1																					
	PIN 1																					
	CONNECTOR / BUI 2																					
	PIN 2																					
	CONNECTOR / BUI 3																					
	PIN 3																					

PHASES		TYPE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
	OVL A	~~2~~	P		X																
		141	P																		
			S																		

OVERLAPS	A	B	C	D	E	F	G	H	I	J	L	M	N	O	P	Q
FLAGS / PARAM: ENABLE	X	X	X		X	X	X	X	X		X	X	X	X	X	
PED OVERLAP											X	X	X	X	X	
FLASH YELLOW																

P = PRIMARY S = SECONDARY M = MODIFIED

OVERLAP CONFIGURATION TABLE #1

		M																			
OVL B	~~2~~	P				X															
	141	P																			
		S																			
		M																			
OVL C	~~2~~	P		X																	
	141	P																			
		S																			
		M																			
OVL D	2	P																			
	141	P																			
		S																			
		M																			
OVL E	~~2~~	P						X													
OVL F	~~2~~	P			X					X											
OVL G	~~2~~	P					X	X	X												
OVL H	~~2~~	P					X		X												
OVL I	~~2~~	P					X		X												
OVL J	2	P																			
OVL L	~~2~~	P					X	X	X												
OVL M	~~2~~	P		X																	
OVL N	~~2~~	P				X															
OVL O	~~2~~	P						X													
OVL P	~~2~~	P			X					X											
OVL Q	2	P																			

OVERLAP SETTINGS

FLASH	ALT FLASH HZ																		
FLAGS	RECALL PRIMARY																		
	RECALL SEC																		
	PED RECALL													X	X	X		X	
	PED RECYCLE																		
	AUTO EXTEND																		
PARAMETERS	MIN GREEN																		
	MAX GREEN																		
	GREEN CLEAR																		
	YEL CLEAR	4	4	4		4	4	4	4	4									
	RED CLEAR	2	2	2		2	3	2	2	2									
	WALK											5	5	5	5	5			
	PED CLEAR											22	14	24	14	18			
	RESERVICE																		

PRE - EMPT		1	3	4	5	6
PRE EMPT FLAGS	ENABLE					
	NO MEM LOK					
	MAN ENABLE					
	NO OVER FLSH					
	NO OVER NEXT					
	OMIT IN DELAY					
	RE MAX PRES					
	PED NOT DARK					
TIME	MIN PRESENCE					
	DELAY					

SETTINGS		1	3	4	5	6
TIMING	STRT MIN GRN					
	STRT WALK					
	STRT PED CLR					
PHASE FLAGS	ENT 1 PHASE					
	ENT 2 PHASE					
	DWELL PHASE					
	INITIAL DWELL					
	DWELL PED					
	RECAL PHASE					
	EXIT PHASE					

FLAGS	PHASES
OMITPHAS	1, 3, 5, 9 - 40
OMIT PED	1 - 40
MIN RECAL	2, 4, 7, 8
MAXRECAL	2, 4, 7, 8
SOFT RCL	
CDT'L SRVC	

PHASE DATA TABLE # 2	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
PHASE TIMING		EB C. CHAVEZ		SB GUADALUPE	OL H EB L/T	WB C. CHAVEZ	EB OL G EB L/T OL H	NB GUADALUPE										
PED RECAL		10.0		10.0	5.0	5.0	5.0	10.0										
DUAL ETRY		1.0		1.0	1.0	1.0	1.0	1.0										
SIMGAP		30.0		30.0	20.0	30.0	20.0	30.0										
REDREST		30.0		30.0	20.0	30.0	20.0	30.0										
AUTO PED	2, 4, 6, 8	0.0		0.0	0.0	0.0	0.0	0.0										
REST WALK	2, 4	4.0		4.0	4.0	4.0	4.0	4.0										
PED RECY		2.0		2.0	2.0	2.0	2.0	2.0										
RED LOCK																		
YEL LOCK																		
NO EXT	3																	
NO ADD INI																		
NOGAPRED																		
NO RANGE																		
NOMAX LOK	1, 3 - 20																	

FLAGS	PHASES
OMITPHAS	1, 7, 9 - 40
OMIT PED	1 - 40
MIN RECAL	2, 3, 4, 5, 8
MAXRECAL	2, 3, 4, 5, 8
SOFT RCL	
CDT'L SRVC	

PHASE DATA TABLE # 3	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
PHASE TIMING		EB C. CHAVEZ	CLEARANCE	SB GUADALUPE	OL H EB L/T	WB C. CHAVEZ	EB OL G EB L/T OL H	NB GUADALUPE										
PED RECAL		10.0	0.0	10.0	5.0	5.0	5.0	10.0										
DUAL ETRY		1.0	0.0	1.0	1.0	1.0	1.0	1.0										
SIMGAP		30.0	0.0	30.0	25.0	30.0	20.0	30.0										
REDREST		30.0	0.0	30.0	20.0	30.0	20.0	30.0										
AUTO PED	2, 4, 6, 8	0.0	0.0	0.0	0.0	0.0	0.0	0.0										
REST WALK	2, 4	4.0	4.0	4.0	4.0	4.0	4.0	4.0										
PED RECY		2.0	2.0	2.0	2.0	2.0	2.0	2.0										
RED LOCK																		
YEL LOCK																		

NO EXT	3	ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
NOMAX LOK	1, 3 - 20	MAX INIT GRN																		

FLAGS	PHASES	PHASE DATA TABLE # 4	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
OMITPHAS																				
OMIT PED																				
MIN RECAL		PHASE TIMING																		
MAXRECAL																				
SOFT RCL																				
CDT'L SRVC																				
PED RECAL		MIN GREEN																		
DUAL ETRY		PASSAGE																		
SIMGAP		MAXGRN 1																		
REDREST		MAXGRN 2																		
AUTO PED		CONDSERV																		
REST WALK		YEL CHG																		
PED RECY		RED CLR																		
RED LOCK		WALK																		
YEL LOCK		PED CLR																		
NO EXT		ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
NOMAX LOK		MAX INIT GRN																		

NOTES:

P = PRIMARY S = SECONDARY M = MODIFIED

OVERLAP CONFIGURATION TABLE #2

PHASES		TYPE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
OVL A		~~2~~	P		X																
		141	P																		
			S																		
			M																		
OVL B		~~2~~	P				X														
		141	P																		
			S																		
			M																		
OVL C		~~2~~	P		X																
		141	P																		
			S																		
			M																		
OVL D		2	P																		
		141	P																		
			S																		
			M																		
OVL E		~~2~~	P						X												
OVL F		~~2~~	P			X					X										
OVL G		~~2~~	P					X	X	X											
OVL H		~~2~~	P					X		X											
OVL I		~~2~~	P					X	X	X											
OVL J		2	P																		
OVL L		~~2~~	P					X	X	X											
OVL M		~~2~~	P		X																
OVL N		~~2~~	P				X														
OVL O		~~2~~	P						X												

OVERLAPS			A	B	C	D	E	F	G	H	I	J	L	M	N	O	P	Q
OVERLAP SETTINGS	FLAGS / PARAM	ENABLE	X	X	X		X	X	X	X	X		X	X	X	X	X	
		PED OVERLAP											X	X	X	X	X	
		FLASH YELLOW																
		ALT FLASH HZ																
	FLAGS	RECALL PRIMARY																
		RECALL SEC																
		PED RECALL											X	X	X	X	X	
		PED RECYCLE																
		AUTO EXTEND																
	PARAMETERS	MIN GREEN																
		MAX GREEN																
		GREEN CLEAR																
		YEL CLEAR	4	4	4		4	4	4	4	4							
		RED CLEAR	2	2	2		2	3	2	2	2							
		WALK											5	5	5	5	5	
		PED CLEAR											22	14	24	14	18	
		RESERVICE																

PRE - EMPT		1	3	4	5	6
PRE EMPT FLAGS	ENABLE					
	NO MEM LOK					
	MAN ENABLE					
	NO OVER FLSH					
	NO OVER NEXT					
	OMIT IN DELAY					
	RE MAX PRES					
	PED NOT DARK					

SETTINGS		1	3	4	5	6
TIMING	STRT MIN GRN					
	STRT WALK					
	STRT PED CLR					
PHASE FLAGS	ENT 1 PHASE					
	ENT 2 PHASE					
	DWELL PHASE					
	INITIAL DWELL					
	DWELL PED					

	OVL P	~~2~~	P			X					X											TIME	MIN PRESENCE						PI	RECAL PHASE					
	OVL Q	2	P																				DELAY							EXIT PHASE					

FLAGS	PHASES	PHASE DATA TABLE # 6	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
OMITPHAS	1, 3, 5, 7, 9 - 40			EB C. CHAVEZ		SB GUADALUPE		WB C. CHAVEZ	EB OL G EB L/T OL H	NB GUADALUPE										
OMIT PED	1 - 40																			
MIN RECAL	2, 4, 6, 8																			
MAXRECAL	2, 4, 6, 8	PHASE TIMING																		
SOFT RCL																				
CDT'L SRVC																				
PED RECAL		MIN GREEN		10.0		10.0		12.0	5.0	10.0										
DUAL ETRY		PASSAGE		1.0		1.0		1.0	1.0	1.0										
SIMGAP		MAXGRN 1		30.0		60.0		30.0	20.0	60.0										
REDREST		MAXGRN 2		30.0		30.0		30.0	20.0	30.0										
AUTO PED	2, 4, 6, 8	CONDSERV		0.0		0.0		0.0	0.0	0.0										
REST WALK	2, 4	YEL CHG		4.0		4.0		4.0	4.0	4.0										
PED RECY		RED CLR		2.0		2.0		2.0	2.0	2.0										
RED LOCK		WALK																		
YEL LOCK		PED CLR																		
NO EXT	3	ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NOMAX LOK	1, 3 - 20	MAX INIT GRN																		

FLAGS	PHASES	PHASE DATA TABLE # 7	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
OMITPHAS	1, 3, 9 - 40			EB C. CHAVEZ	CLEARANCE	SB GUADALUPE	OL H EB L/T	WB C. CHAVEZ	EB OL G EB L/T OL H	NB GUADALUPE										
OMIT PED	1 - 40																			
MIN RECAL	2, 4 - 8																			
MAXRECAL	2, 4 - 8	PHASE TIMING																		
SOFT RCL																				
CDT'L SRVC																				
PED RECAL		MIN GREEN		10.0	0.0	10.0	1.0	12.0	1.0	10.0										
DUAL ETRY		PASSAGE		1.0	0.0	1.0	1.0	1.0	1.0	1.0										
SIMGAP		MAXGRN 1		60.0	0.0	60.0	20.0	45.0	15.0	45.0										
REDREST		MAXGRN 2		30.0	0.0	30.0	20.0	30.0	15.0	45.0										
AUTO PED	2, 4, 6, 8	CONDSERV		0.0	0.0	0.0	0.0	0.0	0.0	0.0										
REST WALK	2, 4, 6	YEL CHG		4.0	4.0	4.0	4.0	4.0	4.0	4.0										
PED RECY		RED CLR		2.0	2.0	2.0	2.0	2.0	2.0	2.0										
RED LOCK		WALK																		
YEL LOCK		PED CLR																		
NO EXT	3	ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
NOMAX LOK	1, 3 - 20	MAX INIT GRN																		

M = MODIFIED

= SECONDARY

CONFIGURATION TABLE #3

PHASES		TYPE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
OVL A		~~2~~	P		X																
		141	P																		
			S																		
			M																		
OVL B		~~2~~	P				X														
		141	P																		
			S																		
			M																		
OVL C		~~2~~	P		X										X						
		141	P																		
			S																		
			M																		
OVL D		2	P																		
		141	P																		
			S																		
			M																		
OVL E		~~2~~	P						X												

OVERLAPS			A	B	C	D	E	F	G	H	I	J	L	M	N	O	P	Q
OVERLAP SETTINGS	FLAGS / PARAM	ENABLE	X	X	X		X	X	X	X	X		X	X	X	X	X	
		PED OVERLAP											X	X	X	X	X	
		FLASH YELLOW																
		ALT FLASH HZ																
	FLAGS	RECALL PRIMARY																
		RECALL SEC																
		PED RECALL											X	X	X			
		PED RECYCLE																
		AUTO EXTEND																
	PARAMETERS	MIN GREEN																
		MAX GREEN																
		GREEN CLEAR																
		YEL CLEAR	4	4	4		4	4	4	4	4							
		RED CLEAR	2	2	2		2	3	2	2	2							
		WALK											5	5	5	5	5	
		PED CLEAR											22	14	24	14	18	
		RESERVICE																

P = PRIMARY S

OVERLAP (

OVL F	~~2~~	P			X					X										
OVL G	~~2~~	P					X	X	X											
OVL H	~~2~~	P					X		X											
OVL I	~~2~~	P					X	X	X											
OVL J	2	P																		
OVL L	~~2~~	P					X	X	X											
OVL M	~~2~~	P		X										X						
OVL N	~~2~~	P				X														
OVL O	~~2~~	P						X												
OVL P	~~2~~	P			X					X										
OVL Q	2	P																		

	PRE - EMPT	1	3	4	5	6
PRE EMPT FLAGS	ENABLE					
	NO MEM LOK					
	MAN ENABLE					
	NO OVER FLSH					
	NO OVER NEXT					
	OMIT IN DELAY					
	RE MAX PRES					
	PED NOT DARK					
TIME	MIN PRESENCE					
	DELAY					

	SETTINGS	1	3	4	5	6
TIMING	STRT MIN GRN					
	STRT WALK					
	STRT PED CLR					
PHASE FLAGS	ENT 1 PHASE					
	ENT 2 PHASE					
	DWELL PHASE					
	INITIAL DWELL					
	DWELL PED					
	RECAL PHASE					
	EXIT PHASE					

FLAGS	PHASES
OMITPHAS	1, 9 - 11, 13 - 40
OMIT PED	1 - 40
MIN RECAL	2 - 8, 12
MAXRECAL	2 - 8, 12
SOFT RCL	
CDT'L SRVC	
PED RECAL	
DUAL ETRY	
SIMGAP	
REDREST	
AUTO PED	2, 4, 6, 8
REST WALK	2, 4, 6
PED RECY	
RED LOCK	
YEL LOCK	
NO EXT	
NO ADD INI	
NOGAPRED	
NO RANGE	
NOMAX LOK	1, 3 - 20

PHASE DATA TABLE # 11	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
PHASE TIMING		EB C. CHAVEZ	CLEARANCE	SB GUADALUPE	OL H EB L/T	WB C. CHAVEZ	EB OL G EB L/T OL H	NB GUADALUPE				WB C. CHAVEZ						
MIN GREEN		20.0	0.0	10.0	2.0	12.0	1.0	24.0				0.0						
PASSAGE		1.0	1.0	1.0	1.0	1.0	1.0	1.0				1.0						
MAXGRN 1		40.0	20.0	55.0	20.0	30.0	4.0	55.0				20.0						
MAXGRN 2		30.0	20.0	30.0	20.0	30.0	4.0	55.0				20.0						
CONDSERV		0.0	0.0	0.0	0.0	0.0	0.0	0.0				0.0						
YEL CHG		4.0	4.0	4.0	4.0	4.0	4.0	4.0				4.0						
RED CLR		2.0	2.0	2.0	2.0	2.0	2.0	2.0				2.0						
WALK																		
PED CLR																		
ADDED INI																		
TIME TO RED																		
TIME BEFOR																		
MIN GAP																		
MAX INIT GRN																		

TRAFFIC SIGNAL INTERSECTION:	DATE:	GRP:	LOC:	VRS:	HUB:	ZONE:	SEC:	ENGINEER:	CITY OF AUSTIN TRAFFIC SIGNAL TIMING & PHASING SHEETS
Riverside @ South 1st	2/21/2018		137J						N

4 + 2 + RINGS		
PHASE 1	RING 1:	1, 11, 2, a, 3, 4, 14, b
	RING 2:	5, 6, a, 7, 8, b
PHASE 2	RING 1:	
	RING 2:	

4 + 2 + PHASEMODE	
STARTUP	2, 6
REDSTRT	1, 3 - 5, 7 - 40
PED	2, 4, 6, 8
YELFLASH	
FLASH/ENT	
FLASH/EXIT	

4 + 1 + ACT CONFIG	#1	#2	#3	#4	#5
PHASE	1				
OVERLAP	1				
PREEMPT	1				
CABINET	3				
DETECTOR	2				
COORD	1				

1 + ACTIVE CONTROL PARAMETERS					
CONTROL MODE:	SCHEDULE				
MAN PLN:	1	FREE PLN:	1	DFSCHED:	4

4 + 7 + MISC		4 + 2 + COORD CONFIG	
TRANSITION MODE:	3:30	START UP FLASH:	1
SYNCHRO MODE:	BEST	RED REVERT:	2
MAX DWELL TIME:	0	FLASH CLR:	6

2 + 3 + PL # + PLAN MODE

PL	PLAN MODE	MAX GRN	PH DATA	PH SEQ	OL DATA	ACT CONF	ENA	OFF	VAR	CYCLE	HOLD / YLD
1	COORD	MAX 1	1	3	1	1	A	45	5	90	2, 6
2	COORD	MAX 1	1	8	1	1	A	60	5	135	2, 6
3											
4	COORD	MAX 1	1	3	1	1	A	70	5	120	2, 6
5											
6											
7											
8											
9											
13	COORD	MAX 2	3	7	1	1	A	58	5	140	2, 6
20											
25											

SCHEDULE

EV	ENA	HR	M	S	M	T	W	T	F	S	PL
1	ENA	0	0	X	X	X	X	X	X	X	1
2	ENA	6	30		X	X	X	X	X		2
3	ENA	9	30		X	X	X	X	X		4
4	ENA	11	0	X						X	4
5	ENA	15	30		X	X	X	X	X		13
6	ENA	19	0	X	X	X	X	X	X	X	4
7	ENA	20	30	X	X	X	X	X	X	X	1
8											
9											
10											
11											
12											

SPECIAL FUNCTIONS								AUXILIARY			
1	2	3	4	5	6	7	8	1	2	3	4

PRIORITY SEQUENCE

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
TABLE 1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE 3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE 7	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE 8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NOTE: ZERO DENOTES THE HIGHEST PRIORITY

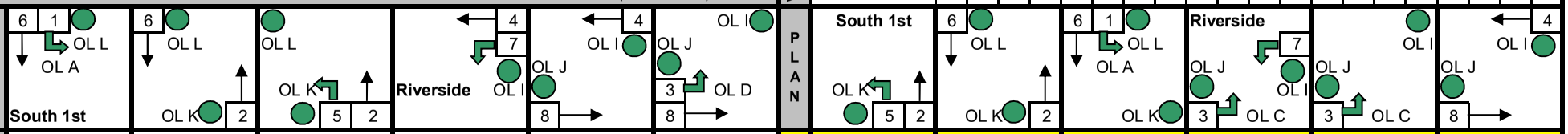
PED PRAMS & FLAGS

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ENABLE	X	X	X	X																
CALLPHAS	2	6	4	8																
OVERLAP																				

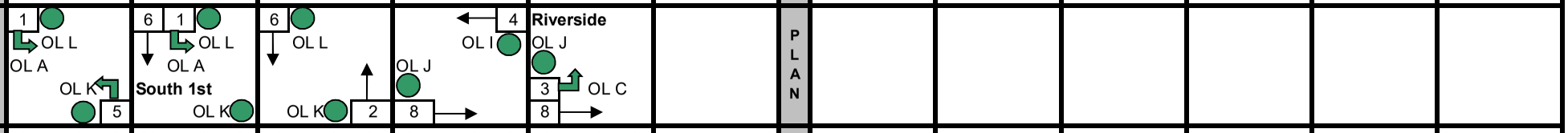
VEH PARAMETERS / VEH FLAG

DETECTORS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ENABLE	X	X	X	X	X	X	X	X	X	X	X	X	X	X						
CALL	X	X	X	X	X	X	X	X	X	X	X	X	X	X						
EXTEND	X	X	X	X	X	X	X	X	X	X	X	X	X	X						
ADD INIT																				
RED LOCK																				
YEL LOCK																				
CALL PHASE	1	5	2	6	3	7	4	8	2	6	4	7	4	8						
SWTCH PHAS																				
OVERLAP																				
DELAY		2																		

SIGNAL PHASING DIAGRAM - NUMBERS REPRESENT GREEN TIME (SECONDS)



PLAN											
1	11 + 4 + 1	14 + 4 + 2	8 + 4 + 2	8 + 4 + 1	5 + 4 + 2	10 + 4 + 2	2	9 + 4 + 1	46 + 4 + 2	11 + 4 + 2	9 + 4 + 1	1	31 + 4 + 2
4	13 + 4 + 1	30 + 4 + 2	8 + 4 + 2	15 + 4 + 1	6 + 4 + 2	14 + 4 + 2							



PLAN											
13	6 + 4 + 1	26 + 4 + 2	51 + 4 + 2	25 + 4 + 2	4 + 4 + 2						

FLAGS	PHASES
OMITPHAS	9 - 10, 12, 13, 15 - 40
OMIT PED	1, 5, 7, 9 - 40
MIN RECAL	2, 6
MAXRECAL	2, 6
SOFT RCL	
CDT'L SRVC	
PED RECAL	2, 6
DUAL ETRY	4, 8
SIMGAP	
REDREST	
AUTO PED	
REST WALK	2, 6
PED RECY	
RED LOCK	
YEL LOCK	
NO EXT	11, 14
NO ADD INI	
NOGAPRED	
NOMAX LOK	1, 3 - 5, 7, 8, 11, 14

PHASE DATA TABLE # 1	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
PHASE TIMING	SB "P" L/T SO. 1ST	NB SO. 1ST	EB "P" L/T RIVERSIDE	WB RIVERSIDE	NB "P" L/T SO. 1ST	SB SO. 1ST	WB "P" L/T RIVERSIDE	EB RIVERSIDE										
MIN GREEN	5.0	15.0	5.0	10.0	6.0	15.0	5.0	10.0			2.0			2.0				
PASSAGE	2.0	1.0	1.0	2.0	1.0	2.0	1.0	2.0			0.0			0.0				
MAXGRN 1	20.0	45.0	20.0	25.0	20.0	45.0	20.0	25.0			2.0			2.0				
MAXGRN 2	45.0	65.0	18.0	25.0	12.0	75.0	12.0	35.0			2.0			2.0				
CONDSERV	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0			0.0				
YEL CHG	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			4.0			4.0				
RED CLR	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0			1.0			1.0				
WALK		7.0		7.0		7.0		7.0										
PED CLR		23.0		30.0		23.0		30.0										
ADDED INI																		
TIME TO RED																		
TIME BEFOR																		
MAX INIT GRN																		

2+ 3 + PL # +	PHASE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
MIN SPLIT	PLAN	1	10	30	10	20	10	30	10	20										
NOM SPLIT	CYCLE	90	16	34	16	24	14	36	13	27										
MAX SPLIT			30	75	36	46	30	75	36	46										
NOTE: PLAN 20 = FREE MODE PLAN 33 = FLASH MODE	PLAN	2	10	30	10	20	10	30	10	20										
	CYCLE	135	17	66	15	37	14	69	14	38										
			30	75	36	46	20	80	23	49										
	PLAN	4	10	10	10	15	10	10	10	15										
	CYCLE	120	18	50	20	32	14	54	20	32										
			30	75	35	50	20	80	25	55										
	PLAN	13	35	35	10	25	11	65		25										
	CYCLE	140	42	57	10	31	11	88		41										
			55	85	10	35	11	100		45										

	PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
MIN	PLAN																		
NOM	CYCLE																		
MAX																			
MIN	PLAN																		
NOM	CYCLE																		
MAX																			
MIN	PLAN																		
NOM	CYCLE																		
MAX																			
MIN	PLAN																		
NOM	CYCLE																		
MAX																			

Change ONLY the following:		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	27	28
INPUT CHANNELS	FUNCTION TYPE																				VEH	VEH
	FUNCTION INDEX																				13	14
	UNIT																					
	CONNECTOR / BUI																				C1S	C1S
	PIN																				49	58
	CHANNEL IN 1																					
	CHANNEL IN 2																					
	LOGIC																					

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
OUTPUT CHANNELS	FUNCTION TYPE	OVL			OVL																	
	FUNCTION INDEX	1			4																	
	CONNECTOR / BUI 1																					
	PIN 1																					
	CONNECTOR / BUI 2																					
	PIN 2																					
	CONNECTOR / BUI 3																					

	PIN 3																															
PHASES		**TYPE**		**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**
OVERLAP CONFIGURATION (P = PRIMARY, S = SECONDARY, M = MODIFIED)	OVL A	2	P	X										X							
	OVL B	2	P																		
	OVL C	2	P																		
	OVL D	2	P				X										X				
	OVL E	2	P																		
	OVL F	2	P																		
	OVL G	2	P																		
	OVL H	2	P																		
	OVL I	2	P																		
		111	P							X											
			S								X										
			M			X										X					
	OVL J	2	P																		
		111	P			X										X					
			S				X														
			M							X											
	OVL K	2	P																		
		111	P					X													
			S						X										X		
			M	X										X							
	OVL L	2	P																		
		111	P	X										X							
			S		X										X						
			M					X													
	OVL M	2	P																		
	OVL N	2	P																		
	OVL O	2	P																		
	OVL P	2	P																		

OVERLAPS		**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
OVERLAP SETTINGS – FLAGS / PARAM	ENABLE	X			X					X	X	X	X				
	PED OVERLAP																
	FLASH YELLOW																
	ALT FLASH HZ																
FLAGS	RECALL PRIMARY																
	RECALL SEC																
	PED RECALL																
	PED RECYCLE																
	AUTO EXTEND																
PARAMETERS	MIN GREEN																
	MAX GREEN																
	GREEN CLEAR																
	YEL CLEAR	4			4					4	4	4	4				
	RED CLEAR	1			1					1	1	1	1				
	WALK																
	PED CLEAR																
	RESERVICE																

PRE - EMPT		**1**	**3**	**4**	**5**	**6**
PRE EMPT FLAGS	ENABLE					
	NO MEM LOK					
	MAN ENABLE					
	NO OVER FLSH					
	NO OVER NEXT					
	OMIT IN DELAY					
	RE MAX PRES					
	PED NOT DARK					
TIME	MIN PRESENCE					
	DELAY					

SETTINGS		**1**	**3**	**4**	**5**	**6**
TIMING	STRT MIN GRN					
	STRT WALK					
	STRT PED CLR					
PHASE FLAGS	ENT 1 PHASE					
	ENT 2 PHASE					
	DWELL PHASE					
	INITIAL DWELL					
	DWELL PED					
	RECAL PHASE					
	EXIT PHASE					

FLAGS	PHASES
OMITPHAS	7, 9 - 10, 12, 13, 15 - 40
OMIT PED	1, 5, 7, 9 - 40
MIN RECAL	2, 6
MAXRECAL	
SOFT RCL	
CDT'L SRVC	
PED RECAL	2, 6
DUAL ETRY	4, 8
SIMGAP	
REDREST	
AUTO PED	
REST WALK	2, 6
PED RECY	
RED LOCK	
YEL LOCK	
NO EXT	11, 14
NO ADD INI	
NOGAPRED	
NO RANGE	
NOMAX LOK	1, 3 - 5, 7, 8, 11, 14

PHASE DATA TABLE # 3	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
PHASE TIMING	SB "P" L/T SO. 1ST	NB SO. 1ST	EB "P" L/T RIVERSIDE	WB RIVERSIDE	NB "P" L/T SO. 1ST	SB SO. 1ST		EB RIVERSIDE										
MIN GREEN	5.0	25.0	5.0	10.0	4.0	25.0		10.0			2.0			2.0				
PASSAGE	2.0	1.0	1.0	2.0	1.0	2.0		2.0			0.0			0.0				
MAXGRN 1	20.0	45.0	20.0	25.0	20.0	45.0		25.0			2.0			2.0				
MAXGRN 2	45.0	65.0	18.0	25.0	12.0	75.0		35.0			2.0			2.0				
CONDSERV	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0			0.0				
YEL CHG	4.0	4.0	4.0	4.0	4.0	4.0		4.0			4.0			4.0				
RED CLR	1.0	2.0	1.0	2.0	1.0	2.0		2.0			1.0			1.0				
WALK		6.0		6.0		6.0		6.0										
PED CLR		23.0		29.0		23.0		29.0										
ADDED INI																		
TIME TO RED																		
TIME BEFOR																		
MIN GAP																		
MAX INIT GRN																		

FLAGS	PHASES	PHASE DATA TABLE # 4	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
OMITPHAS																				
OMIT PED																				
MIN RECAL		PHASE TIMING																		
MAXRECAL																				
SOFT RCL																				
CDT'L SRVC																				
PED RECAL		MIN GREEN																		
DUAL ETRY		PASSAGE																		
SIMGAP		MAXGRN 1																		
REDREST		MAXGRN 2																		
AUTO PED		CONDSERV																		
REST WALK		YEL CHG																		
PED RECY		RED CLR																		
RED LOCK		WALK																		
YEL LOCK		PED CLR																		
NO EXT		ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
NOMAX LOK		MAX INIT GRN																		

FLAGS	PHASES	PHASE DATA TABLE # 12	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
OMITPHAS																				
OMIT PED																				
MIN RECAL		PHASE TIMING																		
MAXRECAL																				
SOFT RCL																				
CDT'L SRVC																				
PED RECAL		MIN GREEN																		
DUAL ETRY		PASSAGE																		
SIMGAP		MAXGRN 1																		
REDREST		MAXGRN 2																		
AUTO PED		CONDSERV																		
REST WALK		YEL CHG																		
PED RECY		RED CLR																		
RED LOCK		WALK																		
YEL LOCK		PED CLR																		
NO EXT		ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
NOMAX LOK		MAX INIT GRN																		

NOTES:

TRAFFIC SIGNAL INTERSECTION:	DATE:	GRP:	LOC:	VRS:	HUB:	ZONE:	SEC:	ENGINEER:
Barton Springs @ South 1st	6/3/2018		134M					

CITY OF AUSTIN
TRAFFIC SIGNAL TIMING & PHASING SHEETS

N

4 + 2 + RINGS

PHASE 1	RING 1:	1, 2, a, 3, 4, b
	RING 2:	5, 6, a, 7, 8, b
PHASE 2	RING 1:	
	RING 2:	

4 + 2 + PHASEMODE

STARTUP	4, 8
REDSTRT	1, 2, 3, 5, 6, 7
PED	2, 6
YELFLASH	2, 6
FLASH/ENT	4, 8
FLASH/EXIT	2, 6

4 + 1 + ACT CONFIG

	#1	#2	#3	#4	#5
PHASE	1				
OVERLAP	1				
PREEMPT	1				
CABINET	3				
DETECTOR	2				
COORD	1				

1 + ACTIVE CONTROL PARAMETERS

CONTROL MODE:	SCHEDULE				
MAN PLN:	2	FREE PLN:	1	DFSCHED:	8

4 + 7 + MISC		4 + 2 + COORD CONFIG	
TRANSITION MODE:	3:30	START UP FLASH:	1
SYNCHRO MODE:	BEST	RED REVERT:	2
MAX DWELL TIME:	0	FLASH CLR:	8

2 + 3 + PL # + PLAN MODE

PL	PLAN MODE	MAX GRN	PH DATA	PH SEQ	OL DATA	ACT CONF	ENA	OFF	VAR	CYCLE	HOLD / YLD
1	COORD	MAX 1	1	1	1	2	A	45	5	90	2, 6
2	COORD	MAX 1	1	2	1	1	A	60	5	135	2, 6
3	COORD	MAX 1	1	2	1	1	A	38	5	140	2, 6
4	COORD	MAX 1	1	2	1	1	A	60	5	120	2, 6
5											
6											
7											
8	COORD	MAX 1	2	1	1	2	A	73	5	80	2, 6
9											
18	COORD	MAX 1	1	3	1	1	A	64	5	130	2, 6
20											
25											

SCHEDULE

EV	ENA	HR	M	S	M	T	W	T	F	S	PL	1	2	3	4	5	6	7	8	1	2	3	4
												SPECIAL FUNCTIONS								AUXILIARY			
1	ENA	0	0		X	X	X	X	X		1												
2	ENA	0	0	X						X	8												
3	ENA	6	30		X	X	X	X	X		2												
4	ENA	9	0	X						X	8												
5	ENA	9	30		X	X	X	X	X		4												
6	ENA	10	30	X						X	18												
7	ENA	15	30		X	X	X	X	X		3												
8	ENA	19	0		X	X	X	X	X		4												
9	ENA	20	0	X							8												
10	ENA	20	30		X	X	X	X	X		1												
11	ENA	21	30							X	8												
12																							

PRIORITY SEQUENCE

PHASES		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
TABLE	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NOTE: ZERO DENOTES THE HIGHEST PRIORITY

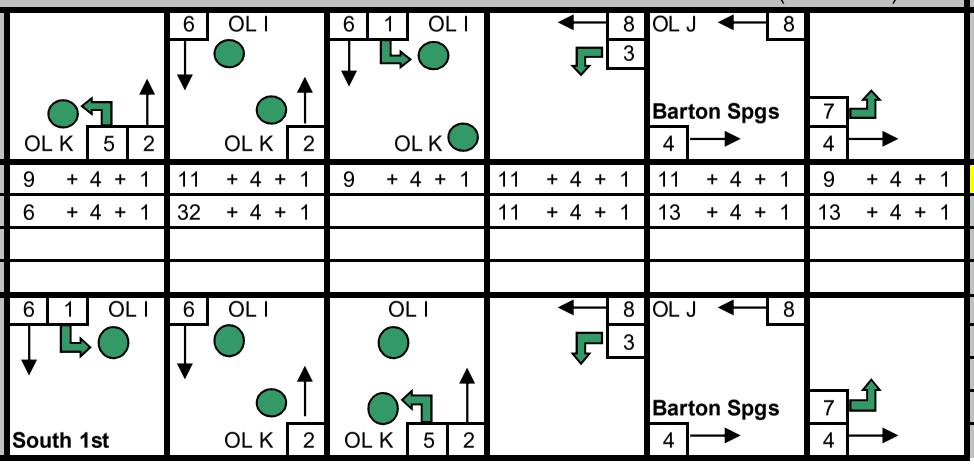
PED PRAMS & FLAGS

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ENABLE	X	X	X	X																
CALLPHAS	2	4	6	8																
OVERLAP																				

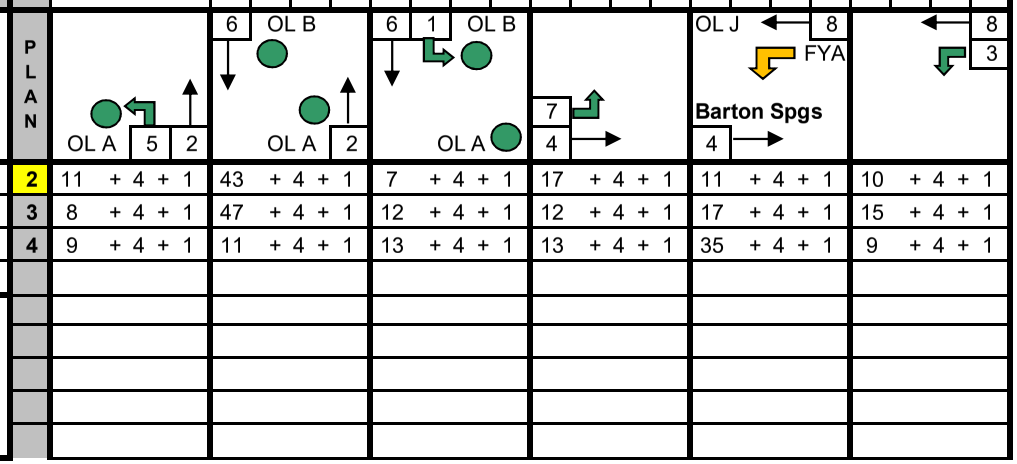
VEH PARAMETERS

DETECTORS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ENABLE	X	X	X	X	X	X	X	X												
CALL	X	X	X	X	X	X	X	X												
EXTEND	X	X	X	X	X	X	X	X												
ADD INIT																				
RED LOCK																				
YEL LOCK																				
CALL PHASE	1	5	2	6	3	7	4	4												
SWTCH PHAS																				
OVERLAP																				
DELAY																				

SIGNAL PHASING DIAGRAM - NUMBERS REPRESENT GREEN TIME (SECONDS)



PLAN						
1	9 + 4 + 1	11 + 4 + 1	9 + 4 + 1	11 + 4 + 1	11 + 4 + 1	9 + 4 + 1
8	6 + 4 + 1	32 + 4 + 1		11 + 4 + 1	13 + 4 + 1	13 + 4 + 1



PLAN						
2	11 + 4 + 1	43 + 4 + 1	7 + 4 + 1	17 + 4 + 1	11 + 4 + 1	10 + 4 + 1
3	8 + 4 + 1	47 + 4 + 1	12 + 4 + 1	12 + 4 + 1	17 + 4 + 1	15 + 4 + 1
4	9 + 4 + 1	11 + 4 + 1	13 + 4 + 1	13 + 4 + 1	35 + 4 + 1	9 + 4 + 1

18	10 + 4 + 1	19 + 4 + 1	10 + 4 + 1	9 + 4 + 1	39 + 4 + 1	13 + 4 + 1

FLAGS	PHASES
OMITPHAS	9 - 40
OMIT PED	1, 3, 5, 7, 9 - 20
MIN RECAL	2, 4, 6, 8
MAXRECAL	
SOFT RCL	
CDT'L SRVC	
PED RECAL	
DUAL ETRY	2, 6
SIMGAP	
REDREST	
AUTO PED	
REST WALK	2, 4, 6, 8
PED RECY	
RED LOCK	
YEL LOCK	
NO EXT	
NO ADD INI	
NOGAPRED	
NOMAX LOK	1, 3, 4, 5, 7, 8

PHASE DATA TABLE # 1	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
PHASE TIMING	SB LT	NB SOUTH 1ST	WB LT	EB BRTN SPGS	NB LT	SB SOUTH 1ST	EB LT	WB BRTN SPGS										
MIN GREEN	3.0	10.0	3.0	5.0	3.0	10.0	6.0	10.0										
PASSAGE	1.0	1.0	1.0	2.0	1.0	1.0	1.0	2.0										
MAXGRN 1	25.0	80.0	25.0	60.0	25.0	80.0	35.0	40.0										
MAXGRN 2	25.0	80.0	25.0	40.0	25.0	80.0	25.0	40.0										
CONDSERV	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0										
YEL CHG	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0										
RED CLR	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0										
WALK		9.0		7.0		9.0		8.0										
PED CLR		26.0		19.0		26.0		26.0										
ADDED INI																		
TIME TO RED																		
TIME BEFOR																		
MAX INIT GRN																		

2+ 3 + PL # +	PHASE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
MIN SPLIT	PLAN	1	8	15	8	10	8	15	11	15										
NOM SPLIT	CYCLE	90	14	30	16	30	14	30	14	32										
MAX SPLIT			20	45	20	20	20	45	20	45										
	PLAN	2	8	15	8	10	8	15	11	15										
	CYCLE	135	12	64	15	44	16	60	22	37										
			20	70	20	40	25	65	35	45										
	PLAN	3	8	15	8	10	8	15	11	15										
	CYCLE	140	17	65	20	38	13	69	17	41										
			20	70	25	40	25	65	35	45										
	PLAN	4	8	15	8	10	8	15	11	15										
	CYCLE	120	18	30	14	58	14	34	18	54										
			25	60	20	50	25	60	25	60										

NOTE:
PLAN 20 = FREE MODE
PLAN 33 = FLASH MODE

	PHASE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
MIN	PLAN	8		15	8	10	8	15	11	15										
NOM	CYCLE	80		48	16	36	11	37	18	34										
MAX				60	20	50	25	60	25	40										
MIN	PLAN	18	8	15	8	10	8	15	11	15										
NOM	CYCLE	130	15	39	14	62	15	39	18	58										
MAX			20	45	20	75	20	45	25	65										
MIN	PLAN																			
NOM	CYCLE																			
MAX																				
MIN	PLAN																			
NOM	CYCLE																			
MAX																				

Change ONLY the following:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18		33	34
INPUT CHANNELS																					
FUNCTION TYPE																					
FUNCTION INDEX																					
UNIT																					
CONNECTOR / BUI																					
PIN																					
CHANNEL IN 1																					
CHANNEL IN 2																					
LOGIC																					

OUTPUT CHANNELS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
FUNCTION TYPE																					
FUNCTION INDEX																					
CONNECTOR / BUI 1																					
PIN 1																					

OUTPUT CHANNEL																															
CONNECTOR / BUI 2																															
PIN 2																															
CONNECTOR / BUI 3																															
PIN 3																															

PHASES	TYPE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
OVL A	2	P																		
OVL B	2	P																		
OVL C	2	P																		
OVL D	2	P																		
OVL E	2	P																		
OVL F	2	P																		
OVL G	2	P																		
OVL H	2	P																		
OVL I	2	P																		
	111	P	X																	
		S		X																
		M					X													
OVL J	2	P																		
	112	P				X														
		S																		
		M			X															
OVL K	2	P																		
	111	P					X													
		S						X												
		M	X																	
OVL L	2	P																		
	142	P																		
		S																		
		M																		
OVL M	2	P																		
OVL N	2	P																		
OVL O	2	P																		
OVL P	2	P																		

P = PRIMARY S = SECONDARY M = MODIFIED

OVERLAP CONFIGURATION - TABLE 1

OVERLAPS		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
OVERLAP SETTINGS – FLAGS / PARAM	ENABLE									X	X	X					
	PED OVERLAP																
	FLASH YELLOW																
	ALT FLASH HZ																
FLAGS	RECALL PRIMARY																
	RECALL SEC																
	PED RECALL																
	PED RECYCLE																
	AUTO EXTEND																
PARAMETERS	MIN GREEN																
	MAX GREEN																
	GREEN CLEAR																
	YEL CLEAR									4	4	4					
	RED CLEAR									1	1	1					
	WALK																
	PED CLEAR																
	RESERVICE																

PRE - EMPT	1	3	4	5	6
PRE EMPT FLAGS – ENABLE					
NO MEM LOK					
MAN ENABLE					
NO OVER FLSH					
NO OVER NEXT					
OMIT IN DELAY					
RE MAX PRES					
PED NOT DARK					
TIME – MIN PRESENCE					
DELAY					

SETTINGS	1	3	4	5	6
TIMING – STRT MIN GRN					
STRT WALK					
STRT PED CLR					
PHASE FLAGS – ENT 1 PHASE					
ENT 2 PHASE					
DWELL PHASE					
INITIAL DWELL					
DWELL PED					
RECAL PHASE					
EXIT PHASE					

OPTIONS	PHASES
OMITPHAS	1, 9 - 40
OMIT PED	1, 3, 5, 7, 9 - 20
MIN RECAL	2, 4, 6, 8
MAXRECAL	
SOFT RCL	
CDT'L SRVC	
PED RECAL	
DUAL ETRY	2, 6
SIMGAP	
REDREST	
AUTO PED	
REST WALK	2, 4, 6, 8
PED RECY	
RED LOCK	
YEL LOCK	

PHASE DATA TABLE # 2 – PHASE TIMING	PH 1	PH 2 NB SOUTH 1ST	PH 3 WB LT	PH 4 EB BRTN SPGS	PH 5 NB LT	PH 6 SB SOUTH 1ST	PH 7 EB LT	PH 8 WB BRTN SPGS	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
MIN GREEN		10.0	3.0	5.0	3.0	10.0	6.0	10.0										
PASSAGE		1.0	1.0	2.0	1.0	1.0	1.0	2.0										
MAXGRN 1		80.0	25.0	60.0	25.0	80.0	35.0	40.0										
MAXGRN 2		80.0	25.0	40.0	25.0	80.0	25.0	40.0										
CONDSERV		0.0	0.0	0.0	0.0	0.0	0.0	0.0										
YEL CHG		4.0	4.0	4.0	4.0	4.0	4.0	4.0										
RED CLR		1.0	1.0	1.0	1.0	1.0	1.0	1.0										
WALK		9.0		7.0		9.0		8.0										
PED CLR		26.0		19.0		26.0		26.0										

NO EXT		ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
MAX LOK	1, 3, 4, 5, 7, 8	MAX INIT GRN																		
	PHASES	**PHASE DATA TABLE # 4**	PH 1	PH 2	PH 3	PH 4	PH 5		PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
OMITPHAS																				
OMIT PED																				
MIN RECAL		PHASE TIMING																		
MAXRECAL																				
SOFT RCL																				
CDT'L SRVC																				
PED RECAL		MIN GREEN																		
DUAL ETRY		PASSAGE																		
SIMGAP		MAXGRN 1																		
REDREST		MAXGRN 2																		
AUTO PED		CONDSERV																		
REST WALK		YEL CHG																		
PED RECY		RED CLR																		
RED LOCK		WALK																		
YEL LOCK		PED CLR																		
NO EXT		ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
MAX LOK		MAX INIT GRN																		

	PHASES	**PHASE DATA TABLE # 7**	PH 1	PH 2	PH 3	PH 4	PH 5		PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
OMITPHAS																				
OMIT PED																				
MIN RECAL		PHASE TIMING																		
MAXRECAL																				
SOFT RCL																				
CDT'L SRVC																				
PED RECAL		MIN GREEN																		
DUAL ETRY		PASSAGE																		
SIMGAP		MAXGRN 1																		
REDREST		MAXGRN 2																		
AUTO PED		CONDSERV																		
REST WALK		YEL CHG																		
PED RECY		RED CLR																		
RED LOCK		WALK																		
YEL LOCK		PED CLR																		
NO EXT		ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
MAX LOK		MAX INIT GRN																		

NOTES:

TRAFFIC SIGNAL INTERSECTION:	DATE:	GRP:	LOC:	VRS:	HUB:	ZONE:	SEC:	ENGINEER:	CITY OF AUSTIN TRAFFIC SIGNAL TIMING & PHASING SHEETS
Barton Springs @ Riverside	6/19/2018		133Q						N

4 + 2 + PHASEMODE	
STARTUP	4, 8
REDSTRT	1 - 3, 5 - 7, 9 - 20
PED	2, 4, 6, 8
YELFLASH	
FLASH/ENT	
FLASH/EXIT	

4 + 1 + ACT CONFIG	#1	#2	#3	#4	#5
PHASE	1				
OVERLAP	1				
PREEMPT	1				
CABINET	2				
DETECTOR	1				
COORD	1				

1 + ACTIVE CONTROL PARAMETERS					
CONTROL MODE:		SCHEDULE			
MAN PLN:	25	FREE PLN:	1	DFSCHED:	7
4 + 7 + MISC		**4 + 2 + COORD CONFIG**			
TRANSITION MODE:	3:30	START UP FLASH:	1		
SYNCHRO MODE:	BEST	RED REVERT:	2		
MAX DWELL TIME:	0	FLASH CLR:	6		

4 + 2 + RINGS		
PHASE 3	RING 1:	2, a, 3, 4, 14, b
	RING 2:	6, a, 7, 8, 18, b
PHASE	RING 1:	
	RING 2:	

2 + 3 + PL # + **PLAN MODE**

PL	PLAN MODE	MAX GRN	PH DATA	PH SEQ	OL DATA	ACT CONF	ENA	OFF	VAR	CYCLE	HOLD / YLD
1	COORD	MAX 2	1	1	1	1	B	65	5	90	4, 8
2	COORD	MAX 2	1	1	1	1	B	120	5	135	4, 8
3											
4	COORD	MAX 2	1	1	1	1	B	115	5	120	4, 8
5	COORD	MAX 2	1	1	1	1	B	115	5	120	4, 8
6											
7											
8	COORD	MAX 2	1	1	1	1	B	7	5	100	4, 8
13	COORD	MAX 2	1	1	1	1	B	64	5	140	4, 8
18	COORD	MAX 2	2	4	1	1	B	25	5	65	4, 8
11											
20											
25											

SCHEDULE

EV	ENA	HR	M	S	M	T	W	T	F	S	PL	SPECIAL FUNCTIONS 1	2	3	4	5	6	7	8	AUXILIARY 1	2	3	4
1	ENA	0	0		X	X	X	X	X		1												
2	ENA	0	0	X						X	8												
3	ENA	6	30		X	X	X	X	X		2												
4	ENA	9	0	X						X	8												
5	ENA	9	30		X	X	X	X	X		4												
6	ENA	10	30	X						X	18												
7	ENA	15	30		X	X	X	X	X		13												
8	ENA	19	0		X	X	X	X	X		5												
9	ENA	20	0	X							8												
10	ENA	20	30		X	X	X	X	X		1												
11	ENA	21	30							X	8												
12																							
13																							

PRIORITY SEQUENCE

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
TABLE 1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE 2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE 3	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE 4	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0

NOTE: ZERO DENOTES THE HIGHEST PRIORITY

PED PRAMS & FLAGS

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ENABLE	X	X	X	X																
CALLPHAS	2	4	6	8																
OVERLAP	13	14	15	16																

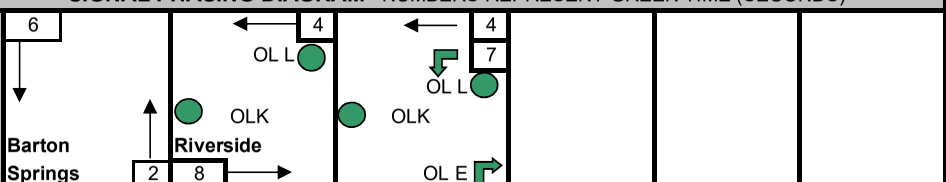
VEH PARAMETERS

DETECTORS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ENABLE	X	X	X	X	X	X	X	X	X	X	X	X								
CALL	X	X	X	X	X	X	X	X	X	X	X	X								
EXTEND	X	X	X	X	X	X	X	X	X	X	X	X								
ADD INIT																				
RED LOCK																				
YEL LOCK																				

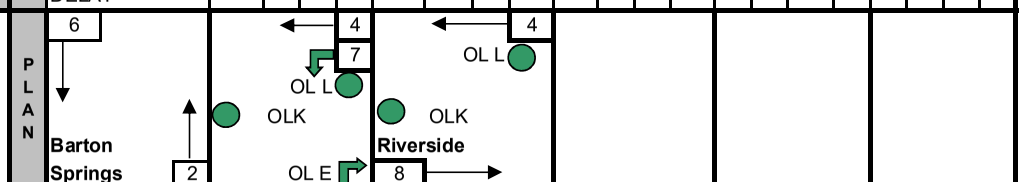
VEH FLAG

CALL PHASE	1	5	2	6	3	7	4	8	2	6	4	8								
SWTCH PHAS																				
OVERLAP																				
DELAY																				

SIGNAL PHASING DIAGRAM - NUMBERS REPRESENT GREEN TIME (SECONDS)



PLAN			
1	26.5 + 4 + 1.5	28.5 + 4 + 1.5	18.5 + 4 + 1.5
2	34.5 + 4 + 1.5	49.5 + 4 + 1.5	34.5 + 4 + 1.5
4	42.5 + 4 + 1.5	34.5 + 4 + 1.5	26.5 + 4 + 1.5
5	42.5 + 4 + 1.5	34.5 + 4 + 1.5	26.5 + 4 + 1.5
8	36.5 + 4 + 1.5	30.5 + 4 + 1.5	16.5 + 4 + 1.5
13	39.5 + 4 + 1.5	55.5 + 4 + 1.5	28.5 + 4 + 1.5



PLAN			
18	22.5 + 4 + 1.5	2.5 + 4 + 1.5	23.5 + 4 + 1.5

PLAN

FLAGS	PHASES
OMITPHAS	1, 3, 5, 9 - 13, 15 - 17, 19 - 40
OMIT PED	1, 3, 5, 7, 9-40
MIN RECAL	2, 4, 5, 7, 8
MAXRECAL	2
SOFT RCL	
CDT'L SRVC	
PED RECAL	2, 4, 6, 8
DUAL ETRY	2, 4, 6, 8
SIMGAP	
REDREST	
AUTO PED	
REST WALK	2, 4, 6, 8
PED RECY	
RED LOCK	
YEL LOCK	
NOMAX LOK	

PHASE DATA TABLE # 1	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
PHASE TIMING		NB BARTN SPGS		WB RIVERSIDE		SB BRTN SPGS	WB LT	EB RIVERSIDE										
MIN GREEN		5.0		10.0		5.0	3.0	10.0						1.0				1.0
PASSAGE		1.0		1.0		1.0	1.0	1.0						0.0				0.0
MAXGRN 1		25.0		45.0		25.0	20.0	45.0						1.0				1.0
MAXGRN 2		45.0		70.0		45.0	27.0	80.0						1.0				1.0
CONDSERV		0.0		0.0		0.0	0.0	0.0						0.0				0.0
YEL CHG		4.0		4.0		4.0	4.0	4.0						4.0				4.0
RED CLR		1.5		1.5		1.5	1.0	1.5						2.0				2.0
WALK		10.0		10.0		10.0		10.0										
PED CLR		15.0		15.0		15.0		15.0										
MAX INIT GRN																		

2+ 3 + PL # +	PHASE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18		PHASE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
MIN SPLIT	PLAN	1		15	10	35	25	15	10	30											MIN	PLAN	8		25		25		25	15	25										
NOM SPLIT	CYCLE	90		32	0	58	40	32	24	34											NOM	CYCLE	100		42		58		42	22	36										
MAX SPLIT				40	20	65	60	40	30	55											MAX				55		65		55	35	45										
NOTE: PLAN 20 = FREE MODE PLAN 33 = FLASH MODE	PLAN	2		30	15	45		30	20	40											MIN	PLAN	13		30	15	45		30	20	40										
	CYCLE	135		40	18	77		40	40	55											NOM	CYCLE	140		45	15	80		45	34	61										
				55	25	100		55	50	75											MAX				55	25	100		55	50	75										
	PLAN	4		25		55		25	25	35											MIN	PLAN	18		25		25		25	8	25										
	CYCLE	120		48		72		48	32	40											NOM	CYCLE	65		28		37		28	8	29										
				60		90		60	40	75											MAX				35		45		35	8	35										
	PLAN	5		25	15	45		25	25	35											MIN	PLAN																			
	CYCLE	120		48	18	54		48	32	40											NOM	CYCLE																			
				60	25	90		60	40	75											MAX																				

Change ONLY the following:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
INPUT CHANNELS																					
FUNCTION TYPE																					
FUNCTION INDEX																					
UNIT																					
CONNECTOR / BUI																					
PIN																					
CHANNEL IN 1																					
CHANNEL IN 2																					
LOGIC																					
OUTPUT CHANNELS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18		127	128
FUNCTION TYPE		OVL	PED		OVL		OVL	OVL	PED		OVL	Ovlped								Phase	SPECL
FUNCTION INDEX		2	2		4		5	2	2		8	16								2	6
CONNECTOR / BUI 1																				NONE	VIRT
PIN 1																				NONE	12
CONNECTOR / BUI 2																				NONE	NONE
PIN 2																				NONE	NONE
CONNECTOR / BUI 3																				VIRT	NONE
PIN 3																				2	NONE

PHASES	TYPE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
OVL A	2	P																		
OVL B	~~2~~	P		X																
OVL C	2	P																		
OVL D	~~2~~	P				X										X				
OVL E	~~2~~	P							X											
OVL F	2	P																		

OVERLAPS		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
FLAGS / PARAM	ENABLE		X		X	X			X			X	X				
	PED OVERLAP													X	X	X	X
	FLASH YELLOW																
	ALT FLASH HZ																
	RECALL PRIMARY																
	RECALL SEC																

P = PRIMARY S = SECONDARY M = MODIFIED

OVERLAP CONFIGURATION #2

OVL G	2	P																		
OVL H	2	P								X										X
OVL I	2	P																		
	141	P																		
		S																		
		M																		
OVL J	2	P																		
	141	P																		
		S																		
		M																		
OVL K	2	P																		
	141	P			X															
		S				X									X					
		M							X											
OVL L	2	P																		
	141	P							X											
		S								X										X
		M			X															
OVL M	2	P	X																	
OVL N	2	P	X			X														
OVL O	2	P	X	X																
OVL P	2	P	X							X										

OVERLAP SETTINGS

FLAGS	PED RECALL																		
	PED RECYCLE																		
	AUTO EXTEND																		
PARAMETERS	MIN GREEN																		
	MAX GREEN																		
	GREEN CLEAR																		
	YEL CLEAR		4		4	4			4			4	4						
	RED CLEAR		1.5		1.5	1.5			1.5			1.5	2						
	WALK													10	10	10	10		
	PED CLEAR													19	19	19	19		
	RESERVICE																		

	PRE - EMPT	1	3	4	5	6
PRE EMPT FLAGS	ENABLE					
	NO MEM LOK					
	MAN ENABLE					
	NO OVER FLSH					
	NO OVER NEXT					
	OMIT IN DELAY					
	RE MAX PRES					
	PED NOT DARK					
TIME	MIN PRESENCE					
	DELAY					

	SETTINGS	1	3	4	5	6
TIMING	STRT MIN GRN					
	STRT WALK					
	STRT PED CLR					
PHASE FLAGS	ENT 1 PHASE					
	ENT 2 PHASE					
	DWELL PHASE					
	INITIAL DWELL					
	DWELL PED					
	RECAL PHASE					
	EXIT PHASE					

FLAGS	PHASES
OMITPHAS	1, 3, 5, 9 - 13, 15 - 17, 19 - 40
OMIT PED	1, 3, 5, 7, 9-40
MIN RECAL	2, 4, 5, 7, 8
MAXRECAL	2, 7
SOFT RCL	
CDT'L SRVC	
PED RECAL	2, 4, 6, 8
DUAL ETRY	2, 4, 6, 8
SIMGAP	
REDREST	
AUTO PED	
REST WALK	
PED RECY	
RED LOCK	
YEL LOCK	
NO EXT	14, 18
NO ADD INI	
NOGAPRED	
NO RANGE	
NOMAX LOK	

PHASE DATA TABLE # 2	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
PHASE TIMING		NB BARTN SPGS		WB RIVERSIDE		SB BRTN SPGS	WB LT	EB RIVERSIDE										
MIN GREEN		5.0		10.0		5.0	3.0	10.0						1.0				1.0
PASSAGE		1.0		1.0		1.0	1.0	1.0						0.0				0.0
MAXGRN 1		25.0		45.0		25.0	20.0	45.0						1.0				1.0
MAXGRN 2		45.0		70.0		45.0	27.0	80.0						1.0				1.0
CONDSERV		0.0		0.0		0.0	0.0	0.0						0.0				0.0
YEL CHG		4.0		4.0		4.0	4.0	4.0						4.0				4.0
RED CLR		1.5		1.5		1.5	1.0	1.5						2.0				2.0
WALK		10.0		10.0		10.0		10.0										
PED CLR		15.0		15.0		15.0		15.0										
ADDED INI																		
TIME TO RED																		
TIME BEFOR																		
MIN GAP																		
MAX INIT GRN																		

FLAGS	PHASES
OMITPHAS	
OMIT PED	
MIN RECAL	
MAXRECAL	
SOFT RCL	
CDT'L SRVC	
PED RECAL	
DUAL ETRY	
SIMGAP	
REDREST	
AUTO PED	

PHASE DATA TABLE # 3	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
PHASE TIMING																		
MIN GREEN																		
PASSAGE																		
MAXGRN 1																		
MAXGRN 2																		
CONDSERV																		

REST WALK		YEL CHG																		
PED RECY		RED CLR																		
RED LOCK		WALK																		
YEL LOCK		PED CLR																		
NO EXT		ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
NOMAX LOK		MAX INIT GRN																		

FLAGS	PHASES	PHASE DATA TABLE # 11	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
OMITPHAS																				
OMIT PED																				
MIN RECAL		PHASE TIMING																		
MAXRECAL																				
SOFT RCL																				
CDT'L SRVC																				
PED RECAL		MIN GREEN																		
DUAL ETRY		PASSAGE																		
SIMGAP		MIN TERMINATE																		
REDREST		MAXGRN 1																		
AUTO PED		MAXGRN 2																		
REST WALK		CONDSERV																		
PED RECY		YEL CHG																		
RED LOCK		RED CLR																		
YEL LOCK		WALK																		
NO EXT		PED CLR																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
NOMAX LOK		MAX INIT GRN																		

NOTES:

PHASES		TYPE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
M = MODIFIED	OVL A	2	P																		
	OVL B	2	P																		
	OVL C	2	P																		
	OVL D	~~2~~	P				X										X				
	OVL E	~~2~~	P					X		X											
	OVL F	2	P																		
	OVL G	2	P																		
	OVL H	~~2~~	P								X										X
TBLE # 1	OVL I	2	P																		
		141	P																		
			S																		

OVERLAPS			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
ERLAP SETTINGS	FLAGS / PARAM	ENABLE				X	X			X			X	X	X	X	X	X
		PED OVERLAP													X	X	X	X
		FLASH YELLOW																
		ALT FLASH HZ																
	FLAGS	RECALL PRIMARY																
		RECALL SEC																
		PED RECALL																
		PED RECYCLE																
		AUTO EXTEND																
	S	MIN GREEN																
		MAX GREEN																

P = PRIMARY S = SECONDARY

OVERLAP CONFIGURATION

		M																		
OVL J	2	P																		
	141	P																		
		S																		
		M																		
OVL K	2	P																		
	141	P			X															
		S				X										X				
		M							X											
OVL L	2	P																		
	141	P							X											
		S								X										X
		M			X															
OVL M	2	P	X																	
OVL N	2	P	X			X														
OVL O	2	P	X	X																
OVL P	2	P	X							X										

OVL PARAMETER

GREEN CLEAR																		
YEL CLEAR				3	4			3			4	4						
RED CLEAR				0	2			0			2	2						
WALK													7	7	7	7		
PED CLEAR													19	19	19	19		
RESERVICE																		

	PRE - EMPT	1	3	4	5	6
PRE EMPT FLAGS	ENABLE					
	NO MEM LOK					
	MAN ENABLE					
	NO OVER FLSH					
	NO OVER NEXT					
	OMIT IN DELAY					
	RE MAX PRES					
	PED NOT DARK					
TIME	MIN PRESENCE					
	DELAY					

	SETTINGS	1	3	4	5	6
TIMING	STRT MIN GRN					
	STRT WALK					
	STRT PED CLR					
PHASE FLAGS	ENT 1 PHASE					
	ENT 2 PHASE					
	DWELL PHASE					
	INITIAL DWELL					
	DWELL PED					
	RECAL PHASE					
	EXIT PHASE					

TRAFFIC SIGNAL INTERSECTION:	DATE:	GRP:	LOC:	VRS:	HUB:	ZONE:	SEC:	ENGINEER:	CITY OF AUSTIN TRAFFIC SIGNAL TIMING & PHASING SHEETS
Congress @ 7th St.	3/8/2018		293F						N

4 + 2 + RINGS		
PHASE 1	RING 1:	1, 2, a, 3, 4, b
	RING 2:	5, 6, a, 7, 8, b
PHASE 2	RING 1:	
	RING 2:	

4 + 2 + PHASEMODE	
STARTUP	4, 8
REDSTRT	1 - 3, 5 - 7, 9 - 30
PED	2, 4, 6, 8
YELFLASH	
FLASH/ENT	2, 6
FLASH/EXIT	4, 8

4 + 1 + ACT CONFIG	#1	#2	#3	#4	#5
PHASE	1				
OVERLAP	1				
PREEMPT	1				
CABINET	3				
DETECTOR	2				
COORD	1				

1 + ACTIVE CONTROL PARAMETERS				
CONTROL MODE:	SCHEDULE			
MAN PLN:	1	FREE PLN:	1	DFSCHED: 1
4 + 7 + MISC		**4 + 2 + COORD CONFIG**		
TRANSITION MODE:	3:30	START UP FLASH:	1	
SYNCHRO MODE:	BEST	RED REVERT:	2	
MAX DWELL TIME:	0	FLASH CLR:	6	

2 + 3 + PL # + PLAN MODE

PL	PLAN MODE	MAX GRN	PH DATA	PH SEQ	OL DATA	ACT CONF	ENA	OFF	VAR	CYCLE	HOLD / YLD
1	COORD	MAX 1	1	1	1	1	A	65	5	90	2
2	COORD	MAX 1	1	1	1	1	A	118	5	120	2
3	COORD	MAX 1	1	1	1	1	A	118	5	120	2
4											
5	COORD	MAX 1	1	1	1	1	A	77	5	80	2
6											
7	COORD	MAX 1	2	1	1	1	A	1	5	60	2
8											
9											
10											
20											
25											

SCHEDULE

EV	ENA	HR	M	S	M	T	W	T	F	S	PL	SPECIAL FUNCTIONS 1	2	3	4	5	6	7	8	AUXILIARY 1	2	3	4
1	ENA	0	0	X	X	X	X	X	X	X	7												
2	ENA	1	30	X				X	X	X	5												
3	ENA	2	30	X				X	X	X	7												
4	ENA	6	30		X	X	X	X	X		2												
5	ENA	9	30		X	X	X	X	X		1												
6	ENA	11	0	X						X	5												
7	ENA	15	30		X	X	X	X	X		3												
8	ENA	19	0	X	X	X	X	X	X	X	5												
9	ENA	20	30	X	X	X	X	X	X	X	7												
10																							
11																							
12																							

PRIORITY SEQUENCE

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
TABLE 1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE 3																				
TABLE 4																				

NOTE: ZERO DENOTES THE HIGHEST PRIORITY

PED PRAMS & FLAGS

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ENABLE	X	X	X	X																
CALLPHAS	2	4	6	8																
OVERLAP																				

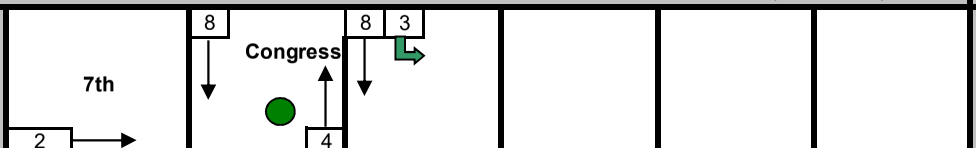
VEH PARAMETERS

DETECTORS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ENABLE	X	X	X	X	X	X	X	X	X	X	X	X								
CALL	X	X	X	X	X	X	X	X	X	X	X	X								
EXTEND	X	X	X	X	X	X	X	X	X	X	X	X								
ADD INIT																				
RED LOCK																				
YEL LOCK																				

VEH FLAG

CALL PHASE	1	5	2	6	3	7	4	8	2	6	4	8								
SWTCH PHAS																				
OVERLAP																				
DELAY																				

SIGNAL PHASING DIAGRAM -NUMBERS REPRESENT GREEN TIME (SECONDS)



PLAN	7th	Congress	
1	29.5 + 3.5 + 2	40 + 3.5 + 1.5	5 + 3.5 + 1.5
2	43.5 + 3.5 + 2	54 + 3.5 + 1.5	7 + 3.5 + 1.5
3	43.5 + 3.5 + 2	54 + 3.5 + 1.5	7 + 3.5 + 1.5
5	24.5 + 3.5 + 2	35 + 3.5 + 1.5	5 + 3.5 + 1.5
7	24.5 + 3.5 + 2	25 + 3.5 + 1.5	

PLAN

PLAN

FLAGS	PHASES
OMITPHAS	1, 5, 6, 7, 9 - 40
OMIT PED	1, 3, 5, 6, 7, 9 - 40
MIN RECAL	2, 4, 8
MAXRECAL	2, 4, 8
SOFT RCL	
CDT'L SRVC	
PED RECAL	2, 4, 8
DUAL ETRY	4, 8
SIMGAP	
REDREST	
AUTO PED	2, 4, 8
REST WALK	2, 4, 8
PED RECY	
RED LOCK	
YEL LOCK	
NO EXT	
NO ADD INI	
NOGAPRED	
NOMAX LOK	

PHASE DATA TABLE # 1	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
PHASE TIMING		EB 7TH	SB LT	NB CONGRESS				SB CONGRESS										
MIN GREEN		10.0	5.0	10.0				10.0										
PASSAGE		1.0	0.0	1.0				1.0										
MAXGRN 1		30.0	10.0	30.0				30.0										
MAXGRN 2		30.0	10.0	30.0				30.0										
CONDSERV		0.0	0.0	0.0				0.0										
YEL CHG		3.5	3.5	3.5				3.5										
RED CLR		2.0	1.5	1.5				1.5										
WALK		7.0		7.0				7.0										
PED CLR		17.0		12.0				12.0										
ADDED INI																		
TIME TO RED																		
TIME BEFOR																		
MAX INIT GRN																		

2+ 3 + PL # +	PHASE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18		PHASE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
MIN SPLIT	PLAN	1		20	10	20		20		20											MIN	PLAN	7		20		20		20		20										
NOM SPLIT	CYCLE	90		35	10	45		35		55											NOM	CYCLE	60		30		30		30		30										
MAX SPLIT				55	20	55		55		55											MAX				55		55		55		55										
NOTE: PLAN 20 = FREE MODE PLAN 33 = FLASH MODE	PLAN	2		20	10	20		20		20											MIN	PLAN																			
	CYCLE	120		49	12	59		49		71											NOM	CYCLE																			
				55	20	75		55		75											MAX																				
	PLAN	3		20	10	20		20		20											MIN	PLAN																			
	CYCLE	120		49	12	59		49		71											NOM	CYCLE																			
				55	20	75		55		75											MAX																				
	PLAN	5		20	10	20		20		20											MIN	PLAN																			
	CYCLE	80		30	10	40		30		50											NOM	CYCLE																			
				55	20	55		55		75											MAX																				

Change ONLY the following:		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
INPUT CHANNELS	FUNCTION TYPE																					
	FUNCTION INDEX																					
	UNIT																					
	CONNECTOR / BUI																					
	PIN																					
	CHANNEL IN 1																					
	CHANNEL IN 2																					
	LOGIC																					
OUTPUT CHANNELS		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
	FUNCTION TYPE																					
	FUNCTION INDEX																					
	CONNECTOR / BUI 1																					
	PIN 1																					
	CONNECTOR / BUI 2																					

C																															
	PIN 2																														
	CONNECTOR / BUI 3																														
	PIN 3																														

PHASES		TYPE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
OVERLAP CONFIGURATION (P = PRIMARY, S = SECONDARY, M = MODIFIED)	OVL A	2	P																		
		141	P																		
			S																		
			M																		
	OVL B	2	P																		
		141	P																		
			S																		
			M																		
	OVL C	2	P																		
		141	P																		
			S																		
			M																		
	OVL D	2	P																		
		141	P																		
			S																		
			M																		
	OVL E	2	P																		
	OVL F	2	P																		
	OVL G	2	P																		
	OVL H	2	P																		
	OVL I	2	P																		
	OVL J	2	P																		
	OVL K	2	P																		
	OVL L	2	P																		
	OVL M	2	P																		
	OVL N	2	P																		
	OVL O	2	P																		
	OVL P	2	P																		

OVERLAPS			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
OVERLAP SETTINGS	FLAGS / PARAM	ENABLE																
		PED OVERLAP																
		FLASH YELLOW																
		ALT FLASH HZ																
	FLAGS	RECALL PRIMARY																
		RECALL SEC																
		PED RECALL																
		PED RECYCLE																
		AUTO EXTEND																
	PARAMETERS	MIN GREEN																
		MAX GREEN																
		GREEN CLEAR																
		YEL CLEAR																
		RED CLEAR																
		WALK																
		PED CLEAR																
		RESERVICE																

PRE - EMPT		1	3	4	5	6
PRE EMPT FLAGS	ENABLE		X			
	NO MEM LOK		X			
	MAN ENABLE					
	NO OVER FLSH					
	NO OVER NEXT					
	OMIT IN DELAY					
	RE MAX PRES					
	PED NOT DARK					
TIME	MIN PRESENCE					
	DELAY					

SETTINGS		1	3	4	5	6
TIMING	STRT MIN GRN					
	STRT WALK					
	STRT PED CLR		12			
PHASE FLAGS	ENT 1 PHASE		4			
	ENT 2 PHASE		8			
	DWELL PHASE		4, 8			
	INITIAL DWELL					
	DWELL PED					
	RECAL PHASE					
	EXIT PHASE		2			

FLAGS	PHASES
OMITPHAS	1, 3, 5, 6, 7, 9 - 40
OMIT PED	1, 3, 5, 6, 7, 9 - 40
MIN RECAL	2, 4, 8
MAXRECAL	2, 4, 8
SOFT RCL	
CDT'L SRVC	
PED RECAL	2, 4, 8
DUAL ETRY	4, 8
SIMGAP	
REDREST	
AUTO PED	2, 4, 8
REST WALK	2, 4, 8
PED RECY	
RED LOCK	
YEL LOCK	
NO EXT	

PHASE DATA TABLE # 2	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
PHASE TIMING		EB 7TH		NB CONGRESS				SB CONGRESS										
MIN GREEN		10.0		10.0				10.0										
PASSAGE		1.0		1.0				1.0										
MAXGRN 1		30.0		30.0				30.0										
MAXGRN 2		30.0		30.0				30.0										
CONDSERV		0.0		0.0				0.0										
YEL CHG		3.5		3.5				3.5										
RED CLR		2.0		1.5				1.5										
WALK		7.0		7.0				7.0										
PED CLR		17.0		12.0				12.0										
ADDED INI																		

NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
NOMAX LOK		MAX INIT GRN																		
FLAGS	PHASES	**PHASE DATA TABLE # 3**	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
OMITPHAS																				
OMIT PED																				
MIN RECAL		PHASE TIMING																		
MAXRECAL																				
SOFT RCL																				
CDT'L SRVC																				
PED RECAL		MIN GREEN																		
DUAL ETRY		PASSAGE																		
SIMGAP		MAXGRN 1																		
REDREST		MAXGRN 2																		
AUTO PED		CONDSERV																		
REST WALK		YEL CHG																		
PED RECY		RED CLR																		
RED LOCK		WALK																		
YEL LOCK		PED CLR																		
NO EXT		ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
NOMAX LOK		MAX INIT GRN																		

FLAGS	PHASES	**PHASE DATA TABLE # 4**	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
OMITPHAS																				
OMIT PED																				
MIN RECAL		PHASE TIMING																		
MAXRECAL																				
SOFT RCL																				
CDT'L SRVC																				
PED RECAL		MIN GREEN																		
DUAL ETRY		PASSAGE																		
SIMGAP		MAXGRN 1																		
REDREST		MAXGRN 2																		
AUTO PED		CONDSERV																		
REST WALK		YEL CHG																		
PED RECY		RED CLR																		
RED LOCK		WALK																		
YEL LOCK		PED CLR																		
NO EXT		ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
NOMAX LOK		MAX INIT GRN																		

NOTES:

TRAFFIC SIGNAL INTERSECTION:	DATE:	GRP:	LOC:	VRS:	HUB:	ZONE:	SEC:	ENGINEER:
Congress @ 6th St.	3/8/2018		303I					

CITY OF AUSTIN
TRAFFIC SIGNAL TIMING & PHASING SHEETS

N

4 + 2 + **PHASEMODE**	
STARTUP	4, 8
REDSTRT	1 - 3, 5 - 7, 9 - 30
PED	2, 4, 6, 8
YELFLASH	
FLASH/ENT	2
FLASH/EXIT	4, 8

4 + 1 + **ACT CONFIG**	#1	#2	#3	#4	#5
PHASE	1				
OVERLAP	1				
PREEMPT	1				
CABINET	3				
DETECTOR	2				
COORD	1				

1 + **ACTIVE CONTROL PARAMETERS**				
CONTROL MODE:	SCHEDULE			
MAN PLN:	1	FREE PLN:	1	DFSCHED: 1

4 + 7 + **MISC**		4 + 2 + **COORD CONFIG**	
TRANSITION MODE:	3:30	START UP FLASH:	1
SYNCHRO MODE:	BEST	RED REVERT:	2
MAX DWELL TIME:	0	FLASH CLR:	6

4 + 2 + **RINGS**		
PHASE 1	RING 1:	1, 2, a, 4, b
	RING 2:	5, 6, a, 7, 8, b
PHASE 2	RING 1:	
	RING 2:	

2 + 3 + PL # + **PLAN MODE**

PL	PLAN MODE	MAX GRN	PH DATA	PH SEQ	OL DATA	ACT CONF	ENA	OFF	VAR	CYCLE	HOLD / YLD
1	COORD	MAX 1	1	1	1	1	A	60	5	90	6
2	COORD	MAX 1	1	1	1	1	A	1	5	120	6
3	COORD	MAX 1	1	1	1	1	A	21	5	120	6
4											
5	COORD	MAX 1	1	2	1	1	A	45	5	80	6
6											
7	COORD	MAX 1	2	1	1	1	A	30	5	60	6
8											
9											
10											
20											
25											

SCHEDULE

EV	ENA	HR	M	S	M	T	W	T	F	S	PL	SPECIAL FUNCTIONS 1	2	3	4	5	6	7	8	AUXILIARY 1	2	3	4
1	ENA	0	0	X	X	X	X	X	X	X	7												
2	ENA	1	30	X				X	X	X	5												
3	ENA	2	30	X				X	X	X	7												
4	ENA	6	30		X	X	X	X	X		2												
5	ENA	9	30		X	X	X	X	X		1												
6	ENA	11	0	X						X	5												
7	ENA	15	30		X	X	X	X	X		3												
8	ENA	19	0	X	X	X	X	X	X	X	5												
9	ENA	20	30	X	X	X	X	X	X	X	7												
10																							
11																							
12																							

PRIORITY SEQUENCE

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
TABLE 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE 2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE 3																				
TABLE 4																				

NOTE: ZERO DENOTES THE HIGHEST PRIORITY

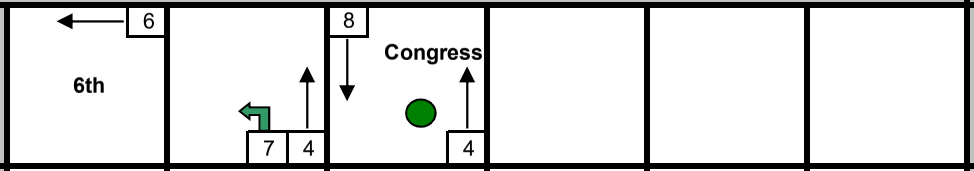
PED PRAMS & FLAGS

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ENABLE	X	X	X	X																
CALLPHAS	2	4	6	8																
OVERLAP																				

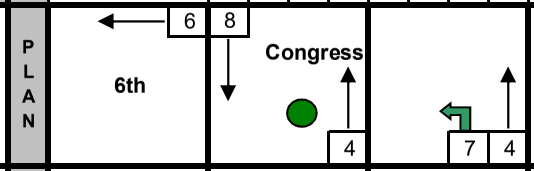
VEH PARAMETERS / VEH FLAG

DETECTORS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ENABLE	X	X	X	X	X	X	X	X	X	X	X	X								
CALL	X	X	X	X	X	X	X	X	X	X	X	X								
EXTEND	X	X	X	X	X	X	X	X	X	X	X	X								
ADD INIT																				
RED LOCK																				
YEL LOCK																				
CALL PHASE	1	5	2	6	3	7	4	8	2	6	4	8								
SWTCH PHAS																				
OVERLAP																				
DELAY																				

SIGNAL PHASING DIAGRAM - NUMBERS REPRESENT GREEN TIME (SECONDS)



PLAN						
1	40 + 3.5 + 1.5	10 + 3.5 + 1.5	25 + 3.5 + 1.5			
2	55 + 3.5 + 1.5	13 + 3.5 + 1.5	37 + 3.5 + 1.5			
3	55 + 3.5 + 1.5	12 + 3.5 + 1.5	29 + 3.5 + 1.5			
7	26 + 3.5 + 1.5		24 + 3.5 + 1.5			
PLAN						



PLAN						
5	35 + 3.5 + 1.5	5 + 3.5 + 1.5	25 + 3.5 + 1.5			
PLAN						

FLAGS	PHASES
OMITPHAS	1 - 3, 5, 9 - 40
OMIT PED	1, 3, 5, 7, 9 - 40
MIN RECAL	4, 6, 7, 8
MAXRECAL	4, 6, 7, 8
SOFT RCL	
CDT'L SRVC	
PED RECAL	4, 6, 8
DUAL ETRY	4, 8
SIMGAP	
REDREST	
AUTO PED	4, 6, 8
REST WALK	4, 6, 8
PED RECY	
RED LOCK	
YEL LOCK	
NO EXT	
NO ADD INI	
NOGAPRED	
NOMAX LOK	

PHASE DATA TABLE # 1	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
PHASE TIMING				NB CONGRESS		WB 6TH	NB LT	SB CONGRESS										
MIN GREEN				10.0		10.0	5.0	10.0										
PASSAGE				1.0		1.0	0.0	1.0										
MAXGRN 1				30.0		30.0	8.0	30.0										
MAXGRN 2				30.0		30.0	8.0	30.0										
CONDSERV				0.0		0.0	0.0	0.0										
YEL CHG				3.5		3.5	3.5	3.5										
RED CLR				1.5		1.5	1.5	1.5										
WALK				7.0		7.0		7.0										
PED CLR				12.0		18.0		12.0										
ADDED INI																		
TIME TO RED																		
TIME BEFOR																		
MAX INIT GRN																		

2+ 3 + PL # +	PHASE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
MIN SPLIT	PLAN	1		20		20		20	10	20										
NOM SPLIT	CYCLE	90		45		45		45	15	30										
MAX SPLIT				55		55		55	15	55										
NOTE: PLAN 20 = FREE MODE PLAN 33 = FLASH MODE	PLAN	2		20		20		20	10	20										
	CYCLE	120		60		60		60	18	42										
				75		75		75	30	55										
	PLAN	3		20		20		20	10	20										
	CYCLE	120		60		60		60	17	43										
				75		75		75	30	55										
	PLAN	5		20		20		20	10	20										
	CYCLE	80		40		40		40	10	30										
				55		55		55	15	55										

	PHASE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
MIN	PLAN	7		20		20		20		20										
NOM	CYCLE	60		31		29		31		29										
MAX				55		55		55		55										
MIN	PLAN																			
NOM	CYCLE																			
MAX																				
MIN	PLAN																			
NOM	CYCLE																			
MAX																				
MIN	PLAN																			
NOM	CYCLE																			
MAX																				

Change ONLY the following:		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
INPUT CHANNELS	FUNCTION TYPE																					
	FUNCTION INDEX																					
	UNIT																					
	CONNECTOR / BUI																					
	PIN																					
	CHANNEL IN 1																					
	CHANNEL IN 2																					
	LOGIC																					
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
OUTPUT CHANNELS	FUNCTION TYPE																					
	FUNCTION INDEX																					
	CONNECTOR / BUI 1																					
	PIN 1																					

OU CHA																													
	CONNECTOR / BUI 2																												
	PIN 2																												
	CONNECTOR / BUI 3																												
	PIN 3																												

PHASES		TYPE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
P = PRIMARY S = SECONDARY M = MODIFIED OVERLAP CONFIGURATION	OVL A	2	P																		
		141	P																		
			S																		
			M																		
	OVL B	2	P																		
		141	P																		
			S																		
			M																		
	OVL C	2	P																		
		141	P																		
			S																		
			M																		
	OVL D	2	P																		
		141	P																		
			S																		
			M																		
	OVL E	2	P																		
	OVL F	2	P																		
	OVL G	2	P																		
	OVL H	2	P																		
	OVL I	2	P																		
	OVL J	2	P																		
	OVL K	2	P																		
	OVL L	2	P																		
	OVL M	2	P																		
	OVL N	2	P																		
	OVL O	2	P																		
	OVL P	2	P																		

OVERLAPS			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
OVERLAP SETTINGS	FLAGS / PARAM	ENABLE																
		PED OVERLAP																
		FLASH YELLOW																
		ALT FLASH HZ																
	FLAGS	RECALL PRIMARY																
		RECALL SEC																
		PED RECALL																
		PED RECYCLE																
		AUTO EXTEND																
	PARAMETERS	MIN GREEN																
		MAX GREEN																
		GREEN CLEAR																
		YEL CLEAR																
		RED CLEAR																
		WALK																
		PED CLEAR																
		RESERVICE																

PRE - EMPT		1	3	4	5	6
PRE EMPT FLAGS	ENABLE		X		X	
	NO MEM LOK		X		X	
	MAN ENABLE					
	NO OVER FLSH					
	NO OVER NEXT					
	OMIT IN DELAY					
	RE MAX PRES					
	PED NOT DARK					
TIME	MIN PRESENCE					
	DELAY					

SETTINGS		1	3	4	5	6
TIMING	STRT MIN GRN					
	STRT WALK					
	STRT PED CLR		11		8	
PHASE FLAGS	ENT 1 PHASE		4, 7		6	
	ENT 2 PHASE					
	DWELL PHASE		4, 7		6	
	INITIAL DWELL					
	DWELL PED					
	RECAL PHASE					
	EXIT PHASE		6		4, 8	

FLAGS	PHASES
OMITPHAS	1 - 3, 5, 7, 9 - 40
OMIT PED	1, 3, 5, 7, 9 - 40
MIN RECAL	4, 6, 7, 8
MAXRECAL	4, 6, 7, 8
SOFT RCL	
CDT'L SRVC	
PED RECAL	4, 6, 8
DUAL ETRY	4, 8
SIMGAP	
REDREST	
AUTO PED	4, 6, 8
REST WALK	4, 6, 8
PED RECY	
RED LOCK	
YEL LOCK	

PHASE DATA TABLE # 2	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
PHASE TIMING				NB CONGRESS		WB 6TH		SB CONGRESS										
MIN GREEN				10.0		10.0		10.0										
PASSAGE				1.0		1.0		1.0										
MAXGRN 1				30.0		30.0		30.0										
MAXGRN 2				30.0		30.0		30.0										
CONDSERV				0.0		0.0		0.0										
YEL CHG				3.5		3.5		3.5										
RED CLR				1.5		1.5		1.5										
WALK				7.0		7.0		7.0										
PED CLR				12.0		18.0		12.0										

NO EXT		ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
NOMAX LOK		MAX INIT GRN																		
FLAGS	PHASES	**PHASE DATA TABLE # 3**	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
OMITPHAS																				
OMIT PED																				
MIN RECAL		PHASE TIMING																		
MAXRECAL																				
SOFT RCL																				
CDT'L SRVC																				
PED RECAL		MIN GREEN																		
DUAL ETRY		PASSAGE																		
SIMGAP		MAXGRN 1																		
REDREST		MAXGRN 2																		
AUTO PED		CONDSERV																		
REST WALK		YEL CHG																		
PED RECY		RED CLR																		
RED LOCK		WALK																		
YEL LOCK		PED CLR																		
NO EXT		ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
NOMAX LOK		MAX INIT GRN																		

FLAGS	PHASES	**PHASE DATA TABLE # 4**	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
OMITPHAS																				
OMIT PED																				
MIN RECAL		PHASE TIMING																		
MAXRECAL																				
SOFT RCL																				
CDT'L SRVC																				
PED RECAL		MIN GREEN																		
DUAL ETRY		PASSAGE																		
SIMGAP		MAXGRN 1																		
REDREST		MAXGRN 2																		
AUTO PED		CONDSERV																		
REST WALK		YEL CHG																		
PED RECY		RED CLR																		
RED LOCK		WALK																		
YEL LOCK		PED CLR																		
NO EXT		ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
NOMAX LOK		MAX INIT GRN																		

NOTES:

TRAFFIC SIGNAL INTERSECTION:	DATE:	GRP:	LOC:	VRS:	HUB:	ZONE:	SEC:	ENGINEER:	CITY OF AUSTIN TRAFFIC SIGNAL TIMING & PHASING SHEETS
Congress @ 5th St	3/8/2018		314G						N

4 + 2 + RINGS		
PHASE 1	RING 1:	1, 2, a, 3, 4, b
	RING 2:	5, 6, a, 7, 8, b
PHASE 2	RING 1:	
	RING 2:	

4 + 2 + PHASEMODE	
STARTUP	4, 8
REDSTRT	1 - 3, 5 - 7, 9 - 30
PED	2, 4, 6, 8
YELFLASH	
FLASH/ENT	
FLASH/EXIT	

4 + 1 + ACT CONFIG	#1	#2	#3	#4	#5
PHASE	1				
OVERLAP	1				
PREEMPT	1				
CABINET	2				
DETECTOR	2				
COORD	1				

1 + ACTIVE CONTROL PARAMETERS				
CONTROL MODE:	SCHEDULE			
MAN PLN:	5	FREE PLN:	1	DFSCHED: 1

4 + 7 + MISC		4 + 2 + COORD CONFIG	
TRANSITION MODE:	3:30	START UP FLASH:	1
SYNCHRO MODE:	BEST	RED REVERT:	2
MAX DWELL TIME:	0	FLASH CLR:	6

2 + 3 + PL # + PLAN MODE

PL	PLAN MODE	MAX GRN	PH DATA	PH SEQ	OL DATA	ACT CONF	ENA	OFF	VAR	CYCLE	HOLD / YLD
1	COORD	NONE	1	1	1	1	A	18	5	90	2
2	COORD	NONE	1	2	1	1	A	115	5	120	2
3	COORD	NONE	1	2	1	1	A	19	5	120	2
4											
5	COORD	NONE	1	1	1	1	A	24	5	80	2
6											
7	COORD	NONE	2	1	1	1	A	31	5	60	2
8	COORD	NONE	1	1	1	1	A	24	5	80	2
9											
10											
20											
25											

SCHEDULE

EV	ENA	HR	M	S	M	T	W	T	F	S	PL	SPECIAL FUNCTIONS 1	2	3	4	5	6	7	8	AUXILIARY 1	2	3	4
1	ENA	0	0	X	X	X	X	X	X	X	7												
2	ENA	1	30	X				X	X	X	8												
3	ENA	2	30	X				X	X	X	7												
4	ENA	6	30		X	X	X	X	X		2												
5	ENA	9	30		X	X	X	X	X		1												
6	ENA	11	0	X						X	8												
7	ENA	15	30		X	X	X	X	X		3												
8	ENA	19	0	X	X	X	X	X	X	X	5												
9	ENA	20	30	X	X	X	X	X	X	X	7												
10																							
11																							
12																							

PRIORITY SEQUENCE

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
TABLE 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE 2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE 3																				
TABLE 4																				

NOTE: ZERO DENOTES THE HIGHEST PRIORITY

PED PRAMS & FLAGS

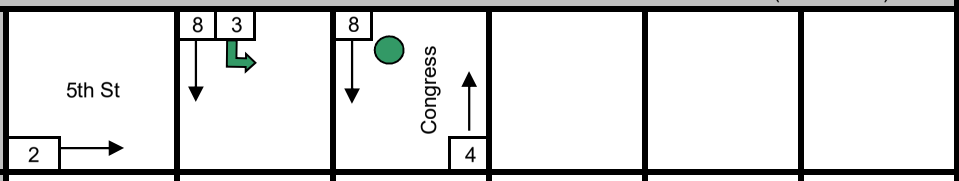
PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ENABLE	X	X	X	X																
CALLPHAS	2	4	6	8																
OVERLAP																				

VEH PARAMETERS / VEH FLAG

DETECTORS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ENABLE	X	X	X	X	X	X	X	X	X	X	X	X								
CALL	X	X	X	X	X	X	X	X	X	X	X	X								
EXTEND	X	X	X	X	X	X	X	X	X	X	X	X								
ADD INIT																				
RED LOCK																				
YEL LOCK																				
CALL PHASE	1	5	2	6	3	7	4	8	2	6	4	8								
SWTCH PHAS																				
OVERLAP																				
DELAY																				

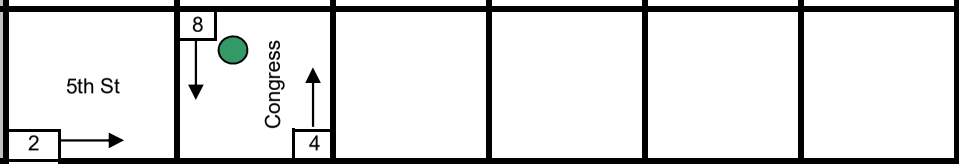
SIGNAL PHASING DIAGRAM - NUMBERS REPRESENT G + Y + R TIME (SECONDS)

PLAN

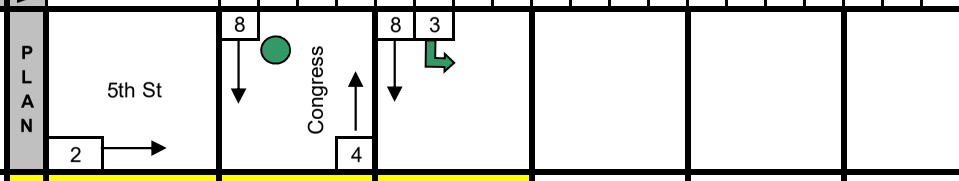


1	30.5 + 3.5 + 2	5 + 3.5 + 1.5	39 + 3.5 + 1.5
5	30.5 + 3.5 + 2	10 + 3.5 + 1.5	24 + 3.5 + 1.5
8	30.5 + 3.5 + 2	5 + 3.5 + 1.5	29 + 3.5 + 1.5

PLAN



PLAN



2	42.5 + 3.5 + 2	54 + 3.5 + 1.5	8 + 3.5 + 1.5
3	42.5 + 3.5 + 2	50 + 3.5 + 1.5	12 + 3.5 + 1.5

PLAN

7	25.5 + 3.5 + 2	24 + 3.5 + 1.5																																												

FLAGS	PHASES
OMITPHAS	1, 5, 6, 7, 9 - 40
OMIT PED	1, 3, 5, 7, 9 - 40
MIN RECAL	2, 3, 4, 8
MAXRECAL	2, 3, 4, 8
SOFT RCL	
CDT'L SRVC	
PED RECAL	2, 4, 8
DUAL ETRY	
SIMGAP	
REDREST	
AUTO PED	2, 4, 8
REST WALK	2, 4, 8
PED RECY	
RED LOCK	
YEL LOCK	
NO EXT	
NO ADD INI	
NOGAPRED	
NOMAX LOK	

PHASE DATA TABLE # 1	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
PHASE TIMING		EB 5th St.	SB LT	NB Congress		WB 5th St.		SB Congress										
MIN GREEN		10.0	5.0	10.0		10.0		10.0										
PASSAGE		0.0	0.0	0.0		0.0		0.0										
MAXGRN 1		30.0	20.0	30.0		30.0		30.0										
MAXGRN 2		30.0	20.0	30.0		30.0		30.0										
CONDSERV		0.0	0.0	0.0		0.0		0.0										
YEL CHG		3.5	3.5	3.5		3.5		3.5										
RED CLR		2.0	1.5	1.5		2.0		1.5										
WALK		7.0		7.0		7.0		7.0										
PED CLR		18.0		13.0		18.0		13.0										
ADDED INI																		
TIME TO RED																		
TIME BEFOR																		
MAX INIT GRN																		

2+ 3 + PL # +	PHASE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18		PHASE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
MIN SPLIT	PLAN	1		20	10	20		20		20											MIN	PLAN	7		20		20		20		20										
NOM SPLIT	CYCLE	90		36	10	44		36		54											NOM	CYCLE	60		31		29		31		29										
MAX SPLIT				45	10	65		45		65											MAX				45		65		45		65										
	PLAN	2		20	10	20		20		20											MIN	PLAN	8		20	10	20		20		20										
	CYCLE	120		48	13	59		48		72											NOM	CYCLE	80		36	10	34		36		44										
				65	20	75		65		75											MAX				45	20	65		45		65										
NOTE: PLAN 20 = FREE MODE PLAN 33 = FLASH MODE	PLAN	3		20	10	20		20		20											MIN	PLAN																			
	CYCLE	120		48	17	55		48		72											NOM	CYCLE																			
				65	20	75		65		75											MAX																				
	PLAN	5		20	10	20		20		20											MIN	PLAN																			
	CYCLE	80		36	15	29		36		44											NOM	CYCLE																			
				45	20	65		45		65											MAX																				

Change ONLY the following:		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
INPUT CHANNELS	FUNCTION TYPE																					
	FUNCTION INDEX																					
	UNIT																					
	CONNECTOR / BUI																					
	PIN																					
	CHANNEL IN 1																					
	CHANNEL IN 2																					
	LOGIC																					
OUTPUT CHANNELS		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
	FUNCTION TYPE																					
	FUNCTION INDEX																					
	CONNECTOR / BUI 1																					
	PIN 1																					
	CONNECTOR / BUI 2																					

C																													
	PIN 2																												
	CONNECTOR / BUI 3																												
	PIN 3																												

PHASES		TYPE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
OVERLAP CONFIGURATION (P = PRIMARY, S = SECONDARY, M = MODIFIED)	OVL A	2	P																		
		141	P																		
			S																		
			M																		
	OVL B	2	P																		
		141	P																		
			S																		
			M																		
	OVL C	2	P																		
		141	P																		
			S																		
			M																		
	OVL D	2	P																		
		141	P																		
			S																		
			M																		
	OVL E	2	P																		
	OVL F	2	P																		
	OVL G	2	P																		
	OVL H	2	P																		
	OVL I	2	P																		
	OVL J	2	P																		
	OVL K	2	P																		
	OVL L	2	P																		
	OVL M	2	P																		
	OVL N	2	P																		
	OVL O	2	P																		
	OVL P	2	P																		

OVERLAPS			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
OVERLAP SETTINGS	FLAGS / PARAM	ENABLE																
		PED OVERLAP																
		FLASH YELLOW																
		ALT FLASH HZ																
	FLAGS	RECALL PRIMARY																
		RECALL SEC																
		PED RECALL																
		PED RECYCLE																
		AUTO EXTEND																
	PARAMETERS	MIN GREEN																
		MAX GREEN																
		GREEN CLEAR																
		YEL CLEAR																
		RED CLEAR																
		WALK																
		PED CLEAR																
		RESERVICE																

PRE - EMPT		1	3	4	5	6
PRE EMPT FLAGS	ENABLE		X	X		
	NO MEM LOK		X	X		
	MAN ENABLE					
	NO OVER FLSH					
	NO OVER NEXT					
	OMIT IN DELAY					
	RE MAX PRES					
	PED NOT DARK					
TIME	MIN PRESENCE					
	DELAY					

SETTINGS		1	3	4	5	6
TIMING	STRT MIN GRN					
	STRT WALK					
	STRT PED CLR					
PHASE FLAGS	ENT 1 PHASE					
	ENT 2 PHASE					
	DWELL PHASE		4, 8		2	
	INITIAL DWELL					
	DWELL PED					
	RECAL PHASE					
	EXIT PHASE		2		4, 8	

FLAGS	PHASES
OMITPHAS	1, 3, 5, 6, 7, 9 - 40
OMIT PED	1, 3, 5, 7, 9 - 40
MIN RECAL	2, 4, 8
MAXRECAL	2, 4, 8
SOFT RCL	
CDT'L SRVC	
PED RECAL	2, 4, 8
DUAL ETRY	
SIMGAP	
REDREST	
AUTO PED	2, 4, 8
REST WALK	2, 4, 8
PED RECY	
RED LOCK	
YEL LOCK	
NO EXT	

PHASE DATA TABLE # 2	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
PHASE TIMING		EB 5th St.		NB Congress		WB 5th St.		SB Congress										
MIN GREEN		10.0		10.0		10.0		10.0										
PASSAGE		0.0		0.0		0.0		0.0										
MAXGRN 1		30.0		30.0		30.0		30.0										
MAXGRN 2		30.0		30.0		30.0		30.0										
CONDSERV		0.0		0.0		0.0		0.0										
YEL CHG		3.5		3.5		3.5		3.5										
RED CLR		2.0		1.5		2.0		1.5										
WALK		7.0		7.0		7.0		7.0										
PED CLR		18.0		13.0		18.0		13.0										
ADDED INI																		

NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
NOMAX LOK		MAX INIT GRN																		
FLAGS	PHASES	**PHASE DATA TABLE # 3**	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
OMITPHAS																				
OMIT PED																				
MIN RECAL		PHASE TIMING																		
MAXRECAL																				
SOFT RCL																				
CDT'L SRVC																				
PED RECAL		MIN GREEN																		
DUAL ETRY		PASSAGE																		
SIMGAP		MAXGRN 1																		
REDREST		MAXGRN 2																		
AUTO PED		CONDSERV																		
REST WALK		YEL CHG																		
PED RECY		RED CLR																		
RED LOCK		WALK																		
YEL LOCK		PED CLR																		
NO EXT		ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
NOMAX LOK		MAX INIT GRN																		

FLAGS	PHASES	**PHASE DATA TABLE # 4**	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
OMITPHAS																				
OMIT PED																				
MIN RECAL		PHASE TIMING																		
MAXRECAL																				
SOFT RCL																				
CDT'L SRVC																				
PED RECAL		MIN GREEN																		
DUAL ETRY		PASSAGE																		
SIMGAP		MAXGRN 1																		
REDREST		MAXGRN 2																		
AUTO PED		CONDSERV																		
REST WALK		YEL CHG																		
PED RECY		RED CLR																		
RED LOCK		WALK																		
YEL LOCK		PED CLR																		
NO EXT		ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
NOMAX LOK		MAX INIT GRN																		

NOTES:

TRAFFIC SIGNAL INTERSECTION:	DATE:	GRP:	LOC:	VRS:	HUB:	ZONE:	SEC:	ENGINEER:	CITY OF AUSTIN TRAFFIC SIGNAL TIMING & PHASING SHEETS
Cesar Chavez @ Congress	9/1/2018		149Q						N

4 + 2 + RINGS		
PHASE 1	RING 1:	1, 2, a, 3, 4, b
	RING 2:	5, 6, a, 7, 8, b
PHASE 2	RING 1:	
	RING 2:	

4 + 2 + PHASEMODE	
STARTUP	2, 6
REDSTRT	1, 3 - 5, 7 - 20
PED	2, 4, 6, 8
YELFLASH	
FLASH/ENT	
FLASH/EXIT	

4 + 1 + ACT CONFIG	#1	#2	#3	#4	#5
PHASE	1	2	3		
OVERLAP	1	2	2		
PREEMPT	1	1	1		
CABINET	3	3	3		
DETECTOR	2	2	2		
COORD	1	1	1		

1 + ACTIVE CONTROL PARAMETERS				
CONTROL MODE:	SCHEDULE			
MAN PLN:	29	FREE PLN:	1	DFSCHED: 1

4 + 7 + MISC		4 + 2 + COORD CONFIG	
TRANSITION MODE:	3:30	START UP FLASH:	1
SYNCHRO MODE:	BEST	RED REVERT:	2
MAX DWELL TIME:	0	FLASH CLR:	6

2 + 3 + PL # + **PLAN MODE**

PL	PLAN MODE	MAX GRN	PH DATA	PH SEQ	OL DATA	ACT CONF	ENA	OFF	VAR	CYCLE	HOLD / YLD
1	COORD	MAX 1	1	1	1	1	A	1	5	90	2, 6
2	COORD	MAX 1	2	1	1	1	A	70	5	120	2, 6
3	COORD	MAX 1	1	2	1	1	A	64	5	120	2, 6
4											
5	COORD	MAX 1	2	1	1	1	A	15	5	80	2, 6
6											
7	COORD	MAX 1	2	1	1	1	A	2	5	80	2, 6
8	COORD	MAX 1	1	1	1	1	A	3	5	80	2, 6
9											
10											
20											
25											

SCHEDULE 3

EV	ENA	HR	M	S	M	T	W	T	F	S	PL	SPECIAL FUNCTIONS 1	2	3	4	5	6	7	8	AUXILIARY 1	2	3	4
1	ENA	0	0	X	X	X	X	X	X	X	7			X									
2	ENA	6	30		X	X	X	X	X		2			X									
3	ENA	8	0	X						X	8			X									
4	ENA	9	30		X	X	X	X	X		1			X									
5	ENA	15	30		X	X	X	X	X		3				X								
6	ENA	19	0	X	X	X	X	X	X	X	5			X									
7	ENA	22	0	X	X	X	X	X	X	X	7			X									
8																							
9																							
10																							
11																							
12																							

PRIORITY SEQUENCE

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
TABLE 1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE 2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE 3																				
TABLE 4																				

NOTE: ZERO DENOTES THE HIGHEST PRIORITY

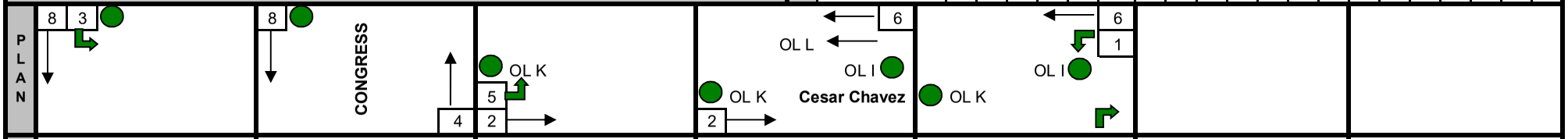
PED PRAMS & FLAGS

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ENABLE	X	X	X	X																
CALLPHAS	2	4	6	8																
OVERLAP																				

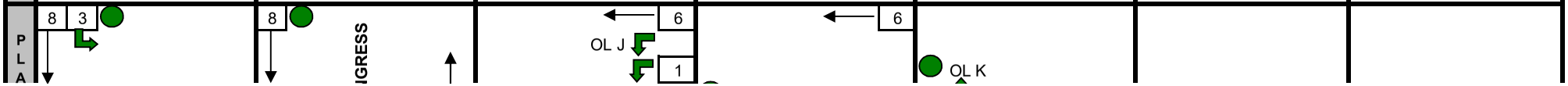
VEH PARAMETERS / VEH FLAG

DETECTORS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ENABLE	X	X	X	X	X	X	X	X	X	X	X	X								
CALL	X	X	X	X	X	X	X	X	X	X	X	X								
EXTEND	X	X	X	X	X	X	X	X	X	X	X	X								
ADD INIT																				
RED LOCK																				
YEL LOCK																				
CALL PHASE	1	5	2	6	3	7	4	8	2	6	4	8								
SWTCH PHAS																				
OVERLAP																				
DELAY																				

SIGNAL PHASING DIAGRAM - NUMBERS REPRESENT GREEN TIME (SECONDS)



1	8.0 + 4.0 + 2.0	24.0 + 4.0 + 2.0	9.0 + 4.0 + 2.0	7.0 + 4.0 + 2.0	12.0 + 4.0 + 2.0
2		46.0 + 4.0 + 2.0	15.0 + 4.0 + 2.0	25.0 + 4.0 + 2.0	10.0 + 4.0 + 2.0
5		24.0 + 4.0 + 2.0	4.0 + 4.0 + 2.0	14.0 + 4.0 + 2.0	14.0 + 4.0 + 2.0
7		37.0 + 4.0 + 2.0	4.0 + 4.0 + 2.0	9.0 + 4.0 + 2.0	6.0 + 4.0 + 2.0
8	5.0 + 4.0 + 2.0	25.0 + 4.0 + 2.0	5.0 + 4.0 + 2.0	9.0 + 4.0 + 2.0	6.0 + 4.0 + 2.0



N		CON 4	OL K	OL K 2	Cesar Chavez 5 2		
3	21.0 + 4.0 + 2.0	25.0 + 4.0 + 2.0	18.0 + 4.0 + 2.0	17.0 + 4.0 + 2.0	9.0 + 4.0 + 2.0		

FLAGS	PHASES
OMITPHAS	7, 9 - 40
OMIT PED	1, 3, 5, 7, 9 - 40
MIN RECAL	1, 2, 3, 4, 5, 6, 8
MAXRECAL	1, 2, 3, 4, 5, 6, 8
SOFT RCL	
CDT'L SRVC	
PED RECAL	2, 4, 6, 8
DUAL ETRY	
SIMGAP	
REDREST	
AUTO PED	2, 4, 6, 8
REST WALK	2, 4, 6, 8
PED RECY	
RED LOCK	
YEL LOCK	
NO EXT	
NO ADD INI	
NOGAPRED	
NOMAX LOK	1, 3 - 5, 7, 8

PHASE DATA TABLE # 1	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
PHASE TIMING	WB LT	EB C. CHAVEZ	SB LT	NB CONGRESS	EB LT	WB C. CHAVEZ		SB CONGRESS										
MIN GREEN	5.0	10.0	5.0	10.0	5.0	10.0		10.0										
PASSAGE	1.0	1.0	1.0	1.0	1.0	1.0		1.0										
MAXGRN 1	10.0	30.0	10.0	30.0	10.0	30.0		30.0										
MAXGRN 2	10.0	30.0	10.0	30.0	10.0	30.0		30.0										
CONDSERV	0.0	0.0	0.0	0.0	0.0	0.0		0.0										
YEL CHG	4.0	4.0	4.0	4.0	4.0	4.0		4.0										
RED CLR	2.0	2.0	2.0	2.0	2.0	2.0		2.0										
WALK		5.0		5.0		5.0		5.0										
PED CLR		14.0		16.0		14.0		14.0										
ADDED INI																		
TIME TO RED																		
TIME BEFOR																		
MAX INIT GRN																		

2+ 3 + PL # +	PHASE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18		PHASE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
MIN SPLIT	PLAN	1	10	20	11	20	10	20		20											MIN	PLAN	7	10	20		20	10	20		20										
NOM SPLIT	CYCLE	90	18	28	14	30	15	31		44											NOM	CYCLE	80	12	25		43	10	27		43										
MAX SPLIT			20	60	20	35	20	60		50											MAX			20	60		65	15	60		50										
NOTE: PLAN 20 = FREE MODE PLAN 33 = FLASH MODE	PLAN	2	10	20		20	10	20		20											MIN	PLAN	8	10	20	11	20	10	20		20										
	CYCLE	120	16	52		52	21	47		52											NOM	CYCLE	80	12	26	11	31	11	27		42										
			20	65		65	30	60		65											MAX			20	45	20	35	15	60		50										
	PLAN	3	10	20	10	20	10	20		20											MIN	PLAN																			
	CYCLE	120	24	38	27	31	15	47		58											NOM	CYCLE																			
			35	50	35	50	20	60		65											MAX																				
	PLAN	5	10	20		20	10	20		20											MIN	PLAN																			
	CYCLE	80	20	30		30	10	40		30											NOM	CYCLE																			
			30	60		35	15	60		50											MAX																				

Change ONLY the following:		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
INPUT CHANNELS	FUNCTION TYPE																					
	FUNCTION INDEX																					
	UNIT																					
	CONNECTOR / BUI																					
	PIN																					
	CHANNEL IN 1																					
	CHANNEL IN 2																					
	LOGIC																					

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
[illegible]	FUNCTION TYPE																					
	FUNCTION INDEX																					

OUTPUT CHANNEL																					
CONNECTOR / BUI 1																					
PIN 1																					
CONNECTOR / BUI 2																					
PIN 2																					
CONNECTOR / BUI 3																					
PIN 3																					

P = PRIMARY S = SECONDARY M = MODIFIED

OVERLAP CONFIGURATION TABLE # 1

PHASES	TYPE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
OVL A	2	P																		
	141	P																		
		S																		
		M																		
OVL B	2	P																		
OVL C	2	P																		
OVL D	2	P																		
OVL E	2	P																		
OVL F	2	P																		
OVL G	2	P																		
OVL H	2	P																		
OVL I	2	P						X												
OVL J	2	P	X																	
	141	P																		
		S																		
		M																		
OVL K	2	P																		
	141	P					X													
		S						X												
		M	X																	
OVL L	2	P						X												
	141	P																		
		S																		
		M																		
OVL M	2	P																		
OVL N	2	P																		
OVL O	2	P																		
OVL P	2	P																		

OVERLAPS			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
OVERLAP SETTINGS	FLAGS / PARAM	ENABLE									X	X	X	X				
		PED OVERLAP																
		FLASH YELLOW																
		ALT FLASH HZ																
	FLAGS	RECALL PRIMARY																
		RECALL SEC																
		PED RECALL																
		PED RECYCLE																
		AUTO EXTEND																
	PARAMETERS	MIN GREEN																
		MAX GREEN																
		GREEN CLEAR																
		YEL CLEAR									4	4	4	4				
		RED CLEAR									2	2	2	2				
		WALK																
		PED CLEAR																
		RESERVICE																

PRE - EMPT		1	3	4	5	6
PRE EMPT FLAGS	ENABLE		X			
	NO MEM LOK		X			
	MAN ENABLE					
	NO OVER FLSH					
	NO OVER NEXT					
	OMIT IN DELAY					
	RE MAX PRES					
	PED NOT DARK					
TIME	MIN PRESENCE					
	DELAY					

SETTINGS		1	3	4	5	6
TIMING	STRT MIN GRN					
	STRT WALK					
	STRT PED CLR		19			
PHASE FLAGS	ENT 1 PHASE		4			
	ENT 2 PHASE		8			
	DWELL PHASE		4, 8			
	INITIAL DWELL					
	DWELL PED					
	RECAL PHASE					
	EXIT PHASE		2, 6			

FLAGS	PHASES
OMITPHAS	3, 7, 9 - 40
OMIT PED	1, 3, 5, 7, 9 - 40
MIN RECAL	1, 2, 4, 5, 6, 8
MAXRECAL	1, 2, 4, 5, 6, 8
SOFT RCL	
CDT'L SRVC	
PED RECAL	2, 4, 6, 8
DUAL ETRY	
SIMGAP	
REDREST	
AUTO PED	2, 4, 6, 8
REST WALK	2, 4, 6, 8
PED RECY	
RED LOCK	
YEL LOCK	
NO EXT	
NO ADD INI	
NOGAPRED	
NO RANGE	

PHASE DATA TABLE # 2	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
PHASE TIMING	WB LT	EB C. CHAVEZ		NB CONGRESS	EB LT	WB C. CHAVEZ		SB CONGRESS										
MIN GREEN	5.0	10.0		10.0	5.0	10.0		10.0										
PASSAGE	1.0	1.0		1.0	1.0	1.0		1.0										
MAXGRN 1	10.0	30.0		30.0	10.0	30.0		30.0										
MAXGRN 2	10.0	30.0		30.0	10.0	30.0		30.0										
CONDSERV	0.0	0.0		0.0	0.0	0.0		0.0										
YEL CHG	4.0	4.0		4.0	4.0	4.0		4.0										
RED CLR	2.0	2.0		2.0	2.0	2.0		2.0										
WALK		5.0		5.0		5.0		5.0										
PED CLR		14.0		16.0		14.0		14.0										
ADDED INI																		
TIME TO RED																		
TIME BEFOR																		
MIN GAP																		

NOMAX LOK	1, 3 - 5, 7, 8	MAX INIT GRN																			

FLAGS	PHASES	PHASE DATA TABLE # 3	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
OMITPHAS																				
OMIT PED																				
MIN RECAL		PHASE TIMING																		
MAXRECAL																				
SOFT RCL																				
CDT'L SRVC																				
PED RECAL		MIN GREEN																		
DUAL ETRY		PASSAGE																		
SIMGAP		MAXGRN 1																		
REDREST		MAXGRN 2																		
AUTO PED		CONDSERV																		
REST WALK		YEL CHG																		
PED RECY		RED CLR																		
RED LOCK		WALK																		
YEL LOCK		PED CLR																		
NO EXT		ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
NOMAX LOK		MAX INIT GRN																		

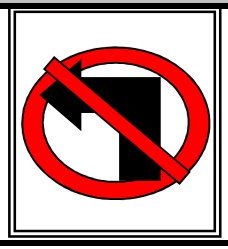
FLAGS	PHASES	PHASE DATA TABLE # 4	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
OMITPHAS																				
OMIT PED																				
MIN RECAL		PHASE TIMING																		
MAXRECAL																				
SOFT RCL																				
CDT'L SRVC																				
PED RECAL		MIN GREEN																		
DUAL ETRY		PASSAGE																		
SIMGAP		MAXGRN 1																		
REDREST		MAXGRN 2																		
AUTO PED		CONDSERV																		
REST WALK		YEL CHG																		
PED RECY		RED CLR																		
RED LOCK		WALK																		
YEL LOCK		PED CLR																		
NO EXT		ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
NOMAX LOK		MAX INIT GRN																		

NOTES:

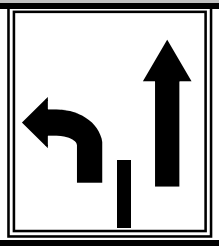
SPECIAL FUNCTION 1 NB L/T

LEFT TURN YIELD ON GREEN

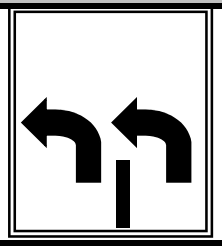
SPECIAL FUNCTION 2 NB L/T



SPECIAL FUNCTION 3 WB L/T



SPECIAL FUNCTION 4 WB L/T



TRAFFIC SIGNAL INTERSECTION: Barton Springs @ Congress

DATE:	GRP:	LOC:	VRS:	HUB:	ZONE:	SEC:	ENGINEER:
6/19/2018		132J					

CITY OF AUSTIN
TRAFFIC SIGNAL TIMING & PHASING SHEETS

N

4 + 2 + RINGS

PHASE 1	RING 1:	1, 2, a, 4, 3, b
	RING 2:	5, 6, a, 7, 8, b
PHASE 2	RING 1:	
	RING 2:	

4 + 2 + PHASEMODE

STARTUP	2, 6
REDSTRT	1, 3, 4, 5, 7 - 20
PED	2, 4, 6, 8
YELFLASH	
FLASH/ENT	4, 8
FLASH/EXIT	2, 6

4 + 1 + ACT CONFIG

	#1	#2	#3	#4	#5
PHASE	1				
OVERLAP	1				
PREEMPT	1				
CABINET	2				
DETECTOR	1				
COORD	1				

1 + ACTIVE CONTROL PARAMETERS

CONTROL MODE:	SCHEDULE				
MAN PLN:	8	FREE PLN:	1	DFSCHED:	7

4 + 7 + MISC		4 + 2 + COORD CONFIG	
TRANSITION MODE:	3:30	START UP FLASH:	1
SYNCHRO MODE:	BEST	RED REVERT:	2
MAX DWELL TIME:	0	FLASH CLR:	8

2 + 3 + PL # + PLAN MODE

PL	PLAN MODE	MAX GRN	PH DATA	PH SEQ	OL DATA	ACT CONF	ENA	OFF	VAR	CYCLE	HOLD / YLD
1	COORD	MAX 2	1	1	1	1	A	10	5	90	2, 6
2	COORD	MAX 2	1	1	1	1	A	72	5	135	2, 6
3											
4	COORD	MAX 1	1	1	1	1	A	60	5	120	2, 6
5											
6											
7											
8	COORD	MAX 1	1	1	1	1	A	65	5	100	2, 6
13	COORD	MAX 2	1	1	1	1	A	25	5	140	2, 6
18	COORD	MAX 1	1	1	1	1	A	68	5	130	2, 6
20											
25											

SCHEDULE

EV	ENA	HR	M	S	M	T	W	T	F	S	PL
1	ENA	0	0		X	X	X	X	X		1
2	ENA	0	0	X						X	8
3	ENA	6	30		X	X	X	X	X		2
4	ENA	9	0	X						X	8
5	ENA	9	30		X	X	X	X	X		4
6	ENA	10	30	X						X	18
7	ENA	15	30		X	X	X	X	X		13
8	ENA	19	0		X	X	X	X	X		4
9	ENA	20	0	X							8
10	ENA	20	30		X	X	X	X	X		1
11	ENA	21	30							X	8
12											

SPECIAL FUNCTIONS 1	2	3	4	5	6	7	8	AUXILIARY 1	2	3	4

PRIORITY SEQUENCE

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
TABLE 1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE 2																				
TABLE 3																				
TABLE 4																				

NOTE: ZERO DENOTES THE HIGHEST PRIORITY

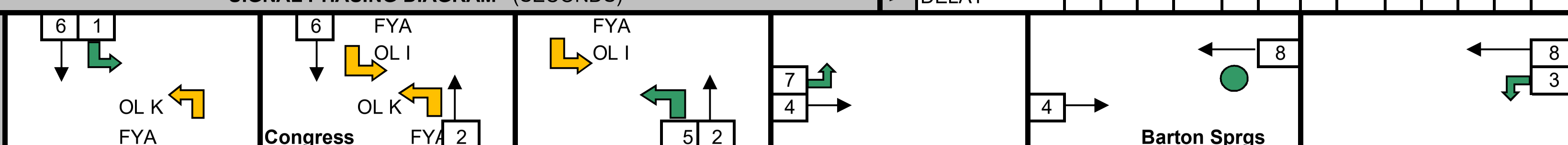
PED PRAMS & FLAGS

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ENABLE	X	X	X	X																
CALLPHAS	2	4	6	8																
OVERLAP																				

VEH PARAMETERS / VEH FLAGS

DETECTORS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ENABLE	X	X			X	X	X	X			X	X			X	X				
CALL	X	X			X	X	X	X			X	X			X	X				
EXTEND	X	X			X	X	X	X			X	X			X	X				
ADD INIT																				
RED LOCK																				
YEL LOCK																				
CALL PHASE	1	5			3	7	4	8			4	8			4	8				
SWTCH PHAS																				
OVERLAP																				
DELAY																				

SIGNAL PHASING DIAGRAM - (SECONDS)



PLAN						
1	8.5 + 3.5 + 2	22.5 + 3.5 + 2	8.5 + 3.5 + 2	14.5 + 4 + 1.5	4.0	4.0 + 3.5 + 2.5
2	12.5 + 3.5 + 2	51.5 + 3.5 + 2	12.5 + 3.5 + 2	18.5 + 4 + 1.5	2.5 + 4 + 1.5	4.0 + 3.5 + 2.5
4	12.5 + 3.5 + 2	40.5 + 3.5 + 2	12.5 + 3.5 + 2	14.5 + 4 + 1.5	2.5 + 4 + 1.5	4.0 + 3.5 + 2.5
8	5.5 + 3.5 + 2	43.5 + 3.5 + 2	5.5 + 3.5 + 2	11.5 + 4 + 1.5	2.0	4.0 + 3.5 + 2.5
13	5.5 + 3.5 + 2	68.5 + 3.5 + 2	7.5 + 3.5 + 2	20.5 + 4 + 1.5	0.5 + 4 + 1.5	4.0 + 3.5 + 2.5
18	9.5 + 3.5 + 2	45.5 + 3.5 + 2	9.5 + 3.5 + 2	23.5 + 4 + 1.5	4.5 + 4 + 1.5	4.0 + 3.5 + 2.5

FLAGS	PHASES	PHASE DATA	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18

		TABLE # 8																													
OMITPHAS	9 - 20	PHASE TIMING	SB LT	NB CONGRESS	WB LT	EB BRTN SPGS	NB LT	SB CONGRESS	EB LT	WB BRTN SPGS																					
OMIT PED	1, 3, 5, 7, 9 - 20																														
MIN RECAL	2, 6																														
MAXRECAL																															
SOFT RCL																															
CDT'L SRVC																															
PED RECAL	2, 6	MIN GREEN	3.0	25.0	3.0	5.0	3.0	25.0	6.0	5.0																					
DUAL ETRY	4, 8	PASSAGE	1.5	2.0	1.5	2.0	1.5	2.0	2.0	2.0																					
SIMGAP		MAXGRN 1	20.0	30.0	20.0	25.0	20.0	30.0	25.0	20.0																					
REDREST		MAXGRN 2	25.0	80.0	25.0	40.0	25.0	80.0	35.0	25.0																					
AUTO PED	2, 4, 6, 8	CONDSERV	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0																					
REST WALK	2, 6	YEL CHG	3.5	3.5	3.5	4.0	3.5	3.5	4.0	3.5																					
PED RECY		RED CLR	2.0	2.0	2.5	1.5	2.0	2.0	1.5	2.5																					
RED LOCK		WALK		7.0		7.0		7.0		7.0																					
YEL LOCK		PED CLR		21.0		26.0		17.0		22.0																					
NO EXT		ADDED INI																													
NO ADD INI		TIME TO RED																													
NOGAPRED		TIME BEFOR																													
NOMAX LOK	1, 3, 4, 5, 7, 8	MAX INIT GRN																													

2+ 3 + PL # +	PHASE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18		PHASE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
MIN SPLIT	PLAN	1	10	25	10	15	10	25	15	10											MIN	PLAN	13	11	65	10	25	13	65	20	16										
NOM SPLIT	CYCLE	90	14	42	10	24	14	42	20	14											NOM	CYCLE	140	11	87	10	32	13	85	26	16										
MAX SPLIT			20	55	10	30	20	55	25	20											MAX			15	100	10	35	15	100	30	22										
NOTE: PLAN 20 = FREE MODE PLAN 33 = FLASH MODE	PLAN	2	15	45	10	20	15	45	20	15											MIN	PLAN	18	12	35	10	15	12	35	15	15										
	CYCLE	135	18	75	10	32	18	75	24	18											NOM	CYCLE	130	15	66	10	39	15	66	29	20										
			25	95	10	40	25	95	30	25											MAX			25	80	10	45	25	80	35	25										
	PLAN	4	15	35	10	15	15	35	15	15											MIN	PLAN																			
	CYCLE	120	18	64	10	28	18	64	20	18											NOM	CYCLE																			
			25	80	10	35	25	80	25	25											MAX																				
	PLAN	8	11	35	10	15	11	35	15	12											MIN	PLAN																			
	CYCLE	100	11	60	10	19	11	60	17	12											NOM	CYCLE																			
			25	80	10	45	25	80	35	25											MAX																				

Change ONLY the following:		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	27	28
INPUT CHANNELS	FUNCTION TYPE													Veh	Veh						Omit	
	FUNCTION INDEX													13	14						3	
	UNIT													1	1						Virt	
	CONNECTOR / BUI													C1S	C1S						3	
	PIN													57	58							
	CHANNEL IN 1																					
	CHANNEL IN 2																					
	LOGIC																					

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
OUTPUT CHANNELS	FUNCTION TYPE																phase			phson		
	FUNCTION INDEX																4			7		
	CONNECTOR / BUI 1																C1S			Virt		
	PIN 1																85			3		
	CONNECTOR / BUI 2																					
	PIN 2																					
	CONNECTOR / BUI 3																					
	PIN 3																					

PHASES	**TYPE**		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	**OVERLAPS**	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P

P = PRIMARY S = SECONDARY M = MODIFIED

OVERLAP CONFIGURATION

OVL A	2	P																		
OVL B	2	P																		
OVL C	2	P																		
OVL D	2	P																		
OVL E	2	P																		
OVL F	2	P																		
OVL G	2	P																		
OVL H	2	P																		
OVL I	2	P																		
	142	P		X																
		S																		
		M	X																	
OVL J	2	P																		
	142	P																		
		S																		
		M																		
OVL K	2	P																		
	142	P						X												
		S																		
		M					X													
OVL L	2	P																		
	142	P																		
		S																		
		M																		
OVL M	2	P																		
OVL N	2	P																		
OVL O	2	P																		
OVL P	2	P																		

OVERLAP SETTINGS

FLAGS / PARAM	ENABLE								X		X							
	PED OVERLAP																	
	FLASH YELLOW																	
	ALT FLASH HZ																	
FLAGS	RECALL PRIMARY																	
	RECALL SEC																	
	PED RECALL																	
	PED RECYCLE																	
	AUTO EXTEND																	
PARAMETERS	MIN GREEN																	
	MAX GREEN																	
	GREEN CLEAR																	
	YEL CLEAR								3.5		3.5							
	RED CLEAR								2		2							
	WALK																	
	PED CLEAR																	
	RESERVICE																	

	PRE - EMPT	1	3	4	5	6
PRE EMPT FLAGS	ENABLE					
	NO MEM LOK					
	MAN ENABLE					
	NO OVER FLSH					
	NO OVER NEXT					
	OMIT IN DELAY					
	RE MAX PRES					
	PED NOT DARK					
TIME	MIN PRESENCE					
	DELAY					

	SETTINGS	1	3	4	5	6
TIMING	STRT MIN GRN					
	STRT WALK					
	STRT PED CLR					
PHASE FLAGS	ENT 1 PHASE					
	ENT 2 PHASE					
	DWELL PHASE					
	INITIAL DWELL					
	DWELL PED					
	RECAL PHASE					
	EXIT PHASE					

FLAGS	PHASES
OMITPHAS	
OMIT PED	
MIN RECAL	
MAXRECAL	
SOFT RCL	
CDT'L SRVC	
PED RECAL	
DUAL ETRY	
SIMGAP	
REDREST	
AUTO PED	
REST WALK	
PED RECY	
RED LOCK	
YEL LOCK	
NO EXT	
NO ADD INI	
NOGAPRED	
NO RANGE	
MAX LOK	

PHASE DATA TABLE # 2	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
PHASE TIMING																		
MIN GREEN																		
PASSAGE																		
MAXGRN 1																		
MAXGRN 2																		
CONDSERV																		
YEL CHG																		
RED CLR																		
WALK																		
PED CLR																		
ADDED INI																		
TIME TO RED																		
TIME BEFOR																		
MIN GAP																		
MAX INIT GRN																		

FLAGS	PHASES
OMITPHAS	

PHASE DATA TABLE	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18

		# 5																		
OMIT PED																				
MIN RECAL		PHASE TIMING																		
MAXRECAL																				
SOFT RCL																				
CDT'L SRVC																				
PED RECAL		MIN GREEN																		
DUAL ETRY		PASSAGE																		
SIMGAP		MAXGRN 1																		
REDREST		MAXGRN 2																		
AUTO PED		CONDSERV																		
REST WALK		YEL CHG																		
PED RECY		RED CLR																		
RED LOCK		WALK																		
YEL LOCK		PED CLR																		
NO EXT		ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
MAX LOK		MAX INIT GRN																		

FLAGS	PHASES	PHASE DATA TABLE # 6	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
OMITPHAS																				
OMIT PED																				
MIN RECAL		PHASE TIMING																		
MAXRECAL																				
SOFT RCL																				
CDT'L SRVC																				
PED RECAL		MIN GREEN																		
DUAL ETRY		PASSAGE																		
SIMGAP		MAXGRN 1																		
REDREST		MAXGRN 2																		
AUTO PED		CONDSERV																		
REST WALK		YEL CHG																		
PED RECY		RED CLR																		
RED LOCK		WALK																		
YEL LOCK		PED CLR																		
NO EXT		ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
MAX LOK		MAX INIT GRN																		

NOTES:

FLAGS	PHASES	PHASE DATA	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18

OMITPHAS	7, 9 - 20	**TABLE # 81**																			
OMIT PED	1, 3, 5, 7, 9 - 20																				
MIN RECAL	2, 4, 6	PHASE TIMING	SB "P" LT	NB - OL C CONGRESS	SB - OL A LT - BALL COLC	EB BARTON	NB "P" LT	SB - OL D CONGRESS		NB - OL B LT - BALL COLC	WB AMERICAN										
MAXRECAL	2, 6																				
SOFT RCL																					
CDT'L SRVC																					
PED RECAL	2, 6	MIN GREEN	5.0	15.0	5.0	5.0	5.0	##			6.0										
DUAL ETRY		PASSAGE	1.0	2.0	1.0	2.0	1.0	2.0			2.0										
SIMGAP		MIN TERMINAT	8.0	12.0	8.0	12.0	8.0	##			8.0										
REDREST		MAXGRN 1	20.0	45.0	20.0	25.0	20.0	##			20.0										
AUTO PED	2, 4, 6, 8	MAXGRN 2	25.0	65.0	25.0	35.0	25.0	##			25.0										
REST WALK	2, 6	CONDSERV	0.0	0.0	0.0	0.0	0.0	0.0			0.0										
PED RECY		YEL CHG	4.0	4.0	4.0	4.0	4.0	4.0			4.0										
RED LOCK		RED CLR	1.0	1.0	1.0	2.0	1.0	1.0			2.0										
YEL LOCK		WALK		7.0		7.0		7.0			7.0										
NO EXT		PED CLR		22.0		29.0		##			27.0										
NO ADD INI		TIME TO RED																			
NOGAPRED		TIME BEFOR																			
NO RANGE		MIN GAP																			
MAX LOK	1, 4, 5, 8	MAX INIT GRN																			

TRAFFIC SIGNAL INTERSECTION:	DATE:	GRP:	LOC:	VRS:	HUB:	ZONE:	SEC:	ENGINEER:	CITY OF AUSTIN TRAFFIC SIGNAL TIMING & PHASING SHEETS
Congress @ Riverside	6/19/2018		138K						N

4 + 2 + RINGS		
PHASE 1	RING 1:	1, 2, 5, 15, a, 3, 4, b
	RING 2:	6, a, 7, 8, 18, b
PHASE 2	RING 1:	
	RING 2:	

4 + 2 + PHASEMODE	
STARTUP	4, 8
REDSTRT	1 - 3, 5 - 7, 9 - 40
PED	2, 4, 6, 8
YELFLASH	
FLASH/ENT	
FLASH/EXIT	

4 + 1 + ACT CONFIG	#1	#2	#3	#4	#5
PHASE	1				
OVERLAP	1				
PREEMPT	1				
CABINET	2				
DETECTOR	2				
COORD	1				

1 + ACTIVE CONTROL PARAMETERS				
CONTROL MODE:	REMOTE			
MAN PLN:	29	FREE PLN:	1	DFSCHED: 7

4 + 7 + MISC		4 + 2 + COORD CONFIG	
TRANSITION MODE:	3:30	START UP FLASH:	1
SYNCHRO MODE:	BEST	RED REVERT:	2
MAX DWELL TIME:	0	FLASH CLR:	6

2 + 3 + PL # + PLAN MODE

PL	PLAN MODE	MAX GRN	PH DATA	PH SEQ	OL DATA	ACT CONF	ENA	OFF	VAR	CYCLE	HOLD / YLD
1	COORD	MAX 2	1	6	1	1	A	0	5	90	2, 6
2	COORD	MAX 1	1	5	1	1	A	60	5	135	4, 8
3											
4	COORD	MAX 2	1	5	1	1	A	60	5	120	4, 8
5											
6											
7											
8	COORD	MAX 2	1	5	1	1	B	103	5	100	2, 6
9											
13	COORD	MAX 1	2	5	1	1	A	116	5	140	4, 8
18	COORD	MAX 2	1	5	1	1	B	116	5	130	2, 6
20											

SCHEDULE

EV	ENA	HR	M	S	M	T	W	T	F	S	PL	SPECIAL FUNCTIONS 1	2	3	4	5	6	7	8	AUXILIARY 1	2	3	4
1	ENA	0	0		X	X	X	X	X		1												
2	ENA	0	0	X						X	8												
3	ENA	6	30		X	X	X	X	X		2												
4	ENA	9	0	X						X	8												
5	ENA	9	30		X	X	X	X	X		4												
6	ENA	10	30	X						X	18												
7	ENA	15	30		X	X	X	X	X		13												
8	ENA	19	0		X	X	X	X	X		4												
9	ENA	20	0	X							8												
10	ENA	20	30		X	X	X	X	X		1												
11	ENA	21	30							X	8												
12																							

PRIORITY SEQUENCE

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
TABLE 1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE 2	0	1	1	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
TABLE 5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE 6	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0

NOTE: ZERO DENOTES THE HIGHEST PRIORITY

PED PRAMS & FLAGS

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ENABLE	X	X	X	X																
CALLPHAS	2	4	1	8																
OVERLAP	13	0	15	0																

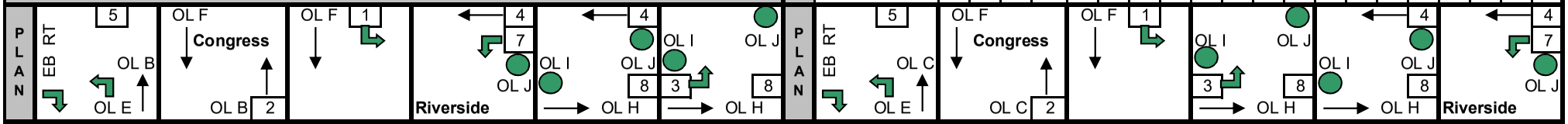
VEH PARAMETERS

DETECTORS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ENABLE	X	X	X	X	X	X	X	X	X	X	X	X								
CALL	X	X	X	X	X	X	X	X	X	X	X	X								
EXTEND	X	X	X	X	X	X	X	X	X	X	X	X								
ADD INIT																				
RED LOCK																				
YEL LOCK																				

VEH FLAG

CALL PHASE	1	5	2	2	3	7	4	8	9	7	4	4								
SWTCH PHAS																				
OVERLAP																				
DELAY					2	2			2	2	2	2								

SIGNAL PHASING DIAGRAM - (SECONDS)



PLAN					
2	12 + 4 + 1	26 + 4 + 1	10 + 4 + 1	17 + 4 + 1	32 + 4 + 1	8 + 4 + 1
4	13 + 4 + 1	17 + 4 + 1	13 + 4 + 1	13 + 4 + 1	25 + 4 + 1	9 + 4 + 1
8	11 + 4 + 1	12 + 4 + 1	14 + 4 + 1	6 + 4 + 1	19 + 4 + 1	8 + 4 + 1
13	12 + 4 + 1	19 + 4 + 1	25 + 4 + 1	11 + 4 + 1	36 + 4 + 1	7 + 4 + 1
18	15 + 4 + 1	19 + 4 + 1	15 + 4 + 1	15 + 4 + 1	25 + 4 + 1	11 + 4 + 1

PLAN						
1	9 + 4 + 1	11 + 4 + 1	9 + 4 + 1	9 + 4 + 1	9 + 4 + 1	13 + 4 + 1

FLAGS	PHASES
OMITPHAS	9 - 14, 16 - 40
OMIT PED	1, 3, 5, 7, 9 - 40
MIN RECAL	2, 4, 8
MAXRECAL	
SOFT RCL	
CDT'L SRVC	
PED RECAL	2, 4, 6, 8
DUAL ETRY	2, 4, 6, 8
SIMGAP	2, 4, 6, 8
REDREST	
AUTO PED	2, 4, 6, 8
REST WALK	
PED RECY	
RED LOCK	
YEL LOCK	
NO EXT	15, 18
NO ADD INI	
NOGAPRED	
NOMAX LOK	1, 2, 3, 5, 6, 7, 15, 18

PHASE DATA TABLE # 1	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
PHASE TIMING	SB LT	NB CONGRESS	EB "P" LT	WB RIVERSIDE	NB LT	SB CONGRESS	WB "P" LT	EB RIVERSIDE										
MIN GREEN	3.0	5.0	8.0	10.0	3.0	5.0	3.0	10.0							2.0			2.0
PASSAGE	1.0	2.0	1.0	2.5	1.0	2.0	1.0	2.5							0.0			0.0
MAXGRN 1	20.0	25.0	20.0	80.0	20.0	25.0	20.0	80.0							2.0			2.0
MAXGRN 2	15.0	45.0	10.0	45.0	20.0	45.0	15.0	45.0							2.0			2.0
CONDSERV	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0							0.0			0.0
YEL CHG	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0							4.0			4.0
RED CLR	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0							1.0			1.0
WALK				5.0				5.0										
PED CLR				28.0				28.0										
ADDED INI																		
TIME TO RED																		
TIME BEFOR																		
MAX INIT GRN																		

2+ 3 + PL # +	PHASE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
MIN SPLIT	PLAN	1	10	10	10	20	10	30	15	15										
NOM SPLIT	CYCLE	90	14	16	14	32	14	44	18	28										
MAX SPLIT			25	25	20	40	20	70	25	35										
	PLAN	2	12	20	10	35	15	40	15	30										
	CYCLE	135	15	31	13	59	17	63	22	50										
			25	35	25	70	25	85	25	70										
	PLAN	4	15	15	10	30	15	45	15	25										
	CYCLE	120	18	22	14	48	18	58	18	44										
			25	35	25	55	25	85	25	55										
	PLAN	8	15	15	10	30	15	45	11	25										
	CYCLE	100	19	17	13	35	16	52	11	37										
			25	35	25	55	25	85	25	55										

NOTE:
PLAN 20 = FREE MODE
PLAN 33 = FLASH MODE

	PHASE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
MIN	PLAN	13	20	20	12	35	15	30	15	40										
NOM	CYCLE	140	30	24	12	57	17	71	16	53										
MAX			40	40	12	40	25	85	20	65										
MIN	PLAN	18	15	15	10	30	15	45	15	25										
NOM	CYCLE	130	20	24	16	50	20	64	20	46										
MAX			25	35	25	55	25	85	25	55										
MIN	PLAN																			
NOM	CYCLE																			
MAX																				
MIN	PLAN																			
NOM	CYCLE																			
MAX																				

Change ONLY the following:

INPUT CHANNELS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
FUNCTION TYPE																					
FUNCTION INDEX																					
UNIT																					
CONNECTOR / BUI																					
PIN																					
CHANNEL IN 1																					
CHANNEL IN 2																					
LOGIC																					

OUTPUT CHANNELS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
FUNCTION TYPE	PHASE	OVL	OVLPED	PHASE	PHASE	PED	OVL	OVL	OVLPED	PHASE	OVL	PED	OVL	OVL	OVL	OVL					
FUNCTION INDEX	1	2	13	3	4	4	5	6	15	7	8	8	9	10	11	12					
CONNECTOR / BUI 1																					
PIN 1																					
CONNECTOR / BUI 2																					

C																													
	PIN 2																												
	CONNECTOR / BUI 3																												
	PIN 3																												

PHASES		TYPE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
OVERLAP CONFIGURATION (P = PRIMARY, S = SECONDARY, M = MODIFIED)	OVL A	2	P																		
	OVL B	~~2~~	P		X			X										X			
	OVL C	2	P																		
	OVL D	2	P																		
	OVL E	~~2~~	P					X										X			
	OVL F	~~2~~	P	X	X																
	OVL G	2	P																		
	OVL H	~~2~~	P								X										X
	OVL I	2	P																		
		~~141~~	P			X															
			S				X														
			M							X											
	OVL J	2	P																		
		~~141~~	P							X											
			S								X										
			M			X															
	OVL K	2	P																		
		141	P																		
			S																		
			M																		
	OVL L	2	P																		
		141	P																		
			S																		
			M																		
	OVL M	~~2~~	P		X			X													
	OVL N	2	P																		
	OVL O	~~2~~	P	X	X																
	OVL P	2	P																		

OVERLAPS			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
OVERLAP SETTINGS	FLAGS / PARAM	ENABLE		X			X	X		X	X	X			X		X	
		PED OVERLAP													X		X	
		FLASH YELLOW																
		ALT FLASH HZ																
	FLAGS	RECALL PRIMARY																
		RECALL SEC																
		PED RECALL													X		X	
		PED RECYCLE																
		AUTO EXTEND																
	PARAMETERS	MIN GREEN																
		MAX GREEN																
		GREEN CLEAR																
		YEL CLEAR		4			4	4		4	4	4						
		RED CLEAR		1			1	1		1	1	1						
		WALK													5		5	
		PED CLEAR													22		22	
		RESERVICE																

PRE - EMPT		1	3	4	5	6
PRE EMPT FLAGS	ENABLE					
	NO MEM LOK					
	MAN ENABLE					
	NO OVER FLSH					
	NO OVER NEXT					
	OMIT IN DELAY					
	RE MAX PRES					
	PED NOT DARK					
TIME	MIN PRESENCE					
	DELAY					

SETTINGS		1	3	4	5	6
TIMING	STRT MIN GRN					
	STRT WALK					
	STRT PED CLR					
PHASE FLAGS	ENT 1 PHASE					
	ENT 2 PHASE					
	DWELL PHASE					
	INITIAL DWELL					
	DWELL PED					
	RECAL PHASE					
	EXIT PHASE					

FLAGS	PHASES
OMITPHAS	9 - 14, 16, 17, 19 - 40
OMIT PED	1, 3, 5, 7, 9 - 40
MIN RECAL	1, 4, 8
MAXRECAL	2
SOFT RCL	
CDT'L SRVC	
PED RECAL	2, 4, 6, 8
DUAL ETRY	2, 4, 6, 8
SIMGAP	2, 4, 6, 8
REDREST	
AUTO PED	2, 4, 6, 8
REST WALK	4, 8
PED RECY	
RED LOCK	
YEL LOCK	
NO EXT	15, 18
NO ADD INI	
NOGAPRED	
NO RANGE	

PHASE DATA TABLE # 2	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
PHASE TIMING	SB LT	NB CONGRESS	EB "P" LT	WB RIVERSIDE	NB LT	SB CONGRESS	WB "P" LT	EB RIVERSIDE										
MIN GREEN	3.0	5.0	8.0	10.0	3.0	5.0	3.0	10.0							2.0			2.0
PASSAGE	1.0	2.0	1.0	2.5	1.0	2.0	1.0	2.5							0.0			0.0
MAXGRN 1	30.0	25.0	20.0	80.0	20.0	25.0	20.0	80.0							2.0			2.0
MAXGRN 2	15.0	45.0	10.0	45.0	20.0	45.0	15.0	45.0							2.0			2.0
CONDSERV	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0							0.0			0.0
YEL CHG	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0							4.0			4.0
RED CLR	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0							1.0			1.0
WALK				5.0				5.0										
PED CLR				28.0				28.0										
ADDED INI																		
TIME TO RED																		
TIME BEFOR																		
MIN GAP																		

NOMAX LOK	1, 2, 3, 5, 6, 7, 15, 18	MAX INIT GRN																		

FLAGS	PHASES	**PHASE DATA TABLE # 3**	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
OMITPHAS																				
OMIT PED																				
MIN RECAL		PHASE TIMING																		
MAXRECAL																				
SOFT RCL																				
CDT'L SRVC																				
PED RECAL		MIN GREEN																		
DUAL ETRY		PASSAGE																		
SIMGAP		MAXGRN 1																		
REDREST		MAXGRN 2																		
AUTO PED		CONDSERV																		
REST WALK		YEL CHG																		
PED RECY		RED CLR																		
RED LOCK		WALK																		
YEL LOCK		PED CLR																		
NO EXT		ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
NOMAX LOK		MAX INIT GRN																		

FLAGS	PHASES	**PHASE DATA TABLE # 4**	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
OMITPHAS																				
OMIT PED																				
MIN RECAL		PHASE TIMING																		
MAXRECAL																				
SOFT RCL																				
CDT'L SRVC																				
PED RECAL		MIN GREEN																		
DUAL ETRY		PASSAGE																		
SIMGAP		MIN TERMINAT																		
REDREST		MAXGRN 1																		
AUTO PED		MAXGRN 2																		
REST WALK		YEL CHG																		
PED RECY		RED CLR																		
RED LOCK		WALK																		
YEL LOCK		PED CLR																		
NO EXT		ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
NOMAX LOK		MAX INIT GRN																		

NOTES:

TRAFFIC SIGNAL INTERSECTION:	DATE:	GRP:	LOC:	VRS:	HUB:	ZONE:	SEC:	ENGINEER:	CITY OF AUSTIN TRAFFIC SIGNAL TIMING & PHASING SHEETS
Congress @ Monroe	9/26/2017		140F						N

4 + 2 + RINGS		
PHASE 1	RING 1:	1, 2, 12, a, 3 ,4, b
	RING 2:	5, 6, 16, a, 7, 8, b
PHASE 2	RING 1:	
	RING 2:	

4 + 2 + PHASEMODE	
STARTUP	2, 6
REDSTRT	1, 3 - 5, 7 - 40
PED	2, 6
YELFLASH	2, 6
FLASH/ENT	4, 8
FLASH/EXIT	2, 6

4 + 1 + ACT CONFIG	#1	#2	#3	#4	#5
PHASE	1				
OVERLAP	1				
PREEMPT	1				
CABINET	2				
DETECTOR	1				
COORD	1				

1 + ACTIVE CONTROL PARAMETERS					
CONTROL MODE:	REMOTE				
MAN PLN:	1	FREE PLN:	1	DFSCHED:	1
4 + 7 + MISC				**4 + 2 + COORD CONFIG**	
TRANSITION MODE:	3:30			START UP FLASH:	1
SYNCHRO MODE:	BEST			RED REVERT:	2
MAX DWELL TIME:	0			FLASH CLR:	8

2 + 3 + PL # + PLAN MODE

PL	PLAN MODE	MAX GRN	PH DATA	PH SEQ	OL DATA	ACT CONF	ENA	OFF	VAR	CYCLE	HOLD / YLD
1											
2	COORD	NONE	8	1	1	2	A	9	5	135	2, 6
3	COORD	NONE	4	2	2	2	A	133	5	135	2, 6
4											
5	COORD	NONE	5	2	2	2	A	22	5	120	2, 6
6											
8	COORD	NONE	7	4	2	2	A	17	5	100	2, 6
14	COORD	NONE	5	1	2	2	A	13	5	120	2, 6
16	COORD	NONE	6	1	1	2	A	6	5	90	2, 6
17	COORD	NONE	2	1	2	2	A	53	5	90	2, 6
18	COORD	NONE	7	4	2	2	A	19	5	130	2, 6
20	FREE	NONE	4	1	1	1					

PRIORITY SEQUENCE

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
TABLE 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE 2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE 3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE 4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NOTE: ZERO DENOTES THE HIGHEST PRIORITY

PED PRAMS & FLAGS

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ENABLE	X	X	X	X																
CALLPHAS	2	4	6	8																
OVERLAP		14		16																

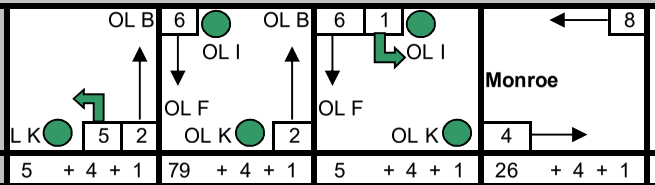
SCHEDULE

EV	ENA	HR	M	S	M	T	W	T	F	S	PL	SPECIAL FUNCTIONS 1	2	3	4	5	6	7	8	AUXILIARY 1	2	3	4
1	ENA	0	0		X	X	X	X	X		16												
2	ENA	6	30		X	X	X	X	X		2												
3	ENA	9	30		X	X	X	X	X		14												
4	ENA	11	0		X	X	X	X	X		14												
5	ENA	15	30		X	X	X	X	X		3												
6	ENA	19	0		X	X	X	X	X		5												
7	ENA	22	0		X	X	X	X	X		17												
8	ENA	0	0	X						X	8												
9	ENA	1	0	X							20												
10	ENA	3	0							X	20												
11	ENA	6	45	X						X	16												
12	ENA	9	0							X	8												
13	ENA	9	0	X							8												
14	ENA	10	30	X						X	18												
15	ENA	20	0	X							8												
16	ENA	21	30							X	8												

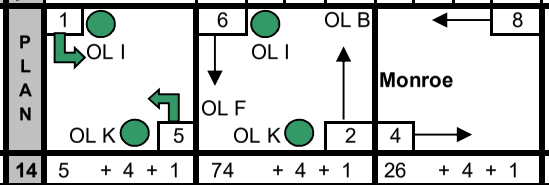
VEH PARAMETERS / VEH FL

DETECTORS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ENABLE	X	X	X	X	X	X	X	X	X	X	X	X								
CALL	X	X	X	X	X	X	X	X	X	X	X	X								
EXTEND	X	X	X	X	X	X	X	X	X	X	X	X								
CALL PHASE	1	5	2	6	3	7	4	8	2	6	4	8								
OVERLAP																				
DELAY							12	12												

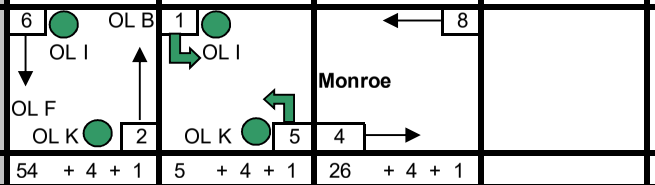
SIGNAL PHASING DIAGRAM - (SECONDS)



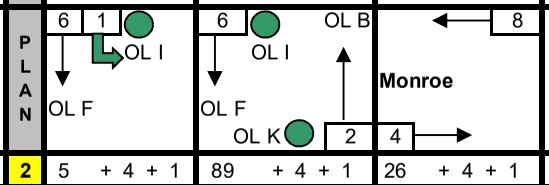
PLAN				
3	5 + 4 + 1	79 + 4 + 1	5 + 4 + 1	26 + 4 + 1
5	5 + 4 + 1	64 + 4 + 1	5 + 4 + 1	26 + 4 + 1



PLAN			
14	5 + 4 + 1	74 + 4 + 1	26 + 4 + 1
16		54 + 4 + 1	26 + 4 + 1
17		54 + 4 + 1	26 + 4 + 1
20		+ 4 + 1	+ 4 + 1



PLAN			
8	54 + 4 + 1	5 + 4 + 1	26 + 4 + 1
18	82 + 4 + 1	7 + 4 + 1	26 + 4 + 1



PLAN			
2	5 + 4 + 1	89 + 4 + 1	26 + 4 + 1

FLAGS	PHASES
OMITPHAS	1, 5, 9 - 40
OMIT PED	1, 3 - 5, 7 - 40
MIN RECAL	2, 3, 4, 6, 7, 8
MAXRECAL	2, 6
SOFT RCL	
CDT'L SRVC	
PED RECAL	2, 6
DUAL ETRY	2, 4, 6, 8
SIMGAP	2, 4, 6, 8
REDREST	
AUTO PED	2, 6
REST WALK	2, 6
PED RECY	
RED LOCK	
YEL LOCK	
NO EXT	3, 7
NO ADD INI	
NOGAPRED	
NOMAX LOK	1, 3, 4, 5, 7, 8

PHASE DATA TABLE # 2	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
PHASE TIMING		NB CONGRESS	EB PED ADVANCE	EB MONROE		SB CONGRESS	WB PED ADVANCE	WB MONROE										
MIN GREEN		20.0	7.0	19.0		20.0	7.0	19.0										
PASSAGE		2.0	0.0	1.0		2.0	0.0	1.0										
MAXGRN 1		30.0	7.0	30.0		30.0	7.0	30.0										
MAXGRN 2		30.0	7.0	30.0		30.0	7.0	30.0										
CONDSERV		0.0	0.0	0.0		0.0	0.0	0.0										
YEL CHG		4.0		4.0		4.0		4.0										
RED CLR		1.0		1.0		1.0		1.0										
WALK		7.0		7.0		7.0		7.0										
PED CLR		9.0		19.0		9.0		19.0										
ADDED INI																		
TIME TO RED																		
TIME BEFOR																		
MAX INIT GRN																		

2+ 3 + PL # +	PHASE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
MIN SPLIT	PLAN	2	10	45		10		45		10										
NOM SPLIT	CYCLE	135	10	94		31		104		31										
MAX SPLIT			10	95		50		110		50										
NOTE: PLAN 20 = FREE MODE PLAN 33 = FLASH MODE	PLAN	3	10	20	7	24	10	20	7	24										
	CYCLE	135	10	94	7	24	10	94	7	24										
			10	95	7	24	10	95	7	24										
	PLAN	5	10	20	7	24	10	20	7	24										
	CYCLE	120	10	79	7	24	10	79	7	24										
			10	95	7	24	10	95	7	24										
	PLAN	8	10	20	7	24	10	20	7	24										
	CYCLE	100	10	59	7	24	10	59	7	24										
			10	85	7	24	10	85	7	24										

	PHASE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
MIN	PLAN	14	10	20	7	24	10	20	7	24										
NOM	CYCLE	120	10	79	7	24	10	79	7	24										
MAX			10	95	7	24	10	90	7	24										
MIN	PLAN	16		20		13		20		13										
NOM	CYCLE	90		59		31		59		31										
MAX				100		55		100		55										
MIN	PLAN	17		20		13		20		13										
NOM	CYCLE	90		59		31		59		31										
MAX				100		55		100		55										
MIN	PLAN	18	12	20	7	24	12	20	7	24										
NOM	CYCLE	130	12	87	7	24	12	87	7	24										
MAX			12	85	7	24	12	85	7	24										

Change ONLY the following:		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	14	15	16
INPUT CHANNELS	FUNCTION TYPE																				VEH	VEH
	FUNCTION INDEX																				15	16
	UNIT																				1	1
	CONNECTOR / BUI																				Virt	Virt
	PIN																				1	2
	CHANNEL IN 1																					
	CHANNEL IN 2																					
	LOGIC																					

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
OUTPUT CHANNELS	FUNCTION TYPE		OVL				OvlPed		OVL				OvlPed	OVL	OVL	OVL	OVL					
	FUNCTION INDEX		2				14		6				16	9	10	11	12					
	CONNECTOR / BUI 1																					
	PIN 1																					
	CONNECTOR / BUI 2																					
	PIN 2																					
	CONNECTOR / BUI 3																					
	PIN 3																					

OVERLAP CONFIGURATION

P = PRIMARY S = SECONDARY M = MODIFIED

PHASES	TYPE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
OVL A	2	P																		
	141	P																		
		S																		
		M																		
OVL B	~~2~~	P		X										X						
	141	P																		
		S																		
		M																		
OVL C	2	P																		
OVL D	~~2~~	P						X										X		
OVL E	2	P																		
OVL F	2	P																		
OVL G	2	P																		
OVL H	2	P																		
OVL I	2	P																		
	~~141~~	P	X																	
		S		X										X						
		M					X													
OVL J	2	P																		
OVL K	2	P																		
	~~141~~	P					X													
		S						X										X		
		M	X																	
OVL L	2	P																		
OVL M	2	P																		
OVL N	~~2~~	P			X	X														
OVL O	2	P																		
OVL P	~~2~~	P			X	X														

OVERLAPS

OVERLAP SETTINGS			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
FLAGS / PARAM	ENABLE			X				X			X		X			X		X
	PED OVERLAP															X		X
	FLASH YELLOW			X				X			X		X					
	ALT FLASH HZ																	
FLAGS	RECALL PRIMARY																	
	RECALL SEC																	
	PED RECALL																	
	PED RECYCLE																	
	AUTO EXTEND																	
PARAMETERS	MIN GREEN																	
	MAX GREEN																	
	GREEN CLEAR																	
	YEL CLEAR			4				4			4		4					
	RED CLEAR			1				1			1		1					
	WALK															7		7
	PED CLEAR															19		19
	RESERVICE																	

PRE - EMPT		1	3	4	5	6
PRE EMPT FLAGS	ENABLE					
	NO MEM LOK					
	MAN ENABLE					
	NO OVER FLSH					
	NO OVER NEXT					
	OMIT IN DELAY					
	RE MAX PRES					
	PED NOT DARK					
TIME	MIN PRESENCE					
	DELAY					

SETTINGS		1	3	4	5	6
TIMING	STRT MIN GRN					
	STRT WALK					
	STRT PED CLR					
PHASE FLAGS	ENT 1 PHASE					
	ENT 2 PHASE					
	DWELL PHASE					
	INITIAL DWELL					
	DWELL PED					
	RECAL PHASE					
	EXIT PHASE					

FLAGS	PHASES
OMITPHAS	9 - 40
OMIT PED	1, 3 - 5, 7 - 40
MIN RECAL	1, 2, 3, 4, 5, 6, 7, 8
MAXRECAL	2, 4, 6, 8
SOFT RCL	
CDT'L SRVC	
PED RECAL	2, 6
DUAL ETRY	4, 8
SIMGAP	2, 4, 6, 8
REDREST	
AUTO PED	2, 6
REST WALK	2, 6
PED RECY	
RED LOCK	
YEL LOCK	
NO EXT	3, 7
NO ADD INI	
NOGAPRED	
NO RANGE	3, 7
MAX LOK	1, 3, 4, 5, 7, 8

PHASE DATA TABLE # 4

PHASE TIMING	PH 1 SB LT	PH 2 NB CONGRESS	PH 3 EB PED ADVANCE	PH 4 EB MONROE	PH 5 NB LT	PH 6 SB CONGRESS	PH 7 WB PED ADVANCE	PH 8 WB MONROE	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
MIN GREEN	5.0	20.0	7.0	19.0	5.0	20.0	7.0	19.0										
PASSAGE	1.0	2.0	0.0	1.0	1.5	2.0	0.0	1.0										
MAXGRN 1	10.0	85.0	7.0	40.0	10.0	90.0	7.0	40.0										
MAXGRN 2	10.0	30.0	7.0	40.0	10.0	30.0	7.0	40.0										
CONDSERV	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0										
YEL CHG	4.0	4.0		4.0	4.0	4.0		4.0										
RED CLR	1.0	1.0		1.0	1.0	1.0		1.0										
WALK		7.0		7.0		7.0		7.0										
PED CLR		9.0		19.0		9.0		19.0										
ADDED INI																		
TIME TO RED																		
TIME BEFOR																		
MIN GAP																		
MAX INIT GRN																		

FLAGS	PHASES
OMITPHAS	9 - 40
OMIT PED	1, 3 - 5, 7 - 40
MIN RECAL	1, 2, 3, 4, 5, 6, 7, 8
MAXRECAL	2, 6
SOFT RCL	
CDT'L SRVC	
PED RECAL	2, 6
DUAL ETRY	2, 4, 6, 8
SIMGAP	2, 4, 6, 8
REDREST	
AUTO PED	2, 6
REST WALK	2, 6
PED RECY	
RED LOCK	
YEL LOCK	
NO EXT	3, 7
NO ADD INI	
NOGAPRED	
NO RANGE	3, 7
MAX LOK	1, 3, 4, 5, 7, 8

PHASE DATA TABLE # 5	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
PHASE TIMING	SB LT	NB CONGRESS	EB PED ADVANCE	EB MONROE	NB LT	SB CONGRESS	WB PED ADVANCE	WB MONROE										
MIN GREEN	5.0	20.0	7.0	19.0	5.0	20.0	7.0	19.0										
PASSAGE	1.0	2.0	0.0	1.0	1.0	2.0	0.0	1.0										
MAXGRN 1	10.0	30.0	7.0	30.0	10.0	30.0	7.0	30.0										
MAXGRN 2	10.0	30.0	7.0	30.0	10.0	30.0	7.0	30.0										
CONDSERV	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0										
YEL CHG	4.0	4.0		4.0	4.0	4.0		4.0										
RED CLR	1.0	1.0		1.0	1.0	1.0		1.0										
WALK		7.0		7.0		7.0		7.0										
PED CLR		9.0		19.0		9.0		19.0										
ADDED INI																		
TIME TO RED																		
TIME BEFOR																		
MIN GAP																		
MAX INIT GRN																		

FLAGS	PHASES
OMITPHAS	1, 5, 9 - 40
OMIT PED	1, 3 - 5, 7 - 40
MIN RECAL	2, 4, 6, 8
MAXRECAL	2, 6
SOFT RCL	
CDT'L SRVC	
PED RECAL	2, 6
DUAL ETRY	2, 4, 6, 8
SIMGAP	2, 4, 6, 8
REDREST	
AUTO PED	2, 6
REST WALK	2, 6
PED RECY	
RED LOCK	
YEL LOCK	
NO EXT	3, 7
NO ADD INI	
NOGAPRED	
NO RANGE	3, 7
MAX LOK	1, 3, 4, 5, 7, 8

PHASE DATA TABLE # 6	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
PHASE TIMING		NB CONGRESS	EB PED ADVANCE	EB MONROE		SB CONGRESS	WB PED ADVANCE	WB MONROE										
MIN GREEN		20.0	7.0	15.0		20.0	7.0	15.0										
PASSAGE		2.0	0.0	1.0		2.0	0.0	1.0										
MAXGRN 1		30.0	7.0	30.0		30.0	7.0	30.0										
MAXGRN 2		30.0	7.0	30.0		30.0	7.0	30.0										
CONDSERV		0.0	0.0	0.0		0.0	0.0	0.0										
YEL CHG		4.0		4.0		4.0		4.0										
RED CLR		1.0		1.0		1.0		1.0										
WALK		7.0		7.0		7.0		7.0										
PED CLR		9.0		19.0		9.0		19.0										
ADDED INI																		
TIME TO RED																		
TIME BEFOR																		
MIN GAP																		
MAX INIT GRN																		

NOTES:

FLAGS	PHASES
OMITPHAS	9 - 40
OMIT PED	1, 3 - 5, 7 - 40
MIN RECAL	1, 2, 3, 4, 5, 6, 7, 8
MAXRECAL	1, 2, 5, 6
SOFT RCL	
CDT'L SRVC	
PED RECAL	2, 6
DUAL ETRY	2, 4, 6, 8
SIMGAP	2, 4, 6, 8
REDREST	
AUTO PED	2, 6
REST WALK	2, 6
PED RECY	
RED LOCK	
YEL LOCK	
NO EXT	3, 7
NO ADD INI	
NOGAPRED	
NO RANGE	3, 7
MAX LOK	1, 3, 4, 5, 7, 8

PHASE DATA TABLE # 7	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
PHASE TIMING	SB LT	NB CONGRESS	EB PED ADVANCE	EB MONROE	NB LT	SB CONGRESS	WB PED ADVANCE	WB MONROE										
MIN GREEN	5.0	20.0	7.0	19.0	5.0	20.0	7.0	19.0										
PASSAGE	1.0	2.0	0.0	1.0	1.5	2.0	0.0	1.0										
MAXGRN 1	10.0	30.0	7.0	30.0	10.0	30.0	7.0	30.0										
MAXGRN 2	10.0	30.0	7.0	30.0	10.0	30.0	7.0	30.0										
CONDSERV	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0										
YEL CHG	4.0	4.0		4.0	4.0	4.0		4.0										
RED CLR	1.0	1.0		1.0	1.0	1.0		1.0										
WALK		7.0		7.0		7.0		7.0										
PED CLR		9.0		19.0		9.0		19.0										
ADDED INI																		
TIME TO RED																		
TIME BEFOR																		
MIN GAP																		
MAX INIT GRN																		

NOTES:

FLAGS	PHASES
OMITPHAS	5, 9 - 40
OMIT PED	1, 3, 4, 5, 7 - 40
MIN RECAL	1, 2, 4, 5, 6, 8
MAXRECAL	2, 6
SOFT RCL	
CDT'L SRVC	
PED RECAL	2, 6
DUAL ETRY	4, 8
SIMGAP	2, 4, 6, 8
REDREST	
AUTO PED	2, 6
REST WALK	2, 6
PED RECY	
RED LOCK	
YEL LOCK	
NO EXT	3, 7
NO ADD INI	
NOGAPRED	
NO RANGE	3, 7
MAX LOK	1, 3, 4, 5, 7, 8

PHASE DATA TABLE # 8	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
PHASE TIMING	SB LT	NB CONGRESS	EB PED ADVANCE	EB MONROE		SB CONGRESS	WB PED ADVANCE	WB MONROE										
MIN GREEN	5.0	20.0	7.0	19.0		20.0	7.0	19.0										
PASSAGE	1.0	2.0	0.0	1.0		2.0	0.0	1.0										
MAXGRN 1	10.0	85.0	7.0	40.0		90.0	7.0	40.0										
MAXGRN 2	10.0	30.0	7.0	40.0		30.0	7.0	40.0										
CONDSERV	0.0	0.0	0.0	0.0		0.0	0.0	0.0										
YEL CHG	4.0	4.0		4.0		4.0		4.0										
RED CLR	1.0	1.0		1.0		1.0		1.0										
WALK		7.0		7.0		7.0		7.0										
PED CLR		9.0		19.0		9.0		19.0										
ADDED INI																		
TIME TO RED																		
TIME BEFOR																		
MIN GAP																		
MAX INIT GRN																		

TRAFFIC SIGNAL INTERSECTION:	DATE:	GRP:	LOC:	VRS:	HUB:	ZONE:	SEC:	ENGINEER:
American Statesman @ Riverside	6/19/2018		179H					

CITY OF AUSTIN
TRAFFIC SIGNAL TIMING & PHASING SHEETS

N

4 + 2 + **RINGS**		
PHASE 1	RING 1:	1, 2, a, 3, 4, b
	RING 2:	5, 6, a, 7, 8, b
PHASE 2	RING 1:	
	RING 2:	

4 + 2 + **PHASEMODE**	
STARTUP	2, 6
REDSTRT	1, 3 - 5, 7 - 10
PED	2, 4, 6, 8
YELFLASH	
FLASH/ENT	
FLASH/EXIT	

4 + 1 + **ACT CONFIG**	#1	#2	#3	#4	#5
PHASE	1				
OVERLAP	1				
PREEMPT	1				
CABINET	3				
DETECTOR	2				
COORD	1				

1 + **ACTIVE CONTROL PARAMETERS**					
CONTROL MODE:	SCHEDULE				
MAN PLN:	27	FREE PLN:	1	DFSCHED:	7

4 + 7 + **MISC**		4 + 2 + **COORD CONFIG**	
TRANSITION MODE:	3:30	START UP FLASH:	1
SYNCHRO MODE:	BEST	RED REVERT:	2
MAX DWELL TIME:	0	FLASH CLR:	6

2 + 3 + PL # + **PLAN MODE**

PL	PLAN MODE	MAX GRN	PH DATA	PH SEQ	OL DATA	ACT CONF	ENA	OFF	VAR	CYCLE	HOLD / YLD
1	COORD	MAX 1	1	1	1	1	A	66	5	90	2, 6
2	COORD	MAX 1	1	3	1	1	A	16	5	135	2, 6
3	COORD	MAX 2	1	3	1	1	A	70	5	140	2, 6
4	COORD	MAX 2	1	3	1	1	A	26	5	120	2, 6
5											
6											
7											
8	COORD	MAX 2	2	1	1	1	A	13	5	100	2, 6
9											
18	COORD	MAX 2	2	1	1	1	A	6	5	65	2, 6
20											
25											

SCHEDULE

EV	ENA	HR	M	S	M	T	W	T	F	S	PL	SPECIAL FUNCTIONS 1	2	3	4	5	6	7	8	AUXILIARY 1	2	3	4
1	ENA	0	0		X	X	X	X	X		1												
2	ENA	0	0	X						X	8												
3	ENA	6	30		X	X	X	X	X		2												
4	ENA	9	0	X						X	8												
5	ENA	9	30		X	X	X	X	X		4												
6	ENA	10	30	X						X	18												
7	ENA	15	30		X	X	X	X	X		3												
8	ENA	19	0		X	X	X	X	X		4												
9	ENA	20	0	X							8												
10	ENA	20	30		X	X	X	X	X		1												
11	ENA	21	30							X	8												
12																							

PRIORITY SEQUENCE

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
TABLE 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE 3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE 4																				

NOTE: ZERO DENOTES THE HIGHEST PRIORITY

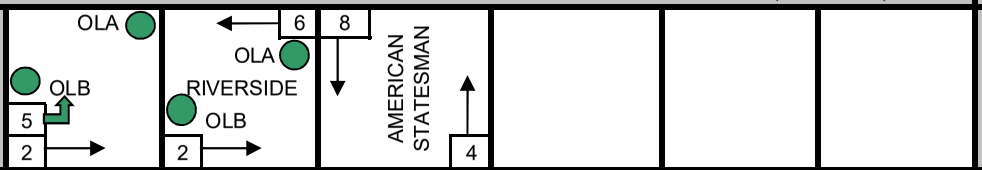
PED PRAMS & FLAGS

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ENABLE	X	X	X	X																
CALLPHAS	2	6	4	8																
OVERLAP																				

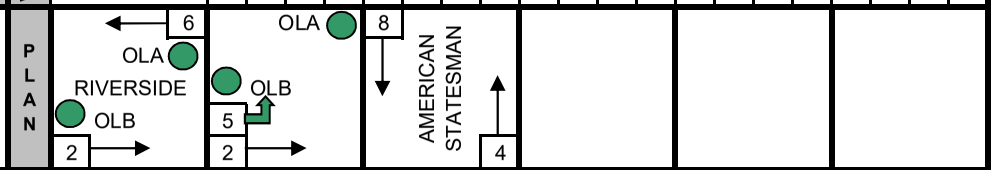
VEH PARAMETERS / VEH FLAG

DETECTORS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ENABLE	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		
CALL	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		
EXTEND	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		
ADD INIT																				
RED LOCK																				
YEL LOCK																				
CALL PHASE	1	5	2	6	4	8	4	8	2	6	4	8								
SWTCH PHAS																				
OVERLAP																				
DELAY																				

SIGNAL PHASING DIAGRAM -NUMBERS REPRESENT GREEN TIME (SECONDS)



PLAN			
1	9 + 4 + 1	43 + 4 + 1	23 + 4 + 1
8		70 + 4 + 1	20 + 4 + 1
18		40 + 4 + 1	15 + 4 + 1
PLAN			



PLAN			
2	80 + 4 + 1	13 + 4 + 1	27 + 4 + 1
3	65 + 4 + 1	15 + 4 + 1	45 + 4 + 1
4	65 + 4 + 1	13 + 4 + 1	27 + 4 + 1
PLAN			

FLAGS	PHASES
OMITPHAS	1, 3, 7, 9 - 20
OMIT PED	1, 3, 5, 7, 9 - 20
MIN RECAL	2, 6
MAXRECAL	
SOFT RCL	
CDT'L SRVC	
PED RECAL	
DUAL ETRY	2, 4, 6, 8
SIMGAP	
REDREST	
AUTO PED	2, 4, 6, 8
REST WALK	2, 6
PED RECY	
RED LOCK	
YEL LOCK	
NO EXT	
NO ADD INI	
NOGAPRED	
NOMAX LOK	1, 3, 4, 5, 7, 8

PHASE DATA TABLE # 1	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
PHASE TIMING		EB RIVERSIDE		NB DRIVEWAY	EB "P" LT	WB RIVERSIDE		SB American Statesn										
MIN GREEN		10.0		6.0	3.0	10.0		6.0										
PASSAGE		2.0		2.0	1.0	2.0		2.0										
MAXGRN 1		45.0		10.0	20.0	45.0		10.0										
MAXGRN 2		100.0		32.0	25.0	100.0		32.0										
CONDSERV		0.0		0.0	0.0	0.0		0.0										
YEL CHG		4.0		4.0	4.0	4.0		4.0										
RED CLR		1.0		1.0	1.0	1.0		1.0										
WALK		5.0		5.0		5.0		5.0										
PED CLR		12.0		18.0		14.0		18.0										
ADDED INI																		
TIME TO RED																		
TIME BEFOR																		
MAX INIT GRN																		

2+ 3 + PL # +	PHASE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
MIN SPLIT	PLAN	1		40		15	10	30		15										
NOM SPLIT	CYCLE	90		62		28	14	48		28										
MAX SPLIT				85		35	20	65		35										
	PLAN	2		70		20	15	55		20										
	CYCLE	135		103		32	18	85		32										
				140		40	25	115		40										
	PLAN	3		70		35	15	55		35										
	CYCLE	140		90		50	20	70		50										
				140		55	25	115		55										
	PLAN	4		60		20	15	45		20										
	CYCLE	120		88		32	18	70		32										
				120		40	25	95		40										

NOTE:
PLAN 20 = FREE MODE
PLAN 33 = FLASH MODE

	PHASE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
MIN	PLAN	8		55		20		55		20										
NOM	CYCLE	100		75		25		75		25										
MAX				85		30		85		30										
MIN	PLAN	18		35		15		35		15										
NOM	CYCLE	65		45		20		45		20										
MAX				55		25		55		25										
MIN	PLAN																			
NOM	CYCLE																			
MAX																				
MIN	PLAN																			
NOM	CYCLE																			
MAX																				

Change ONLY the following:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
INPUT CHANNELS																					
FUNCTION TYPE																					
FUNCTION INDEX																					
UNIT																					
CONNECTOR / BUI																					
PIN																					
CHANNEL IN 1																					
CHANNEL IN 2																					
LOGIC																					
OUTPUT CHANNELS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
FUNCTION TYPE	OVL									OVL											
FUNCTION INDEX	1									2											
CONNECTOR / BUI 1																					
PIN 1																					
CONNECTOR / BUI 2																					
PIN 2																					

	CONNECTOR / BUI 3																												
	PIN 3																												

PHASES		TYPE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
P = PRIMARY S = SECONDARY M = MODIFIED OVERLAP CONFIGURATION	OVL A	~~2~~	P					X	X												
		141	P																		
			S																		
			M																		
	OVL B	~~2~~	P		X			X													
		141	P																		
			S																		
			M																		
	OVL C	2	P																		
		141	P																		
			S																		
			M																		
	OVL D	2	P																		
		141	P																		
			S																		
			M																		
	OVL E	2	P																		
	OVL F	2	P																		
	OVL G	2	P																		
	OVL H	2	P																		
	OVL I	2	P																		
	OVL J	2	P																		
	OVL K	2	P																		
	OVL L	2	P																		
	OVL M	2	P																		
	OVL N	2	P																		
	OVL O	2	P																		
	OVL P	2	P																		

OVERLAPS			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
OVERLAP SETTINGS	FLAGS / PARAM	ENABLE	X	X														
		PED OVERLAP																
		FLASH YELLOW																
		ALT FLASH HZ																
	FLAGS	RECALL PRIMARY																
		RECALL SEC																
		PED RECALL																
		PED RECYCLE																
		AUTO EXTEND																
	PARAMETERS	MIN GREEN																
		MAX GREEN																
		GREEN CLEAR																
		YEL CLEAR	4	4														
		RED CLEAR	1	1														
		WALK																
		PED CLEAR																
		RESERVICE																

PRE - EMPT		1	3	4	5	6
PRE EMPT FLAGS	ENABLE					
	NO MEM LOK					
	MAN ENABLE					
	NO OVER FLSH					
	NO OVER NEXT					
	OMIT IN DELAY					
	RE MAX PRES					
	PED NOT DARK					
TIME	MIN PRESENCE					
	DELAY					

SETTINGS		1	3	4	5	6
TIMING	STRT MIN GRN					
	STRT WALK					
	STRT PED CLR					
PHASE FLAGS	ENT 1 PHASE					
	ENT 2 PHASE					
	DWELL PHASE					
	INITIAL DWELL					
	DWELL PED					
	RECAL PHASE					
	EXIT PHASE					

FLAGS	PHASES
OMITPHAS	1, 3, 5, 7, 9 - 20
OMIT PED	1, 3, 5, 7, 9 - 20
MIN RECAL	2, 6
MAXRECAL	
SOFT RCL	
CDT'L SRVC	
PED RECAL	
DUAL ETRY	2, 4, 6, 8
SIMGAP	
REDREST	
AUTO PED	2, 4, 6, 8
REST WALK	2, 6
PED RECY	
RED LOCK	
YEL LOCK	
NO EXT	
NO ADD INI	
NOGAPRED	

PHASE DATA TABLE # 2	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
PHASE TIMING		EB RIVERSIDE		NB DRIVEWAY		WB RIVERSIDE		SB American Statesr										
MIN GREEN		10.0		6.0		10.0		6.0										
PASSAGE		2.0		2.0		2.0		2.0										
MAXGRN 1		45.0		10.0		45.0		10.0										
MAXGRN 2		65.0		10.0		65.0		15.0										
CONDSERV		0.0		0.0		0.0		0.0										
YEL CHG		4.0		4.0		4.0		4.0										
RED CLR		1.0		1.0		1.0		1.0										
WALK		5.0		5.0		5.0		5.0										
PED CLR		12.0		18.0		14.0		18.0										
ADDED INI																		
TIME TO RED																		
TIME BEFOR																		

NO RANGE		MIN GAP																		
NOMAX LOK	1, 3, 4, 5, 7, 8	MAX INIT GRN																		
FLAGS	PHASES	**PHASE DATA TABLE # 3**	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
OMITPHAS																				
OMIT PED																				
MIN RECAL		PHASE TIMING																		
MAXRECAL																				
SOFT RCL																				
CDT'L SRVC																				
PED RECAL		MIN GREEN																		
DUAL ETRY		PASSAGE																		
SIMGAP		MAXGRN 1																		
REDREST		MAXGRN 2																		
AUTO PED		CONDSERV																		
REST WALK		YEL CHG																		
PED RECY		RED CLR																		
RED LOCK		WALK																		
YEL LOCK		PED CLR																		
NO EXT		ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
NOMAX LOK		MAX INIT GRN																		

FLAGS	PHASES	**PHASE DATA TABLE # 4**	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
OMITPHAS																				
OMIT PED																				
MIN RECAL		PHASE TIMING																		
MAXRECAL																				
SOFT RCL																				
CDT'L SRVC																				
PED RECAL		MIN GREEN																		
DUAL ETRY		PASSAGE																		
SIMGAP		MAXGRN 1																		
REDREST		MAXGRN 2																		
AUTO PED		CONDSERV																		
REST WALK		YEL CHG																		
PED RECY		RED CLR																		
RED LOCK		WALK																		
YEL LOCK		PED CLR																		
NO EXT		ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
NOMAX LOK		MAX INIT GRN																		

NOTES:

TRAFFIC SIGNAL INTERSECTION:	DATE:	GRP:	LOC:	VRS:	HUB:	ZONE:	SEC:	ENGINEER:
IH 35 @ 7th. Street	8/1/2019		335I					

CITY OF AUSTIN
TRAFFIC SIGNAL TIMING & PHASING SHEETS

N

4 + 2 + RINGS

PHASE 1	RING 1:	2, a, 3, b, 4, c, 5, d, 6, e, 7, f, 8, g
	RING 2:	
PHASE 2	RING 1:	
	RING 2:	

4 + 2 + PHASEMODE

STARTUP	
REDSTRT	1 - 40
PED	1 - 10
YELFLASH	
FLASH/ENT	
FLASH/EXIT	

4 + 1 + ACT CONFIG

	#1	#2	#3	#4	#7
PHASE	1				
OVERLAP	1				
PREEMPT	1				
CABINET	3				
DETECTOR	2				
COORD	1				

1 + ACTIVE CONTROL PARAMETERS

CONTROL MODE:	SCHEDULE			
MAN PLN:	3	FREE PLN:	1	DFSCHED: 1

4 + 7 + MISC

TRANSITION MODE:	3:30
SYNCHRO MODE:	BEST
MAX DWELL TIME:	0

4 + 2 + COORD CONFIG

START UP FLASH:	1
RED REVERT:	2
FLASH CLR:	6

2 + 3 + PL # + PLAN MODE

PL	PLAN MODE	MAX GRN	PH DATA	PH SEQ	OL DATA	ACT CONF	ENA	OFF	VAR	CYCLE	HOLD / YLD
1	COORD	NONE	1	1	1	1	A	65	5	90	2
2	COORD	NONE	1	1	1	1	A	102	5	120	2
3	COORD	NONE	1	1	1	1	A	102	5	120	2
4											
5											
6											
7	COORD	NONE	1	1	1	1	A	25	5	80	2
8											
9											
10											
20											
25											

SCHEDULE

EV	ENA	HR	M	S	M	T	W	T	F	S	PL	SPECIAL FUNCTIONS 1	2	3	4	5	6	7	8	AUXILIARY 1	2	3	4
1	ENA	0	0	X	X	X	X	X	X	X	7												
2	ENA	6	30		X	X	X	X	X		2												
3	ENA	9	30		X	X	X	X	X		1												
4	ENA	15	30		X	X	X	X	X		3												
5	ENA	19	0		X	X	X	X	X		7												
6																							
7																							
8																							
9																							
10																							
11																							
12																							

PRIORITY SEQUENCE

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
TABLE 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE 2																				
TABLE 3																				
TABLE 4																				

NOTE: ZERO DENOTES THE HIGHEST PRIORITY

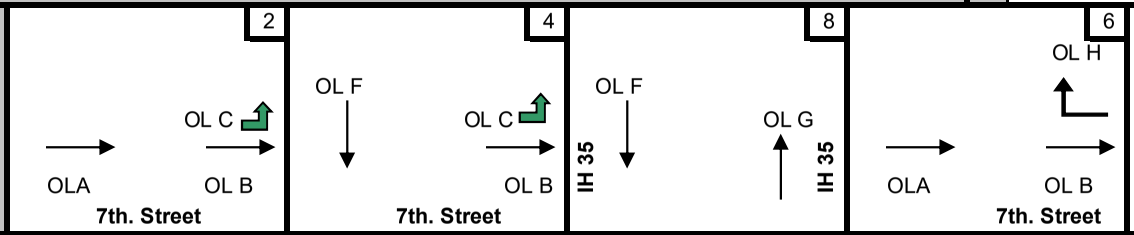
PED PRAMS & FLAGS

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ENABLE	X	X	X	X																
CALLPHAS	2	4	6	8																
OVERLAP																				

VEH PARAMETERS / VEH FLAG

DETECTORS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ENABLE	X	X	X	X	X	X	X	X	X	X	X	X								
CALL	X	X	X	X	X	X	X	X	X	X	X	X								
EXTEND	X	X	X	X	X	X	X	X	X	X	X	X								
ADD INIT																				
RED LOCK																				
YEL LOCK																				
CALL PHASE	1	5	2	6	3	7	4	8	2	6	4	8								
SWTCH PHAS																				
OVERLAP																				
DELAY																				

SIGNAL PHASING DIAGRAM - (SECONDS)



PLAN	2	4	8	6
1	17 + 4 + 1	5 + 4 + 1	33 + 4 + 1	15 + 4 + 1
2	23 + 4 + 1	9 + 4 + 1	44 + 4 + 1	24 + 4 + 1
3	23 + 4 + 1	9 + 4 + 1	44 + 4 + 1	24 + 4 + 1
7	19 + 4 + 1	5 + 4 + 1	23 + 4 + 1	13 + 4 + 1

FLAGS	PHASES
OMITPHAS	1, 5, 8, 10 - 40
OMIT PED	1 - 40
MIN RECAL	2, 3, 4, 6, 7, 8, 9
MAXRECAL	2, 3, 4, 6, 7, 8, 9
SOFT RCL	
CDT'L SRVC	
PED RECAL	
DUAL ETRY	
SIMGAP	
REDREST	
AUTO PED	2, 3, 4, 6 - 9
REST WALK	
PED RECY	
RED LOCK	
YEL LOCK	
NO EXT	3, 8
NO ADD INI	
NOGAPRED	
NOMAX LOK	

PHASE DATA TABLE # 1	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
PHASE TIMING		EB 7TH		SB ADV CLEAR 7TH		EB, WB 7TH		NB / SB IH 35										
MIN GREEN		3.0		5.0		10.0		10.0										
PASSAGE		1.0		0.0		1.0		0.0										
MAXGRN 1		15.0		9.0		30.0		50.0										
MAXGRN 2		27.0		9.0		30.0		50.0										
CONDSERV		0.0		0.0		0.0		0.0										
YEL CHG		4.0		4.0		4.0		4.0										
RED CLR		1.0		1.0		1.0		1.0										
WALK																		
PED CLR																		
ADDED INI																		
TIME TO RED																		
TIME BEFOR																		
MAX INIT GRN																		

2+ 3 + PL # +	PHASE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18		PHASE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
MIN SPLIT	PLAN	1		8		7		10		10											MIN	PLAN																				
NOM SPLIT	CYCLE	90		22		10		28		38											NOM	CYCLE																				
MAX SPLIT				30		10		40		50											MAX																					
NOTE: PLAN 20 = FREE MODE PLAN 33 = FLASH MODE	PLAN	2		8		7		10		10											MIN	PLAN																				
	CYCLE	120		28		10		29		49											NOM	CYCLE																				
				35		10		35		70											MAX																					
	PLAN	3		8		7		10		10											MIN	PLAN																				
	CYCLE	120		28		10		29		49											NOM	CYCLE																				
				35		10		35		70											MAX																					
	PLAN	7		8		7		10		10											MIN	PLAN																				
	CYCLE	80		24		10		18		28											NOM	CYCLE																				
				35		10		35		50											MAX																					

Change ONLY the following:		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
INPUT CHANNELS	FUNCTION TYPE																					
	FUNCTION INDEX																					
	UNIT																					
	CONNECTOR / BUI																					
	PIN																					
	CHANNEL IN 1																					
	CHANNEL IN 2																					
	LOGIC																					
OUTPUT CHANNELS		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
	FUNCTION TYPE	OVL	OVL	ovlped	OVL	OVL	ovlped	OVL	OVL	ovlped	OVL	OVL	ovlped	none	none	ovlped	ovlped					
	FUNCTION INDEX	3	5	13	1	7	14	8	2	15	4	6	16	1	2	11	12					
	CONNECTOR / BUI 1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1					
	PIN 1	16	12	10	7	4	2	32	29	27	24	21	19	97	94	88	85					
	CONNECTOR / BUI 2	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1					

C	PIN 2	17	13	none	8	5	none	33	30	none	25	22	none	98	95	none	none					
	CONNECTOR / BUI 3	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1					
	PIN 3	18	15	11	9	6	3	34	31	28	26	23	20	99	96	90	87					

P = PRIMARY S = SECONDARY M = MODIFIED

OVERLAP CONFIGURATION TABLE # 1

PHASES	TYPE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
OVL A	~~2~~	P		X				X												
	141	P																		
		M																		
		S																		
OVL B	~~2~~	P		X		X		X												
	141	P																		
		M																		
		S																		
OVL C	~~2~~	P		X		X														
	141	P																		
		M																		
		S																		
OVL D	2	P																		
	141	P																		
		M																		
		S																		
OVL E	2	P																		
OVL F	~~2~~	P				X				X										
OVL G	~~2~~	P								X										
OVL H	2	P																		
OVL I	2	P																		
OVL J	2	P																		
OVL K	2	P																		
OVL L	2	P																		
OVL M	~~2~~	P		X				X												
OVL N	~~2~~	P								X										
OVL O	~~2~~	P		X		X		X												
OVL P	~~2~~	P				X				X										

OVERLAPS			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
OVERLAP SETTINGS	FLAGS / PARAM	ENABLE	X	X	X			X	X						X	X	X	X
		PED OVERLAP													X	X	X	X
		FLASH YELLOW																
		ALT FLASH HZ																
	FLAGS	RECALL PRIMARY																
		RECALL SEC																
		PED RECALL													X	X	X	X
		PED RECYCLE																
		AUTO EXTEND																
	PARAMETERS	MIN GREEN																
		MAX GREEN																
		GREEN CLEAR																
		YEL CLEAR	4	4	4			4	4									
		RED CLEAR	1	1	1			1	1									
		WALK													7	7	7	7
		PED CLEAR													13	15	13	15
		RESERVICE																

PRE - EMPT		1	3	4	5	6
PRE EMPT FLAGS	ENABLE		X		X	
	NO MEM LOK		X		X	
	MAN ENABLE					
	NO OVER FLSH					
	NO OVER NEXT					
	OMIT IN DELAY					
	RE MAX PRES					
	PED NOT DARK					
TIME	MIN PRESENCE					
	DELAY					

SETTINGS		1	3	4	5	6
TIMING	STRT MIN GRN					
	STRT WALK					
	STRT PED CLR		8		8	
PHASE FLAGS	ENT 1 PHASE		2		2	
	ENT 2 PHASE					
	DWELL PHASE		2		2	
	INITIAL DWELL					
	DWELL PED					
	RECAL PHASE					
	EXIT PHASE					

FLAGS	PHASES
OMITPHAS	
OMIT PED	
MIN RECAL	
MAXRECAL	
SOFT RCL	
CDT'L SRVC	
PED RECAL	
DUAL ETRY	
SIMGAP	
REDREST	
AUTO PED	
REST WALK	
PED RECY	
RED LOCK	
YEL LOCK	

PHASE DATA TABLE # 2	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
PHASE TIMING																		
MIN GREEN																		
PASSAGE																		
MAXGRN 1																		
MAXGRN 2																		
CONDSERV																		
YEL CHG																		
RED CLR																		
WALK																		
PED CLR																		

NO EXT		ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
NOMAX LOK		MAX INIT GRN																		
FLAGS	PHASES	**PHASE DATA TABLE # 3**	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
OMITPHAS	1, 9																			
OMIT PED																				
MIN RECAL	1 - 10	PHASE TIMING																		
MAXRECAL	1 - 10																			
SOFT RCL																				
CDT'L SRVC																				
PED RECAL		MIN GREEN																		
DUAL ETRY		PASSAGE																		
SIMGAP		MAXGRN 1																		
REDREST		MAXGRN 2																		
AUTO PED	1 - 20	CONDSERV																		
REST WALK	1 - 20	YEL CHG																		
PED RECY		RED CLR																		
RED LOCK		WALK																		
YEL LOCK		PED CLR																		
NO EXT		ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
NOMAX LOK		MAX INIT GRN																		
FLAGS	PHASES	**PHASE DATA TABLE # 4**	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
OMITPHAS																				
OMIT PED																				
MIN RECAL		PHASE TIMING																		
MAXRECAL																				
SOFT RCL																				
CDT'L SRVC																				
PED RECAL		MIN GREEN																		
DUAL ETRY		PASSAGE																		
SIMGAP		MAXGRN 1																		
REDREST		MAXGRN 2																		
AUTO PED		CONDSERV																		
REST WALK		YEL CHG																		
PED RECY		RED CLR																		
RED LOCK		WALK																		
YEL LOCK		PED CLR																		
NO EXT		ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
NOMAX LOK		MAX INIT GRN																		

TRAFFIC SIGNAL INTERSECTION:	DATE:	GRP:	LOC:	VRS:	HUB:	ZONE:	SEC:	ENGINEER:
IH 35 @ 6th. Street	9/1/2018		346U					

CITY OF AUSTIN
TRAFFIC SIGNAL TIMING & PHASING SHEETS

N

4 + 2 + RINGS

PHASE 1	RING 1:	1, a, 8, b, 5, c, 12, d
	RING 2:	
PHASE 2	RING 1:	
	RING 2:	

4 + 2 + PHASEMODE

STARTUP	
REDSTRT	1 - 40
PED	1 - 30
YELFLASH	
FLASHENT	
FLASHEXIT	

4 + 1 + ACT CONFIG

	#1	#2	#3	#4	#5
PHASE	1				
OVERLAP	1				
PREEMPT	1				
CABINET	2				
DETECTOR	1				
COORD	1				

1 + ACTIVE CONTROL PARAMETERS

CONTROL MODE:	SCHEDULE			
MAN PLN:	1	FREE PLN:	1	DFSCHED: 1

4 + 7 + MISC

TRANSITION MODE:	3:30
SYNCHRO MODE:	BEST
MAX DWELL TIME:	50

4 + 2 + COORD CONFIG

START UP FLASH:	1
RED REVERT:	2
FLASH CLR:	8

2 + 3 + PL # + PLAN MODE

PL	PLAN MODE	MAX GRN	PH DATA	PH SEQ	OL DATA	ACT CONF	ENA	OFF	VAR	CYCLE	HOLD / YLD
1	COORD	MAX 1	1	1	1	1	A	75	5	90	8
2	COORD	MAX 1	1	1	1	1	A	101	5	120	8
3	COORD	MAX 1	1	1	1	1	A	101	5	120	8
4											
5											
6											
7	COORD	MAX 1	1	1	1	1	A	35	5	80	8
8											
9											
10											
20											
21											

SCHEDULE

EV	ENA	HR	M	S	M	T	W	T	F	S	PL	SPECIAL FUNCTIONS 1	2	3	4	5	6	7	8	AUXILIARY 1	2	3	4
1	ENA	0	0	X	X	X	X	X	X	X	7												
2	ENA	6	30		X	X	X	X	X		2												
3	ENA	9	30		X	X	X	X	X		1												
4	ENA	15	30		X	X	X	X	X		3												
5	ENA	19	0		X	X	X	X	X		7												
6																							
7																							
8																							
9																							
10																							
11																							
12																							

PRIORITY SEQUENCE

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
TABLE 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE 2																				
TABLE 3																				
TABLE 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NOTE: ZERO DENOTES THE HIGHEST PRIORITY

PED PRAMS & FLAGS

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ENABLE	X	X	X	X																
CALLPHAS	2	4	6	8																
OVERLAP	13	14	15	16																

VEH PARAMETERS

DETECTORS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ENABLE	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
CALL	X	X	X	X	X	X	X	X					X	X	X	X	X	X	X	X
EXTEND	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
ADD INIT																				
RED LOCK																				
YEL LOCK																				

VEH FLAG

CALL PHASE	1	5	2	6	3	7	4	8	2	6	4	8	12	14	16	18	11	15	12	16
SWTCH PHAS																				
OVERLAP																				
DELAY																				

SIGNAL PHASING DIAGRAM - (SECONDS)

PLAN	1	8	5	12
	WSR ← OL F; ESR ↑ OL D	WSR ↓ OL B; IH 35; ESR ↑ OL D	WSR ↓ OL B; ← OL C; OL H →	← OL C; ← OL C; *6TH STREET*; OL H →
1	3 + 4 + 1	43 + 4 + 1	1 + 4 + 1	23 + 4 + 1
2	3 + 4 + 1	62 + 4 + 1	1 + 4 + 1	34 + 4 + 1
3	3 + 4 + 1	62 + 4 + 1	1 + 4 + 1	34 + 4 + 1
7	3 + 4 + 1	34 + 4 + 1	1 + 4 + 1	22 + 4 + 1
PLAN				

FLAGS	PHASES
OMITPHAS	2 - 4, 6, 7, 9 - 11, 13 - 40
OMIT PED	1 - 40
MIN RECAL	1, 5, 8, 12
MAXRECAL	1, 5, 8, 12
SOFT RCL	
CDT'L SRVC	
PED RECAL	
DUAL ETRY	
SIMGAP	
REDREST	
AUTO PED	8, 12
REST WALK	
PED RECY	
RED LOCK	
YEL LOCK	
NO EXT	1, 5
NO ADD INI	
NOGAPRED	
NOMAX LOK	1 - 7, 9 - 25

PHASE DATA TABLE # 1	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
PHASE TIMING	Bridge Clearance				Bridge Clearance			N -S IH-35				E-W 6th Street						
MIN GREEN	3.0				1.0			10.0				10.0						
PASSAGE	0.0				0.0			2.0				2.0						
MAXGRN 1	3.0				1.0			50.0				25.0						
MAXGRN 2	3.0				1.0			70.0				65.0						
CONDSERV	0.0				0.0			0.0				0.0						
YEL CHG	4.0				4.0			4.0				4.0						
RED CLR	1.0				1.0			1.0				1.0						
WALK																		
PED CLR																		
ADDED INI																		
TIME TO RED																		
TIME BEFOR																		
MAX INIT GRN																		

2+ 3 + PL # +	PHASE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18		PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
MIN SPLIT	PLAN	1	8				6			20				15							MIN	PLAN																		
NOM SPLIT	CYCLE	90	8				6			48				28							NOM	CYCLE																		
MAX SPLIT			8				6			60				50							MAX																			
NOTE: PLAN 20 = FREE MODE PLAN 33 = FLASH MODE	PLAN	2	8				6			20				15							MIN	PLAN																		
	CYCLE	120	8				6			67				39							NOM	CYCLE																		
			8				6			85				50							MAX																			
	PLAN	3	8				6			20				15							MIN	PLAN																		
	CYCLE	120	8				6			67				39							NOM	CYCLE																		
			8				6			85				50							MAX																			
	PLAN	7	8				6			20				15							MIN	PLAN																		
	CYCLE	80	8				6			39				27							NOM	CYCLE																		
			8				6			60				50							MAX																			

Change ONLY the following:		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
INPUT CHANNELS	FUNCTION TYPE																					
	FUNCTION INDEX																					
	UNIT																					
	CONNECTOR / BUI																					
	PIN																					
	CHANNEL IN 1																					
	CHANNEL IN 2																					
	LOGIC																					
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
OUTPUT CHANNELS	FUNCTION TYPE	OVL	OVL	ovlped	OVL	OVL	ovlped	OVL	OVL	ovlped	OVL	OVL	ovlped	OVL	OVL	OVL	OVL					
	FUNCTION INDEX	1	2	13	3	4	14	5	6	15	7	8	16	9	10	11	12					
	CONNECTOR / BUI 1																					
	PIN 1																					

OU CHA																															
	CONNECTOR / BUI 2																														
	PIN 2																														
	CONNECTOR / BUI 3																														
	PIN 3																														

PHASES		TYPE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
OVERLAP CONFIGURATION (P = PRIMARY, S = SECONDARY, M = MODIFIED)	OVL A	2	P	X	X										X	X					
		141	P																		
			M																		
			S																		
	OVL B	2	P				X	X			X		X								
		141	P																		
			M																		
			S																		
	OVL C	2	P					X	X					X	X						
		141	P																		
			M																		
			S																		
	OVL D	2	P	X						X	X	X									
		141	P																		
			M																		
			S																		
	OVL E	2	P			X			X	X		X		X							
	OVL F	2	P	X	X	X			X	X		X		X	X	X					
	OVL G	2	P		X	X	X						X			X					
	OVL H	2	P		X	X	X	X	X				X	X	X	X					
	OVL I	2	P																		
	OVL J	2	P																		
	OVL K	2	P																		
	OVL L	2	P																		
	OVL M	2	P		X										X	X					
	OVL N	2	P					X	X					X	X						
	OVL O	2	P				X				X		X								
	OVL P	2	P	X						X	X	X									

OVERLAPS			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
OVERLAP SETTINGS	FLAGS / PARAM	ENABLE		X	X	X		X		X					X	X	X	X
		PED OVERLAP													X	X	X	X
		FLASH YELLOW																
		ALT FLASH HZ																
	FLAGS	RECALL PRIMARY																
		RECALL SEC																
		PED RECALL													X	X	X	X
		PED RECYCLE																
		WALK REST													X	X	X	X
	PARAMETERS	MIN GREEN																
		MAX GREEN																
		GREEN CLEAR																
		YEL CLEAR	4	4	4	4		4		4								
		RED CLEAR	1	1	1	1		1		1								
		WALK													7	7	7	7
		PED CLEAR													15	15	16	16
		RESERVICE																

PRE - EMPT		1	3	4	5	6
PRE EMPT FLAGS	ENABLE	X	X			
	NO MEM LOK	X	X			
	MAN ENABLE					
	NO OVER FLSH					
	NO OVER NEXT					
	OMIT IN DELAY					
	RE MAX PRES					
	PED NOT DARK					
TIME	MIN PRESENCE	1				
	DELAY					

SETTINGS		1		3	5	6
TIMING	ENTRY 1 GRN	15				
	STRT WALK					
	STRT PED CLR	4		8		
PHASE FLAGS	ENT 1 PHASE	8		12		
	ENT 2 PHASE			12		
	DWELL PHASE	8, 12		12		
	INITIAL DWELL					
	DWELL PED					
	RECAL PHASE					
	EXIT PHASE					

FLAGS	PHASES
OMITPHAS	
OMIT PED	
MIN RECAL	
MAXRECAL	
SOFT RCL	
CDT'L SRVC	
PED RECAL	
DUAL ETRY	
SIMGAP	
REDREST	
AUTO PED	
REST WALK	
PED RECY	
RED LOCK	
YEL LOCK	

PHASE DATA TABLE # 2	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
PHASE TIMING																		
MIN GREEN																		
PASSAGE																		
MAXGRN 1																		
MAXGRN 2																		
CONDSERV																		
YEL CHG																		
RED CLR																		
WALK																		
PED CLR																		

NO EXT		ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
NOMAX LOK		MAX INIT GRN																		
FLAGS	PHASES	**PHASE DATA TABLE # 3**	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
OMITPHAS																				
OMIT PED																				
MIN RECAL		PHASE TIMING																		
MAXRECAL																				
SOFT RCL																				
CDT'L SRVC																				
PED RECAL		MIN GREEN																		
DUAL ETRY		PASSAGE																		
SIMGAP		MAXGRN 1																		
REDREST		MAXGRN 2																		
AUTO PED		CONDSERV																		
REST WALK		YEL CHG																		
PED RECY		RED CLR																		
RED LOCK		WALK																		
YEL LOCK		PED CLR																		
NO EXT		ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
NOMAX LOK		MAX INIT GRN																		

FLAGS	PHASES	**PHASE DATA TABLE # 4**	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
OMITPHAS																				
OMIT PED																				
MIN RECAL		PHASE TIMING																		
MAXRECAL																				
SOFT RCL																				
CDT'L SRVC																				
PED RECAL		MIN GREEN																		
DUAL ETRY		PASSAGE																		
SIMGAP		MAXGRN 1																		
REDREST		MAXGRN 2																		
AUTO PED		CONDSERV																		
REST WALK		YEL CHG																		
PED RECY		RED CLR																		
RED LOCK		WALK																		
YEL LOCK		PED CLR																		
NO EXT		ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
NOMAX LOK		MAX INIT GRN																		

NOTES:

TRAFFIC SIGNAL INTERSECTION:	DATE:	GRP:	LOC:	VRS:	HUB:	ZONE:	SEC:	ENGINEER:
Cesar Chavez @ IH 35	9/1/2018		135M					

CITY OF AUSTIN
TRAFFIC SIGNAL TIMING & PHASING SHEETS

N

4 + 2 + RINGS		
PHASE 4	RING 1:	1, a, 2, b, 15, 4, c, 5, d, 6, e, 7, f
	RING 2:	
PHASE 7	RING 1:	11, a, 12, b, 13, c, 15, 4, d, 8, e, 9,
	RING 2:	

4 + 2 + PHASEMODE	
STARTUP	
REDSTRT	ALL PHASES
PED	ALL PHASES
YELFLASH	
FLASH/ENT	
FLASH/EXIT	

4 + 1 + ACT CONFIG	#1	#2	#3	#4	#7
PHASE				4	7
OVERLAP				1	1
PREEMPT				1	1
CABINET				2	2
DETECTOR				2	2
COORD				1	1

1 + ACTIVE CONTROL PARAMETERS					
CONTROL MODE:	SCHEDULE				
MAN PLN:	1	FREE PLN:	1	DFSCHED:	4

4 + 7 + MISC		4 + 2 + COORD CONFIG	
TRANSITION MODE:	3:30	START UP FLASH:	1
SYNCHRO MODE:	BEST	RED REVERT:	2
MAX DWELL TIME:	0	FLASH CLR:	6

2 + 3 + PL # + PLAN MODE

PL	PLAN MODE	MAX GRN	PH DATA	PH SEQ	OL DATA	ACT CONF	ENA	OFF	VAR	CYCLE	HOLD / YLD
1	COORD	MAX 1	7	1	1	7	C	60	5	90	13
2	COORD	MAX 1	7	1	1	7	C	7	5	120	13
3	COORD	MAX 1	7	1	1	7	C	36	5	120	13
4											
5	COORD	MAX 1	4	1	1	4	B	37	5	80	2
6											
7											
8											
9											
32											
33											

SCHEDULE 4

EV	ENA	HR	M	S	M	T	W	T	F	S	PL	SPECIAL FUNCTIONS 1	2	3	4	5	6	7	8	AUXILIARY 1	2	3	4
1	ENA	0	0	X	X	X	X	X	X	X	5												
2	ENA	6	30		X	X	X	X	X		2												
3	ENA	9	30		X	X	X	X	X		1												
4	ENA	15	0		X	X	X	X	X		3												
5	ENA	19	0		X	X	X	X	X		1												
6	ENA	22	0	X	X	X	X	X	X	X	5												
7																							
8																							
9																							
10																							
11																							

PRIORITY SEQUENCE

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
TABLE 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE 2																				
TABLE 3																				
TABLE 4																				

NOTE: ZERO DENOTES THE HIGHEST PRIORITY

PED PRAMS & FLAGS

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ENABLE	X	X	X	X																
CALLPHAS	2	4	6	8																
OVERLAP	13	14	15	16																

VEH PARAMETERS

DETECTORS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ENABLE	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
CALL	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
EXTEND	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
ADD INIT																				
RED LOCK																				
YEL LOCK																				

VEH FLAG

DETECTORS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
CALL PHASE	1	5	2	6	3	7	4	8	2	6	4	8	8	10	12	13	11	12	7	9
SWTCH PHAS																				
OVERLAP																				
DELAY																				

SIGNAL PHASING DIAGRAM - (SECONDS)

PLAN					
	OL C, OL A, OL F ADV CLEARANCE (PHASE 1)	OL C, OL H, OL G, 2 Cesar Chavez	SB IH 35, 4, OL H, OL G	OL B, OL E, OL G ADV CLEARANCE (PHASE 5)	OL C, OL D, OL G, OL E, 6 Cesar Chavez	OL C, OL D, 7 NB IH 35 OL F
5	0 + 4 + 2	12 + 4 + 2	10 + 4 + 2	0 + 4 + 2	12 + 4 + 2	10 + 4 + 2

PLAN					
	OL C, OL D, OL G, OL E, 11 Cesar Chavez	OL C, OL E, OL H, OL G, 12 Cesar Chavez	OL C, OL H, OL G, 13 Cesar Chavez	SB IH 35, 4, OL H, OL G	SB IH 35, 8, 8 NB IH 35 OL F	OL C, OL D, 9 NB IH 35 OL F
1	10 + 4 + 2	4 + 4 + 2	20 + 4 + 2	4 + 4 + 2	15 + 4 + 2	1 + 4 + 2

2	22	+	4	+	2	4	+	4	+	2	21	+	4	+	2	6	+	4	+	2	12	+	4	+	2	19	+	4	+	2
3	22	+	4	+	2	4	+	4	+	2	36	+	4	+	2	4	+	4	+	2	7	+	4	+	2	11	+	4	+	2

FLAGS	PHASES	PHASE DATA TABLE # 1	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
OMITPHAS																				
OMIT PED																				
MIN RECAL		PHASE TIMING																		
MAXRECAL																				
SOFT RCL																				
CDT'L SRVC																				
PED RECAL		MIN GREEN																		
DUAL ETRY		PASSAGE																		
SIMGAP		MAXGRN 1																		
REDREST		MAXGRN 2																		
AUTO PED		CONDSERV																		
REST WALK		YEL CHG																		
PED RECY		RED CLR																		
RED LOCK		WALK																		
YEL LOCK		PED CLR																		
NO EXT		ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NOMAX LOK		MAX INIT GRN																		

2+ 3 + PL # +	PHASE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18		PHASE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
MIN SPLIT	PLAN	1				10				10	7		10	10	15						MIN	PLAN																					
NOM SPLIT	CYCLE	90				10				21	7		16	10	26						NOM	CYCLE																					
MAX SPLIT						15				25	7		25	20	40						MAX																					
NOTE: PLAN 20 = FREE MODE PLAN 33 = FLASH MODE	PLAN	2				8				10	7		10	10	15						MIN	PLAN																				
	CYCLE	120				12				18	25		28	10	27						NOM	CYCLE																				
						20				25	30		30	20	40						MAX																					
	PLAN	3				10				10	7		10	10	15						MIN	PLAN																				
	CYCLE	120				10				13	17		28	10	42						NOM	CYCLE																				
						15				25	20		30	20	60						MAX																					
	PLAN	5	6	11		11	6	11	11												MIN	PLAN																				
	CYCLE	80	6	18		16	6	18	16												NOM	CYCLE																				
			6	35		20	6	25	20												MAX																					

Change ONLY the following:		1	2	3	4	5	6	7	8	9		29	30	31	32	33	34	35	36	37	38	39
INPUT CHANNELS	FUNCTION TYPE											VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
	FUNCTION INDEX											13	14	15	16	17	18	19	20	21	22	23
	UNIT											1	1	1	1	1	1	1	1	1	1	1
	CONNECTOR / BUI											C1S	C1S	C1S	C1S	C1S	C1S	C1S	C1S	C1S	C1S	C1S
	PIN											41	41	39	39	40	40	42	42	40	39	41
	CHANNEL IN 1																					
	CHANNEL IN 2																					
	LOGIC																					

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
OUTPUT CHANNELS	FUNCTION TYPE	OVL	OVL	Ovlped	OVL	OVL	Ovlped	OVL	OVL	Ovlped	OVL	OVL	Ovlped	OVL	OVL	OVL	OVL					
	FUNCTION INDEX	1	2	13	5	6	15	3	4	14	7	8	16	9	10	11	12					
	CONNECTOR / BUI 1	CS1	CS1	CS1	CS1	CS1	CS1	CS1	CS1	CS1	CS1	CS1	CS1	CS1	CS1	CS1	CS1					
	PIN 1	16	12	10	7	4	2	32	29	27	24	21	19	97	94	88	85					
	CONNECTOR / BUI 2	CS1	CS1	CS1	CS1	CS1	CS1	CS1	CS1	CS1	CS1	CS1	CS1	CS1	CS1	CS1	CS1					
	PIN 2	17	13	NONE	8	5	NONE	33	30	NONE	25	22	NONE	98	95	89	86					
	CONNECTOR / BUI 3	CS1	CS1	CS1	CS1	CS1	CS1	CS1	CS1	CS1	CS1	CS1	CS1	CS1	CS1	CS1	CS1					

	PIN 3	18	15	11	9	6	3	34	31	28	26	23	20	99	96	90	87					

OVERLAP CONFIGURATION

P = PRIMARY S = SECONDARY M = MODIFIED

PHASES	TYPE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
OVL A	2	P	X	X										X	X					
	141	P																		
		M																		
		S																		
OVL B	2	P				X	X			X		X								
	141	P																		
		M																		
		S																		
OVL C	2	P	X	X	X			X	X		X		X	X	X					
	141	P																		
		M																		
		S																		
OVL D	2	P			X			X	X		X		X							
	141	P																		
		M																		
		S																		
OVL E	2	P					X	X					X	X						
OVL F	2	P	X						X	X	X									
OVL G	2	P		X	X	X	X	X				X	X	X	X					
OVL H	2	P		X	X	X						X			X					
OVL I	2	P																		
OVL J	2	P																		
OVL K	2	P																		
OVL L	2	P																		
OVL M	2	P	X	X										X	X					
OVL N	2	P				X	X			X		X								
OVL O	2	P					X	X					X	X						
OVL P	2	P	X						X	X	X									

OVERLAPS		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
OVERLAP SETTINGS — FLAGS / PARAM	ENABLE	X	X	X	X	X	X	X	X					X	X	X	X
	PED OVERLAP													X	X	X	X
	FLASH YELLOW																
	ALT FLASH HZ																
FLAGS	RECALL PRIMARY																
	RECALL SEC																
	PED RECALL															X	
	PED RECYCLE																
	AUTO EXTEND																
PARAMETERS	MIN GREEN																
	MAX GREEN																
	GREEN CLEAR																
	YEL CLEAR	4	4	4	4	4	4	4	4								
	RED CLEAR	2	2	2	2	2	2	2	2								
	WALK													5	5	5	5
	PED CLEAR													12	17	12	17
	RESERVICE																

PRE - EMPT	1	3	4	5	6
PRE EMPT FLAGS — ENABLE				X	X
NO MEM LOK	X			X	X
MAN ENABLE					
NO OVER FLSH					
NO OVER NEXT					
OMIT IN DELAY					
RE MAX PRES					
PED NOT DARK					
TIME — MIN PRESENCE	1				
DELAY					

SETTINGS	1	3	4	5	6
TIMING — ENTRY 1 GRN	5				
ENTRY 2 GRN	15			5	5
STRT PED CLR	5			8	8
PHASE FLAGS — ENT 1 PHASE	15			15	15
ENT 2 PHASE	4			6, 11	4
DWELL PHASE	1, 2, 4 - 7			6, 11	4
INITIAL DWELL					
DWELL PED					
RECAL PHASE					
EXIT PHASE				7, 9	6, 11

FLAGS	PHASES
OMITPHAS	3, 8 - 40
OMIT PED	1 - 40
MIN RECAL	1, 2, 4 - 7
MAXRECAL	1, 2, 4 - 7
SOFT RCL	
CDT'L SRVC	
PED RECAL	
DUAL ETRY	
SIMGAP	
REDREST	
AUTO PED	2, 4, 6, 7
REST WALK	
PED RECY	
RED LOCK	
YEL LOCK	
NO EXT	1, 5, 15
NO ADD INI	
NOGAPRED	

PHASE DATA TABLE # 4 — PHASE TIMING	PH 1 Bridge Clear	PH 2 EB Cesar Chavez	PH 3	PH 4 SB IH 35	PH 5 Bridge Clear	PH 6 WB Cesar Chavez	PH 7 NB IH 35	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
MIN GREEN	0.0	5.0		4.0	0.0	4.0	4.0											
PASSAGE	0.0	1.0		1.0	0.0	1.0	1.0											
MAXGRN 1	0.0	45.0		30.0	0.0	30.0	30.0											
MAXGRN 2	0.0	12.0		15.0	0.0	10.0	15.0											
CONDSERV	0.0	0.0		0.0	0.0	0.0	0.0											
YEL CHG	4.0	4.0		4.0	4.0	4.0	4.0											
RED CLR	2.0	1.0		2.0	2.0	1.0	2.0											
WALK																		
PED CLR																		
ADDED INI																		
TIME TO RED																		
TIME BEFOR																		

NO RANGE	15	MIN GAP																		
NOMAX LOK		MAX INIT GRN																		

FLAGS	PHASES	PHASE DATA TABLE # 3	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
OMITPHAS																				
OMIT PED																				
MIN RECAL		PHASE TIMING																		
MAXRECAL																				
SOFT RCL																				
CDT'L SRVC																				
PED RECAL		MIN GREEN																		
DUAL ETRY		PASSAGE																		
SIMGAP		MAXGRN 1																		
REDREST		MAXGRN 2																		
AUTO PED		CONDSERV																		
REST WALK		YEL CHG																		
PED RECY		RED CLR																		
RED LOCK		WALK																		
YEL LOCK		PED CLR																		
NO EXT		ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
NOMAX LOK		MAX INIT GRN																		

FLAGS	PHASES	PHASE DATA TABLE # 7	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
OMITPHAS	1 - 3, 5 - 7, 10, 14 - 40					SB IH 35				NB - SB IH 35	NB IH 35		WB Cesar Chavez	EB - WB Cesar Chavez	EB Cesar Chavez					
OMIT PED	1 - 40																			
MIN RECAL	4, 8, 9, 11 - 13	PHASE TIMING																		
MAXRECAL	4, 8, 9, 11 - 13																			
SOFT RCL																				
CDT'L SRVC																				
PED RECAL		MIN GREEN				3.0				5.0	1.0		5.0	3.0	5.0					
DUAL ETRY		PASSAGE				0.0				0.0	0.0		0.0	0.0	0.0					
SIMGAP		MAXGRN 1				15.0				45.0	55.0		25.0	15.0	45.0					
REDREST		MAXGRN 2				15.0				50.0	15.0		15.0	15.0	45.0					
AUTO PED	4, 8, 9, 11 - 13	CONDSERV				0.0				0.0	0.0		0.0	0.0	0.0					
REST WALK		YEL CHG				4.0				4.0	4.0		4.0	4.0	4.0					
PED RECY		RED CLR				2.0				2.0	2.0		2.0	2.0	2.0					
RED LOCK		WALK																		
YEL LOCK		PED CLR																		
NO EXT	12, 15	ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE	15	MIN GAP																		
NOMAX LOK		MAX INIT GRN																		

NOTES:

TRAFFIC SIGNAL INTERSECTION:	DATE:	GRP:	LOC:	VRS:	HUB:	ZONE:	SEC:	ENGINEER:	CITY OF AUSTIN TRAFFIC SIGNAL TIMING & PHASING SHEETS
I.H. 35 @ Riverside	6/26/2018		384M						N

4 + 2 + RINGS		
PHASE 1	RING 1:	1, a, 15, 2, b, 4, c, 5, d, 6, e, 7, f
	RING 2:	
PHASE 2	RING 1:	
	RING 2:	

4 + 2 + PHASEMODE	
STARTUP	
REDSTRT	1 to 40
PED	1 to 30
YELFLASH	
FLASH/ENT	
FLASH/EXIT	

4 + 1 + ACT CONFIG	#1	#2	#3	#4	#5
PHASE				4	
OVERLAP				1	
PREEMPT				1	
CABINET				2	
DETECTOR				2	
COORD				1	

1 + ACTIVE CONTROL PARAMETERS					
CONTROL MODE:		SCHEDULE			
MAN PLN:	1	FREE PLN:	1	DFSCHED:	1

4 + 7 + MISC		4 + 2 + COORD CONFIG	
TRANSITION MODE:	3:30	START UP FLASH:	1
SYNCHRO MODE:	BEST	RED REVERT:	2
MAX DWELL TIME:	0	FLASH CLR:	6

2 + 3 + PL # + PLAN MODE

PL	PLAN MODE	MAX GRN	PH DATA	PH SEQ	OL DATA	ACT CONF	ENA	OFF	VAR	CYCLE	HOLD / YLD
1	COORD	MAX 1	4	1	1	4	B	14	5	120	2
2											
3	COORD	MAX 1	4	1	1	4	B	30	5	140	2
4											
5											
6											
7	COORD	MAX 1	4	1	1	4	B	17	5	70	2
8	COORD	MAX 1	4	1	1	4	B	87	5	130	2
9											
13											
20											
21	COORD	MAX 1	4	1	1	4	B	114	5	140	2
80	COORD	MAX 1	4	1	1	4	B	87	5	100	2

SCHEDULE

EV	ENA	HR	M	S	M	T	W	T	F	S	PL	SPECIAL FUNCTIONS 1	2	3	4	5	6	7	8	AUXILIARY 1	2	3	4
1	ENA	0	0		X	X	X	X	X		7												
2	ENA	0	0	X						X	80												
3	ENA	4	0	X						X	7												
4	ENA	6	0		X	X	X	X	X		21												
5	ENA	8	0	X						X	80												
6	ENA	9	30		X	X	X	X	X		1												
7	ENA	9	30	X						X	8												
8	ENA	15	30		X	X	X	X	X		3												
9	ENA	20	0		X	X	X	X	X		80												
10	ENA	22	0	X							80												
11	ENA	23	0		X	X	X	X			7												
12																							
13																							

PRIORITY SEQUENCE

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
TABLE 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE 2																				
TABLE 3																				
TABLE 4																				

NOTE: ZERO DENOTES THE HIGHEST PRIORITY

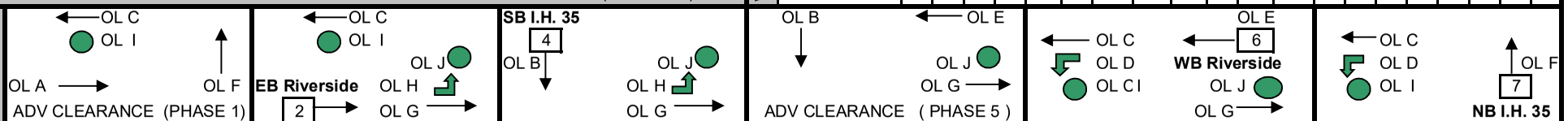
PED PRAMS & FLAGS

PHASES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ENABLE	X	X	X	X																
CALLPHAS	2	4	6	8																
OVERLAP	13	14	15	16																

VEH PARAMETERS / VEH FLAGS

DETECTORS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ENABLE	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
CALL	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
EXTEND	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
ADD INIT																				
RED LOCK																				
YEL LOCK																				
CALL PHASE	1	5	2	6	3	7	4	8	2	6	4	8	8	10	12	13	11	12	7	9
SWTCH PHAS																				
OVERLAP																				
DELAY																				

SIGNAL PHASING DIAGRAM - NUMBERS REPRESENT GREEN TIME (SECONDS)



PLAN	ADV CLEARANCE (PHASE 1)	EB Riverside	SB I.H. 35	ADV CLEARANCE (PHASE 5)	WB Riverside	NB I.H. 35
1	3 + 4 + 1	20 + 4.5 + 1.5	21 + 4.5 + 1.5	3 + 4 + 1	18 + 4.5 + 1.5	21 + 4.5 + 1.5
3	3 + 4 + 1	34 + 4.5 + 1.5	23 + 4.5 + 1.5	3 + 4 + 1	22 + 4.5 + 1.5	21 + 4.5 + 1.5
7	3 + 4 + 1	8 + 4.5 + 1.5	7 + 4.5 + 1.5	3 + 4 + 1	9 + 4.5 + 1.5	6 + 4.5 + 1.5
8	3 + 4 + 1	25 + 4.5 + 1.5	23 + 4.5 + 1.5	3 + 4 + 1	22 + 4.5 + 1.5	20 + 4.5 + 1.5
21	3 + 4 + 1	29 + 4.5 + 1.5	22 + 4.5 + 1.5	3 + 4 + 1	29 + 4.5 + 1.5	20 + 4.5 + 1.5
80	3 + 4 + 1	18 + 4.5 + 1.5	16 + 4.5 + 1.5	3 + 4 + 1	14 + 4.5 + 1.5	12 + 4.5 + 1.5

FLAGS	PHASES
OMITPHAS	3, 8 - 20
OMIT PED	
MIN RECAL	1, 2, 4, 5, 6, 7
MAXRECAL	1, 2, 4, 5, 6, 7
SOFT RCL	
CDT'L SRVC	
PED RECAL	
DUAL ETRY	
SIMGAP	
REDREST	
AUTO PED	1, 2, 4, 5, 6, 7
REST WALK	
PED RECY	
RED LOCK	
YEL LOCK	
NO EXT	1, 5
NO ADD INI	
NOGAPRED	
NOMAX LOK	

PHASE DATA TABLE # 4

PHASE TIMING	PH 1 ADV CLEARANCE	PH 2 EB RIVERSIDE	PH 3	PH 4 SB IH 35 (WSR)	PH 5 ADV CLEARANCE	PH 6 WB RIVERSIDE	PH 7 NB IH 35 (ESR)	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
MIN GREEN	3.0	5.0		5.0	3.0	5.0	5.0											
PASSAGE	0.0	2.0		1.5	0.0	2.0	1.5											
MIN TERMINAT	0.0	0.0		0.0	0.0	0.0	0.0											
MAXGRN 1	3.0	35.0		35.0	3.0	35.0	30.0											
MAXGRN 2	3.0	55.0		61.0	3.0	55.0	35.0											
CONDSERV	0.0	0.0		0.0	0.0	0.0	0.0											
YEL CHG	4.0	4.5		4.5	4.0	4.5	4.5											
RED CLR	1.0	1.5		1.5	1.0	1.5	1.5											
WALK																		
PED CLR																		
TIME TO RED																		
TIME BEFOR																		
MAX INIT GRN																		

2+ 3 + PL # +	PHASE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18		PHASE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
MIN SPLIT	PLAN	1	8	15		15	8	15	10												MIN	PLAN	21	8	15		15	8	15	10											
NOM SPLIT	CYCLE	120	8	26		27	8	24	27												NOM	CYCLE	140	8	35		28	8	35	26											
MAX SPLIT			8	50		35	8	40	35												MAX			8	50		35	8	40	35											
NOTE: PLAN 20 = FREE MODE PLAN 33 = FLASH MODE	PLAN	3	8	20		15	8	20	10												MIN	PLAN	80	8	20		15	8	20	10											
	CYCLE	140	8	40		29	8	28	27												NOM	CYCLE	100	8	24		22	8	20	18											
			8	55		35	8	45	35												MAX			8	65		40	8	45	20											
	PLAN	7	8	20		15	8	20	10												MIN	PLAN																			
	CYCLE	70	8	14		13	8	15	12												NOM	CYCLE																			
			8	55		35	8	45	35												MAX																				
	PLAN	8	8	15		15	8	15	10												MIN	PLAN																			
	CYCLE	130	8	31		29	8	28	26												NOM	CYCLE																			
			8	50		35	8	40	35												MAX																				

Change ONLY the following:		1	2	3	4	5	6	7	8	9		29	30	31	32	33	34	35	36	37	38	39
INPUT CHANNELS	FUNCTION TYPE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH		VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
	FUNCTION INDEX	1	2	3	4	5	6	7	8	9		13	14	15	16	17	18	19	20	21	22	23
	UNIT	1	1	1	1	1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1
	CONNECTOR / BUI	56	55	39	40	58	57	41	42	43		41	41	39	39	40	40	42	42	40	39	41
	PIN																					
	CHANNEL IN 1																					
	CHANNEL IN 2																					
	LOGIC																					

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
OUTPUT CHANNELS	FUNCTION TYPE	OVL	OVL	ovlped	OVL	OVL	ovlped	OVL	OVL	ovlped	OVL	OVL	ovlped	OVL	OVL	OVL	OVL					
	FUNCTION INDEX	1	2	13	5	6	15	3	4	14	7	8	16	9	10	11	12					
	CONNECTOR / BUI 1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1					
	PIN 1	16	12	10	7	4	2	32	29	27	24	21	19	97	94	88	85					
	CONNECTOR / BUI 2	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1					
	PIN 2	17	13	none	8	5	none	33	30	none	25	22	none	98	95	89	86					
	CONNECTOR / BUI 3	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1	cs1					
	PIN 3	18	15	11	9	6	3	34	31	28	26	23	20	99	96	90	87					

P = PRIMARY S = SECONDARY M = MODIFIED

OVERLAP CONFIGURATION # 1

PHASES	TYPE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
OVL A	~~2~~	P	X	X										X	X					
	141	P																		
		M																		
		S																		
OVL B	~~2~~	P				X	X			X		X								
	141	P																		
		M																		
		S																		
OVL C	~~2~~	P	X	X	X			X	X		X		X	X	X					
	141	P																		
		M																		
		S																		
OVL D	~~2~~	P			X			X	X		X		X							
	141	P																		
		M																		
		S																		
OVL E	~~2~~	P					X	X					X	X						
OVL F	~~2~~	P	X						X	X	X									
OVL G	~~2~~	P		X	X	X	X	X				X	X	X	X					
OVL H	~~2~~	P		X	X	X						X			X					
OVL I	~~2~~	P	X	X	X			X	X		X		X	X	X					
OVL J	~~2~~	P		X	X	X	X	X				X	X	X	X					
OVL K	2	P																		
OVL L	2	P																		
OVL M	~~2~~	P	X	X										X	X					
OVL N	~~2~~	P				X				X		X								
OVL O	~~2~~	P					X	X					X	X						
OVL P	~~2~~	P							X	X	X									

OVERLAP SETTINGS		OVERLAPS	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
	FLAGS / PARAM	ENABLE	X	X	X	X	X	X	X	X					X	X	X	X
		PED OVERLAP													X	X	X	X
		FLASH YELLOW																
		ALT FLASH HZ																
	FLAGS	RECALL PRIMARY																
		RECALL SEC																
		PED RECALL																
		PED RECYCLE													X	X	X	X
		AUTO EXTEND																
	PARAMETERS	MIN GREEN																
		MAX GREEN																
		GREEN CLEAR																
		YEL CLEAR	4.5	4	4.5	4.5	4.5	4	4.5	4.5								
		RED CLEAR	1.5	1	1.5	1.5	1.5	1	1.5	1.5								
		WALK													5	5	5	5
		PED CLEAR													10	21	10	20
		RESERVICE																

PRE - EMPT		1	3	4	5	6
PRE EMPT FLAGS	ENABLE		X			
	NO MEM LOK		X			
	MAN ENABLE					
	NO OVER FLSH					
	NO OVER NEXT					
	OMIT IN DELAY					
	RE MAX PRES					
	PED NOT DARK					
TIME	MIN PRESENCE					
	DELAY					

SETTINGS		1	3	4	5	6
TIMING	ENT 1 GREEN		5			
	STRT WALK					
	STRT PED CLR					
PHASE FLAGS	ENT 1 PHASE		15			
	ENT 2 PHASE		4			
	DWELL PHASE		4			
	INITIAL DWELL					
	DWELL PED					
	RECAL PHASE					
	EXIT PHASE		6			

FLAGS	PHASES
OMITPHAS	
OMIT PED	
MIN RECAL	
MAXRECAL	
SOFT RCL	
CDT'L SRVC	
PED RECAL	
DUAL ETRY	
SIMGAP	
REDREST	
AUTO PED	
REST WALK	
PED RECY	
RED LOCK	
YEL LOCK	
NO EXT	
NO ADD INI	
NOGAPRED	
NO RANGE	
NOMAX LOK	

PHASE DATA TABLE # 2	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
PHASE TIMING																		
MIN GREEN																		
PASSAGE																		
MAXGRN 1																		
MAXGRN 2																		
CONDSERV																		
YEL CHG																		
RED CLR																		
WALK																		
PED CLR																		
ADDED INI																		
TIME TO RED																		
TIME BEFOR																		
MIN GAP																		
MAX INIT GRN																		

FLAGS	PHASES	PHASE DATA TABLE # 3	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
OMITPHAS																				
OMIT PED																				
MIN RECAL		PHASE TIMING																		
MAXRECAL																				
SOFT RCL																				
CDT'L SRVC																				
PED RECAL		MIN GREEN																		
DUAL ETRY		PASSAGE																		
SIMGAP		MAXGRN 1																		
REDREST		MAXGRN 2																		
AUTO PED		CONDSERV																		
REST WALK		YEL CHG																		
PED RECY		RED CLR																		
RED LOCK		WALK																		
YEL LOCK		PED CLR																		
NO EXT		ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
NOMAX LOK		MAX INIT GRN																		

FLAGS	PHASES	PHASE DATA TABLE #	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	PH 9	PH 10	PH 11	PH 12	PH 13	PH 14	PH 15	PH 16	PH 17	PH 18
OMITPHAS																				
OMIT PED																				
MIN RECAL		PHASE TIMING																		
MAXRECAL																				
SOFT RCL																				
CDT'L SRVC																				
PED RECAL		MIN GREEN																		
DUAL ETRY		PASSAGE																		
SIMGAP		MAXGRN 1																		
REDREST		MAXGRN 2																		
AUTO PED		CONDSERV																		
REST WALK		YEL CHG																		
PED RECY		RED CLR																		
RED LOCK		WALK																		
YEL LOCK		PED CLR																		
NO EXT		ADDED INI																		
NO ADD INI		TIME TO RED																		
NOGAPRED		TIME BEFOR																		
NO RANGE		MIN GAP																		
NOMAX LOK		MAX INIT GRN																		

NOTES:

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Traffic Volume Counts

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Study Name	Lamar at 6th St
Project	1-5641 - Statesman Redevelopment - Alliance
Project Code	
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Time Zone	America/Chicago
Start Time	2020-02-04 07:00:00
End Time	2020-02-04 18:00:00
Location	Lamar at 6th St
Latitude and Longitude	30.271538,-97.754012
AM Peak	8 AM - 9 AM (0.955)
PM Peak (Overall Peak Hour)	4 PM - 5 PM (0.881)

Leg	Lamar Blvd						6th St						Lamar Blvd						6th St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	11	118	0	0	0	0	12	92	27	0	0	0	0	312	45	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	16	122	0	0	0	0	17	96	20	0	0	0	0	328	59	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	20	160	0	0	0	0	20	142	33	0	0	0	0	359	58	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	31	173	0	0	0	0	19	165	33	0	0	0	0	361	61	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	25	199	0	0	0	0	25	163	44	0	0	0	0	320	64	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	32	207	0	0	0	0	21	153	35	0	0	0	0	322	37	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	32	204	0	0	0	0	27	137	47	0	0	0	0	315	56	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	39	234	0	0	0	0	24	144	43	0	0	0	0	336	59	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	14	286	0	0	0	0	61	211	55	0	0	0	0	303	43	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	17	214	0	0	0	0	40	221	64	0	0	0	0	290	62	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	6	182	0	0	0	0	36	191	78	0	0	0	0	267	42	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	4	170	0	0	0	0	40	193	52	0	0	0	0	256	46	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	8	196	0	0	0	0	47	215	39	0	0	0	0	293	45	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	2	185	0	0	0	0	44	208	56	0	0	0	0	231	46	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	3	196	0	0	0	0	29	176	39	0	0	0	0	250	49	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	3	193	0	0	0	0	43	192	63	0	0	0	0	262	48	0	0	0	0	0	0	0	0	0

Leg	Lamar Blvd						6th St						Lamar Blvd						6th St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	1	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Leg	Lamar Blvd						6th St						Lamar Blvd						6th St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	4	0	0	0	0	1	4	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	1	0	0	0	0	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	2	0	0	0	0	1	6	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	1	1	0	0	0	0	2	6	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	2	0	0	0	0	1	7	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	1	2	0	0	0	0	2	4	3	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	2	5	0	0	0	0	0	5	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	1	3	0	0	0	0	3	4	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	0	3	0	0	0	0	2	4	1	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	1	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	5	0	0	0	0	2	5	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	0	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	1	0	0	0	0	0	3	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	1	2	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	0	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Leg	Lamar Blvd						6th St						Lamar Blvd						6th St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	3	1	0	0	0	0	3	1	0	0	0	0	0	1	0	0	0	0	1	2
2020-02-04 07:30:00	0	0	0	0	3	1	0	0	0	0	3	3	0	0	0	0	3	5	0	0	0	0	0	1
2020-02-04 07:45:00	0	0	0	0	2	1	0	0	0	0	12	5	0	0	0	0	1	2	0	0	0	0	1	0
2020-02-04 08:00:00	0	0	0	0	2	3	0	0	0	0	15	4	0	0	0	0	1	7	0	0	0	0	1	4
2020-02-04 08:15:00	0	0	0	0	4	5	0	0	0	0	22	7	0	0	0	0	0	4	0	0	0	0	1	1
2020-02-04 08:30:00	0	0	0	0	8	1	0	0	0	0	29	8	0	0	0	0	3	9	0	0	0	0	1	0
2020-02-04 08:45:00	0	0	0	0	4	2	0	0	0	0	26	6	0	0	0	0	1	10	0	0	0	0	0	3
2020-02-04 16:00:00	0	0	0	0	9	10	0	0	0	0	6	15	0	0	0	0	3	2	0	0	0	0	3	4
2020-02-04 16:15:00	0	0	0	0	7	8	0	0	0	0	16	22	0	0	0	0	9	2	0	0	0	0	3	4
2020-02-04 16:30:00	0	0	0	0	7	6	0	0	0	0	13	24	0	0	0	0	4	2	0	0	0	0	4	1
2020-02-04 16:45:00	0	0	0	0	8	13	0	0	0	0	6	38	0	0	0	0	9	3	0	0	0	0	3	5
2020-02-04 17:00:00	0	0	0	0	6	14	0	0	0	0	11	20	0	0	0	0	4	7	0	0	0	0	1	11
2020-02-04 17:15:00	0	0	0	0	14	9	0	0	0	0	24	24	0	0	0	0	7	9	0	0	0	0	3	4
2020-02-04 17:30:00	0	0	0	0	12	18	0	0	0	0	10	32	0	0	0	0	10	1	0	0	0	0	6	4
2020-02-04 17:45:00	0	0	0	0	9	14	0	0	0	0	11	19	0	0	0	0	4	4	0	0	0	0	7	3

Leg	Lamar Blvd						6th St						Lamar Blvd						6th St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Leg	Lamar Blvd						6th St						Lamar Blvd						6th St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	2	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	1	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	0	0	0	0	1	1
2020-02-04 16:30:00	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	1	0
2020-02-04 16:45:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
2020-02-04 17:00:00	0	0	0	0	0	2	0	0	0	0	1	2	0	0	0	0	3	1	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	2	0	0	0	0	0	0	2
2020-02-04 17:45:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0

Leg	Lamar Blvd							6th St							Lamar Blvd							6th St							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 07:00:00	11	123	0	0	**134**	2	0	13	96	28	0	**137**	1	0	0	314	45	0	**359**	1	0	0	0	0	0	**0**	0	0	**630**
2020-02-04 07:15:00	17	123	0	0	**140**	3	1	19	98	23	0	**140**	3	1	0	328	59	0	**387**	0	2	0	0	0	0	**0**	1	2	**667**
2020-02-04 07:30:00	20	162	0	0	**182**	3	2	21	148	34	0	**203**	3	3	0	361	58	0	**419**	3	5	0	0	0	0	**0**	0	1	**804**
2020-02-04 07:45:00	32	174	0	0	**206**	4	1	21	173	36	0	**230**	13	7	0	361	64	0	**425**	1	2	0	0	0	0	**0**	1	0	**861**
2020-02-04 08:00:00	25	201	0	0	**226**	3	3	26	171	45	0	**242**	15	7	0	322	64	0	**386**	1	7	0	0	0	0	**0**	1	4	**854**
2020-02-04 08:15:00	33	210	0	0	**243**	4	5	23	160	38	0	**221**	24	8	0	326	38	0	**364**	0	4	0	0	0	0	**0**	2	1	**828**
2020-02-04 08:30:00	35	211	0	0	**246**	8	1	27	142	47	0	**216**	29	9	0	318	56	0	**374**	3	10	0	0	0	0	**0**	1	0	**836**
2020-02-04 08:45:00	40	237	0	0	**277**	4	2	27	148	44	0	**219**	26	7	0	337	59	0	**396**	1	10	0	0	0	0	**0**	0	3	**892**
2020-02-04 16:00:00	14	289	0	0	**303**	9	10	63	216	56	0	**335**	6	17	0	308	45	0	**353**	3	2	0	0	0	0	**0**	3	4	**991**
2020-02-04 16:15:00	17	215	0	0	**232**	7	8	41	222	64	0	**327**	17	24	0	292	63	0	**355**	9	5	0	0	0	0	**0**	4	5	**914**
2020-02-04 16:30:00	6	187	0	0	**193**	7	6	38	198	78	0	**314**	14	26	0	270	43	0	**313**	4	2	0	0	0	0	**0**	5	1	**820**
2020-02-04 16:45:00	4	171	0	0	**175**	9	14	40	197	52	0	**289**	6	38	0	256	46	0	**302**	10	3	0	0	0	0	**0**	4	7	**766**
2020-02-04 17:00:00	8	197	0	0	**205**	6	16	47	219	39	0	**305**	12	22	0	295	45	0	**340**	7	8	0	0	0	0	**0**	1	11	**850**
2020-02-04 17:15:00	3	185	0	0	**188**	14	11	45	210	58	0	**313**	24	29	0	233	46	0	**279**	7	9	0	0	0	0	**0**	3	4	**780**
2020-02-04 17:30:00	3	196	0	0	**199**	12	18	30	177	39	0	**246**	11	34	0	250	49	0	**299**	12	1	0	0	0	0	**0**	6	6	**744**
2020-02-04 17:45:00	3	194	0	0	**197**	9	15	43	199	64	0	**306**	11	19	0	262	48	0	**310**	5	5	0	0	0	0	**0**	7	3	**813**
Grand Total	271	3075	0	0	**3346**	104	113	524	2774	745	0	**4043**	215	251	0	4833	828	0	**5661**	67	75	0	0	0	0	**0**	39	52	**13050**
% Approach	8.1%	91.9%	0.0%	0.0%				13.0%	68.6%	18.4%	0.0%				0.0%	85.4%	14.6%	0.0%				0.0%	0.0%	0.0%	0.0%				
% Total	2.1%	23.6%	0.0%	0.0%	**25.6%**			4.0%	21.3%	5.7%	0.0%	**31.0%**			0.0%	37.0%	6.3%	0.0%	**43.4%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			
Lights	263	3039	0	0	**3302**			505	2699	728	0	**3932**			0	4805	820	0	**5625**			0	0	0	0	**0**			**12859**
% Lights	97.0%	98.8%	0.0%	0.0%	**98.7%**			96.4%	97.3%	97.7%	0.0%	**97.3%**			0.0%	99.4%	99.0%	0.0%	**99.4%**			0.0%	0.0%	0.0%	0.0%				**98.5%**
Articulated Trucks	1	3	0	0	**4**			0	6	1	0	**7**			0	3	2	0	**5**			0	0	0	0	**0**			**16**
% Articulated Trucks	0.4%	0.1%	0.0%	0.0%	**0.1%**			0.0%	0.2%	0.1%	0.0%	**0.2%**			0.0%	0.1%	0.2%	0.0%	**0.1%**			0.0%	0.0%	0.0%	0.0%				**0.1%**
Buses and Single-Unit Trucks	5	32	0	0	**37**			19	60	15	0	**94**			0	25	6	0	**31**			0	0	0	0	**0**			**162**
% Buses and Single-Unit Trucks	1.8%	1.0%	0.0%	0.0%	**1.1%**			3.6%	2.2%	2.0%	0.0%	**2.3%**			0.0%	0.5%	0.7%	0.0%	**0.5%**			0.0%	0.0%	0.0%	0.0%				**1.2%**
Bicycles on Road	2	1	0	0	**3**			0	9	1	0	**10**			0	0	0	0	**0**			0	0	0	0	**0**			**13**
% Bicycles on Road	0.7%	0.0%	0.0%	0.0%	**0.1%**			0.0%	0.3%	0.1%	0.0%	**0.2%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%				**0.1%**
Pedestrians						99	106						208	228						60	68						35	47	
% Pedestrians						95.2%	93.8%						96.7%	90.8%						89.6%	90.7%						89.7%	90.4%	
Bicycles on Crosswalk						5	7						7	23						7	7						4	5	
% Bicycles on Crosswalk						4.8%	6.2%						3.3%	9.2%						10.4%	9.3%						10.3%	9.6%	

Leg	Lamar Blvd							6th St							Lamar Blvd							6th St							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 08:00:00	25	201	0	0	**226**	3	3	26	171	45	0	**242**	15	7	0	322	64	0	**386**	1	7	0	0	0	0	**0**	1	4	**854**
2020-02-04 08:15:00	33	210	0	0	**243**	4	5	23	160	38	0	**221**	24	8	0	326	38	0	**364**	0	4	0	0	0	0	**0**	2	1	**828**
2020-02-04 08:30:00	35	211	0	0	**246**	8	1	27	142	47	0	**216**	29	9	0	318	56	0	**374**	3	10	0	0	0	0	**0**	1	0	**836**
2020-02-04 08:45:00	40	237	0	0	**277**	4	2	27	148	44	0	**219**	26	7	0	337	59	0	**396**	1	10	0	0	0	0	**0**	0	3	**892**
Grand Total	133	859	0	0	**992**	19	11	103	621	174	0	**898**	94	31	0	1303	217	0	**1520**	5	31	0	0	0	0	**0**	4	8	**3410**
% Approach	13.4%	86.6%	0.0%	0.0%				11.5%	69.2%	19.4%	0.0%				0.0%	85.7%	14.3%	0.0%				0.0%	0.0%	0.0%	0.0%				
% Total	3.9%	25.2%	0.0%	0.0%	**29.1%**			3.0%	18.2%	5.1%	0.0%	**26.3%**			0.0%	38.2%	6.4%	0.0%	**44.6%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			
PHF (8 AM - 9 AM)	0.831	0.906	0	0	**0.895**			0.954	0.906	0.926	0	**0.927**			0	0.967	0.848	0	**0.96**			0	0	0	0	**0**			**0.955**
Lights	128	844	0	0	**972**			97	597	169	0	**863**			0	1293	216	0	**1509**			0	0	0	0	**0**			**3344**
% Lights	96.2%	98.3%	0.0%	0.0%	**98.0%**			94.2%	96.1%	97.1%	0.0%	**96.1%**			0.0%	99.2%	99.5%	0.0%	**99.3%**			0.0%	0.0%	0.0%	0.0%				**98.1%**
Articulated Trucks	1	3	0	0	**4**			0	3	0	0	**3**			0	1	0	0	**1**			0	0	0	0	**0**			**8**
% Articulated Trucks	0.8%	0.3%	0.0%	0.0%	**0.4%**			0.0%	0.5%	0.0%	0.0%	**0.3%**			0.0%	0.1%	0.0%	0.0%	**0.1%**			0.0%	0.0%	0.0%	0.0%				**0.2%**
Buses and Single-Unit Trucks	4	12	0	0	**16**			6	20	5	0	**31**			0	9	1	0	**10**			0	0	0	0	**0**			**57**
% Buses and Single-Unit Trucks	3.0%	1.4%	0.0%	0.0%	**1.6%**			5.8%	3.2%	2.9%	0.0%	**3.5%**			0.0%	0.7%	0.5%	0.0%	**0.7%**			0.0%	0.0%	0.0%	0.0%				**1.7%**
Bicycles on Road	0	0	0	0	**0**			0	1	0	0	**1**			0	0	0	0	**0**			0	0	0	0	**0**			**1**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.2%	0.0%	0.0%	**0.1%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%				**0.0%**
Pedestrians						18	11						92	25						5	30						3	8	
% Pedestrians						94.7%	100.0%						97.9%	80.6%						100.0%	96.8%						75.0%	100.0%	
Bicycles on Crosswalk						1	0						2	6						0	1						1	0	
% Bicycles on Crosswalk						5.3%	0.0%						2.1%	19.4%						0.0%	3.2%						25.0%	0.0%	

Leg	Lamar Blvd							6th St							Lamar Blvd							6th St							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 16:00:00	14	289	0	0	**303**	9	10	63	216	56	0	**335**	6	17	0	308	45	0	**353**	3	2	0	0	0	0	**0**	3	4	**991**
2020-02-04 16:15:00	17	215	0	0	**232**	7	8	41	222	64	0	**327**	17	24	0	292	63	0	**355**	9	5	0	0	0	0	**0**	4	5	**914**
2020-02-04 16:30:00	6	187	0	0	**193**	7	6	38	198	78	0	**314**	14	26	0	270	43	0	**313**	4	2	0	0	0	0	**0**	5	1	**820**
2020-02-04 16:45:00	4	171	0	0	**175**	9	14	40	197	52	0	**289**	6	38	0	256	46	0	**302**	10	3	0	0	0	0	**0**	4	7	**766**
Grand Total	41	862	0	0	**903**	32	38	182	833	250	0	**1265**	43	105	0	1126	197	0	**1323**	26	12	0	0	0	0	**0**	16	17	**3491**
% Approach	4.5%	95.5%	0.0%	0.0%				14.4%	65.8%	19.8%	0.0%				0.0%	85.1%	14.9%	0.0%				0.0%	0.0%	0.0%	0.0%				
% Total	1.2%	24.7%	0.0%	0.0%	**25.9%**			5.2%	23.9%	7.2%	0.0%	**36.2%**			0.0%	32.3%	5.6%	0.0%	**37.9%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			
PHF (4 PM - 5 PM)	0.603	0.746	0	0	**0.745**			0.722	0.939	0.801	0	**0.945**			0	0.914	0.782	0	**0.932**			0	0	0	0	**0**			**0.881**
Lights	41	852	0	0	**893**			177	816	249	0	**1242**			0	1116	193	0	**1309**			0	0	0	0	**0**			**3444**
% Lights	100.0%	98.8%	0.0%	0.0%	**98.9%**			97.3%	98.0%	99.6%	0.0%	**98.2%**			0.0%	99.1%	98.0%	0.0%	**98.9%**			0.0%	0.0%	0.0%	0.0%				**98.7%**
Articulated Trucks	0	0	0	0	**0**			0	1	0	0	**1**			0	2	1	0	**3**			0	0	0	0	**0**			**4**
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.1%	0.0%	0.0%	**0.1%**			0.0%	0.2%	0.5%	0.0%	**0.2%**			0.0%	0.0%	0.0%	0.0%				**0.1%**
Buses and Single-Unit Trucks	0	10	0	0	**10**			5	13	1	0	**19**			0	8	3	0	**11**			0	0	0	0	**0**			**40**
% Buses and Single-Unit Trucks	0.0%	1.2%	0.0%	0.0%	**1.1%**			2.7%	1.6%	0.4%	0.0%	**1.5%**			0.0%	0.7%	1.5%	0.0%	**0.8%**			0.0%	0.0%	0.0%	0.0%				**1.1%**
Bicycles on Road	0	0	0	0	**0**			0	3	0	0	**3**			0	0	0	0	**0**			0	0	0	0	**0**			**3**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.4%	0.0%	0.0%	**0.2%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%				**0.1%**
Pedestrians						31	37						41	99						25	9						13	14	
% Pedestrians						96.9%	97.4%						95.3%	94.3%						96.2%	75.0%						81.3%	82.4%	
Bicycles on Crosswalk						1	1						2	6						1	3						3	3	
% Bicycles on Crosswalk						3.1%	2.6%						4.7%	5.7%						3.8%	25.0%						18.8%	17.6%	

Study Name	Lamar at 5th St
Project	1-5641 - Statesman Redevelopment - Alliance
Project Code	
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Time Zone	America/Chicago
Start Time	2020-02-04 07:00:00
End Time	2020-02-04 18:00:00
Location	Lamar at 5th St
Latitude and Longitude	30.270326,-97.754562
AM Peak (Overall Peak Hour)	8 AM - 9 AM (0.974)
PM Peak	4 PM - 5 PM (0.941)

Leg	Lamar Blvd						5th St						Lamar Blvd						5th St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	2	114	43	0	0	0	0	0	0	0	0	0	94	298	0	0	0	0	16	288	52	0	0	0
2020-02-04 07:15:00	1	105	41	0	0	0	0	0	0	0	0	0	91	333	0	0	0	0	17	309	48	0	0	0
2020-02-04 07:30:00	3	133	50	0	0	0	0	0	0	0	0	0	105	347	0	0	0	0	23	323	64	0	0	0
2020-02-04 07:45:00	5	148	61	1	0	0	0	0	0	0	0	0	110	344	0	0	0	0	23	298	70	0	0	0
2020-02-04 08:00:00	6	171	62	0	0	0	0	0	0	0	0	0	118	315	0	0	0	0	19	309	53	0	0	0
2020-02-04 08:15:00	9	172	69	0	0	0	0	0	0	0	0	0	117	306	0	0	0	0	22	294	52	0	0	0
2020-02-04 08:30:00	6	192	60	0	0	0	0	0	0	0	0	0	110	294	0	0	0	0	21	299	60	0	0	0
2020-02-04 08:45:00	10	205	61	0	0	0	0	0	0	0	0	0	110	319	0	0	0	0	20	307	57	0	0	0
2020-02-04 16:00:00	0	331	31	0	0	0	0	0	0	0	0	0	65	261	0	0	0	0	90	165	58	0	0	0
2020-02-04 16:15:00	1	278	11	0	0	0	0	0	0	0	0	0	61	283	0	0	0	0	104	150	52	0	0	0
2020-02-04 16:30:00	1	258	20	0	0	0	0	0	0	0	0	0	65	239	0	0	0	0	121	174	44	0	0	0
2020-02-04 16:45:00	0	240	7	0	0	0	0	0	0	0	0	0	72	262	0	0	0	0	144	160	34	0	0	0
2020-02-04 17:00:00	1	253	8	0	0	0	0	0	0	0	0	0	70	280	0	0	0	0	110	176	45	0	0	0
2020-02-04 17:15:00	0	244	9	0	0	0	0	0	0	0	0	0	48	231	0	0	0	0	129	162	38	0	0	0
2020-02-04 17:30:00	0	247	12	0	0	0	0	0	0	0	0	0	75	238	0	0	0	0	116	204	41	0	0	0
2020-02-04 17:45:00	1	261	18	0	0	0	0	0	0	0	0	0	63	260	0	0	0	0	107	169	27	0	0	0

Leg	Lamar Blvd						5th St						Lamar Blvd						5th St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Leg	Lamar Blvd						5th St						Lamar Blvd						5th St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	2	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	6	1	0	0	0
2020-02-04 07:15:00	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4	1	0	0	0
2020-02-04 07:30:00	0	2	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	5	1	0	0	0
2020-02-04 07:45:00	0	1	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	8	0	0	0	0
2020-02-04 08:00:00	0	2	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3	1	0	0	0
2020-02-04 08:15:00	0	5	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	7	0	0	0	0
2020-02-04 08:30:00	0	4	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	6	0	0	0	0
2020-02-04 08:45:00	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5	0	0	0	0
2020-02-04 16:00:00	0	4	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	3	1	0	0	0
2020-02-04 16:15:00	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	4	0	0	0	0
2020-02-04 16:30:00	0	4	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	4	1	0	0	0
2020-02-04 16:45:00	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0	0	0
2020-02-04 17:00:00	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	4	1	0	0	0
2020-02-04 17:15:00	0	2	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	1	4	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
2020-02-04 17:45:00	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0

Leg	Lamar Blvd						5th St						Lamar Blvd						5th St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	3	2	0	0	0	0	1	2	0	0	0	0	6	5	0	0	0	0	0	2
2020-02-04 07:15:00	0	0	0	0	2	0	0	0	0	0	2	6	0	0	0	0	3	6	0	0	0	0	1	1
2020-02-04 07:30:00	0	0	0	0	3	1	0	0	0	0	2	3	0	0	0	0	1	1	0	0	0	0	2	1
2020-02-04 07:45:00	0	0	0	0	3	0	0	0	0	0	4	5	0	0	0	0	2	3	0	0	0	0	3	2
2020-02-04 08:00:00	0	0	0	0	3	3	0	0	0	0	1	1	0	0	0	0	1	9	0	0	0	0	3	1
2020-02-04 08:15:00	0	0	0	0	2	5	0	0	0	0	4	5	0	0	0	0	2	6	0	0	0	0	2	1
2020-02-04 08:30:00	0	0	0	0	3	0	0	0	0	0	6	9	0	0	0	0	4	2	0	0	0	0	5	2
2020-02-04 08:45:00	0	0	0	0	1	5	0	0	0	0	7	11	0	0	0	0	0	2	0	0	0	0	2	2
2020-02-04 16:00:00	0	0	0	0	0	4	0	0	0	0	5	7	0	0	0	0	3	4	0	0	0	0	1	4
2020-02-04 16:15:00	0	0	0	0	3	5	0	0	0	0	8	6	0	0	0	0	12	2	0	0	0	0	3	5
2020-02-04 16:30:00	0	0	0	0	2	6	0	0	0	0	5	8	0	0	0	0	5	5	0	0	0	0	1	3
2020-02-04 16:45:00	0	0	0	0	6	5	0	0	0	0	9	7	0	0	0	0	2	4	0	0	0	0	3	7
2020-02-04 17:00:00	0	0	0	0	2	9	0	0	0	0	6	6	0	0	0	0	10	4	0	0	0	0	1	6
2020-02-04 17:15:00	0	0	0	0	7	5	0	0	0	0	12	19	0	0	0	0	3	4	0	0	0	0	2	3
2020-02-04 17:30:00	0	0	0	0	8	6	0	0	0	0	15	4	0	0	0	0	7	9	0	0	0	0	5	2
2020-02-04 17:45:00	0	0	0	0	5	10	0	0	0	0	5	14	0	0	0	0	20	5	0	0	0	0	2	4

Leg	Lamar Blvd						5th St						Lamar Blvd						5th St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0

Leg	Lamar Blvd						5th St						Lamar Blvd						5th St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	1
2020-02-04 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	1	2	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	1
2020-02-04 08:15:00	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	1	3
2020-02-04 08:30:00	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	2	0	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0	1	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	1	1
2020-02-04 16:30:00	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	1	0	0	0	0	0	1	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	1	0	0	0	0	1	2
2020-02-04 17:15:00	0	0	0	0	0	1	0	0	0	0	2	1	0	0	0	0	0	1	0	0	0	0	0	4
2020-02-04 17:30:00	0	0	0	0	1	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	4
2020-02-04 17:45:00	0	0	0	0	1	1	0	0	0	0	3	2	0	0	0	0	1	0	0	0	0	0	1	1

Leg	Lamar Blvd							5th St							Lamar Blvd							5th St							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 07:00:00	2	116	46	0	**164**	3	2	0	0	0	0	**0**	1	2	94	299	0	0	**393**	6	6	16	294	53	0	**363**	0	2	**920**
2020-02-04 07:15:00	1	109	41	0	**151**	3	0	0	0	0	0	**0**	2	6	92	333	0	0	**425**	3	7	17	313	49	0	**379**	2	2	**955**
2020-02-04 07:30:00	3	135	51	0	**189**	3	1	0	0	0	0	**0**	2	3	106	348	1	0	**455**	1	3	24	329	65	0	**418**	3	2	**1062**
2020-02-04 07:45:00	5	150	63	1	**219**	3	0	0	0	0	0	**0**	4	5	110	347	0	0	**457**	2	3	23	306	71	0	**400**	3	2	**1076**
2020-02-04 08:00:00	6	173	63	0	**242**	4	5	0	0	0	0	**0**	2	3	119	316	0	0	**435**	1	9	19	312	54	0	**385**	3	2	**1062**
2020-02-04 08:15:00	9	178	70	0	**257**	2	6	0	0	0	0	**0**	4	7	118	312	0	0	**430**	3	6	23	301	52	0	**376**	3	4	**1063**
2020-02-04 08:30:00	6	198	61	0	**265**	4	0	0	0	0	0	**0**	8	9	111	297	0	0	**408**	4	2	23	305	60	0	**388**	5	2	**1061**
2020-02-04 08:45:00	10	208	61	0	**279**	1	5	0	0	0	0	**0**	7	13	110	320	0	0	**430**	0	2	20	314	57	0	**391**	2	2	**1100**
2020-02-04 16:00:00	0	335	31	0	**366**	2	4	0	0	0	0	**0**	6	8	68	266	0	0	**334**	4	5	90	169	59	0	**318**	2	4	**1018**
2020-02-04 16:15:00	1	278	12	0	**291**	3	5	0	0	0	0	**0**	9	6	61	286	0	0	**347**	12	4	105	156	52	0	**313**	4	6	**951**
2020-02-04 16:30:00	1	262	20	0	**283**	2	6	0	0	0	0	**0**	8	10	66	241	0	0	**307**	6	5	121	179	45	0	**345**	2	3	**935**
2020-02-04 16:45:00	0	241	8	0	**249**	6	5	0	0	0	0	**0**	9	7	73	262	0	0	**335**	2	4	145	163	34	0	**342**	3	9	**926**
2020-02-04 17:00:00	1	255	8	0	**264**	2	9	0	0	0	0	**0**	7	8	71	281	0	0	**352**	10	5	110	180	46	0	**336**	2	8	**952**
2020-02-04 17:15:00	0	246	9	0	**255**	7	6	0	0	0	0	**0**	14	20	49	233	0	0	**282**	3	5	130	166	38	0	**334**	2	7	**871**
2020-02-04 17:30:00	0	247	12	0	**259**	9	7	0	0	0	0	**0**	16	6	76	238	0	0	**314**	7	9	116	206	41	0	**363**	5	6	**936**
2020-02-04 17:45:00	2	261	19	0	**282**	6	11	0	0	0	0	**0**	8	16	64	260	0	0	**324**	21	5	107	171	27	0	**305**	3	5	**911**
Grand Total	47	3392	575	1	**4015**	60	72	0	0	0	0	**0**	107	129	1388	4639	1	0	**6028**	85	80	1089	3864	803	0	**5756**	44	66	**15799**
% Approach	1.2%	84.5%	14.3%	0.0%				0.0%	0.0%	0.0%	0.0%				23.0%	77.0%	0.0%	0.0%				18.9%	67.1%	14.0%	0.0%				
% Total	0.3%	21.5%	3.6%	0.0%	**25.4%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			8.8%	29.4%	0.0%	0.0%	**38.2%**			6.9%	24.5%	5.1%	0.0%	**36.4%**			
Lights	46	3352	563	1	**3962**			0	0	0	0	**0**			1374	4610	0	0	**5984**			1082	3787	795	0	**5664**			**15610**
% Lights	97.9%	98.8%	97.9%	100.0%	**98.7%**			0.0%	0.0%	0.0%	0.0%				99.0%	99.4%	0.0%	0.0%	**99.3%**			99.4%	98.0%	99.0%	0.0%	**98.4%**			**98.8%**
Articulated Trucks	0	4	0	0	**4**			0	0	0	0	**0**			0	3	0	0	**3**			0	1	1	0	**2**			**9**
% Articulated Trucks	0.0%	0.1%	0.0%	0.0%	**0.1%**			0.0%	0.0%	0.0%	0.0%				0.0%	0.1%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.1%	0.0%	**0.0%**			**0.1%**
Buses and Single-Unit Trucks	0	36	11	0	**47**			0	0	0	0	**0**			11	25	0	0	**36**			3	69	7	0	**79**			**162**
% Buses and Single-Unit Trucks	0.0%	1.1%	1.9%	0.0%	**1.2%**			0.0%	0.0%	0.0%	0.0%				0.8%	0.5%	0.0%	0.0%	**0.6%**			0.3%	1.8%	0.9%	0.0%	**1.4%**			**1.0%**
Bicycles on Road	1	0	1	0	**2**			0	0	0	0	**0**			3	1	1	0	**5**			4	7	0	0	**11**			**18**
% Bicycles on Road	2.1%	0.0%	0.2%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%				0.2%	0.0%	100.0%	0.0%	**0.1%**			0.4%	0.2%	0.0%	0.0%	**0.2%**			**0.1%**
Pedestrians						53	66						92	113						81	71						36	46	
% Pedestrians						88.3%	91.7%						86.0%	87.6%						95.3%	88.8%						81.8%	69.7%	
Bicycles on Crosswalk						7	6						15	16						4	9						8	20	
% Bicycles on Crosswalk						11.7%	8.3%						14.0%	12.4%						4.7%	11.3%						18.2%	30.3%	

Leg	Lamar Blvd							5th St							Lamar Blvd							5th St							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 08:00:00	6	173	63	0	**242**	4	5	0	0	0	0	**0**	2	3	119	316	0	0	**435**	1	9	19	312	54	0	**385**	3	2	**1062**
2020-02-04 08:15:00	9	178	70	0	**257**	2	6	0	0	0	0	**0**	4	7	118	312	0	0	**430**	3	6	23	301	52	0	**376**	3	4	**1063**
2020-02-04 08:30:00	6	198	61	0	**265**	4	0	0	0	0	0	**0**	8	9	111	297	0	0	**408**	4	2	23	305	60	0	**388**	5	2	**1061**
2020-02-04 08:45:00	10	208	61	0	**279**	1	5	0	0	0	0	**0**	7	13	110	320	0	0	**430**	0	2	20	314	57	0	**391**	2	2	**1100**
Grand Total	31	757	255	0	**1043**	11	16	0	0	0	0	**0**	21	32	458	1245	0	0	**1703**	8	19	85	1232	223	0	**1540**	13	10	**4286**
% Approach	3.0%	72.6%	24.4%	0.0%				0.0%	0.0%	0.0%	0.0%				26.9%	73.1%	0.0%	0.0%				5.5%	80.0%	14.5%	0.0%				
% Total	0.7%	17.7%	5.9%	0.0%	**24.3%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			10.7%	29.0%	0.0%	0.0%	**39.7%**			2.0%	28.7%	5.2%	0.0%	**35.9%**			
PHF (8 AM - 9 AM)	0.775	0.91	0.92	0	**0.934**			0	0	0	0	**0**			0.96	0.973	0	0	**0.978**			0.943	0.986	0.929	0	**0.987**			**0.974**
Lights	31	740	252	0	**1023**			0	0	0	0	**0**			455	1234	0	0	**1689**			82	1209	222	0	**1513**			**4225**
% Lights	100.0%	97.8%	98.8%	0.0%	**98.1%**			0.0%	0.0%	0.0%	0.0%				99.3%	99.1%	0.0%	0.0%	**99.2%**			96.5%	98.1%	99.6%	0.0%	**98.2%**			**98.6%**
Articulated Trucks	0	3	0	0	**3**			0	0	0	0	**0**			0	1	0	0	**1**			0	0	0	0	**0**			**4**
% Articulated Trucks	0.0%	0.4%	0.0%	0.0%	**0.3%**			0.0%	0.0%	0.0%	0.0%				0.0%	0.1%	0.0%	0.0%	**0.1%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.1%**
Buses and Single-Unit Trucks	0	14	2	0	**16**			0	0	0	0	**0**			2	10	0	0	**12**			1	21	1	0	**23**			**51**
% Buses and Single-Unit Trucks	0.0%	1.8%	0.8%	0.0%	**1.5%**			0.0%	0.0%	0.0%	0.0%				0.4%	0.8%	0.0%	0.0%	**0.7%**			1.2%	1.7%	0.4%	0.0%	**1.5%**			**1.2%**
Bicycles on Road	0	0	1	0	**1**			0	0	0	0	**0**			1	0	0	0	**1**			2	2	0	0	**4**			**6**
% Bicycles on Road	0.0%	0.0%	0.4%	0.0%	**0.1%**			0.0%	0.0%	0.0%	0.0%				0.2%	0.0%	0.0%	0.0%	**0.1%**			2.4%	0.2%	0.0%	0.0%	**0.3%**			**0.1%**
Pedestrians						9	13						18	26						7	19						12	6	
% Pedestrians						81.8%	81.3%						85.7%	81.3%						87.5%	100.0%						92.3%	60.0%	
Bicycles on Crosswalk						2	3						3	6						1	0						1	4	
% Bicycles on Crosswalk						18.2%	18.8%						14.3%	18.8%						12.5%	0.0%						7.7%	40.0%	

Leg	Lamar Blvd							5th St							Lamar Blvd							5th St							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 16:00:00	0	335	31	0	**366**	2	4	0	0	0	0	**0**	6	8	68	266	0	0	**334**	4	5	90	169	59	0	**318**	2	4	**1018**
2020-02-04 16:15:00	1	278	12	0	**291**	3	5	0	0	0	0	**0**	9	6	61	286	0	0	**347**	12	4	105	156	52	0	**313**	4	6	**951**
2020-02-04 16:30:00	1	262	20	0	**283**	2	6	0	0	0	0	**0**	8	10	66	241	0	0	**307**	6	5	121	179	45	0	**345**	2	3	**935**
2020-02-04 16:45:00	0	241	8	0	**249**	6	5	0	0	0	0	**0**	9	7	73	262	0	0	**335**	2	4	145	163	34	0	**342**	3	9	**926**
Grand Total	2	1116	71	0	**1189**	13	20	0	0	0	0	**0**	32	31	268	1055	0	0	**1323**	24	18	461	667	190	0	**1318**	11	22	**3830**
% Approach	0.2%	93.9%	6.0%	0.0%				0.0%	0.0%	0.0%	0.0%				20.3%	79.7%	0.0%	0.0%				35.0%	50.6%	14.4%	0.0%				
% Total	0.1%	29.1%	1.9%	0.0%	**31.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			7.0%	27.5%	0.0%	0.0%	**34.5%**			12.0%	17.4%	5.0%	0.0%	**34.4%**			
PHF (4 PM - 5 PM)	0.5	0.833	0.573	0	**0.812**			0	0	0	0	**0**			0.914	0.922	0	0	**0.952**			0.799	0.933	0.805	0	**0.955**			**0.941**
Lights	2	1107	69	0	**1178**			0	0	0	0	**0**			263	1045	0	0	**1308**			459	649	188	0	**1296**			**3782**
% Lights	100.0%	99.2%	97.2%	0.0%	**99.1%**			0.0%	0.0%	0.0%	0.0%				98.1%	99.1%	0.0%	0.0%	**98.9%**			99.6%	97.3%	98.9%	0.0%	**98.3%**			**98.7%**
Articulated Trucks	0	0	0	0	**0**			0	0	0	0	**0**			0	2	0	0	**2**			0	1	0	0	**1**			**3**
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%				0.0%	0.2%	0.0%	0.0%	**0.2%**			0.0%	0.1%	0.0%	0.0%	**0.1%**			**0.1%**
Buses and Single-Unit Trucks	0	9	2	0	**11**			0	0	0	0	**0**			4	8	0	0	**12**			1	14	2	0	**17**			**40**
% Buses and Single-Unit Trucks	0.0%	0.8%	2.8%	0.0%	**0.9%**			0.0%	0.0%	0.0%	0.0%				1.5%	0.8%	0.0%	0.0%	**0.9%**			0.2%	2.1%	1.1%	0.0%	**1.3%**			**1.0%**
Bicycles on Road	0	0	0	0	**0**			0	0	0	0	**0**			1	0	0	0	**1**			1	3	0	0	**4**			**5**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%				0.4%	0.0%	0.0%	0.0%	**0.1%**			0.2%	0.4%	0.0%	0.0%	**0.3%**			**0.1%**
Pedestrians						11	20						27	28						22	15						8	19	
% Pedestrians						84.6%	100.0%						84.4%	90.3%						91.7%	83.3%						72.7%	86.4%	
Bicycles on Crosswalk						2	0						5	3						2	3						3	3	
% Bicycles on Crosswalk						15.4%	0.0%						15.6%	9.7%						8.3%	16.7%						27.3%	13.6%	

Study Name	Cesar Chavez at BR Reynolds
Project	1-5641 - Statesman Redevelopment - Alliance
Project Code	
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Time Zone	America/Chicago
Start Time	2020-02-04 07:00:00
End Time	2020-02-04 18:00:00
Location	Cesar Chavez at BR Reynolds
Latitude and Longitude	30.266959,-97.757125
AM Peak (Overall Peak Hour)	7:45 AM - 8:45 AM (0.959)
PM Peak	4 PM - 5 PM (0.942)

Leg	BR Reynolds Dr					Cesar Chavez					Cesar Chavez				
Direction	Southbound					Westbound					Eastbound				
Start Time	Right	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	U-Turn	Peds CW	Peds CCW	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	18	17	0	0	0	34	216	0	0	0	382	67	0	0	0
2020-02-04 07:15:00	12	13	0	0	0	25	315	0	0	0	410	44	0	0	0
2020-02-04 07:30:00	20	15	0	0	0	27	327	0	0	0	413	63	0	0	0
2020-02-04 07:45:00	23	15	0	0	0	28	391	0	0	0	500	61	0	0	0
2020-02-04 08:00:00	33	25	0	0	0	24	354	0	0	0	461	54	0	0	0
2020-02-04 08:15:00	37	16	0	0	0	25	343	0	0	0	494	55	0	0	0
2020-02-04 08:30:00	39	15	0	0	0	27	351	0	0	0	461	67	0	0	0
2020-02-04 08:45:00	34	18	0	0	0	41	325	0	0	0	430	80	0	0	0
2020-02-04 16:00:00	60	13	0	0	0	37	473	0	0	0	294	53	0	0	0
2020-02-04 16:15:00	41	16	0	0	0	45	471	0	0	0	302	59	0	0	0
2020-02-04 16:30:00	24	10	0	0	0	55	442	0	0	0	293	44	0	0	0
2020-02-04 16:45:00	28	17	0	0	0	58	376	0	0	0	274	40	0	0	0
2020-02-04 17:00:00	13	15	0	0	0	66	413	0	0	0	317	57	0	0	0
2020-02-04 17:15:00	24	6	0	0	0	66	409	0	0	0	294	47	0	0	0
2020-02-04 17:30:00	24	13	0	0	0	61	322	0	0	0	270	39	0	0	0
2020-02-04 17:45:00	27	17	0	0	0	60	319	0	0	0	297	34	0	0	0

Leg	BR Reynolds Dr					Cesar Chavez					Cesar Chavez				
Direction	Southbound					Westbound					Eastbound				
Start Time	Right	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	U-Turn	Peds CW	Peds CCW	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Leg	BR Reynolds Dr					Cesar Chavez					Cesar Chavez				
Direction	Southbound					Westbound					Eastbound				
Start Time	Right	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	U-Turn	Peds CW	Peds CCW	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	1	0	0	0	2	3	0	0	0	8	1	0	0	0
2020-02-04 07:15:00	1	1	0	0	0	3	4	0	0	0	6	1	0	0	0
2020-02-04 07:30:00	1	0	0	0	0	2	4	0	0	0	4	1	0	0	0
2020-02-04 07:45:00	1	0	0	0	0	4	5	0	0	0	2	1	0	0	0
2020-02-04 08:00:00	1	0	0	0	0	1	7	0	0	0	7	0	0	0	0
2020-02-04 08:15:00	2	0	0	0	0	1	6	0	0	0	1	1	0	0	0
2020-02-04 08:30:00	1	0	0	0	0	3	4	0	0	0	6	0	0	0	0
2020-02-04 08:45:00	1	0	0	0	0	1	8	0	0	0	8	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	2	8	0	0	0	4	1	0	0	0
2020-02-04 16:15:00	0	1	0	0	0	1	10	0	0	0	8	0	0	0	0
2020-02-04 16:30:00	0	1	0	0	0	1	9	0	0	0	9	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	3	6	0	0	0	2	4	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	2	8	0	0	0	5	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	2	5	0	0	0	5	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	1	4	0	0	0	2	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	1	6	0	0	0	3	0	0	0	0

Leg	BR Reynolds Dr					Cesar Chavez					Cesar Chavez				
Direction	Southbound					Westbound					Eastbound				
Start Time	Right	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	U-Turn	Peds CW	Peds CCW	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	2	0	0	0	0	0	0	0	0	0	3	1
2020-02-04 07:15:00	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
2020-02-04 07:30:00	0	0	0	2	0	0	0	0	0	0	0	0	0	2	1
2020-02-04 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
2020-02-04 08:00:00	0	0	0	3	2	0	0	0	0	0	0	0	0	0	2
2020-02-04 08:15:00	0	0	0	2	0	0	0	0	0	0	0	0	0	2	1
2020-02-04 08:30:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
2020-02-04 08:45:00	0	0	0	4	2	0	0	0	0	0	0	0	0	1	0
2020-02-04 16:00:00	0	0	0	0	2	0	0	0	0	0	0	0	0	1	2
2020-02-04 16:15:00	0	0	0	1	3	0	0	0	0	0	0	0	0	1	5
2020-02-04 16:30:00	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0
2020-02-04 16:45:00	0	0	0	3	1	0	0	0	0	0	0	0	0	1	2
2020-02-04 17:00:00	0	0	0	2	2	0	0	0	0	0	0	0	0	2	4
2020-02-04 17:15:00	0	0	0	3	2	0	0	0	0	0	0	0	0	7	7
2020-02-04 17:30:00	0	0	0	2	5	0	0	0	0	0	0	0	0	2	3
2020-02-04 17:45:00	0	0	0	1	0	0	0	0	0	0	0	0	0	5	2

Leg	BR Reynolds Dr					Cesar Chavez					Cesar Chavez				
Direction	Southbound					Westbound					Eastbound				
Start Time	Right	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	U-Turn	Peds CW	Peds CCW	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Leg	BR Reynolds Dr					Cesar Chavez					Cesar Chavez				
Direction	Southbound					Westbound					Eastbound				
Start Time	Right	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	U-Turn	Peds CW	Peds CCW	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	5	8	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0
2020-02-04 07:45:00	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	3	7	0	0	0	0	0	0	0	0	1	0
2020-02-04 16:00:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
2020-02-04 16:15:00	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	7	3	0	0	0	0	0	0	0	0	1	2
2020-02-04 16:45:00	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	2	3	0	0	0	0	0	0	0	0	1	1
2020-02-04 17:45:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1

Leg	BR Reynolds Dr						Cesar Chavez						Cesar Chavez						
Direction	Southbound						Westbound						Eastbound						
Start Time	Right	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	U-Turn	**App Total**	Peds CW	Peds CCW	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	**Int Total**
2020-02-04 07:00:00	18	18	0	**36**	3	0	36	219	0	**255**	0	0	390	68	0	**458**	3	1	**749**
2020-02-04 07:15:00	13	14	0	**27**	6	9	28	319	0	**347**	0	0	417	46	0	**463**	1	1	**837**
2020-02-04 07:30:00	21	15	0	**36**	2	2	29	331	0	**360**	0	0	417	64	0	**481**	4	1	**877**
2020-02-04 07:45:00	24	15	0	**39**	2	2	32	396	0	**428**	0	0	502	62	0	**564**	5	0	**1031**
2020-02-04 08:00:00	34	25	0	**59**	3	4	25	361	0	**386**	0	0	468	54	0	**522**	0	2	**967**
2020-02-04 08:15:00	39	16	0	**55**	5	4	26	351	0	**377**	0	0	495	56	0	**551**	2	1	**983**
2020-02-04 08:30:00	40	15	0	**55**	5	1	30	355	0	**385**	0	0	467	67	0	**534**	0	1	**974**
2020-02-04 08:45:00	35	18	0	**53**	7	9	42	333	0	**375**	0	0	438	80	0	**518**	2	0	**946**
2020-02-04 16:00:00	60	13	0	**73**	0	3	41	481	0	**522**	0	0	300	54	0	**354**	1	3	**949**
2020-02-04 16:15:00	41	17	0	**58**	5	5	46	482	0	**528**	0	0	310	59	0	**369**	1	5	**955**
2020-02-04 16:30:00	24	11	0	**35**	10	3	56	451	0	**507**	0	0	305	44	0	**349**	2	2	**891**
2020-02-04 16:45:00	28	17	0	**45**	3	4	61	383	0	**444**	0	0	276	44	0	**320**	1	2	**809**
2020-02-04 17:00:00	13	15	0	**28**	2	2	68	421	0	**489**	0	0	323	57	0	**380**	2	4	**897**
2020-02-04 17:15:00	24	6	0	**30**	5	6	68	414	0	**482**	0	0	299	47	0	**346**	7	7	**858**
2020-02-04 17:30:00	24	13	0	**37**	4	8	62	326	0	**388**	0	0	272	39	0	**311**	3	4	**736**
2020-02-04 17:45:00	27	17	0	**44**	3	0	61	325	0	**386**	0	0	300	34	0	**334**	5	3	**764**
Grand Total	465	245	0	**710**	65	62	711	5948	0	**6659**	0	0	5979	875	0	**6854**	39	37	**14223**
% Approach	65.5%	34.5%	0.0%				10.7%	89.3%	0.0%				87.2%	12.8%	0.0%				
% Total	3.3%	1.7%	0.0%	**5.0%**			5.0%	41.8%	0.0%	**46.8%**			42.0%	6.2%	0.0%	**48.2%**			
Lights	457	241	0	**698**			679	5847	0	**6526**			5892	864	0	**6756**			**13980**
% Lights	98.3%	98.4%	0.0%	**98.3%**			95.5%	98.3%	0.0%	**98.0%**			98.5%	98.7%	0.0%	**98.6%**			**98.3%**
Articulated Trucks	0	0	0	**0**			0	2	0	**2**			2	1	0	**3**			**5**
% Articulated Trucks	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	**0.0%**			0.0%	0.1%	0.0%	**0.0%**			**0.0%**
Buses and Single-Unit Trucks	8	4	0	**12**			30	97	0	**127**			80	10	0	**90**			**229**
% Buses and Single-Unit Trucks	1.7%	1.6%	0.0%	**1.7%**			4.2%	1.6%	0.0%	**1.9%**			1.3%	1.1%	0.0%	**1.3%**			**1.6%**
Bicycles on Road	0	0	0	**0**			2	2	0	**4**			5	0	0	**5**			**9**
% Bicycles on Road	0.0%	0.0%	0.0%	**0.0%**			0.3%	0.0%	0.0%	**0.1%**			0.1%	0.0%	0.0%	**0.1%**			**0.1%**
Pedestrians					30	21					0	0					34	32	
% Pedestrians					46.2%	33.9%					0.0%	0.0%					87.2%	86.5%	
Bicycles on Crosswalk					35	41					0	0					5	5	
% Bicycles on Crosswalk					53.8%	66.1%					0.0%	0.0%					12.8%	13.5%	

Leg	BR Reynolds Dr						Cesar Chavez						Cesar Chavez						
Direction	Southbound						Westbound						Eastbound						
Start Time	Right	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	U-Turn	**App Total**	Peds CW	Peds CCW	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	**Int Total**
2020-02-04 07:45:00	24	15	0	**39**	2	2	32	396	0	**428**	0	0	502	62	0	**564**	5	0	**1031**
2020-02-04 08:00:00	34	25	0	**59**	3	4	25	361	0	**386**	0	0	468	54	0	**522**	0	2	**967**
2020-02-04 08:15:00	39	16	0	**55**	5	4	26	351	0	**377**	0	0	495	56	0	**551**	2	1	**983**
2020-02-04 08:30:00	40	15	0	**55**	5	1	30	355	0	**385**	0	0	467	67	0	**534**	0	1	**974**
Grand Total	137	71	0	**208**	15	11	113	1463	0	**1576**	0	0	1932	239	0	**2171**	7	4	**3955**
% Approach	65.9%	34.1%	0.0%				7.2%	92.8%	0.0%				89.0%	11.0%	0.0%				
% Total	3.5%	1.8%	0.0%	**5.3%**			2.9%	37.0%	0.0%	**39.8%**			48.8%	6.0%	0.0%	**54.9%**			
PHF (7:45 AM - 8:45 AM)	0.856	0.71	0	**0.881**			0.883	0.924	0	**0.921**			0.962	0.892	0	**0.962**			**0.959**
Lights	132	71	0	**203**			104	1439	0	**1543**			1916	237	0	**2153**			**3899**
% Lights	96.4%	100.0%	0.0%	**97.6%**			92.0%	98.4%	0.0%	**97.9%**			99.2%	99.2%	0.0%	**99.2%**			**98.6%**
Articulated Trucks	0	0	0	**0**			0	2	0	**2**			0	0	0	**0**			**2**
% Articulated Trucks	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.1%	0.0%	**0.1%**			0.0%	0.0%	0.0%	**0.0%**			**0.1%**
Buses and Single-Unit Trucks	5	0	0	**5**			9	22	0	**31**			16	2	0	**18**			**54**
% Buses and Single-Unit Trucks	3.6%	0.0%	0.0%	**2.4%**			8.0%	1.5%	0.0%	**2.0%**			0.8%	0.8%	0.0%	**0.8%**			**1.4%**
Bicycles on Road	0	0	0	**0**			0	0	0	**0**			0	0	0	**0**			**0**
% Bicycles on Road	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	**0.0%**			**0.0%**
Pedestrians					6	3					0	0					7	4	
% Pedestrians					40.0%	27.3%					0.0%	0.0%					100.0%	100.0%	
Bicycles on Crosswalk					9	8					0	0					0	0	
% Bicycles on Crosswalk					60.0%	72.7%					0.0%	0.0%					0.0%	0.0%	

Leg	BR Reynolds Dr						Cesar Chavez						Cesar Chavez						
Direction	Southbound						Westbound						Eastbound						
Start Time	Right	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	U-Turn	**App Total**	Peds CW	Peds CCW	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	**Int Total**
2020-02-04 16:00:00	60	13	0	**73**	0	3	41	481	0	**522**	0	0	300	54	0	**354**	1	3	**949**
2020-02-04 16:15:00	41	17	0	**58**	5	5	46	482	0	**528**	0	0	310	59	0	**369**	1	5	**955**
2020-02-04 16:30:00	24	11	0	**35**	10	3	56	451	0	**507**	0	0	305	44	0	**349**	2	2	**891**
2020-02-04 16:45:00	28	17	0	**45**	3	4	61	383	0	**444**	0	0	276	44	0	**320**	1	2	**809**
Grand Total	153	58	0	**211**	18	15	204	1797	0	**2001**	0	0	1191	201	0	**1392**	5	12	**3604**
% Approach	72.5%	27.5%	0.0%				10.2%	89.8%	0.0%				85.6%	14.4%	0.0%				
% Total	4.2%	1.6%	0.0%	**5.9%**			5.7%	49.9%	0.0%	**55.5%**			33.0%	5.6%	0.0%	**38.6%**			
PHF (4 PM - 5 PM)	0.638	0.853	0	**0.723**			0.828	0.933	0	**0.947**			0.956	0.852	0	**0.94**			**0.942**
Lights	153	56	0	**209**			195	1762	0	**1957**			1163	196	0	**1359**			**3525**
% Lights	100.0%	96.6%	0.0%	**99.1%**			95.6%	98.1%	0.0%	**97.8%**			97.6%	97.5%	0.0%	**97.6%**			**97.8%**
Articulated Trucks	0	0	0	**0**			0	0	0	**0**			0	0	0	**0**			**0**
% Articulated Trucks	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	**0.0%**			**0.0%**
Buses and Single-Unit Trucks	0	2	0	**2**			7	33	0	**40**			23	5	0	**28**			**70**
% Buses and Single-Unit Trucks	0.0%	3.4%	0.0%	**0.9%**			3.4%	1.8%	0.0%	**2.0%**			1.9%	2.5%	0.0%	**2.0%**			**1.9%**
Bicycles on Road	0	0	0	**0**			2	2	0	**4**			5	0	0	**5**			**9**
% Bicycles on Road	0.0%	0.0%	0.0%	**0.0%**			1.0%	0.1%	0.0%	**0.2%**			0.4%	0.0%	0.0%	**0.4%**			**0.2%**
Pedestrians					7	6					0	0					4	9	
% Pedestrians					38.9%	40.0%					0.0%	0.0%					80.0%	75.0%	
Bicycles on Crosswalk					11	9					0	0					1	3	
% Bicycles on Crosswalk					61.1%	60.0%					0.0%	0.0%					20.0%	25.0%	

Study Name	Cesar Chavez at Sandra Muraida
Project	1-5641 - Statesman Redevelopment - Alliance
Project Code	
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Time Zone	America/Chicago
Start Time	2020-02-04 07:00:00
End Time	2020-02-04 18:00:00
Location	Cesar Chavez at Sandra Muraida
Latitude and Longitude	30.266413,-97.755533
AM Peak (Overall Peak Hour)	7:45 AM - 8:45 AM (0.976)
PM Peak	4 PM - 5 PM (0.962)

Leg	Sandra Muraida					Cesar Chavez					Cesar Chavez				
Direction	Southbound					Westbound					Eastbound				
Start Time	Right	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	U-Turn	Peds CW	Peds CCW	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	99	13	0	0	0	5	176	0	0	0	436	0	0	0	0
2020-02-04 07:15:00	103	15	0	0	0	6	213	0	0	0	430	0	0	0	0
2020-02-04 07:30:00	114	12	0	0	0	11	276	0	0	0	467	0	0	0	0
2020-02-04 07:45:00	117	19	0	0	0	4	279	0	0	0	519	0	0	0	0
2020-02-04 08:00:00	117	17	0	0	0	4	262	0	0	0	493	0	0	0	0
2020-02-04 08:15:00	116	15	0	0	0	8	250	0	0	0	530	0	0	0	0
2020-02-04 08:30:00	127	20	0	0	0	10	256	0	0	0	486	0	0	0	0
2020-02-04 08:45:00	123	33	0	0	0	7	235	0	0	0	466	0	0	0	0
2020-02-04 16:00:00	106	7	0	0	0	12	404	0	0	0	323	0	0	0	0
2020-02-04 16:15:00	98	10	0	0	0	4	399	0	0	0	333	0	0	0	0
2020-02-04 16:30:00	105	7	0	0	0	7	377	0	0	0	332	0	0	0	0
2020-02-04 16:45:00	86	3	0	0	0	7	346	0	0	0	303	0	0	0	0
2020-02-04 17:00:00	120	11	0	0	0	11	370	0	0	0	333	0	0	0	0
2020-02-04 17:15:00	127	10	0	0	0	13	344	0	0	0	262	0	0	0	0
2020-02-04 17:30:00	97	6	0	0	0	7	289	0	0	0	241	0	0	0	0
2020-02-04 17:45:00	92	14	0	0	0	9	288	0	0	0	321	0	0	0	0

Leg	Sandra Muraida					Cesar Chavez					Cesar Chavez				
Direction	Southbound					Westbound					Eastbound				
Start Time	Right	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	U-Turn	Peds CW	Peds CCW	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Leg	Sandra Muraida					Cesar Chavez					Cesar Chavez				
Direction	Southbound					Westbound					Eastbound				
Start Time	Right	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	U-Turn	Peds CW	Peds CCW	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	1	0	0	0	0	6	0	0	0	7	0	0	0	0
2020-02-04 07:15:00	0	2	0	0	0	0	7	0	0	0	9	0	0	0	0
2020-02-04 07:30:00	0	3	0	0	0	0	4	0	0	0	4	0	0	0	0
2020-02-04 07:45:00	0	2	0	0	0	0	9	0	0	0	2	0	0	0	0
2020-02-04 08:00:00	0	1	0	0	0	1	10	0	0	0	8	0	0	0	0
2020-02-04 08:15:00	1	2	0	0	0	0	7	0	0	0	1	0	0	0	0
2020-02-04 08:30:00	1	3	0	0	0	0	7	0	0	0	5	0	0	0	0
2020-02-04 08:45:00	1	1	0	0	0	0	9	0	0	0	5	0	0	0	0
2020-02-04 16:00:00	2	2	0	0	0	0	8	0	0	0	2	0	0	0	0
2020-02-04 16:15:00	3	2	0	0	0	0	8	0	0	0	5	0	0	0	0
2020-02-04 16:30:00	4	2	0	0	0	0	6	0	0	0	8	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	8	0	0	0	2	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	10	0	0	0	7	0	0	0	0
2020-02-04 17:15:00	1	1	0	0	0	0	7	0	0	0	4	0	0	0	0
2020-02-04 17:30:00	1	1	0	0	0	0	5	0	0	0	4	0	0	0	0
2020-02-04 17:45:00	3	2	0	0	0	0	6	0	0	0	4	0	0	0	0

Leg	Sandra Muraida					Cesar Chavez					Cesar Chavez				
Direction	Southbound					Westbound					Eastbound				
Start Time	Right	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	U-Turn	Peds CW	Peds CCW	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	0	0	1	0	0	0	0	4	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	3	2	0	0	0	2	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
2020-02-04 08:30:00	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	0	0	0	1	1	0	0	0	0	4	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	4	0	0	0	0	1	0	0	0	0	0	0
2020-02-04 16:45:00	0	0	0	5	2	0	0	0	4	3	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	1	2	0	0	0	0	1	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	4	1	0	0	0	2	7	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	2	5	0	0	0	2	0	0	0	0	0	0
2020-02-04 17:45:00	0	0	0	1	1	0	0	0	0	3	0	0	0	0	0

Leg	Sandra Muraida					Cesar Chavez					Cesar Chavez				
Direction	Southbound					Westbound					Eastbound				
Start Time	Right	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	U-Turn	Peds CW	Peds CCW	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Leg	Sandra Muraida					Cesar Chavez					Cesar Chavez				
Direction	Southbound					Westbound					Eastbound				
Start Time	Right	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	U-Turn	Peds CW	Peds CCW	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	5	8	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	3	7	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	3	7	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	3	4	0	0	0	0	2	0	0	0	0	0
2020-02-04 17:45:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0

Leg	Sandra Muraida						Cesar Chavez						Cesar Chavez						
Direction	Southbound						Westbound						Eastbound						
Start Time	Right	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	U-Turn	**App Total**	Peds CW	Peds CCW	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	**Int Total**
2020-02-04 07:00:00	99	14	0	**113**	3	1	5	182	0	**187**	0	0	443	0	0	**443**	0	0	**743**
2020-02-04 07:15:00	103	17	0	**120**	6	10	6	220	0	**226**	0	0	439	0	0	**439**	0	0	**785**
2020-02-04 07:30:00	114	15	0	**129**	2	3	11	280	0	**291**	0	0	471	0	0	**471**	0	0	**891**
2020-02-04 07:45:00	117	21	0	**138**	2	1	4	288	0	**292**	4	0	521	0	0	**521**	0	0	**951**
2020-02-04 08:00:00	117	18	0	**135**	3	5	5	272	0	**277**	2	0	501	0	0	**501**	0	0	**913**
2020-02-04 08:15:00	117	17	0	**134**	3	4	8	259	0	**267**	1	1	531	0	0	**531**	0	0	**932**
2020-02-04 08:30:00	128	23	0	**151**	8	3	10	263	0	**273**	0	0	491	0	0	**491**	0	0	**915**
2020-02-04 08:45:00	124	34	0	**158**	7	8	7	244	0	**251**	0	0	473	0	0	**473**	0	0	**882**
2020-02-04 16:00:00	109	9	0	**118**	1	2	12	412	0	**424**	0	4	325	0	0	**325**	0	0	**867**
2020-02-04 16:15:00	101	12	0	**113**	2	6	4	407	0	**411**	0	0	338	0	0	**338**	0	0	**862**
2020-02-04 16:30:00	110	9	0	**119**	7	7	7	384	0	**391**	1	0	340	0	0	**340**	0	0	**850**
2020-02-04 16:45:00	86	3	0	**89**	5	5	7	355	0	**362**	4	3	305	0	0	**305**	0	0	**756**
2020-02-04 17:00:00	120	11	0	**131**	1	2	11	380	0	**391**	0	1	341	0	0	**341**	0	0	**863**
2020-02-04 17:15:00	128	11	0	**139**	5	4	13	351	0	**364**	2	7	267	0	0	**267**	0	0	**770**
2020-02-04 17:30:00	98	7	0	**105**	5	9	7	294	0	**301**	2	2	246	0	0	**246**	0	0	**652**
2020-02-04 17:45:00	95	16	0	**111**	3	1	9	294	0	**303**	0	3	325	0	0	**325**	0	0	**739**
Grand Total	1766	237	0	**2003**	63	71	126	4885	0	**5011**	16	21	6357	0	0	**6357**	0	0	**13371**
% Approach	88.2%	11.8%	0.0%				2.5%	97.5%	0.0%				100.0%	0.0%	0.0%				
% Total	13.2%	1.8%	0.0%	**15.0%**			0.9%	36.5%	0.0%	**37.5%**			47.5%	0.0%	0.0%	**47.5%**			
Lights	1747	212	0	**1959**			125	4764	0	**4889**			6275	0	0	**6275**			**13123**
% Lights	98.9%	89.5%	0.0%	**97.8%**			99.2%	97.5%	0.0%	**97.6%**			98.7%	0.0%	0.0%	**98.7%**			**98.1%**
Articulated Trucks	0	0	0	**0**			0	3	0	**3**			4	0	0	**4**			**7**
% Articulated Trucks	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.1%	0.0%	**0.1%**			0.1%	0.0%	0.0%	**0.1%**			**0.1%**
Buses and Single-Unit Trucks	17	25	0	**42**			1	117	0	**118**			77	0	0	**77**			**237**
% Buses and Single-Unit Trucks	1.0%	10.5%	0.0%	**2.1%**			0.8%	2.4%	0.0%	**2.4%**			1.2%	0.0%	0.0%	**1.2%**			**1.8%**
Bicycles on Road	2	0	0	**2**			0	1	0	**1**			1	0	0	**1**			**4**
% Bicycles on Road	0.1%	0.0%	0.0%	**0.1%**			0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	**0.0%**			**0.0%**
Pedestrians					36	24					16	19					0	0	
% Pedestrians					57.1%	33.8%					100.0%	90.5%					0.0%	0.0%	
Bicycles on Crosswalk					27	47					0	2					0	0	
% Bicycles on Crosswalk					42.9%	66.2%					0.0%	9.5%					0.0%	0.0%	

Leg	Sandra Muraida						Cesar Chavez						Cesar Chavez						
Direction	Southbound						Westbound						Eastbound						
Start Time	Right	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	U-Turn	**App Total**	Peds CW	Peds CCW	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	**Int Total**
2020-02-04 07:45:00	117	21	0	**138**	2	1	4	288	0	**292**	4	0	521	0	0	**521**	0	0	**951**
2020-02-04 08:00:00	117	18	0	**135**	3	5	5	272	0	**277**	2	0	501	0	0	**501**	0	0	**913**
2020-02-04 08:15:00	117	17	0	**134**	3	4	8	259	0	**267**	1	1	531	0	0	**531**	0	0	**932**
2020-02-04 08:30:00	128	23	0	**151**	8	3	10	263	0	**273**	0	0	491	0	0	**491**	0	0	**915**
Grand Total	479	79	0	**558**	16	13	27	1082	0	**1109**	7	1	2044	0	0	**2044**	0	0	**3711**
% Approach	85.8%	14.2%	0.0%				2.4%	97.6%	0.0%				100.0%	0.0%	0.0%				
% Total	12.9%	2.1%	0.0%	**15.0%**			0.7%	29.2%	0.0%	**29.9%**			55.1%	0.0%	0.0%	**55.1%**			
PHF (7:45 AM - 8:45 AM)	0.936	0.859	0	**0.924**			0.675	0.939	0	**0.949**			0.962	0	0	**0.962**			**0.976**
Lights	477	71	0	**548**			26	1047	0	**1073**			2028	0	0	**2028**			**3649**
% Lights	99.6%	89.9%	0.0%	**98.2%**			96.3%	96.8%	0.0%	**96.8%**			99.2%	0.0%	0.0%	**99.2%**			**98.3%**
Articulated Trucks	0	0	0	**0**			0	2	0	**2**			0	0	0	**0**			**2**
% Articulated Trucks	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.2%	0.0%	**0.2%**			0.0%	0.0%	0.0%	**0.0%**			**0.1%**
Buses and Single-Unit Trucks	2	8	0	**10**			1	33	0	**34**			16	0	0	**16**			**60**
% Buses and Single-Unit Trucks	0.4%	10.1%	0.0%	**1.8%**			3.7%	3.0%	0.0%	**3.1%**			0.8%	0.0%	0.0%	**0.8%**			**1.6%**
Bicycles on Road	0	0	0	**0**			0	0	0	**0**			0	0	0	**0**			**0**
% Bicycles on Road	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	**0.0%**			**0.0%**
Pedestrians					8	4					7	1					0	0	
% Pedestrians					50.0%	30.8%					100.0%	100.0%					0.0%	0.0%	
Bicycles on Crosswalk					8	9					0	0					0	0	
% Bicycles on Crosswalk					50.0%	69.2%					0.0%	0.0%					0.0%	0.0%	

Leg	Sandra Muraida						Cesar Chavez						Cesar Chavez						
Direction	Southbound						Westbound						Eastbound						
Start Time	Right	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	U-Turn	**App Total**	Peds CW	Peds CCW	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	**Int Total**
2020-02-04 16:00:00	109	9	0	**118**	1	2	12	412	0	**424**	0	4	325	0	0	**325**	0	0	**867**
2020-02-04 16:15:00	101	12	0	**113**	2	6	4	407	0	**411**	0	0	338	0	0	**338**	0	0	**862**
2020-02-04 16:30:00	110	9	0	**119**	7	7	7	384	0	**391**	1	0	340	0	0	**340**	0	0	**850**
2020-02-04 16:45:00	86	3	0	**89**	5	5	7	355	0	**362**	4	3	305	0	0	**305**	0	0	**756**
Grand Total	406	33	0	**439**	15	20	30	1558	0	**1588**	5	7	1308	0	0	**1308**	0	0	**3335**
% Approach	92.5%	7.5%	0.0%				1.9%	98.1%	0.0%				100.0%	0.0%	0.0%				
% Total	12.2%	1.0%	0.0%	**13.2%**			0.9%	46.7%	0.0%	**47.6%**			39.2%	0.0%	0.0%	**39.2%**			
PHF (4 PM - 5 PM)	0.927	0.688	0	**0.926**			0.625	0.945	0	**0.936**			0.962	0	0	**0.962**			**0.962**
Lights	395	27	0	**422**			30	1526	0	**1556**			1291	0	0	**1291**			**3269**
% Lights	97.3%	81.8%	0.0%	**96.1%**			100.0%	97.9%	0.0%	**98.0%**			98.7%	0.0%	0.0%	**98.7%**			**98.0%**
Articulated Trucks	0	0	0	**0**			0	1	0	**1**			0	0	0	**0**			**1**
% Articulated Trucks	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.1%	0.0%	**0.1%**			0.0%	0.0%	0.0%	**0.0%**			**0.0%**
Buses and Single-Unit Trucks	9	6	0	**15**			0	30	0	**30**			17	0	0	**17**			**62**
% Buses and Single-Unit Trucks	2.2%	18.2%	0.0%	**3.4%**			0.0%	1.9%	0.0%	**1.9%**			1.3%	0.0%	0.0%	**1.3%**			**1.9%**
Bicycles on Road	2	0	0	**2**			0	1	0	**1**			0	0	0	**0**			**3**
% Bicycles on Road	0.5%	0.0%	0.0%	**0.5%**			0.0%	0.1%	0.0%	**0.1%**			0.0%	0.0%	0.0%	**0.0%**			**0.1%**
Pedestrians					11	7					5	7					0	0	
% Pedestrians					73.3%	35.0%					100.0%	100.0%					0.0%	0.0%	
Bicycles on Crosswalk					4	13					0	0					0	0	
% Bicycles on Crosswalk					26.7%	65.0%					0.0%	0.0%					0.0%	0.0%	

Study Name	Lamar at Barton Springs
Project	1-5641 - Statesman Redevelopment - Alliance
Project Code	
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Time Zone	America/Chicago
Start Time	2020-02-04 07:00:00
End Time	2020-02-04 18:00:00
Location	Lamar at Barton Springs
Latitude and Longitude	30.260864,-97.758557
AM Peak	7:30 AM - 8:30 AM (0.943)
PM Peak (Overall Peak Hour)	4:45 PM - 5:45 PM (0.991)

Leg	Lamar Blvd						Barton Springs Rd						Lamar Blvd						Barton Springs Rd					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	23	87	46	0	0	0	34	63	15	0	0	0	54	317	25	0	0	0	12	69	50	0	0	0
2020-02-04 07:15:00	29	99	51	0	0	0	73	76	29	0	0	0	82	381	29	0	0	0	5	73	54	0	0	0
2020-02-04 07:30:00	33	108	50	0	0	0	70	106	20	0	0	0	66	381	29	0	0	0	13	104	88	0	0	0
2020-02-04 07:45:00	38	120	54	0	0	0	83	150	22	0	0	0	89	326	27	0	0	0	12	119	93	0	0	0
2020-02-04 08:00:00	20	96	54	0	0	0	97	119	24	0	0	0	63	281	32	0	0	0	19	104	90	0	0	0
2020-02-04 08:15:00	26	123	41	0	0	0	92	124	15	0	0	0	87	256	32	0	0	0	27	138	98	0	0	0
2020-02-04 08:30:00	21	120	51	0	0	0	97	120	17	0	0	0	52	233	21	0	0	0	26	125	114	0	0	0
2020-02-04 08:45:00	36	162	55	0	0	0	99	127	22	0	0	0	63	270	38	0	0	0	21	103	95	0	0	0
2020-02-04 16:00:00	99	313	44	1	0	0	53	130	83	0	0	0	55	251	39	0	0	0	42	104	64	0	0	0
2020-02-04 16:15:00	122	316	42	1	0	0	67	202	82	0	0	0	33	227	31	0	0	0	39	96	64	0	0	0
2020-02-04 16:30:00	156	320	35	2	0	0	54	165	72	0	0	0	37	199	36	0	0	0	40	77	70	0	0	0
2020-02-04 16:45:00	124	332	43	1	0	0	58	177	81	0	0	0	36	221	33	0	0	0	53	128	77	1	0	0
2020-02-04 17:00:00	151	329	37	0	0	0	74	161	79	0	0	0	47	207	38	0	0	0	55	109	71	0	0	0
2020-02-04 17:15:00	138	335	42	2	0	0	59	178	91	0	0	0	51	192	35	0	0	0	71	111	63	0	0	0
2020-02-04 17:30:00	135	345	35	1	0	0	38	171	89	0	0	0	64	184	37	0	0	0	57	116	53	0	0	0
2020-02-04 17:45:00	146	322	45	0	0	0	54	194	88	0	0	0	48	208	31	0	0	0	71	101	65	0	0	0

Leg	Lamar Blvd						Barton Springs Rd						Lamar Blvd						Barton Springs Rd					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Leg	Lamar Blvd						Barton Springs Rd						Lamar Blvd						Barton Springs Rd					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	3	2	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	1	4	0	0	0	0	0	1	1	0	0	0	0	3	0	0	0	0	0	1	0	0	0	0
2020-02-04 07:30:00	2	2	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	1	1	0	0	0	0
2020-02-04 07:45:00	0	4	1	0	0	0	0	1	0	0	0	0	0	4	0	0	0	0	0	0	1	0	0	0
2020-02-04 08:00:00	1	3	0	0	0	0	0	4	2	0	0	0	1	4	0	0	0	0	1	2	0	0	0	0
2020-02-04 08:15:00	0	3	1	0	0	0	0	2	0	0	0	0	0	7	0	0	0	0	1	1	0	0	0	0
2020-02-04 08:30:00	0	5	0	0	0	0	3	2	1	0	0	0	0	4	1	0	0	0	0	1	1	0	0	0
2020-02-04 08:45:00	1	6	0	0	0	0	0	0	1	0	0	0	1	4	0	0	0	0	0	2	0	0	0	0
2020-02-04 16:00:00	2	6	0	0	0	0	0	0	1	0	0	0	1	8	0	0	0	0	1	1	1	0	0	0
2020-02-04 16:15:00	0	3	0	0	0	0	2	2	0	0	0	0	0	8	0	0	0	0	0	0	1	0	0	0
2020-02-04 16:30:00	2	4	0	0	0	0	0	1	1	0	0	0	0	6	0	0	0	0	0	2	1	0	0	0
2020-02-04 16:45:00	2	6	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	1	2	0	0	0	0
2020-02-04 17:00:00	1	4	0	0	0	0	0	1	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	6	0	0	0	0	1	0	2	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
2020-02-04 17:30:00	0	2	0	0	0	0	0	2	0	0	0	0	0	4	0	0	0	0	0	0	1	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	1	0	0	0	0

Leg	Lamar Blvd						Barton Springs Rd						Lamar Blvd						Barton Springs Rd					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	1	1
2020-02-04 07:15:00	0	0	0	0	4	1	0	0	0	0	1	0	0	0	0	0	1	2	0	0	0	0	2	2
2020-02-04 07:30:00	0	0	0	0	1	5	0	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	1	2
2020-02-04 07:45:00	0	0	0	0	1	1	0	0	0	0	0	3	0	0	0	0	0	2	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	1	0	0	0	0	0	1	2	0	0	0	0	0	1	0	0	0	0	6	0
2020-02-04 08:15:00	0	0	0	0	2	2	0	0	0	0	0	2	0	0	0	0	4	1	0	0	0	0	1	2
2020-02-04 08:30:00	0	0	0	0	3	6	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	2	0
2020-02-04 08:45:00	0	0	0	0	1	1	0	0	0	0	1	7	0	0	0	0	2	1	0	0	0	0	2	0
2020-02-04 16:00:00	0	0	0	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	3
2020-02-04 16:15:00	0	0	0	0	1	2	0	0	0	0	1	0	0	0	0	0	6	5	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0	5	4	0	0	0	0	1	1
2020-02-04 16:45:00	0	0	0	0	3	3	0	0	0	0	3	4	0	0	0	0	0	3	0	0	0	0	3	6
2020-02-04 17:00:00	0	0	0	0	2	3	0	0	0	0	1	0	0	0	0	0	3	2	0	0	0	0	8	4
2020-02-04 17:15:00	0	0	0	0	7	6	0	0	0	0	4	1	0	0	0	0	4	3	0	0	0	0	1	12
2020-02-04 17:30:00	0	0	0	0	3	4	0	0	0	0	4	4	0	0	0	0	2	4	0	0	0	0	5	3
2020-02-04 17:45:00	0	0	0	0	2	15	0	0	0	0	3	2	0	0	0	0	1	3	0	0	0	0	2	9

Leg	Lamar Blvd						Barton Springs Rd						Lamar Blvd						Barton Springs Rd					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	5	0	0	0	0	0	2	1	0	0	0	1	1	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	4	3	0	0	0
2020-02-04 08:30:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0
2020-02-04 08:45:00	0	1	0	0	0	0	1	2	0	0	0	0	3	1	1	0	0	0	0	3	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	2	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0
2020-02-04 16:30:00	1	1	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0
2020-02-04 17:00:00	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
2020-02-04 17:30:00	1	2	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0
2020-02-04 17:45:00	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	3	3	0	0	0	0

Leg	Lamar Blvd						Barton Springs Rd						Lamar Blvd						Barton Springs Rd					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	2	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	2
2020-02-04 08:30:00	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	1	0	0	0	0	1	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	1
2020-02-04 16:00:00	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	2	1	0	0	0	0	0	1
2020-02-04 16:30:00	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	1	0
2020-02-04 17:00:00	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	1
2020-02-04 17:15:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3
2020-02-04 17:30:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	3	4
2020-02-04 17:45:00	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	3	0	0	0	0	1	3

Leg	Lamar Blvd							Barton Springs Rd							Lamar Blvd							Barton Springs Rd							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 07:00:00	23	90	50	0	**163**	0	0	34	65	16	0	**115**	0	1	54	320	25	0	**399**	0	3	12	71	50	0	**133**	1	1	**810**
2020-02-04 07:15:00	30	103	52	0	**185**	4	1	73	79	30	0	**182**	1	0	83	384	29	0	**496**	2	2	7	74	54	0	**135**	2	2	**998**
2020-02-04 07:30:00	35	110	50	0	**195**	1	5	70	111	21	0	**202**	2	1	66	388	30	0	**484**	1	0	15	106	88	0	**209**	2	2	**1090**
2020-02-04 07:45:00	38	125	55	0	**218**	1	1	83	151	22	0	**256**	1	4	90	330	27	0	**447**	1	2	12	121	94	0	**227**	2	0	**1148**
2020-02-04 08:00:00	21	99	54	0	**174**	1	0	97	124	26	0	**247**	1	3	65	286	32	0	**383**	0	1	20	106	91	0	**217**	6	0	**1021**
2020-02-04 08:15:00	26	126	43	0	**195**	2	2	92	126	15	0	**233**	0	2	87	265	33	0	**385**	4	2	28	143	101	0	**272**	3	4	**1085**
2020-02-04 08:30:00	21	125	54	0	**200**	3	7	100	122	18	0	**240**	0	7	52	240	22	0	**314**	0	1	26	127	115	0	**268**	3	0	**1022**
2020-02-04 08:45:00	37	169	55	0	**261**	1	1	100	130	25	0	**255**	1	10	67	275	39	0	**381**	2	2	21	109	95	0	**225**	2	1	**1122**
2020-02-04 16:00:00	101	319	44	1	**465**	7	1	55	131	84	0	**270**	1	0	58	260	39	0	**357**	1	2	43	105	65	0	**213**	3	3	**1305**
2020-02-04 16:15:00	122	320	43	1	**486**	2	3	69	204	82	0	**355**	1	1	33	236	31	0	**300**	8	6	40	100	65	0	**205**	0	1	**1346**
2020-02-04 16:30:00	159	325	37	2	**523**	1	2	54	168	73	0	**295**	1	2	37	205	36	0	**278**	6	4	40	80	71	0	**191**	1	1	**1287**
2020-02-04 16:45:00	126	338	43	1	**508**	3	3	58	181	81	0	**320**	3	4	36	223	34	0	**293**	1	5	54	132	77	1	**264**	4	6	**1385**
2020-02-04 17:00:00	153	333	37	0	**523**	8	4	74	165	79	0	**318**	1	0	49	213	38	0	**300**	3	4	55	109	71	0	**235**	9	5	**1376**
2020-02-04 17:15:00	139	342	42	2	**525**	8	8	60	180	93	0	**333**	4	1	51	193	35	0	**279**	4	4	72	111	64	0	**247**	1	15	**1384**
2020-02-04 17:30:00	136	349	35	1	**521**	5	4	38	175	89	0	**302**	4	4	64	189	37	0	**290**	3	6	57	117	54	0	**228**	8	7	**1341**
2020-02-04 17:45:00	146	323	45	0	**514**	3	15	54	196	88	0	**338**	4	2	49	211	31	0	**291**	2	6	74	105	65	0	**244**	3	12	**1387**
Grand Total	1313	3596	739	8	**5656**	50	57	1111	2308	842	0	**4261**	25	42	941	4218	518	0	**5677**	38	50	576	1716	1220	1	**3513**	50	60	**19107**
% Approach	23.2%	63.6%	13.1%	0.1%				26.1%	54.2%	19.8%	0.0%				16.6%	74.3%	9.1%	0.0%				16.4%	48.8%	34.7%	0.0%				
% Total	6.9%	18.8%	3.9%	0.0%	**29.6%**			5.8%	12.1%	4.4%	0.0%	**22.3%**			4.9%	22.1%	2.7%	0.0%	**29.7%**			3.0%	9.0%	6.4%	0.0%	**18.4%**			
Lights	1297	3527	725	8	**5557**			1102	2263	829	0	**4194**			927	4134	513	0	**5574**			563	1677	1209	1	**3450**			**18775**
% Lights	98.8%	98.1%	98.1%	100.0%	**98.2%**			99.2%	98.1%	98.5%	0.0%	**98.4%**			98.5%	98.0%	99.0%	0.0%	**98.2%**			97.7%	97.7%	99.1%	100.0%	**98.2%**			**98.3%**
Articulated Trucks	0	1	5	0	**6**			0	2	3	0	**5**			1	4	1	0	**6**			1	1	0	0	**2**			**19**
% Articulated Trucks	0.0%	0.0%	0.7%	0.0%	**0.1%**			0.0%	0.1%	0.4%	0.0%	**0.1%**			0.1%	0.1%	0.2%	0.0%	**0.1%**			0.2%	0.1%	0.0%	0.0%	**0.1%**			**0.1%**
Buses and Single-Unit Trucks	12	61	4	0	**77**			6	18	10	0	**34**			4	69	2	0	**75**			6	14	6	0	**26**			**212**
% Buses and Single-Unit Trucks	0.9%	1.7%	0.5%	0.0%	**1.4%**			0.5%	0.8%	1.2%	0.0%	**0.8%**			0.4%	1.6%	0.4%	0.0%	**1.3%**			1.0%	0.8%	0.5%	0.0%	**0.7%**			**1.1%**
Bicycles on Road	4	7	5	0	**16**			3	25	0	0	**28**			9	11	2	0	**22**			6	24	5	0	**35**			**101**
% Bicycles on Road	0.3%	0.2%	0.7%	0.0%	**0.3%**			0.3%	1.1%	0.0%	0.0%	**0.7%**			1.0%	0.3%	0.4%	0.0%	**0.4%**			1.0%	1.4%	0.4%	0.0%	**1.0%**			**0.5%**
Pedestrians						36	51						23	32						29	33						38	45	
% Pedestrians						72.0%	89.5%						92.0%	76.2%						76.3%	66.0%						76.0%	75.0%	
Bicycles on Crosswalk						14	6						2	10						9	17						12	15	
% Bicycles on Crosswalk						28.0%	10.5%						8.0%	23.8%						23.7%	34.0%						24.0%	25.0%	

Leg	Lamar Blvd							Barton Springs Rd							Lamar Blvd							Barton Springs Rd							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 07:30:00	35	110	50	0	**195**	1	5	70	111	21	0	**202**	2	1	66	388	30	0	**484**	1	0	15	106	88	0	**209**	2	2	**1090**
2020-02-04 07:45:00	38	125	55	0	**218**	1	1	83	151	22	0	**256**	1	4	90	330	27	0	**447**	1	2	12	121	94	0	**227**	2	0	**1148**
2020-02-04 08:00:00	21	99	54	0	**174**	1	0	97	124	26	0	**247**	1	3	65	286	32	0	**383**	0	1	20	106	91	0	**217**	6	0	**1021**
2020-02-04 08:15:00	26	126	43	0	**195**	2	2	92	126	15	0	**233**	0	2	87	265	33	0	**385**	4	2	28	143	101	0	**272**	3	4	**1085**
Grand Total	120	460	202	0	**782**	5	8	342	512	84	0	**938**	4	10	308	1269	122	0	**1699**	6	5	75	476	374	0	**925**	13	6	**4344**
% Approach	15.3%	58.8%	25.8%	0.0%				36.5%	54.6%	9.0%	0.0%				18.1%	74.7%	7.2%	0.0%				8.1%	51.5%	40.4%	0.0%				
% Total	2.8%	10.6%	4.7%	0.0%	**18.0%**			7.9%	11.8%	1.9%	0.0%	**21.6%**			7.1%	29.2%	2.8%	0.0%	**39.1%**			1.7%	11.0%	8.6%	0.0%	**21.3%**			
PHF (7:30 AM - 8:30 AM)	0.789	0.913	0.918	0	**0.897**			0.881	0.838	0.808	0	**0.91**			0.86	0.819	0.917	0	**0.879**			0.661	0.844	0.944	0	**0.861**			**0.943**
Lights	117	447	199	0	**763**			342	499	81	0	**922**			305	1244	120	0	**1669**			71	465	369	0	**905**			**4259**
% Lights	97.5%	97.2%	98.5%	0.0%	**97.6%**			100.0%	97.5%	96.4%	0.0%	**98.3%**			99.0%	98.0%	98.4%	0.0%	**98.2%**			94.7%	97.7%	98.7%	0.0%	**97.8%**			**98.0%**
Articulated Trucks	0	1	1	0	**2**			0	0	1	0	**1**			0	0	1	0	**1**			0	0	0	0	**0**			**4**
% Articulated Trucks	0.0%	0.2%	0.5%	0.0%	**0.3%**			0.0%	0.0%	1.2%	0.0%	**0.1%**			0.0%	0.0%	0.8%	0.0%	**0.1%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.1%**
Buses and Single-Unit Trucks	3	12	2	0	**17**			0	7	2	0	**9**			1	20	0	0	**21**			3	4	1	0	**8**			**55**
% Buses and Single-Unit Trucks	2.5%	2.6%	1.0%	0.0%	**2.2%**			0.0%	1.4%	2.4%	0.0%	**1.0%**			0.3%	1.6%	0.0%	0.0%	**1.2%**			4.0%	0.8%	0.3%	0.0%	**0.9%**			**1.3%**
Bicycles on Road	0	0	0	0	**0**			0	6	0	0	**6**			2	5	1	0	**8**			1	7	4	0	**12**			**26**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	1.2%	0.0%	0.0%	**0.6%**			0.6%	0.4%	0.8%	0.0%	**0.5%**			1.3%	1.5%	1.1%	0.0%	**1.3%**			**0.6%**
Pedestrians						5	8						3	8						5	4						8	4	
% Pedestrians						100.0%	100.0%						75.0%	80.0%						83.3%	80.0%						61.5%	66.7%	
Bicycles on Crosswalk						0	0						1	2						1	1						5	2	
% Bicycles on Crosswalk						0.0%	0.0%						25.0%	20.0%						16.7%	20.0%						38.5%	33.3%	

Leg	Lamar Blvd							Barton Springs Rd							Lamar Blvd							Barton Springs Rd							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	**Int Total**
2020-02-04 16:45:00	126	338	43	1	**508**	3	3	58	181	81	0	**320**	3	4	36	223	34	0	**293**	1	5	54	132	77	1	**264**	4	6	**1385**
2020-02-04 17:00:00	153	333	37	0	**523**	8	4	74	165	79	0	**318**	1	0	49	213	38	0	**300**	3	4	55	109	71	0	**235**	9	5	**1376**
2020-02-04 17:15:00	139	342	42	2	**525**	8	8	60	180	93	0	**333**	4	1	51	193	35	0	**279**	4	4	72	111	64	0	**247**	1	15	**1384**
2020-02-04 17:30:00	136	349	35	1	**521**	5	4	38	175	89	0	**302**	4	4	64	189	37	0	**290**	3	6	57	117	54	0	**228**	8	7	**1341**
Grand Total	554	1362	157	4	**2077**	24	19	230	701	342	0	**1273**	12	9	200	818	144	0	**1162**	11	19	238	469	266	1	**974**	22	33	**5486**
% Approach	26.7%	65.6%	7.6%	0.2%				18.1%	55.1%	26.9%	0.0%				17.2%	70.4%	12.4%	0.0%				24.4%	48.2%	27.3%	0.1%				
% Total	10.1%	24.8%	2.9%	0.1%	**37.9%**			4.2%	12.8%	6.2%	0.0%	**23.2%**			3.6%	14.9%	2.6%	0.0%	**21.2%**			4.3%	8.5%	4.8%	0.0%	**17.8%**			
PHF (4:45 PM - 5:45 PM)	0.906	0.979	0.913	0.5	**0.99**			0.777	0.971	0.919	0	**0.954**			0.781	0.919	0.947	0	**0.967**			0.826	0.896	0.86	0.25	**0.926**			**0.991**
Lights	548	1341	157	4	**2050**			229	687	340	0	**1256**			198	804	143	0	**1145**			236	464	264	1	**965**			**5416**
% Lights	98.9%	98.5%	100.0%	100.0%	**98.7%**			99.6%	98.0%	99.4%	0.0%	**98.7%**			99.0%	98.3%	99.3%	0.0%	**98.5%**			99.2%	98.9%	99.2%	100.0%	**99.1%**			**98.7%**
Articulated Trucks	0	0	0	0	**0**			0	0	0	0	**0**			1	1	0	0	**2**			0	0	0	0	**0**			**2**
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.5%	0.1%	0.0%	0.0%	**0.2%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.0%**
Buses and Single-Unit Trucks	3	18	0	0	**21**			1	4	2	0	**7**			1	11	1	0	**13**			2	2	1	0	**5**			**46**
% Buses and Single-Unit Trucks	0.5%	1.3%	0.0%	0.0%	**1.0%**			0.4%	0.6%	0.6%	0.0%	**0.5%**			0.5%	1.3%	0.7%	0.0%	**1.1%**			0.8%	0.4%	0.4%	0.0%	**0.5%**			**0.8%**
Bicycles on Road	3	3	0	0	**6**			0	10	0	0	**10**			0	2	0	0	**2**			0	3	1	0	**4**			**22**
% Bicycles on Road	0.5%	0.2%	0.0%	0.0%	**0.3%**			0.0%	1.4%	0.0%	0.0%	**0.8%**			0.0%	0.2%	0.0%	0.0%	**0.2%**			0.0%	0.6%	0.4%	0.0%	**0.4%**			**0.4%**
Pedestrians						15	16						12	9						9	12						17	25	
% Pedestrians						62.5%	84.2%						100.0%	100.0%						81.8%	63.2%						77.3%	75.8%	
Bicycles on Crosswalk						9	3						0	0						2	7						5	8	
% Bicycles on Crosswalk						37.5%	15.8%						0.0%	0.0%						18.2%	36.8%						22.7%	24.2%	

Study Name	Guadalupe at Cesar Chavez
Project	1-5641 - Statesman Redevelopment - Alliance
Project Code	
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Time Zone	America/Chicago
Start Time	2020-02-04 07:00:00
End Time	2020-02-04 18:00:00
Location	Guadalupe at Cesar Chavez
Latitude and Longitude	30.264344,-97.748036
AM Peak	7:45 AM - 8:45 AM (0.944)
PM Peak (Overall Peak Hour)	4 PM - 5 PM (0.975)

Leg	Guadalupe						Cesar Chavez						Guadalupe						Cesar Chavez					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	17	37	17	0	0	0	0	199	0	0	0	0	0	0	0	0	0	0	69	249	0	0	0	0
2020-02-04 07:15:00	13	34	21	0	0	0	0	259	0	0	0	0	0	0	0	0	0	0	77	317	0	0	0	0
2020-02-04 07:30:00	14	57	24	0	0	0	0	258	0	0	0	0	0	0	0	0	0	0	60	275	0	0	0	0
2020-02-04 07:45:00	24	45	17	0	0	0	0	303	0	0	0	0	0	0	0	0	0	0	55	327	0	0	0	0
2020-02-04 08:00:00	26	54	22	0	0	0	0	250	0	0	0	0	0	0	0	0	0	0	47	271	0	0	0	0
2020-02-04 08:15:00	24	64	27	0	0	0	0	271	0	0	0	0	0	0	0	0	0	0	53	332	0	0	0	0
2020-02-04 08:30:00	27	89	29	0	0	0	0	238	0	0	0	0	0	0	0	0	0	0	74	239	0	0	0	0
2020-02-04 08:45:00	32	57	16	0	0	0	0	279	0	0	0	0	0	0	0	0	0	0	67	308	0	0	0	0
2020-02-04 16:00:00	76	421	35	0	0	0	0	202	0	0	0	0	0	0	0	0	0	0	178	168	0	0	0	0
2020-02-04 16:15:00	37	376	25	0	0	0	0	184	0	0	0	0	0	0	0	0	0	0	201	184	0	0	0	0
2020-02-04 16:30:00	29	467	16	0	0	0	0	203	0	0	0	0	0	1	0	0	0	0	199	157	0	0	0	0
2020-02-04 16:45:00	43	437	16	0	0	0	0	201	0	0	0	0	0	0	0	0	0	0	212	143	0	0	0	0
2020-02-04 17:00:00	45	423	17	0	0	0	0	218	0	0	0	0	0	0	0	0	0	0	216	131	0	0	0	0
2020-02-04 17:15:00	28	431	13	0	0	0	0	218	0	0	0	0	0	0	0	0	0	0	225	102	0	0	0	0
2020-02-04 17:30:00	32	424	9	0	0	0	0	197	0	0	0	0	0	0	0	0	0	0	223	104	0	0	0	0
2020-02-04 17:45:00	25	443	8	0	0	0	0	172	0	0	0	0	0	0	0	0	0	0	236	115	0	0	0	0

Leg	Guadalupe						Cesar Chavez						Guadalupe						Cesar Chavez					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Leg	Guadalupe						Cesar Chavez						Guadalupe						Cesar Chavez					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	3	8	1	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	3	6	0	0	0	0
2020-02-04 07:15:00	4	7	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	2	6	0	0	0	0
2020-02-04 07:30:00	2	8	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0
2020-02-04 07:45:00	3	10	1	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
2020-02-04 08:00:00	3	8	2	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
2020-02-04 08:15:00	5	8	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
2020-02-04 08:30:00	3	11	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	5	0	0	0	0
2020-02-04 08:45:00	3	6	1	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0
2020-02-04 16:00:00	5	10	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0
2020-02-04 16:15:00	2	9	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	8	0	0	0	0
2020-02-04 16:30:00	8	8	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	5	0	0	0	0
2020-02-04 16:45:00	3	9	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0
2020-02-04 17:00:00	6	12	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0
2020-02-04 17:15:00	4	2	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0
2020-02-04 17:30:00	2	4	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0
2020-02-04 17:45:00	8	11	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0

Leg	Guadalupe						Cesar Chavez						Guadalupe						Cesar Chavez					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	1	0
2020-02-04 07:15:00	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	4	2
2020-02-04 07:30:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	10	2
2020-02-04 07:45:00	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	8	1
2020-02-04 08:00:00	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	4	3
2020-02-04 08:15:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	4	7	0	0	0	0	10	3
2020-02-04 08:30:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	5	0	0	0	0	7	4
2020-02-04 08:45:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	2	10	0	0	0	0	14	6
2020-02-04 16:00:00	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	13	14
2020-02-04 16:15:00	0	0	0	0	3	7	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	8	10
2020-02-04 16:30:00	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	13	3	0	0	0	0	10	14
2020-02-04 16:45:00	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	1	7	0	0	0	0	7	11
2020-02-04 17:00:00	0	0	0	0	3	5	0	0	0	0	0	0	0	0	0	0	9	14	0	0	0	0	6	22
2020-02-04 17:15:00	0	0	0	0	10	2	0	0	0	0	0	0	0	0	0	0	12	8	0	0	0	0	10	14
2020-02-04 17:30:00	0	0	0	0	3	9	0	0	0	0	0	0	0	0	0	0	7	8	0	0	0	0	15	21
2020-02-04 17:45:00	0	0	0	0	3	7	0	0	0	0	0	0	0	0	0	0	7	15	0	0	0	0	20	15

Leg	Guadalupe						Cesar Chavez						Guadalupe						Cesar Chavez					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 16:15:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	0	9	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	1	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
2020-02-04 17:45:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Leg	Guadalupe						Cesar Chavez						Guadalupe						Cesar Chavez					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	8	0	0	0	0	2	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	2	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	3	1
2020-02-04 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3	0
2020-02-04 16:00:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
2020-02-04 16:45:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
2020-02-04 17:00:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	1
2020-02-04 17:15:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
2020-02-04 17:30:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4
2020-02-04 17:45:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2

Leg	Guadalupe							Cesar Chavez							Guadalupe							Cesar Chavez							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 07:00:00	20	45	45	0	**110**	1	4	0	204	0	0	**204**	0	0	0	0	0	0	**0**	0	4	72	255	0	0	**327**	1	0	**641**
2020-02-04 07:15:00	17	42	22	0	**81**	0	3	0	262	0	0	**262**	0	0	0	0	0	0	**0**	4	4	79	325	0	0	**404**	4	2	**747**
2020-02-04 07:30:00	16	68	25	0	**109**	1	1	0	261	0	0	**261**	0	0	1	0	0	0	**1**	5	10	60	281	0	0	**341**	12	2	**712**
2020-02-04 07:45:00	27	56	19	0	**102**	3	2	0	308	0	0	**308**	0	0	0	0	0	0	**0**	4	3	55	331	0	0	**386**	9	1	**796**
2020-02-04 08:00:00	29	63	24	0	**116**	3	2	0	257	0	0	**257**	0	0	0	0	0	0	**0**	2	8	47	273	0	0	**320**	6	3	**693**
2020-02-04 08:15:00	29	73	28	0	**130**	1	2	0	278	0	0	**278**	0	0	0	0	0	0	**0**	6	9	53	336	0	0	**389**	13	4	**797**
2020-02-04 08:30:00	30	102	30	0	**162**	2	0	0	239	0	0	**239**	0	0	0	0	0	0	**0**	4	5	76	244	0	0	**320**	8	4	**721**
2020-02-04 08:45:00	35	63	17	0	**115**	2	1	0	284	0	0	**284**	0	0	0	0	0	0	**0**	4	10	68	312	0	0	**380**	17	6	**779**
2020-02-04 16:00:00	81	434	36	0	**551**	2	4	0	206	0	0	**206**	0	0	0	0	0	0	**0**	3	3	179	172	0	0	**351**	13	15	**1108**
2020-02-04 16:15:00	39	389	26	0	**454**	3	7	0	186	0	0	**186**	0	0	0	0	0	0	**0**	4	4	203	192	0	0	**395**	8	10	**1035**
2020-02-04 16:30:00	37	480	17	0	**534**	3	4	0	204	0	0	**204**	0	0	0	1	0	0	**1**	13	3	202	162	0	0	**364**	10	18	**1103**
2020-02-04 16:45:00	46	455	18	0	**519**	5	3	0	203	0	0	**203**	0	0	0	0	0	0	**0**	1	8	214	145	0	0	**359**	8	13	**1081**
2020-02-04 17:00:00	51	441	17	0	**509**	4	5	0	221	0	0	**221**	0	0	0	0	0	0	**0**	11	15	217	138	0	0	**355**	9	23	**1085**
2020-02-04 17:15:00	32	442	15	0	**489**	10	3	0	220	0	0	**220**	0	0	0	0	0	0	**0**	13	8	228	104	0	0	**332**	11	15	**1041**
2020-02-04 17:30:00	35	440	10	0	**485**	5	9	0	199	0	0	**199**	0	0	0	0	0	0	**0**	7	8	227	106	0	0	**333**	17	25	**1017**
2020-02-04 17:45:00	33	464	9	0	**506**	5	7	0	173	0	0	**173**	0	0	0	0	0	0	**0**	8	15	238	117	0	0	**355**	21	17	**1034**
Grand Total	557	4057	358	0	**4972**	50	57	0	3705	0	0	**3705**	0	0	1	1	0	0	**2**	89	117	2218	3493	0	0	**5711**	167	158	**14390**
% Approach	11.2%	81.6%	7.2%	0.0%				0.0%	100.0%	0.0%	0.0%				50.0%	50.0%	0.0%	0.0%				38.8%	61.2%	0.0%	0.0%				
% Total	3.9%	28.2%	2.5%	0.0%	**34.6%**			0.0%	25.7%	0.0%	0.0%	**25.7%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			15.4%	24.3%	0.0%	0.0%	**39.7%**			
Lights	492	3859	312	0	**4663**			0	3652	0	0	**3652**			0	1	0	0	**1**			2192	3422	0	0	**5614**			**13930**
% Lights	88.3%	95.1%	87.2%	0.0%	**93.8%**			0.0%	98.6%	0.0%	0.0%	**98.6%**			0.0%	100.0%	0.0%	0.0%	**50.0%**			98.8%	98.0%	0.0%	0.0%	**98.3%**			**96.8%**
Articulated Trucks	0	0	3	0	**3**			0	3	0	0	**3**			0	0	0	0	**0**			0	3	0	0	**3**			**9**
% Articulated Trucks	0.0%	0.0%	0.8%	0.0%	**0.1%**			0.0%	0.1%	0.0%	0.0%	**0.1%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.1%	0.0%	0.0%	**0.1%**			**0.1%**
Buses and Single-Unit Trucks	64	131	17	0	**212**			0	48	0	0	**48**			0	0	0	0	**0**			25	67	0	0	**92**			**352**
% Buses and Single-Unit Trucks	11.5%	3.2%	4.7%	0.0%	**4.3%**			0.0%	1.3%	0.0%	0.0%	**1.3%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			1.1%	1.9%	0.0%	0.0%	**1.6%**			**2.4%**
Bicycles on Road	1	67	26	0	**94**			0	2	0	0	**2**			1	0	0	0	**1**			1	1	0	0	**2**			**99**
% Bicycles on Road	0.2%	1.7%	7.3%	0.0%	**1.9%**			0.0%	0.1%	0.0%	0.0%	**0.1%**			100.0%	0.0%	0.0%	0.0%	**50.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.7%**
Pedestrians						43	55						0	0						70	100						147	142	
% Pedestrians						86.0%	96.5%						0.0%	0.0%						78.7%	85.5%						88.0%	89.9%	
Bicycles on Crosswalk						7	2						0	0						19	17						20	16	
% Bicycles on Crosswalk						14.0%	3.5%						0.0%	0.0%						21.3%	14.5%						12.0%	10.1%	

Leg	Guadalupe							Cesar Chavez							Guadalupe							Cesar Chavez							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	**Int Total**
2020-02-04 07:45:00	27	56	19	0	**102**	3	2	0	308	0	0	**308**	0	0	0	0	0	0	**0**	4	3	55	331	0	0	**386**	9	1	**796**
2020-02-04 08:00:00	29	63	24	0	**116**	3	2	0	257	0	0	**257**	0	0	0	0	0	0	**0**	2	8	47	273	0	0	**320**	6	3	**693**
2020-02-04 08:15:00	29	73	28	0	**130**	1	2	0	278	0	0	**278**	0	0	0	0	0	0	**0**	6	9	53	336	0	0	**389**	13	4	**797**
2020-02-04 08:30:00	30	102	30	0	**162**	2	0	0	239	0	0	**239**	0	0	0	0	0	0	**0**	4	5	76	244	0	0	**320**	8	4	**721**
Grand Total	115	294	101	0	**510**	9	6	0	1082	0	0	**1082**	0	0	0	0	0	0	**0**	16	25	231	1184	0	0	**1415**	36	12	**3007**
% Approach	22.5%	57.6%	19.8%	0.0%				0.0%	100.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				16.3%	83.7%	0.0%	0.0%				
% Total	3.8%	9.8%	3.4%	0.0%	**17.0%**			0.0%	36.0%	0.0%	0.0%	**36.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			7.7%	39.4%	0.0%	0.0%	**47.1%**			
PHF (7:45 AM - 8:45 AM)	0.958	0.723	0.842	0	**0.789**			0	0.877	0	0	**0.877**			0	0	0	0	**0**			0.76	0.881	0	0	**0.909**			**0.944**
Lights	101	252	95	0	**448**			0	1062	0	0	**1062**			0	0	0	0	**0**			229	1169	0	0	**1398**			**2908**
% Lights	87.8%	85.7%	94.1%	0.0%	**87.8%**			0.0%	98.2%	0.0%	0.0%	**98.2%**			0.0%	0.0%	0.0%	0.0%				99.1%	98.7%	0.0%	0.0%	**98.8%**			**96.7%**
Articulated Trucks	0	0	1	0	**1**			0	3	0	0	**3**			0	0	0	0	**0**			0	0	0	0	**0**			**4**
% Articulated Trucks	0.0%	0.0%	1.0%	0.0%	**0.2%**			0.0%	0.3%	0.0%	0.0%	**0.3%**			0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.1%**
Buses and Single-Unit Trucks	14	37	5	0	**56**			0	16	0	0	**16**			0	0	0	0	**0**			2	15	0	0	**17**			**89**
% Buses and Single-Unit Trucks	12.2%	12.6%	5.0%	0.0%	**11.0%**			0.0%	1.5%	0.0%	0.0%	**1.5%**			0.0%	0.0%	0.0%	0.0%				0.9%	1.3%	0.0%	0.0%	**1.2%**			**3.0%**
Bicycles on Road	0	5	0	0	**5**			0	1	0	0	**1**			0	0	0	0	**0**			0	0	0	0	**0**			**6**
% Bicycles on Road	0.0%	1.7%	0.0%	0.0%	**1.0%**			0.0%	0.1%	0.0%	0.0%	**0.1%**			0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.2%**
Pedestrians						9	6						0	0						9	20						29	11	
% Pedestrians						100.0%	100.0%						0.0%	0.0%						56.3%	80.0%						80.6%	91.7%	
Bicycles on Crosswalk						0	0						0	0						7	5						7	1	
% Bicycles on Crosswalk						0.0%	0.0%						0.0%	0.0%						43.8%	20.0%						19.4%	8.3%	

Leg	Guadalupe							Cesar Chavez							Guadalupe							Cesar Chavez							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 16:00:00	81	434	36	0	**551**	2	4	0	206	0	0	**206**	0	0	0	0	0	0	**0**	3	3	179	172	0	0	**351**	13	15	**1108**
2020-02-04 16:15:00	39	389	26	0	**454**	3	7	0	186	0	0	**186**	0	0	0	0	0	0	**0**	4	4	203	192	0	0	**395**	8	10	**1035**
2020-02-04 16:30:00	37	480	17	0	**534**	3	4	0	204	0	0	**204**	0	0	0	1	0	0	**1**	13	3	202	162	0	0	**364**	10	18	**1103**
2020-02-04 16:45:00	46	455	18	0	**519**	5	3	0	203	0	0	**203**	0	0	0	0	0	0	**0**	1	8	214	145	0	0	**359**	8	13	**1081**
Grand Total	203	1758	97	0	**2058**	13	18	0	799	0	0	**799**	0	0	0	1	0	0	**1**	21	18	798	671	0	0	**1469**	39	56	**4327**
% Approach	9.9%	85.4%	4.7%	0.0%				0.0%	100.0%	0.0%	0.0%				0.0%	100.0%	0.0%	0.0%				54.3%	45.7%	0.0%	0.0%				
% Total	4.7%	40.6%	2.2%	0.0%	**47.6%**			0.0%	18.5%	0.0%	0.0%	**18.5%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			18.4%	15.5%	0.0%	0.0%	**33.9%**			
PHF (4 PM - 5 PM)	0.627	0.914	0.674	0	**0.929**			0	0.968	0	0	**0.968**			0	0.25	0	0	**0.25**			0.932	0.872	0	0	**0.929**			**0.975**
Lights	185	1701	92	0	**1978**			0	790	0	0	**790**			0	1	0	0	**1**			790	652	0	0	**1442**			**4211**
% Lights	91.1%	96.8%	94.8%	0.0%	**96.1%**			0.0%	98.9%	0.0%	0.0%	**98.9%**			0.0%	100.0%	0.0%	0.0%	**100.0%**			99.0%	97.2%	0.0%	0.0%	**98.2%**			**97.3%**
Articulated Trucks	0	0	0	0	**0**			0	0	0	0	**0**			0	0	0	0	**0**			0	0	0	0	**0**			**0**
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.0%**
Buses and Single-Unit Trucks	18	36	5	0	**59**			0	8	0	0	**8**			0	0	0	0	**0**			8	18	0	0	**26**			**93**
% Buses and Single-Unit Trucks	8.9%	2.0%	5.2%	0.0%	**2.9%**			0.0%	1.0%	0.0%	0.0%	**1.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			1.0%	2.7%	0.0%	0.0%	**1.8%**			**2.1%**
Bicycles on Road	0	21	0	0	**21**			0	1	0	0	**1**			0	0	0	0	**0**			0	1	0	0	**1**			**23**
% Bicycles on Road	0.0%	1.2%	0.0%	0.0%	**1.0%**			0.0%	0.1%	0.0%	0.0%	**0.1%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.1%	0.0%	0.0%	**0.1%**			**0.5%**
Pedestrians						11	17						0	0						19	17						38	49	
% Pedestrians						84.6%	94.4%						0.0%	0.0%						90.5%	94.4%						97.4%	87.5%	
Bicycles on Crosswalk						2	1						0	0						2	1						1	7	
% Bicycles on Crosswalk						15.4%	5.6%						0.0%	0.0%						9.5%	5.6%						2.6%	12.5%	

Study Name	Lavaca at Cesar Chavez
Project	1-5641 - Statesman Redevelopment - Alliance
Project Code	
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Time Zone	America/Chicago
Start Time	2020-02-04 07:00:00
End Time	2020-02-04 18:00:00
Location	Lavaca at CC
Latitude and Longitude	30.264075,-97.747129
AM Peak (Overall Peak Hour)	7:30 AM - 8:30 AM (0.982)
PM Peak	4 PM - 5 PM (0.990)

Leg	Lavaca						Cesar Chavez						Lavaca						Cesar Chavez					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	11	102	0	0	0	0	43	230	97	0	0	0	0	234	46	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	12	123	0	0	0	0	73	230	129	0	0	0	0	264	62	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	13	124	0	0	0	0	82	256	131	0	0	0	0	262	47	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	11	160	0	0	0	0	73	248	132	0	0	0	0	284	42	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	15	121	0	0	0	0	85	291	133	0	0	0	0	272	44	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	13	148	0	0	0	0	77	260	113	0	0	0	0	295	56	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	8	116	0	0	0	0	70	204	116	0	0	0	0	247	43	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	14	139	0	0	0	0	110	276	127	0	0	0	0	271	51	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	21	150	0	0	0	0	30	90	61	0	0	0	0	202	26	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	22	136	0	0	0	0	33	151	45	1	0	0	0	171	28	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	25	157	0	0	0	0	21	146	43	0	0	0	0	167	20	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	22	123	0	0	0	0	31	190	69	0	0	0	0	140	22	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	23	137	0	0	0	0	23	140	69	0	0	0	0	112	30	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	21	125	0	0	0	0	25	186	88	0	0	0	0	95	24	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	21	139	0	0	0	0	33	127	63	0	0	0	0	111	19	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	13	105	0	0	0	0	29	199	45	0	0	0	0	102	15	0	0	0

Leg	Lavaca						Cesar Chavez						Lavaca						Cesar Chavez					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	1	1	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Leg	Lavaca						Cesar Chavez						Lavaca						Cesar Chavez					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	1	2	0	0	0	0	2	7	2	0	0	0	0	4	3	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	3	0	0	0	0	1	6	0	0	0	0	0	5	3	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	4	0	0	0	0	2	6	0	0	0	0	0	4	3	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	2	0	0	0	0	1	3	3	0	0	0	0	2	3	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	1	3	0	0	0	0	2	7	4	0	0	0	0	2	2	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	3	0	0	0	0	3	7	0	0	0	0	0	1	3	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	1	3	0	0	0	0	1	5	0	0	0	0	0	2	3	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	7	0	0	0	0	3	8	1	0	0	0	0	2	3	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	2	0	0	0	0	2	7	2	0	0	0	0	2	2	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	1	2	0	0	0	0	1	12	0	0	0	0	0	6	2	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	1	0	0	0	0	0	13	0	0	0	0	0	6	1	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	1	0	0	0	0	1	8	0	0	0	0	0	3	1	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	2	0	0	0	0	0	8	0	0	0	0	0	4	4	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	1	2	0	0	0	0	0	7	0	0	0	0	0	3	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	2	1	0	0	0	0	1	8	1	0	0	0	0	0	2	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	0	1	0	0	0	0	0	8	0	0	0	0	0	5	1	0	0	0

Leg	Lavaca						Cesar Chavez						Lavaca						Cesar Chavez					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	7	9	0	0	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	3	6	0	0	0	0	0	0	0	0	0	0	3	5	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	6	5	0	0	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	5	6	0	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	3	4	0	0	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	7	13	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	11	6	0	0	0	0	1	0	0	0	0	0	3	3	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	17	12	0	0	0	0	0	0	0	0	0	0	11	5	0	0	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	10	9	0	0	0	0	0	0	0	0	0	0	4	5	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	20	11	0	0	0	0	1	1	0	0	0	0	8	13	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	4	13	0	0	0	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	10	14	0	0	0	0	0	0	0	0	0	0	8	7	0	0	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	11	13	0	0	0	0	0	0

Leg	Lavaca						Cesar Chavez						Lavaca						Cesar Chavez					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	24	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	1	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	1	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

Leg	Lavaca						Cesar Chavez						Lavaca						Cesar Chavez					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	1	0
2020-02-04 08:30:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	3	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	4	0	0	0	0	0	0	2	0	0	0	0	4	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0
2020-02-04 17:30:00	0	0	0	0	5	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	4	0	0	0	0	0	0	2	0	0	0	0	0	4	0	0	0	0	0	0

Leg	Lavaca							Cesar Chavez							Lavaca							Cesar Chavez							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 07:00:00	0	0	0	0	**0**	2	4	13	104	0	0	**117**	0	0	45	237	99	0	**381**	0	4	0	263	49	0	**312**	0	0	**810**
2020-02-04 07:15:00	0	0	0	0	**0**	0	6	12	126	0	0	**138**	0	0	74	238	129	0	**441**	4	5	0	271	65	0	**336**	0	0	**915**
2020-02-04 07:30:00	0	0	0	0	**0**	2	3	15	128	0	0	**143**	0	1	84	263	131	0	**478**	7	9	0	266	50	0	**316**	0	0	**937**
2020-02-04 07:45:00	0	0	0	0	**0**	3	6	12	162	0	0	**174**	0	0	74	265	135	0	**474**	3	5	0	287	45	0	**332**	0	0	**980**
2020-02-04 08:00:00	0	0	0	0	**0**	8	4	16	124	0	0	**140**	0	0	87	305	137	0	**529**	2	5	0	274	46	0	**320**	0	0	**989**
2020-02-04 08:15:00	0	0	0	0	**0**	6	5	14	152	0	0	**166**	0	0	82	271	115	0	**468**	8	8	0	296	59	0	**355**	1	0	**989**
2020-02-04 08:30:00	0	0	0	0	**0**	5	2	9	119	0	0	**128**	0	0	71	214	116	0	**401**	5	6	0	250	46	0	**296**	0	0	**825**
2020-02-04 08:45:00	0	0	0	0	**0**	5	5	15	146	0	0	**161**	0	0	113	295	128	0	**536**	4	5	0	273	54	0	**327**	0	0	**1024**
2020-02-04 16:00:00	0	0	0	0	**0**	10	14	21	152	0	0	**173**	0	2	35	98	63	0	**196**	1	3	0	204	28	0	**232**	0	0	**601**
2020-02-04 16:15:00	0	0	0	0	**0**	13	6	23	138	0	0	**161**	1	0	34	167	45	1	**247**	3	3	0	177	30	0	**207**	0	0	**615**
2020-02-04 16:30:00	0	0	0	0	**0**	17	12	25	158	0	0	**183**	0	0	21	162	43	0	**226**	11	5	0	173	21	0	**194**	0	0	**603**
2020-02-04 16:45:00	0	0	0	0	**0**	11	11	22	125	0	0	**147**	0	0	32	200	69	0	**301**	4	5	0	143	23	0	**166**	0	0	**614**
2020-02-04 17:00:00	0	0	0	0	**0**	24	11	23	139	0	0	**162**	1	3	23	152	69	0	**244**	12	13	0	117	34	0	**151**	0	0	**557**
2020-02-04 17:15:00	0	0	0	0	**0**	8	14	22	127	1	0	**150**	0	0	25	195	88	0	**308**	13	10	0	98	24	0	**122**	1	0	**580**
2020-02-04 17:30:00	0	0	0	0	**0**	15	14	24	140	0	0	**164**	0	1	34	138	64	0	**236**	9	7	0	111	21	0	**132**	0	0	**532**
2020-02-04 17:45:00	0	0	0	0	**0**	10	3	14	106	0	0	**120**	0	2	29	208	45	0	**282**	11	17	0	107	16	0	**123**	0	0	**525**
Grand Total	0	0	0	0	**0**	139	120	280	2146	1	0	**2427**	2	9	863	3408	1476	1	**5748**	97	110	0	3310	611	0	**3921**	2	0	**12096**
% Approach	0.0%	0.0%	0.0%	0.0%				11.5%	88.4%	0.0%	0.0%				15.0%	59.3%	25.7%	0.0%				0.0%	84.4%	15.6%	0.0%				
% Total	0.0%	0.0%	0.0%	0.0%	**0.0%**			2.3%	17.7%	0.0%	0.0%	**20.1%**			7.1%	28.2%	12.2%	0.0%	**47.5%**			0.0%	27.4%	5.1%	0.0%	**32.4%**			
Lights	0	0	0	0	**0**			265	2105	0	0	**2370**			838	3224	1461	1	**5524**			0	3229	575	0	**3804**			**11698**
% Lights	0.0%	0.0%	0.0%	0.0%				94.6%	98.1%	0.0%	0.0%	**97.7%**			97.1%	94.6%	99.0%	100.0%	**96.1%**			0.0%	97.6%	94.1%	0.0%	**97.0%**			**96.7%**
Articulated Trucks	0	0	0	0	**0**			3	1	0	0	**4**			1	3	2	0	**6**			0	6	0	0	**6**			**16**
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%				1.1%	0.0%	0.0%	0.0%	**0.2%**			0.1%	0.1%	0.1%	0.0%	**0.1%**			0.0%	0.2%	0.0%	0.0%	**0.2%**			**0.1%**
Buses and Single-Unit Trucks	0	0	0	0	**0**			7	39	0	0	**46**			20	120	13	0	**153**			0	51	36	0	**87**			**286**
% Buses and Single-Unit Trucks	0.0%	0.0%	0.0%	0.0%				2.5%	1.8%	0.0%	0.0%	**1.9%**			2.3%	3.5%	0.9%	0.0%	**2.7%**			0.0%	1.5%	5.9%	0.0%	**2.2%**			**2.4%**
Bicycles on Road	0	0	0	0	**0**			5	1	1	0	**7**			4	61	0	0	**65**			0	24	0	0	**24**			**96**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%				1.8%	0.0%	100.0%	0.0%	**0.3%**			0.5%	1.8%	0.0%	0.0%	**1.1%**			0.0%	0.7%	0.0%	0.0%	**0.6%**			**0.8%**
Pedestrians						109	113						2	1						84	97						0	0	
% Pedestrians						78.4%	94.2%						100.0%	11.1%						86.6%	88.2%						0.0%	0.0%	
Bicycles on Crosswalk						30	7						0	8						13	13						2	0	
% Bicycles on Crosswalk						21.6%	5.8%						0.0%	88.9%						13.4%	11.8%						100.0%	0.0%	

Leg	Lavaca							Cesar Chavez							Lavaca							Cesar Chavez							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 07:30:00	0	0	0	0	**0**	2	3	15	128	0	0	**143**	0	1	84	263	131	0	**478**	7	9	0	266	50	0	**316**	0	0	**937**
2020-02-04 07:45:00	0	0	0	0	**0**	3	6	12	162	0	0	**174**	0	0	74	265	135	0	**474**	3	5	0	287	45	0	**332**	0	0	**980**
2020-02-04 08:00:00	0	0	0	0	**0**	8	4	16	124	0	0	**140**	0	0	87	305	137	0	**529**	2	5	0	274	46	0	**320**	0	0	**989**
2020-02-04 08:15:00	0	0	0	0	**0**	6	5	14	152	0	0	**166**	0	0	82	271	115	0	**468**	8	8	0	296	59	0	**355**	1	0	**989**
Grand Total	0	0	0	0	**0**	19	18	57	566	0	0	**623**	0	1	327	1104	518	0	**1949**	20	27	0	1123	200	0	**1323**	1	0	**3895**
% Approach	0.0%	0.0%	0.0%	0.0%				9.1%	90.9%	0.0%	0.0%				16.8%	56.6%	26.6%	0.0%				0.0%	84.9%	15.1%	0.0%				
% Total	0.0%	0.0%	0.0%	0.0%	**0.0%**			1.5%	14.5%	0.0%	0.0%	**16.0%**			8.4%	28.3%	13.3%	0.0%	**50.0%**			0.0%	28.8%	5.1%	0.0%	**34.0%**			
PHF (7:30 AM - 8:30 AM)	0	0	0	0	**0**			0.875	0.873	0	0	**0.899**			0.937	0.904	0.945	0	**0.92**			0	0.948	0.847	0	**0.932**			**0.982**
Lights	0	0	0	0	**0**			52	553	0	0	**605**			317	1055	509	0	**1881**			0	1113	189	0	**1302**			**3788**
% Lights	0.0%	0.0%	0.0%	0.0%				91.2%	97.7%	0.0%	0.0%	**97.1%**			96.9%	95.6%	98.3%	0.0%	**96.5%**			0.0%	99.1%	94.5%	0.0%	**98.4%**			**97.3%**
Articulated Trucks	0	0	0	0	**0**			3	1	0	0	**4**			1	0	2	0	**3**			0	1	0	0	**1**			**8**
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%				5.3%	0.2%	0.0%	0.0%	**0.6%**			0.3%	0.0%	0.4%	0.0%	**0.2%**			0.0%	0.1%	0.0%	0.0%	**0.1%**			**0.2%**
Buses and Single-Unit Trucks	0	0	0	0	**0**			1	12	0	0	**13**			8	23	7	0	**38**			0	9	11	0	**20**			**71**
% Buses and Single-Unit Trucks	0.0%	0.0%	0.0%	0.0%				1.8%	2.1%	0.0%	0.0%	**2.1%**			2.4%	2.1%	1.4%	0.0%	**1.9%**			0.0%	0.8%	5.5%	0.0%	**1.5%**			**1.8%**
Bicycles on Road	0	0	0	0	**0**			1	0	0	0	**1**			1	26	0	0	**27**			0	0	0	0	**0**			**28**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%				1.8%	0.0%	0.0%	0.0%	**0.2%**			0.3%	2.4%	0.0%	0.0%	**1.4%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.7%**
Pedestrians						16	17						0	0						16	21						0	0	
% Pedestrians						84.2%	94.4%						0.0%	0.0%						80.0%	77.8%						0.0%	0.0%	
Bicycles on Crosswalk						3	1						0	1						4	6						1	0	
% Bicycles on Crosswalk						15.8%	5.6%						0.0%	100.0%						20.0%	22.2%						100.0%	0.0%	

Leg	Lavaca							Cesar Chavez							Lavaca							Cesar Chavez							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 16:00:00	0	0	0	0	**0**	10	14	21	152	0	0	**173**	0	2	35	98	63	0	**196**	1	3	0	204	28	0	**232**	0	0	**601**
2020-02-04 16:15:00	0	0	0	0	**0**	13	6	23	138	0	0	**161**	1	0	34	167	45	1	**247**	3	3	0	177	30	0	**207**	0	0	**615**
2020-02-04 16:30:00	0	0	0	0	**0**	17	12	25	158	0	0	**183**	0	0	21	162	43	0	**226**	11	5	0	173	21	0	**194**	0	0	**603**
2020-02-04 16:45:00	0	0	0	0	**0**	11	11	22	125	0	0	**147**	0	0	32	200	69	0	**301**	4	5	0	143	23	0	**166**	0	0	**614**
Grand Total	0	0	0	0	**0**	51	43	91	573	0	0	**664**	1	2	122	627	220	1	**970**	19	16	0	697	102	0	**799**	0	0	**2433**
% Approach	0.0%	0.0%	0.0%	0.0%				13.7%	86.3%	0.0%	0.0%				12.6%	64.6%	22.7%	0.1%				0.0%	87.2%	12.8%	0.0%				
% Total	0.0%	0.0%	0.0%	0.0%	**0.0%**			3.7%	23.6%	0.0%	0.0%	**27.3%**			5.0%	25.8%	9.0%	0.0%	**39.9%**			0.0%	28.6%	4.2%	0.0%	**32.8%**			
PHF (4 PM - 5 PM)	0	0	0	0	**0**			0.91	0.905	0	0	**0.906**			0.875	0.779	0.797	0.25	**0.8**			0	0.854	0.85	0	**0.861**			**0.99**
Lights	0	0	0	0	**0**			90	566	0	0	**656**			115	577	218	1	**911**			0	680	96	0	**776**			**2343**
% Lights	0.0%	0.0%	0.0%	0.0%				98.9%	98.8%	0.0%	0.0%	**98.8%**			94.3%	92.0%	99.1%	100.0%	**93.9%**			0.0%	97.6%	94.1%	0.0%	**97.1%**			**96.3%**
Articulated Trucks	0	0	0	0	**0**			0	0	0	0	**0**			0	0	0	0	**0**			0	0	0	0	**0**			**0**
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.0%**
Buses and Single-Unit Trucks	0	0	0	0	**0**			1	6	0	0	**7**			4	40	2	0	**46**			0	17	6	0	**23**			**76**
% Buses and Single-Unit Trucks	0.0%	0.0%	0.0%	0.0%				1.1%	1.0%	0.0%	0.0%	**1.1%**			3.3%	6.4%	0.9%	0.0%	**4.7%**			0.0%	2.4%	5.9%	0.0%	**2.9%**			**3.1%**
Bicycles on Road	0	0	0	0	**0**			0	1	0	0	**1**			3	10	0	0	**13**			0	0	0	0	**0**			**14**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%				0.0%	0.2%	0.0%	0.0%	**0.2%**			2.5%	1.6%	0.0%	0.0%	**1.3%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.6%**
Pedestrians						45	40						1	0						19	16						0	0	
% Pedestrians						88.2%	93.0%						100.0%	0.0%						100.0%	100.0%						0.0%	0.0%	
Bicycles on Crosswalk						6	3						0	2						0	0						0	0	
% Bicycles on Crosswalk						11.8%	7.0%						0.0%	100.0%						0.0%	0.0%						0.0%	0.0%	

Study Name	1st St at Riverside Dr
Project	1-5641 - Statesman Redevelopment - Alliance
Project Code	
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Time Zone	America/Chicago
Start Time	2020-02-04 07:00:00
End Time	2020-02-04 18:00:00
Location	1st at Riverside
Latitude and Longitude	30.259714,-97.749338
AM Peak	8 AM - 9 AM (0.981)
PM Peak (Overall Peak Hour)	5 PM - 6 PM (0.975)

Leg	1st St						Riverside						1st St						Riverside					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	3	66	37	0	0	0	55	42	3	0	0	0	0	296	19	0	0	0	1	5	3	0	0	0
2020-02-04 07:15:00	7	67	28	0	0	0	72	44	7	0	0	0	1	333	13	0	0	0	6	8	10	0	0	0
2020-02-04 07:30:00	7	76	25	0	0	0	77	41	4	0	0	0	1	378	9	0	0	0	0	4	15	0	0	0
2020-02-04 07:45:00	9	62	25	0	0	0	95	63	3	0	0	0	0	355	12	0	0	0	4	12	10	0	0	0
2020-02-04 08:00:00	8	61	28	0	0	0	75	59	7	0	0	0	0	348	17	0	0	0	1	15	24	0	0	0
2020-02-04 08:15:00	9	86	27	0	0	0	77	53	9	0	0	0	1	360	9	0	0	0	3	7	21	0	0	0
2020-02-04 08:30:00	14	109	28	0	0	0	80	77	4	0	0	0	0	315	11	0	0	0	4	5	28	0	0	0
2020-02-04 08:45:00	12	90	27	0	0	0	86	74	9	0	0	0	3	312	15	0	0	0	1	13	28	0	0	0
2020-02-04 16:00:00	42	386	123	0	0	0	44	43	6	0	0	0	6	122	35	0	0	0	11	8	10	0	0	0
2020-02-04 16:15:00	54	416	113	0	0	0	32	77	6	0	0	0	2	143	35	0	0	0	5	10	13	0	0	0
2020-02-04 16:30:00	62	407	119	0	0	0	40	95	10	0	0	0	1	152	31	0	0	0	9	20	7	0	0	0
2020-02-04 16:45:00	61	488	99	0	0	0	49	59	3	0	0	0	3	194	31	0	0	0	17	16	10	0	0	0
2020-02-04 17:00:00	73	435	102	0	0	0	46	82	5	0	0	0	0	164	31	0	0	0	15	24	7	0	0	0
2020-02-04 17:15:00	65	465	126	0	0	0	45	83	8	0	0	0	2	188	37	0	0	0	16	21	7	0	0	0
2020-02-04 17:30:00	65	525	128	0	0	0	33	94	2	0	0	0	2	163	22	0	0	0	12	13	8	0	0	0
2020-02-04 17:45:00	57	491	129	0	0	0	53	78	10	0	0	0	2	178	32	0	0	0	9	24	9	0	0	0

Leg	1st St						Riverside						1st St						Riverside					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Leg	1st St						Riverside						1st St						Riverside					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	3	5	0	0	0	8	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	1	7	0	0	0	4	0	4	0	0	0	0	5	0	0	0	0	0	1	0	0	0	0
2020-02-04 07:30:00	0	2	6	0	0	0	7	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	3	8	0	0	0	9	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	6	0	0	0	8	2	1	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	3	5	0	0	0	7	2	2	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0
2020-02-04 08:30:00	0	5	6	0	0	0	7	3	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	0	2	7	0	0	0	9	0	3	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	1	4	6	0	0	0	13	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	5	6	0	0	0	6	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	4	7	0	0	0	10	0	0	0	0	0	0	5	1	0	0	0	0	1	0	0	0	0
2020-02-04 16:45:00	0	5	4	0	0	0	9	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	1	5	5	0	0	0	6	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0
2020-02-04 17:15:00	0	4	3	0	0	0	8	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	1	2	3	0	0	0	7	2	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0
2020-02-04 17:45:00	0	4	8	0	0	0	8	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

Leg	1st St						Riverside						1st St						Riverside					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	7	6	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	5	4
2020-02-04 07:15:00	0	0	0	0	9	6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	13	5
2020-02-04 07:30:00	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	5
2020-02-04 07:45:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	5
2020-02-04 08:00:00	0	0	0	0	1	10	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	8	7
2020-02-04 08:15:00	0	0	0	0	5	1	0	0	0	0	2	1	0	0	0	0	2	0	0	0	0	0	13	4
2020-02-04 08:30:00	0	0	0	0	5	5	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	6
2020-02-04 08:45:00	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	8
2020-02-04 16:00:00	0	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	6
2020-02-04 16:15:00	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
2020-02-04 16:30:00	0	0	0	0	1	6	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6	9
2020-02-04 16:45:00	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	12
2020-02-04 17:00:00	0	0	0	0	11	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	16
2020-02-04 17:15:00	0	0	0	0	8	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5	3
2020-02-04 17:30:00	0	0	0	0	14	7	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	15	16
2020-02-04 17:45:00	0	0	0	0	5	7	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	8	22

Leg	1st St						Riverside						1st St						Riverside					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0
2020-02-04 08:00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0
2020-02-04 08:15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	1	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	1	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
2020-02-04 17:15:00	0	7	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	5	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	1	7	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0

Leg	1st St						Riverside						1st St						Riverside					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
2020-02-04 07:45:00	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1
2020-02-04 08:15:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4	1
2020-02-04 08:30:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	5	1
2020-02-04 08:45:00	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	2
2020-02-04 16:00:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2
2020-02-04 17:15:00	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
2020-02-04 17:30:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5
2020-02-04 17:45:00	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	3

Leg	1st St							Riverside							1st St							Riverside							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 07:00:00	3	69	42	0	**114**	7	6	63	42	4	0	**109**	0	1	0	298	19	0	**317**	0	1	1	5	3	0	**9**	5	4	**549**
2020-02-04 07:15:00	7	68	35	0	**110**	9	7	76	45	12	0	**133**	0	0	1	341	13	0	**355**	0	1	6	9	10	0	**25**	13	5	**623**
2020-02-04 07:30:00	7	82	31	0	**120**	4	4	84	41	5	0	**130**	0	0	1	381	9	0	**391**	0	0	0	4	15	0	**19**	11	5	**660**
2020-02-04 07:45:00	9	66	33	0	**108**	7	2	104	63	4	0	**171**	0	0	0	358	12	0	**370**	0	0	4	12	12	0	**28**	7	5	**677**
2020-02-04 08:00:00	8	62	34	0	**104**	4	11	83	61	8	0	**152**	1	0	0	355	17	0	**372**	1	0	1	15	26	0	**42**	14	8	**670**
2020-02-04 08:15:00	9	90	32	0	**131**	5	2	86	55	11	0	**152**	2	1	1	364	9	0	**374**	2	1	4	7	22	0	**33**	17	5	**690**
2020-02-04 08:30:00	14	114	34	0	**162**	6	7	87	82	6	0	**175**	0	1	0	316	11	0	**327**	0	1	4	5	28	0	**37**	10	7	**701**
2020-02-04 08:45:00	13	92	34	0	**139**	1	8	96	74	12	0	**182**	0	0	3	319	15	0	**337**	0	0	1	13	28	0	**42**	14	10	**700**
2020-02-04 16:00:00	44	392	129	0	**565**	6	4	57	43	6	0	**106**	0	0	6	125	36	0	**167**	0	0	11	8	10	0	**29**	7	6	**867**
2020-02-04 16:15:00	55	422	119	0	**596**	3	1	38	78	7	0	**123**	0	0	2	145	35	0	**182**	0	0	5	10	13	0	**28**	6	6	**929**
2020-02-04 16:30:00	64	412	126	0	**602**	2	7	50	95	10	0	**155**	0	1	1	157	32	0	**190**	0	0	9	21	7	0	**37**	6	9	**984**
2020-02-04 16:45:00	61	494	103	0	**658**	3	4	58	59	3	0	**120**	0	0	3	195	31	0	**229**	0	0	17	16	10	0	**43**	5	12	**1050**
2020-02-04 17:00:00	74	441	107	0	**622**	11	9	53	83	5	0	**141**	0	0	0	167	31	0	**198**	0	0	15	26	8	0	**49**	20	18	**1010**
2020-02-04 17:15:00	65	476	129	0	**670**	12	3	53	83	8	0	**144**	1	0	2	190	37	0	**229**	0	0	16	21	7	0	**44**	6	5	**1087**
2020-02-04 17:30:00	66	532	132	0	**730**	14	9	40	96	2	0	**138**	0	0	2	167	22	0	**191**	1	0	12	13	9	0	**34**	19	21	**1093**
2020-02-04 17:45:00	58	502	137	0	**697**	8	9	61	79	10	0	**150**	2	0	2	179	33	0	**214**	1	0	9	24	9	0	**42**	15	25	**1103**
Grand Total	557	4314	1257	0	**6128**	102	93	1089	1079	113	0	**2281**	6	4	24	4057	362	0	**4443**	5	4	115	209	217	0	**541**	175	151	**13393**
% Approach	9.1%	70.4%	20.5%	0.0%				47.7%	47.3%	5.0%	0.0%				0.5%	91.3%	8.1%	0.0%				21.3%	38.6%	40.1%	0.0%				
% Total	4.2%	32.2%	9.4%	0.0%	**45.8%**			8.1%	8.1%	0.8%	0.0%	**17.0%**			0.2%	30.3%	2.7%	0.0%	**33.2%**			0.9%	1.6%	1.6%	0.0%	**4.0%**			
Lights	548	4230	1164	0	**5942**			959	1064	96	0	**2119**			24	4001	359	0	**4384**			114	205	210	0	**529**			**12974**
% Lights	98.4%	98.1%	92.6%	0.0%	**97.0%**			88.1%	98.6%	85.0%	0.0%	**92.9%**			100.0%	98.6%	99.2%	0.0%	**98.7%**			99.1%	98.1%	96.8%	0.0%	**97.8%**			**96.9%**
Articulated Trucks	0	1	0	0	**1**			3	2	1	0	**6**			0	3	0	0	**3**			0	1	0	0	**1**			**11**
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.3%	0.2%	0.9%	0.0%	**0.3%**			0.0%	0.1%	0.0%	0.0%	**0.1%**			0.0%	0.5%	0.0%	0.0%	**0.2%**			**0.1%**
Buses and Single-Unit Trucks	3	52	92	0	**147**			126	10	16	0	**152**			0	38	2	0	**40**			0	3	2	0	**5**			**344**
% Buses and Single-Unit Trucks	0.5%	1.2%	7.3%	0.0%	**2.4%**			11.6%	0.9%	14.2%	0.0%	**6.7%**			0.0%	0.9%	0.6%	0.0%	**0.9%**			0.0%	1.4%	0.9%	0.0%	**0.9%**			**2.6%**
Bicycles on Road	6	31	1	0	**38**			1	3	0	0	**4**			0	15	1	0	**16**			1	0	5	0	**6**			**64**
% Bicycles on Road	1.1%	0.7%	0.1%	0.0%	**0.6%**			0.1%	0.3%	0.0%	0.0%	**0.2%**			0.0%	0.4%	0.3%	0.0%	**0.4%**			0.9%	0.0%	2.3%	0.0%	**1.1%**			**0.5%**
Pedestrians						84	74						6	4						5	2						136	134	
% Pedestrians						82.4%	79.6%						100.0%	100.0%						100.0%	50.0%						77.7%	88.7%	
Bicycles on Crosswalk						18	19						0	0						0	2						39	17	
% Bicycles on Crosswalk						17.6%	20.4%						0.0%	0.0%						0.0%	50.0%						22.3%	11.3%	

Leg	1st St							Riverside							1st St							Riverside							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 08:00:00	8	62	34	0	**104**	4	11	83	61	8	0	**152**	1	0	0	355	17	0	**372**	1	0	1	15	26	0	**42**	14	8	**670**
2020-02-04 08:15:00	9	90	32	0	**131**	5	2	86	55	11	0	**152**	2	1	1	364	9	0	**374**	2	1	4	7	22	0	**33**	17	5	**690**
2020-02-04 08:30:00	14	114	34	0	**162**	6	7	87	82	6	0	**175**	0	1	0	316	11	0	**327**	0	1	4	5	28	0	**37**	10	7	**701**
2020-02-04 08:45:00	13	92	34	0	**139**	1	8	96	74	12	0	**182**	0	0	3	319	15	0	**337**	0	0	1	13	28	0	**42**	14	10	**700**
Grand Total	44	358	134	0	**536**	16	28	352	272	37	0	**661**	3	2	4	1354	52	0	**1410**	3	2	10	40	104	0	**154**	55	30	**2761**
% Approach	8.2%	66.8%	25.0%	0.0%				53.3%	41.1%	5.6%	0.0%				0.3%	96.0%	3.7%	0.0%				6.5%	26.0%	67.5%	0.0%				
% Total	1.6%	13.0%	4.9%	0.0%	**19.4%**			12.7%	9.9%	1.3%	0.0%	**23.9%**			0.1%	49.0%	1.9%	0.0%	**51.1%**			0.4%	1.4%	3.8%	0.0%	**5.6%**			
PHF (8 AM - 9 AM)	0.768	0.781	0.985	0	**0.823**			0.924	0.836	0.771	0	**0.91**			0.333	0.929	0.765	0	**0.942**			0.563	0.667	0.911	0	**0.899**			**0.981**
Lights	43	346	110	0	**499**			318	263	29	0	**610**			4	1335	52	0	**1391**			9	40	101	0	**150**			**2650**
% Lights	97.7%	96.6%	82.1%	0.0%	**93.1%**			90.3%	96.7%	78.4%	0.0%	**92.3%**			100.0%	98.6%	100.0%	0.0%	**98.7%**			90.0%	100.0%	97.1%	0.0%	**97.4%**			**96.0%**
Articulated Trucks	0	0	0	0	**0**			2	1	0	0	**3**			0	1	0	0	**1**			0	0	0	0	**0**			**4**
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.6%	0.4%	0.0%	0.0%	**0.5%**			0.0%	0.1%	0.0%	0.0%	**0.1%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.1%**
Buses and Single-Unit Trucks	0	10	24	0	**34**			31	7	8	0	**46**			0	13	0	0	**13**			0	0	1	0	**1**			**94**
% Buses and Single-Unit Trucks	0.0%	2.8%	17.9%	0.0%	**6.3%**			8.8%	2.6%	21.6%	0.0%	**7.0%**			0.0%	1.0%	0.0%	0.0%	**0.9%**			0.0%	0.0%	1.0%	0.0%	**0.6%**			**3.4%**
Bicycles on Road	1	2	0	0	**3**			1	1	0	0	**2**			0	5	0	0	**5**			1	0	2	0	**3**			**13**
% Bicycles on Road	2.3%	0.6%	0.0%	0.0%	**0.6%**			0.3%	0.4%	0.0%	0.0%	**0.3%**			0.0%	0.4%	0.0%	0.0%	**0.4%**			10.0%	0.0%	1.9%	0.0%	**1.9%**			**0.5%**
Pedestrians						12	21						3	2						3	0						32	25	
% Pedestrians						75.0%	75.0%						100.0%	100.0%						100.0%	0.0%						58.2%	83.3%	
Bicycles on Crosswalk						4	7						0	0						0	2						23	5	
% Bicycles on Crosswalk						25.0%	25.0%						0.0%	0.0%						0.0%	100.0%						41.8%	16.7%	

Leg	1st St							Riverside							1st St							Riverside							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	**Int Total**
2020-02-04 17:00:00	74	441	107	0	**622**	11	9	53	83	5	0	**141**	0	0	0	167	31	0	**198**	0	0	15	26	8	0	**49**	20	18	**1010**
2020-02-04 17:15:00	65	476	129	0	**670**	12	3	53	83	8	0	**144**	1	0	2	190	37	0	**229**	0	0	16	21	7	0	**44**	6	5	**1087**
2020-02-04 17:30:00	66	532	132	0	**730**	14	9	40	96	2	0	**138**	0	0	2	167	22	0	**191**	1	0	12	13	9	0	**34**	19	21	**1093**
2020-02-04 17:45:00	58	502	137	0	**697**	8	9	61	79	10	0	**150**	2	0	2	179	33	0	**214**	1	0	9	24	9	0	**42**	15	25	**1103**
Grand Total	263	1951	505	0	**2719**	45	30	207	341	25	0	**573**	3	0	6	703	123	0	**832**	2	0	52	84	33	0	**169**	60	69	**4293**
% Approach	9.7%	71.8%	18.6%	0.0%				36.1%	59.5%	4.4%	0.0%				0.7%	84.5%	14.8%	0.0%				30.8%	49.7%	19.5%	0.0%				
% Total	6.1%	45.4%	11.8%	0.0%	**63.3%**			4.8%	7.9%	0.6%	0.0%	**13.3%**			0.1%	16.4%	2.9%	0.0%	**19.4%**			1.2%	2.0%	0.8%	0.0%	**3.9%**			
PHF (5 PM - 6 PM)	0.885	0.916	0.92	0	**0.931**			0.848	0.883	0.625	0	**0.958**			0.75	0.926	0.824	0	**0.908**			0.813	0.808	0.889	0	**0.875**			**0.975**
Lights	260	1916	485	0	**2661**			177	337	25	0	**539**			6	693	122	0	**821**			52	82	31	0	**165**			**4186**
% Lights	98.9%	98.2%	96.0%	0.0%	**97.9%**			85.5%	98.8%	100.0%	0.0%	**94.1%**			100.0%	98.6%	99.2%	0.0%	**98.7%**			100.0%	97.6%	93.9%	0.0%	**97.6%**			**97.5%**
Articulated Trucks	0	0	0	0	**0**			1	0	0	0	**1**			0	1	0	0	**1**			0	1	0	0	**1**			**3**
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.5%	0.0%	0.0%	0.0%	**0.2%**			0.0%	0.1%	0.0%	0.0%	**0.1%**			0.0%	1.2%	0.0%	0.0%	**0.6%**			**0.1%**
Buses and Single-Unit Trucks	2	15	19	0	**36**			29	2	0	0	**31**			0	6	0	0	**6**			0	1	1	0	**2**			**75**
% Buses and Single-Unit Trucks	0.8%	0.8%	3.8%	0.0%	**1.3%**			14.0%	0.6%	0.0%	0.0%	**5.4%**			0.0%	0.9%	0.0%	0.0%	**0.7%**			0.0%	1.2%	3.0%	0.0%	**1.2%**			**1.7%**
Bicycles on Road	1	20	1	0	**22**			0	2	0	0	**2**			0	3	1	0	**4**			0	0	1	0	**1**			**29**
% Bicycles on Road	0.4%	1.0%	0.2%	0.0%	**0.8%**			0.0%	0.6%	0.0%	0.0%	**0.3%**			0.0%	0.4%	0.8%	0.0%	**0.5%**			0.0%	0.0%	3.0%	0.0%	**0.6%**			**0.7%**
Pedestrians						38	22						3	0						2	0						45	57	
% Pedestrians						84.4%	73.3%						100.0%	0.0%						100.0%	0.0%						75.0%	82.6%	
Bicycles on Crosswalk						7	8						0	0						0	0						15	12	
% Bicycles on Crosswalk						15.6%	26.7%						0.0%	0.0%						0.0%	0.0%						25.0%	17.4%	

Study Name	1st St at Barton Springs
Project	1-5641 - Statesman Redevelopment - Alliance
Project Code	
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Time Zone	America/Chicago
Start Time	2020-02-04 07:00:00
End Time	2020-02-04 18:00:00
Location	Barton Spring Rd & South 1st Street
Latitude and Longitude	30.258391,-97.750091
AM Peak	7:30 AM - 8:30 AM (0.973)
PM Peak (Overall Peak Hour)	4:45 PM - 5:45 PM (0.981)

Leg	1st St						Barton Springs						1st St						Barton Springs					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	10	48	12	0	0	0	0	62	13	0	0	0	12	283	32	0	0	0	5	78	33	0	0	0
2020-02-04 07:15:00	14	60	12	0	0	0	0	85	14	0	0	0	27	321	43	0	0	0	15	112	62	0	0	0
2020-02-04 07:30:00	13	59	13	0	0	0	1	98	17	0	0	0	20	297	48	0	0	0	4	102	77	0	0	0
2020-02-04 07:45:00	14	42	11	0	0	0	0	99	19	0	0	0	20	253	24	0	0	0	9	168	106	0	0	0
2020-02-04 08:00:00	13	50	8	0	0	0	1	88	12	0	0	0	21	280	29	0	0	0	15	139	117	0	0	0
2020-02-04 08:15:00	23	68	3	0	0	0	2	106	13	0	0	0	27	312	25	0	0	0	11	145	53	0	0	0
2020-02-04 08:30:00	23	68	14	0	0	0	1	76	7	0	0	0	17	274	35	0	0	0	14	135	61	0	0	0
2020-02-04 08:45:00	29	70	10	0	0	0	2	84	9	1	0	0	28	288	33	0	0	0	15	131	47	0	0	0
2020-02-04 16:00:00	67	327	7	0	0	0	10	139	36	0	0	0	18	151	44	0	0	0	39	120	26	0	0	0
2020-02-04 16:15:00	95	344	6	0	0	0	3	145	38	0	0	0	17	143	40	0	0	0	35	119	49	0	0	0
2020-02-04 16:30:00	97	335	6	0	0	0	3	151	39	0	0	0	24	183	38	0	0	0	43	97	45	0	0	0
2020-02-04 16:45:00	102	417	4	0	0	0	3	151	45	0	0	0	17	185	33	0	0	0	35	83	49	0	0	0
2020-02-04 17:00:00	107	338	6	0	0	0	1	167	55	0	0	0	16	143	36	0	0	0	49	106	56	0	0	0
2020-02-04 17:15:00	99	378	5	0	0	0	0	158	40	0	0	0	9	184	47	0	0	0	38	95	41	0	0	0
2020-02-04 17:30:00	126	379	12	0	0	0	1	153	39	0	0	0	16	138	39	0	0	0	41	109	58	0	0	0
2020-02-04 17:45:00	140	330	12	0	0	0	3	145	42	0	0	0	14	158	53	0	0	0	36	86	45	0	0	0

Leg	1st St						Barton Springs						1st St						Barton Springs					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Leg	1st St						Barton Springs						1st St						Barton Springs					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	1	3	0	0	0	0	0	4	0	0	0	0	0	2	1	0	0	0	1	0	0	0	0	0
2020-02-04 07:15:00	0	1	4	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0
2020-02-04 07:30:00	0	2	1	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0
2020-02-04 07:45:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0
2020-02-04 08:00:00	0	0	2	0	0	0	0	2	1	0	0	0	1	3	1	0	0	0	0	2	1	0	0	0
2020-02-04 08:15:00	1	3	1	0	0	0	0	1	4	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0
2020-02-04 08:30:00	1	3	2	0	0	0	0	4	0	0	0	0	2	1	0	0	0	0	0	1	0	0	0	0
2020-02-04 08:45:00	1	1	4	0	0	0	0	1	0	0	0	0	3	3	0	0	0	0	0	1	1	0	0	0
2020-02-04 16:00:00	0	3	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0
2020-02-04 16:15:00	1	3	0	0	0	0	0	1	0	0	0	0	0	3	1	0	0	0	0	0	1	0	0	0
2020-02-04 16:30:00	1	3	0	0	0	0	0	1	1	0	0	0	0	6	1	0	0	0	0	2	1	0	0	0
2020-02-04 16:45:00	0	5	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0
2020-02-04 17:00:00	2	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	1	1	0	0	0
2020-02-04 17:15:00	1	5	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0
2020-02-04 17:30:00	1	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0
2020-02-04 17:45:00	1	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

Leg	1st St						Barton Springs						1st St						Barton Springs					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	4	4
2020-02-04 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	6	1
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	5	1
2020-02-04 07:45:00	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	3	6	0	0	0	0	6	1
2020-02-04 08:00:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	0	9	5
2020-02-04 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	9	5
2020-02-04 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	8	3
2020-02-04 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	13	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	0	7	6
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	7	0	0	0	0	5	5
2020-02-04 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	4	0	0	0	0	15	2
2020-02-04 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	7	14
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	4	0	0	0	0	16	11
2020-02-04 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	3	0	0	0	0	9	7
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	5	0	0	0	0	7	6
2020-02-04 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	6	0	0	0	0	8	20

Leg	1st St						Barton Springs						1st St						Barton Springs					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
2020-02-04 07:15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0
2020-02-04 07:30:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0
2020-02-04 08:15:00	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	4	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	3	0	0	0	0
2020-02-04 16:00:00	2	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	2	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	1	2	0	0	0	0	0	1	1	0	0	0	0	4	0	0	0	0
2020-02-04 16:45:00	4	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
2020-02-04 17:00:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 17:15:00	3	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	5	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0
2020-02-04 17:45:00	7	1	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0

Leg	1st St						Barton Springs						1st St						Barton Springs					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
2020-02-04 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2020-02-04 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2020-02-04 17:15:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1

Leg	1st St							Barton Springs							1st St							Barton Springs							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 07:00:00	11	51	12	0	**74**	0	0	0	68	13	0	**81**	0	0	12	285	33	0	**330**	2	1	6	81	33	0	**120**	4	4	**605**
2020-02-04 07:15:00	14	62	16	0	**92**	0	0	1	86	15	0	**102**	0	0	27	324	43	0	**394**	2	0	15	116	65	0	**196**	6	1	**784**
2020-02-04 07:30:00	17	61	14	0	**92**	0	0	1	100	17	0	**118**	0	0	20	299	48	0	**367**	4	1	4	107	78	0	**189**	5	1	**766**
2020-02-04 07:45:00	16	43	11	0	**70**	1	1	0	101	19	0	**120**	0	2	20	253	24	0	**297**	3	6	9	175	108	0	**292**	6	1	**779**
2020-02-04 08:00:00	13	50	10	0	**73**	0	2	1	91	13	0	**105**	0	0	22	283	30	0	**335**	9	2	16	141	120	0	**277**	9	6	**790**
2020-02-04 08:15:00	24	72	4	0	**100**	0	0	2	107	17	0	**126**	0	0	28	314	25	0	**367**	4	4	11	148	58	0	**217**	9	5	**810**
2020-02-04 08:30:00	24	71	16	0	**111**	0	0	1	80	7	0	**88**	0	0	19	275	35	0	**329**	5	2	14	145	62	0	**221**	8	3	**749**
2020-02-04 08:45:00	30	71	14	0	**115**	0	0	2	85	9	1	**97**	0	0	31	295	33	0	**359**	1	2	15	138	48	0	**201**	13	0	**772**
2020-02-04 16:00:00	69	331	7	0	**407**	0	0	10	140	36	0	**186**	0	0	18	155	44	0	**217**	4	4	40	121	28	0	**189**	8	8	**999**
2020-02-04 16:15:00	96	347	6	0	**449**	0	0	3	147	38	0	**188**	0	0	17	147	41	0	**205**	12	7	35	120	51	0	**206**	5	5	**1048**
2020-02-04 16:30:00	98	339	6	0	**443**	0	0	4	156	40	0	**200**	0	0	24	190	40	0	**254**	13	4	43	104	46	0	**193**	15	3	**1090**
2020-02-04 16:45:00	106	423	4	0	**533**	0	0	3	155	46	0	**204**	0	0	17	186	33	0	**236**	5	3	36	84	49	0	**169**	7	17	**1142**
2020-02-04 17:00:00	112	341	6	0	**459**	0	0	1	167	55	0	**223**	0	0	16	146	36	0	**198**	18	4	50	109	57	0	**216**	16	13	**1096**
2020-02-04 17:15:00	103	383	5	0	**491**	0	0	0	160	40	0	**200**	0	1	9	186	48	0	**243**	11	3	38	96	41	0	**175**	9	7	**1109**
2020-02-04 17:30:00	132	381	12	0	**525**	0	0	1	155	39	0	**195**	1	0	16	139	39	0	**194**	6	5	41	114	60	0	**215**	7	6	**1129**
2020-02-04 17:45:00	148	334	12	0	**494**	0	0	4	148	42	0	**194**	0	0	14	159	53	0	**226**	6	7	36	88	45	0	**169**	9	21	**1083**
Grand Total	1013	3360	155	0	**4528**	1	3	34	1946	446	1	**2427**	1	3	310	3636	605	0	**4551**	105	55	409	1887	949	0	**3245**	136	101	**14751**
% Approach	22.4%	74.2%	3.4%	0.0%				1.4%	80.2%	18.4%	0.0%				6.8%	79.9%	13.3%	0.0%				12.6%	58.2%	29.2%	0.0%				
% Total	6.9%	22.8%	1.1%	0.0%	**30.7%**			0.2%	13.2%	3.0%	0.0%	**16.5%**			2.1%	24.6%	4.1%	0.0%	**30.9%**			2.8%	12.8%	6.4%	0.0%	**22.0%**			
Lights	972	3313	141	0	**4426**			31	1907	438	1	**2377**			303	3593	599	0	**4495**			404	1825	925	0	**3154**			**14452**
% Lights	96.0%	98.6%	91.0%	0.0%	**97.7%**			91.2%	98.0%	98.2%	100.0%	**97.9%**			97.7%	98.8%	99.0%	0.0%	**98.8%**			98.8%	96.7%	97.5%	0.0%	**97.2%**			**98.0%**
Articulated Trucks	0	1	0	0	**1**			1	7	0	0	**8**			0	1	0	0	**1**			0	10	1	0	**11**			**21**
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**			2.9%	0.4%	0.0%	0.0%	**0.3%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.5%	0.1%	0.0%	**0.3%**			**0.1%**
Buses and Single-Unit Trucks	13	40	14	0	**67**			0	20	8	0	**28**			6	31	5	0	**42**			2	14	10	0	**26**			**163**
% Buses and Single-Unit Trucks	1.3%	1.2%	9.0%	0.0%	**1.5%**			0.0%	1.0%	1.8%	0.0%	**1.2%**			1.9%	0.9%	0.8%	0.0%	**0.9%**			0.5%	0.7%	1.1%	0.0%	**0.8%**			**1.1%**
Bicycles on Road	28	6	0	0	**34**			2	12	0	0	**14**			1	11	1	0	**13**			3	38	13	0	**54**			**115**
% Bicycles on Road	2.8%	0.2%	0.0%	0.0%	**0.8%**			5.9%	0.6%	0.0%	0.0%	**0.6%**			0.3%	0.3%	0.2%	0.0%	**0.3%**			0.7%	2.0%	1.4%	0.0%	**1.7%**			**0.8%**
Pedestrians						0	3						0	1						99	51						134	91	
% Pedestrians						0.0%	100.0%						0.0%	33.3%						94.3%	92.7%						98.5%	90.1%	
Bicycles on Crosswalk						1	0						1	2						6	4						2	10	
% Bicycles on Crosswalk						100.0%	0.0%						100.0%	66.7%						5.7%	7.3%						1.5%	9.9%	

Leg	1st St							Barton Springs							1st St							Barton Springs							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	**Int Total**
2020-02-04 07:30:00	17	61	14	0	**92**	0	0	1	100	17	0	**118**	0	0	20	299	48	0	**367**	4	1	4	107	78	0	**189**	5	1	**766**
2020-02-04 07:45:00	16	43	11	0	**70**	1	1	0	101	19	0	**120**	0	2	20	253	24	0	**297**	3	6	9	175	108	0	**292**	6	1	**779**
2020-02-04 08:00:00	13	50	10	0	**73**	0	2	1	91	13	0	**105**	0	0	22	283	30	0	**335**	9	2	16	141	120	0	**277**	9	6	**790**
2020-02-04 08:15:00	24	72	4	0	**100**	0	0	2	107	17	0	**126**	0	0	28	314	25	0	**367**	4	4	11	148	58	0	**217**	9	5	**810**
Grand Total	70	226	39	0	**335**	1	3	4	399	66	0	**469**	0	2	90	1149	127	0	**1366**	20	13	40	571	364	0	**975**	29	13	**3145**
% Approach	20.9%	67.5%	11.6%	0.0%				0.9%	85.1%	14.1%	0.0%				6.6%	84.1%	9.3%	0.0%				4.1%	58.6%	37.3%	0.0%				
% Total	2.2%	7.2%	1.2%	0.0%	**10.7%**			0.1%	12.7%	2.1%	0.0%	**14.9%**			2.9%	36.5%	4.0%	0.0%	**43.4%**			1.3%	18.2%	11.6%	0.0%	**31.0%**			
PHF (7:30 AM - 8:30 AM)	0.688	0.792	0.696	0	**0.833**			0.5	0.93	0.868	0	**0.929**			0.824	0.917	0.661	0	**0.929**			0.65	0.825	0.754	0	**0.836**			**0.973**
Lights	63	219	35	0	**317**			4	391	61	0	**456**			88	1142	126	0	**1356**			39	554	353	0	**946**			**3075**
% Lights	90.0%	96.9%	89.7%	0.0%	**94.6%**			100.0%	98.0%	92.4%	0.0%	**97.2%**			97.8%	99.4%	99.2%	0.0%	**99.3%**			97.5%	97.0%	97.0%	0.0%	**97.0%**			**97.8%**
Articulated Trucks	0	0	0	0	**0**			0	3	0	0	**3**			0	0	0	0	**0**			0	1	0	0	**1**			**4**
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.8%	0.0%	0.0%	**0.6%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.2%	0.0%	0.0%	**0.1%**			**0.1%**
Buses and Single-Unit Trucks	3	6	4	0	**13**			0	4	5	0	**9**			1	6	1	0	**8**			0	6	3	0	**9**			**39**
% Buses and Single-Unit Trucks	4.3%	2.7%	10.3%	0.0%	**3.9%**			0.0%	1.0%	7.6%	0.0%	**1.9%**			1.1%	0.5%	0.8%	0.0%	**0.6%**			0.0%	1.1%	0.8%	0.0%	**0.9%**			**1.2%**
Bicycles on Road	4	1	0	0	**5**			0	1	0	0	**1**			1	1	0	0	**2**			1	10	8	0	**19**			**27**
% Bicycles on Road	5.7%	0.4%	0.0%	0.0%	**1.5%**			0.0%	0.3%	0.0%	0.0%	**0.2%**			1.1%	0.1%	0.0%	0.0%	**0.1%**			2.5%	1.8%	2.2%	0.0%	**1.9%**			**0.9%**
Pedestrians						0	3						0	1						19	12						29	12	
% Pedestrians						0.0%	100.0%						0.0%	50.0%						95.0%	92.3%						100.0%	92.3%	
Bicycles on Crosswalk						1	0						0	1						1	1						0	1	
% Bicycles on Crosswalk						100.0%	0.0%						0.0%	50.0%						5.0%	7.7%						0.0%	7.7%	

Leg	1st St							Barton Springs							1st St							Barton Springs							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	**Int Total**
2020-02-04 16:45:00	106	423	4	0	**533**	0	0	3	155	46	0	**204**	0	0	17	186	33	0	**236**	5	3	36	84	49	0	**169**	7	17	**1142**
2020-02-04 17:00:00	112	341	6	0	**459**	0	0	1	167	55	0	**223**	0	0	16	146	36	0	**198**	18	4	50	109	57	0	**216**	16	13	**1096**
2020-02-04 17:15:00	103	383	5	0	**491**	0	0	0	160	40	0	**200**	0	1	9	186	48	0	**243**	11	3	38	96	41	0	**175**	9	7	**1109**
2020-02-04 17:30:00	132	381	12	0	**525**	0	0	1	155	39	0	**195**	1	0	16	139	39	0	**194**	6	5	41	114	60	0	**215**	7	6	**1129**
Grand Total	453	1528	27	0	**2008**	0	0	5	637	180	0	**822**	1	1	58	657	156	0	**871**	40	15	165	403	207	0	**775**	39	43	**4476**
% Approach	22.6%	76.1%	1.3%	0.0%				0.6%	77.5%	21.9%	0.0%				6.7%	75.4%	17.9%	0.0%				21.3%	52.0%	26.7%	0.0%				
% Total	10.1%	34.1%	0.6%	0.0%	**44.9%**			0.1%	14.2%	4.0%	0.0%	**18.4%**			1.3%	14.7%	3.5%	0.0%	**19.5%**			3.7%	9.0%	4.6%	0.0%	**17.3%**			
PHF (4:45 PM - 5:45 PM)	0.862	0.904	0.563	0	**0.943**			0.417	0.946	0.818	0	**0.916**			0.853	0.882	0.813	0	**0.899**			0.82	0.911	0.873	0	**0.892**			**0.981**
Lights	434	1512	27	0	**1973**			5	629	179	0	**813**			58	650	155	0	**863**			163	393	204	0	**760**			**4409**
% Lights	95.8%	99.0%	100.0%	0.0%	**98.3%**			100.0%	98.7%	99.4%	0.0%	**98.9%**			100.0%	98.9%	99.4%	0.0%	**99.1%**			98.8%	97.5%	98.6%	0.0%	**98.1%**			**98.5%**
Articulated Trucks	0	0	0	0	**0**			0	0	0	0	**0**			0	1	0	0	**1**			0	1	0	0	**1**			**2**
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.2%	0.0%	0.0%	**0.1%**			0.0%	0.2%	0.0%	0.0%	**0.1%**			**0.0%**
Buses and Single-Unit Trucks	4	14	0	0	**18**			0	3	1	0	**4**			0	5	1	0	**6**			1	3	2	0	**6**			**34**
% Buses and Single-Unit Trucks	0.9%	0.9%	0.0%	0.0%	**0.9%**			0.0%	0.5%	0.6%	0.0%	**0.5%**			0.0%	0.8%	0.6%	0.0%	**0.7%**			0.6%	0.7%	1.0%	0.0%	**0.8%**			**0.8%**
Bicycles on Road	15	2	0	0	**17**			0	5	0	0	**5**			0	1	0	0	**1**			1	6	1	0	**8**			**31**
% Bicycles on Road	3.3%	0.1%	0.0%	0.0%	**0.8%**			0.0%	0.8%	0.0%	0.0%	**0.6%**			0.0%	0.2%	0.0%	0.0%	**0.1%**			0.6%	1.5%	0.5%	0.0%	**1.0%**			**0.7%**
Pedestrians						0	0						0	0						38	14						39	38	
% Pedestrians						0.0%	0.0%						0.0%	0.0%						95.0%	93.3%						100.0%	88.4%	
Bicycles on Crosswalk						0	0						1	1						2	1						0	5	
% Bicycles on Crosswalk						0.0%	0.0%						100.0%	100.0%						5.0%	6.7%						0.0%	11.6%	

Study Name	Barton Springs at Riverside
Project	1-5641 - Statesman Redevelopment - Alliance
Project Code	
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Time Zone	America/Chicago
Start Time	2020-02-04 07:00:00
End Time	2020-02-04 18:00:00
Location	Riverside Dr at Barton Springs Rd
Latitude and Longitude	30.258683,-97.748478
AM Peak	8 AM - 9 AM (0.954)
PM Peak (Overall Peak Hour)	5 PM - 6 PM (0.962)

Leg	Riverside						Barton Springs						Riverside						Barton Springs					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	42	2	0	0	0	3	15	2	0	0	0	3	88	51	0	0	0	51	29	0	0	0	0
2020-02-04 07:15:00	0	36	1	0	0	0	3	20	4	0	0	0	2	119	85	0	0	0	76	47	0	0	0	0
2020-02-04 07:30:00	0	22	1	0	0	0	8	26	4	0	0	0	3	124	81	0	0	0	75	55	2	0	0	0
2020-02-04 07:45:00	0	36	5	0	0	0	14	34	0	0	0	0	1	118	67	0	0	0	102	67	6	0	0	0
2020-02-04 08:00:00	0	40	4	0	0	0	15	24	3	0	0	0	4	128	85	0	0	0	92	58	5	0	0	0
2020-02-04 08:15:00	0	26	1	0	0	0	19	34	0	0	0	0	0	125	85	0	0	0	79	78	8	0	0	0
2020-02-04 08:30:00	2	32	5	0	0	0	20	33	2	0	0	0	2	112	57	0	0	0	58	71	16	0	0	0
2020-02-04 08:45:00	0	39	4	0	0	0	26	30	5	0	0	0	5	135	69	0	0	0	72	70	9	0	0	0
2020-02-04 16:00:00	1	130	4	0	0	0	23	80	3	0	0	0	4	90	83	0	0	0	100	44	5	0	0	0
2020-02-04 16:15:00	0	141	1	0	0	0	16	123	2	0	0	0	4	107	67	0	0	0	97	44	1	0	0	0
2020-02-04 16:30:00	0	129	3	0	0	0	20	145	2	0	0	0	0	94	54	0	0	0	100	32	3	0	0	0
2020-02-04 16:45:00	1	135	4	0	0	0	22	118	2	0	0	0	3	106	62	0	0	0	83	32	4	0	0	0
2020-02-04 17:00:00	3	120	4	0	0	0	17	128	1	0	0	0	4	102	74	0	0	0	84	24	4	0	0	0
2020-02-04 17:15:00	0	149	1	0	0	0	33	130	4	0	0	0	5	110	72	0	0	0	81	27	2	0	0	0
2020-02-04 17:30:00	2	147	0	0	0	0	29	128	3	1	0	0	2	87	48	0	0	0	103	33	3	0	0	0
2020-02-04 17:45:00	0	140	2	0	0	0	40	136	2	0	0	0	1	95	62	0	0	0	84	41	0	0	0	0

Leg	Riverside						Barton Springs						Riverside						Barton Springs					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	2	0	1	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Leg	Riverside						Barton Springs						Riverside						Barton Springs					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	6	0	0	0	0	1	4	0	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	6	1	0	0	0	1	0	0	0	0	0	0	7	0	0	0	0	0	1	1	0	0	0
2020-02-04 07:30:00	0	12	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	1	0	0	0	0	0
2020-02-04 07:45:00	0	7	0	0	0	0	2	0	0	0	0	0	0	7	0	0	0	0	0	0	1	0	0	0
2020-02-04 08:00:00	0	8	0	0	0	0	1	2	0	0	0	0	0	10	2	0	0	0	2	0	0	0	0	0
2020-02-04 08:15:00	0	9	0	0	0	0	0	3	0	0	0	0	0	12	1	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	0	8	0	0	0	0	1	2	0	0	0	0	0	8	0	0	0	0	1	0	1	0	0	0
2020-02-04 08:45:00	0	11	0	0	0	0	3	1	0	0	0	0	0	9	2	0	0	0	2	1	1	0	0	0
2020-02-04 16:00:00	0	5	0	0	0	0	2	1	0	0	0	0	0	13	0	0	0	0	1	0	1	0	0	0
2020-02-04 16:15:00	0	7	0	0	0	0	0	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	8	0	0	0	0	0	1	0	0	0	0	0	7	1	0	0	0	2	0	0	0	0	0
2020-02-04 16:45:00	0	4	0	0	0	0	1	2	0	0	0	0	0	10	1	0	0	0	1	0	0	0	0	0
2020-02-04 17:00:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	1	0	0	0	0	0
2020-02-04 17:15:00	0	3	0	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	0	1	0	0	0	0
2020-02-04 17:30:00	0	4	0	0	0	0	1	0	0	0	0	0	0	8	1	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	0	4	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0

Leg	Riverside						Barton Springs						Riverside						Barton Springs					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	8	0	0	0	0	1	7	0	0	0	0	2	5	0	0	0	0	4	4
2020-02-04 07:15:00	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	3	1	0	0	0	0	3	4
2020-02-04 07:30:00	0	0	0	0	3	8	0	0	0	0	0	0	0	0	0	0	3	4	0	0	0	0	5	7
2020-02-04 07:45:00	0	0	0	0	4	3	0	0	0	0	5	6	0	0	0	0	3	3	0	0	0	0	5	3
2020-02-04 08:00:00	0	0	0	0	2	1	0	0	0	0	2	4	0	0	0	0	0	5	0	0	0	0	1	3
2020-02-04 08:15:00	0	0	0	0	1	2	0	0	0	0	2	4	0	0	0	0	1	2	0	0	0	0	1	0
2020-02-04 08:30:00	0	0	0	0	0	3	0	0	0	0	2	3	0	0	0	0	1	6	0	0	0	0	1	2
2020-02-04 08:45:00	0	0	0	0	5	1	0	0	0	0	1	0	0	0	0	0	0	7	0	0	0	0	1	2
2020-02-04 16:00:00	0	0	0	0	3	0	0	0	0	0	3	6	0	0	0	0	4	4	0	0	0	0	3	0
2020-02-04 16:15:00	0	0	0	0	2	3	0	0	0	0	3	5	0	0	0	0	6	2	0	0	0	0	3	5
2020-02-04 16:30:00	0	0	0	0	2	2	0	0	0	0	3	8	0	0	0	0	4	10	0	0	0	0	0	10
2020-02-04 16:45:00	0	0	0	0	2	1	0	0	0	0	5	5	0	0	0	0	4	3	0	0	0	0	2	12
2020-02-04 17:00:00	0	0	0	0	1	6	0	0	0	0	6	5	0	0	0	0	7	6	0	0	0	0	2	0
2020-02-04 17:15:00	0	0	0	0	6	9	0	0	0	0	8	4	0	0	0	0	6	2	0	0	0	0	5	4
2020-02-04 17:30:00	0	0	0	0	2	8	0	0	0	0	10	4	0	0	0	0	7	2	0	0	0	0	3	4
2020-02-04 17:45:00	0	0	0	0	3	1	0	0	0	0	11	7	0	0	0	0	10	6	0	0	0	0	6	1

Leg	Riverside						Barton Springs						Riverside						Barton Springs					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	1	3	0	0	0	0
2020-02-04 16:00:00	0	2	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 16:30:00	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
2020-02-04 17:45:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Leg	Riverside						Barton Springs						Riverside						Barton Springs					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	2
2020-02-04 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

Leg	Riverside							Barton Springs							Riverside							Barton Springs							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 07:00:00	0	48	2	0	**50**	0	9	4	19	2	0	**25**	1	7	3	95	52	0	**150**	2	6	52	29	0	0	**81**	4	4	**306**
2020-02-04 07:15:00	0	43	2	0	**45**	0	1	4	20	4	0	**28**	1	1	2	127	87	0	**216**	3	1	78	48	2	0	**128**	3	4	**417**
2020-02-04 07:30:00	0	34	1	0	**35**	3	8	8	26	4	0	**38**	0	0	3	133	82	0	**218**	3	4	77	57	2	0	**136**	5	7	**427**
2020-02-04 07:45:00	0	43	5	0	**48**	4	3	16	36	0	0	**52**	5	6	1	125	67	0	**193**	4	5	103	68	7	0	**178**	5	3	**471**
2020-02-04 08:00:00	0	48	4	0	**52**	2	3	16	26	3	0	**45**	2	4	4	138	89	0	**231**	0	5	94	58	5	0	**157**	1	3	**485**
2020-02-04 08:15:00	0	35	1	0	**36**	1	2	19	37	0	0	**56**	2	4	0	140	88	0	**228**	1	2	79	79	8	0	**166**	1	0	**486**
2020-02-04 08:30:00	2	40	5	0	**47**	0	4	21	35	2	0	**58**	2	3	2	121	59	0	**182**	1	8	60	74	17	0	**151**	1	2	**438**
2020-02-04 08:45:00	0	50	4	0	**54**	5	1	29	33	5	0	**67**	1	0	5	146	71	0	**222**	1	7	78	75	10	0	**163**	1	2	**506**
2020-02-04 16:00:00	1	137	4	0	**142**	3	0	25	82	3	0	**110**	3	6	4	104	84	0	**192**	4	4	101	45	6	0	**152**	3	0	**596**
2020-02-04 16:15:00	0	148	1	0	**149**	2	3	16	124	2	0	**142**	3	5	4	117	68	0	**189**	6	2	97	45	1	0	**143**	3	5	**623**
2020-02-04 16:30:00	0	139	3	0	**142**	2	4	20	146	2	0	**168**	5	8	0	102	57	0	**159**	4	11	105	32	3	0	**140**	0	12	**609**
2020-02-04 16:45:00	1	139	4	0	**144**	2	1	23	122	2	0	**147**	5	5	3	116	63	0	**182**	4	4	84	32	4	0	**120**	2	12	**593**
2020-02-04 17:00:00	3	127	4	0	**134**	1	6	22	129	1	0	**152**	6	7	4	109	74	0	**187**	7	7	86	24	4	0	**114**	2	0	**587**
2020-02-04 17:15:00	0	152	1	0	**153**	6	9	33	131	4	0	**168**	8	4	5	119	74	0	**198**	6	2	83	29	2	0	**114**	5	4	**633**
2020-02-04 17:30:00	2	151	0	0	**153**	2	8	30	128	4	1	**163**	10	4	2	95	49	0	**146**	7	4	104	34	3	0	**141**	3	4	**603**
2020-02-04 17:45:00	0	146	2	0	**148**	3	2	40	136	2	0	**178**	11	7	1	102	62	0	**165**	10	7	84	41	0	0	**125**	6	1	**616**
Grand Total	9	1480	43	0	**1532**	36	64	326	1230	40	1	**1597**	65	71	43	1889	1126	0	**3058**	63	79	1365	770	74	0	**2209**	45	63	**8396**
% Approach	0.6%	96.6%	2.8%	0.0%				20.4%	77.0%	2.5%	0.1%				1.4%	61.8%	36.8%	0.0%				61.8%	34.9%	3.3%	0.0%				
% Total	0.1%	17.6%	0.5%	0.0%	**18.2%**			3.9%	14.6%	0.5%	0.0%	**19.0%**			0.5%	22.5%	13.4%	0.0%	**36.4%**			16.3%	9.2%	0.9%	0.0%	**26.3%**			
Lights	9	1364	42	0	**1415**			308	1204	39	1	**1552**			43	1740	1102	0	**2885**			1337	752	68	0	**2157**			**8009**
% Lights	100.0%	92.2%	97.7%	0.0%	**92.4%**			94.5%	97.9%	97.5%	100.0%	**97.2%**			100.0%	92.1%	97.9%	0.0%	**94.3%**			97.9%	97.7%	91.9%	0.0%	**97.6%**			**95.4%**
Articulated Trucks	0	2	0	0	**2**			0	1	0	0	**1**			0	4	11	0	**15**			9	1	1	0	**11**			**29**
% Articulated Trucks	0.0%	0.1%	0.0%	0.0%	**0.1%**			0.0%	0.1%	0.0%	0.0%	**0.1%**			0.0%	0.2%	1.0%	0.0%	**0.5%**			0.7%	0.1%	1.4%	0.0%	**0.5%**			**0.3%**
Buses and Single-Unit Trucks	0	108	1	0	**109**			13	17	0	0	**30**			0	139	12	0	**151**			11	3	5	0	**19**			**309**
% Buses and Single-Unit Trucks	0.0%	7.3%	2.3%	0.0%	**7.1%**			4.0%	1.4%	0.0%	0.0%	**1.9%**			0.0%	7.4%	1.1%	0.0%	**4.9%**			0.8%	0.4%	6.8%	0.0%	**0.9%**			**3.7%**
Bicycles on Road	0	6	0	0	**6**			5	8	1	0	**14**			0	6	1	0	**7**			8	14	0	0	**22**			**49**
% Bicycles on Road	0.0%	0.4%	0.0%	0.0%	**0.4%**			1.5%	0.7%	2.5%	0.0%	**0.9%**			0.0%	0.3%	0.1%	0.0%	**0.2%**			0.6%	1.8%	0.0%	0.0%	**1.0%**			**0.6%**
Pedestrians						36	57						63	68						61	68						45	61	
% Pedestrians						100.0%	89.1%						96.9%	95.8%						96.8%	86.1%						100.0%	96.8%	
Bicycles on Crosswalk						0	7						2	3						2	11						0	2	
% Bicycles on Crosswalk						0.0%	10.9%						3.1%	4.2%						3.2%	13.9%						0.0%	3.2%	

Leg	Riverside							Barton Springs							Riverside							Barton Springs							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	**Int Total**
2020-02-04 08:00:00	0	48	4	0	**52**	2	3	16	26	3	0	**45**	2	4	4	138	89	0	**231**	0	5	94	58	5	0	**157**	1	3	**485**
2020-02-04 08:15:00	0	35	1	0	**36**	1	2	19	37	0	0	**56**	2	4	0	140	88	0	**228**	1	2	79	79	8	0	**166**	1	0	**486**
2020-02-04 08:30:00	2	40	5	0	**47**	0	4	21	35	2	0	**58**	2	3	2	121	59	0	**182**	1	8	60	74	17	0	**151**	1	2	**438**
2020-02-04 08:45:00	0	50	4	0	**54**	5	1	29	33	5	0	**67**	1	0	5	146	71	0	**222**	1	7	78	75	10	0	**163**	1	2	**506**
Grand Total	2	173	14	0	**189**	8	10	85	131	10	0	**226**	7	11	11	545	307	0	**863**	3	22	311	286	40	0	**637**	4	7	**1915**
% Approach	1.1%	91.5%	7.4%	0.0%				37.6%	58.0%	4.4%	0.0%				1.3%	63.2%	35.6%	0.0%				48.8%	44.9%	6.3%	0.0%				
% Total	0.1%	9.0%	0.7%	0.0%	**9.9%**			4.4%	6.8%	0.5%	0.0%	**11.8%**			0.6%	28.5%	16.0%	0.0%	**45.1%**			16.2%	14.9%	2.1%	0.0%	**33.3%**			
PHF (8 AM - 9 AM)	0.25	0.865	0.7	0	**0.875**			0.733	0.872	0.5	0	**0.862**			0.55	0.939	0.862	0	**0.93**			0.824	0.894	0.588	0	**0.953**			**0.954**
Lights	2	137	14	0	**153**			80	121	10	0	**211**			11	500	296	0	**807**			301	277	38	0	**616**			**1787**
% Lights	100.0%	79.2%	100.0%	0.0%	**81.0%**			94.1%	92.4%	100.0%	0.0%	**93.4%**			100.0%	91.7%	96.4%	0.0%	**93.5%**			96.8%	96.9%	95.0%	0.0%	**96.7%**			**93.3%**
Articulated Trucks	0	0	0	0	**0**			0	0	0	0	**0**			0	2	6	0	**8**			4	1	0	0	**5**			**13**
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.4%	2.0%	0.0%	**0.9%**			1.3%	0.3%	0.0%	0.0%	**0.8%**			**0.7%**
Buses and Single-Unit Trucks	0	36	0	0	**36**			5	8	0	0	**13**			0	39	5	0	**44**			5	1	2	0	**8**			**101**
% Buses and Single-Unit Trucks	0.0%	20.8%	0.0%	0.0%	**19.0%**			5.9%	6.1%	0.0%	0.0%	**5.8%**			0.0%	7.2%	1.6%	0.0%	**5.1%**			1.6%	0.3%	5.0%	0.0%	**1.3%**			**5.3%**
Bicycles on Road	0	0	0	0	**0**			0	2	0	0	**2**			0	4	0	0	**4**			1	7	0	0	**8**			**14**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	1.5%	0.0%	0.0%	**0.9%**			0.0%	0.7%	0.0%	0.0%	**0.5%**			0.3%	2.4%	0.0%	0.0%	**1.3%**			**0.7%**
Pedestrians						8	7						7	11						2	20						4	7	
% Pedestrians						100.0%	70.0%						100.0%	100.0%						66.7%	90.9%						100.0%	100.0%	
Bicycles on Crosswalk						0	3						0	0						1	2						0	0	
% Bicycles on Crosswalk						0.0%	30.0%						0.0%	0.0%						33.3%	9.1%						0.0%	0.0%	

Leg	Riverside							Barton Springs							Riverside							Barton Springs						
Direction	Southbound							Westbound							Northbound							Eastbound						
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 17:00:00	3	127	4	0	**134**	1	6	22	129	1	0	**152**	6	7	4	109	74	0	**187**	7	7	86	24	4	0	**114**	2	0	**587**
2020-02-04 17:15:00	0	152	1	0	**153**	6	9	33	131	4	0	**168**	8	4	5	119	74	0	**198**	6	2	83	29	2	0	**114**	5	4	**633**
2020-02-04 17:30:00	2	151	0	0	**153**	2	8	30	128	4	1	**163**	10	4	2	95	49	0	**146**	7	4	104	34	3	0	**141**	3	4	**603**
2020-02-04 17:45:00	0	146	2	0	**148**	3	2	40	136	2	0	**178**	11	7	1	102	62	0	**165**	10	7	84	41	0	0	**125**	6	1	**616**
Grand Total	5	576	7	0	**588**	12	25	125	524	11	1	**661**	35	22	12	425	259	0	**696**	30	20	357	128	9	0	**494**	16	9	**2439**
% Approach	0.9%	98.0%	1.2%	0.0%				18.9%	79.3%	1.7%	0.2%				1.7%	61.1%	37.2%	0.0%				72.3%	25.9%	1.8%	0.0%				
% Total	0.2%	23.6%	0.3%	0.0%	**24.1%**			5.1%	21.5%	0.5%	0.0%	**27.1%**			0.5%	17.4%	10.6%	0.0%	**28.5%**			14.6%	5.2%	0.4%	0.0%	**20.3%**			
PHF (5 PM - 6 PM)	0.417	0.944	0.438	0	**0.958**			0.75	0.96	0.625	0.25	**0.917**			0.6	0.893	0.875	0	**0.879**			0.859	0.768	0.563	0	**0.879**			**0.962**
Lights	5	556	7	0	**568**			119	522	10	1	**652**			12	394	256	0	**662**			352	125	9	0	**486**			**2368**
% Lights	100.0%	96.5%	100.0%	0.0%	**96.6%**			95.2%	99.6%	90.9%	100.0%	**98.6%**			100.0%	92.7%	98.8%	0.0%	**95.1%**			98.6%	97.7%	100.0%	0.0%	**98.4%**			**97.1%**
Articulated Trucks	0	1	0	0	**1**			0	0	0	0	**0**			0	1	0	0	**1**			1	0	0	0	**1**			**3**
% Articulated Trucks	0.0%	0.2%	0.0%	0.0%	**0.2%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.2%	0.0%	0.0%	**0.1%**			0.3%	0.0%	0.0%	0.0%	**0.2%**			**0.1%**
Buses and Single-Unit Trucks	0	17	0	0	**17**			1	0	0	0	**1**			0	30	3	0	**33**			1	1	0	0	**2**			**53**
% Buses and Single-Unit Trucks	0.0%	3.0%	0.0%	0.0%	**2.9%**			0.8%	0.0%	0.0%	0.0%	**0.2%**			0.0%	7.1%	1.2%	0.0%	**4.7%**			0.3%	0.8%	0.0%	0.0%	**0.4%**			**2.2%**
Bicycles on Road	0	2	0	0	**2**			5	2	1	0	**8**			0	0	0	0	**0**			3	2	0	0	**5**			**15**
% Bicycles on Road	0.0%	0.3%	0.0%	0.0%	**0.3%**			4.0%	0.4%	9.1%	0.0%	**1.2%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.8%	1.6%	0.0%	0.0%	**1.0%**			**0.6%**
Pedestrians						12	24						35	20						30	16						16	9	
% Pedestrians						100.0%	96.0%						100.0%	90.9%						100.0%	80.0%						100.0%	100.0%	
Bicycles on Crosswalk						0	1						0	2						0	4						0	0	
% Bicycles on Crosswalk						0.0%	4.0%						0.0%	9.1%						0.0%	20.0%						0.0%	0.0%	

Study Name	Congress at 7th St
Project	1-5641 - Statesman Redevelopment - Alliance
Project Code	
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Time Zone	America/Chicago
Start Time	2020-02-04 07:00:00
End Time	2020-02-04 18:00:00
Location	Congress at 7th St
Latitude and Longitude	30.268987,-97.742472
AM Peak	8 AM - 9 AM (0.982)
PM Peak (Overall Peak Hour)	4 PM - 5 PM (0.902)

Leg	Congress Ave						7th St						Congress Ave						7th St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	28	10	0	0	0	0	0	0	0	0	0	46	145	0	0	0	0	3	54	2	0	0	0
2020-02-04 07:15:00	0	28	11	0	0	0	0	0	0	0	0	0	41	122	0	0	0	0	6	65	1	0	0	0
2020-02-04 07:30:00	0	33	7	0	0	0	0	0	0	0	0	0	41	146	0	0	0	0	2	62	3	0	0	0
2020-02-04 07:45:00	0	51	10	0	0	0	0	0	0	0	0	0	44	147	1	0	0	0	4	85	3	0	0	0
2020-02-04 08:00:00	0	54	12	0	0	0	0	0	0	0	0	0	55	142	0	0	0	0	6	91	1	0	0	0
2020-02-04 08:15:00	0	63	11	0	0	0	0	0	0	0	0	0	63	107	0	0	0	0	6	95	4	0	0	0
2020-02-04 08:30:00	0	76	15	0	0	0	0	0	0	0	0	0	57	111	0	0	0	0	3	82	1	0	0	0
2020-02-04 08:45:00	0	79	18	0	0	0	0	0	0	0	0	0	53	105	0	0	0	0	7	88	4	0	0	0
2020-02-04 16:00:00	0	210	11	0	0	0	0	0	0	0	0	0	67	84	0	0	0	0	37	144	14	0	0	0
2020-02-04 16:15:00	0	227	19	0	0	0	0	0	0	0	0	0	38	72	0	0	0	0	37	131	4	0	0	0
2020-02-04 16:30:00	0	204	12	0	0	0	0	0	0	0	0	0	46	62	0	0	0	0	39	130	7	0	0	0
2020-02-04 16:45:00	0	167	19	0	0	0	0	0	0	0	0	0	25	59	0	0	0	0	53	112	9	0	0	0
2020-02-04 17:00:00	0	134	24	0	0	0	0	0	0	0	0	0	19	74	0	0	0	0	60	72	4	0	0	0
2020-02-04 17:15:00	0	155	14	0	0	0	0	0	0	0	0	0	25	66	0	0	0	0	41	39	9	0	0	0
2020-02-04 17:30:00	0	107	16	0	0	0	0	0	0	0	0	0	40	63	0	0	0	0	68	117	12	0	0	0
2020-02-04 17:45:00	0	141	27	0	0	0	0	0	0	0	0	0	69	68	0	0	0	0	44	183	9	0	0	0

Leg	Congress Ave						7th St						Congress Ave						7th St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
2020-02-04 08:00:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

Leg	Congress Ave						7th St						Congress Ave						7th St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	7	1	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	1	5	0	0	0	0
2020-02-04 07:30:00	0	1	0	0	0	0	0	0	0	0	0	0	5	4	0	0	0	0	0	4	0	0	0	0
2020-02-04 07:45:00	0	1	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	6	0	0	0	0
2020-02-04 08:00:00	0	1	1	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	1	4	1	0	0	0
2020-02-04 08:15:00	0	1	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	10	0	0	0	0
2020-02-04 08:30:00	0	3	2	0	0	0	0	0	0	0	0	0	4	3	0	0	0	0	2	9	0	0	0	0
2020-02-04 08:45:00	0	1	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	5	0	0	0	0
2020-02-04 16:00:00	0	1	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	1	5	0	0	0	0
2020-02-04 16:15:00	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	8	0	0	0	0
2020-02-04 16:30:00	0	2	1	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	1	4	1	0	0	0
2020-02-04 16:45:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	9	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	10	0	0	0	0
2020-02-04 17:45:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0

Leg	Congress Ave						7th St						Congress Ave						7th St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	4	5	0	0	0	0	9	4	0	0	0	0	4	14	0	0	0	0	15	17
2020-02-04 07:15:00	0	0	0	0	5	3	0	0	0	0	15	7	0	0	0	0	7	6	0	0	0	0	8	19
2020-02-04 07:30:00	0	0	0	0	9	5	0	0	0	0	6	7	0	0	0	0	16	9	0	0	0	0	19	16
2020-02-04 07:45:00	0	0	0	0	9	6	0	0	0	0	8	12	0	0	0	0	18	11	0	0	0	0	16	17
2020-02-04 08:00:00	0	0	0	0	5	11	0	0	0	0	15	11	0	0	0	0	10	9	0	0	0	0	25	11
2020-02-04 08:15:00	0	0	0	0	10	7	0	0	0	0	19	17	0	0	0	0	13	17	0	0	0	0	29	21
2020-02-04 08:30:00	0	0	0	0	10	14	0	0	0	0	29	10	0	0	0	0	20	11	0	0	0	0	36	26
2020-02-04 08:45:00	0	0	0	0	16	8	0	0	0	0	29	12	0	0	0	0	19	24	0	0	0	0	56	34
2020-02-04 16:00:00	0	0	0	0	15	16	0	0	0	0	18	14	0	0	0	0	22	20	0	0	0	0	22	44
2020-02-04 16:15:00	0	0	0	0	11	8	0	0	0	0	20	13	0	0	0	0	16	16	0	0	0	0	21	24
2020-02-04 16:30:00	0	0	0	0	17	12	0	0	0	0	21	14	0	0	0	0	20	18	0	0	0	0	25	33
2020-02-04 16:45:00	0	0	0	0	26	14	0	0	0	0	26	22	0	0	0	0	14	18	0	0	0	0	24	38
2020-02-04 17:00:00	0	0	0	0	20	20	0	0	0	0	35	37	0	0	0	0	13	16	0	0	0	0	31	53
2020-02-04 17:15:00	0	0	0	0	11	14	0	0	0	0	44	24	0	0	0	0	7	14	0	0	0	0	26	49
2020-02-04 17:30:00	0	0	0	0	22	13	0	0	0	0	33	15	0	0	0	0	15	33	0	0	0	0	36	47
2020-02-04 17:45:00	0	0	0	0	20	10	0	0	0	0	19	25	0	0	0	0	15	33	0	0	0	0	25	32

Leg	Congress Ave						7th St						Congress Ave						7th St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	2	0	0	0	0	0	0	0	0	0	0	2	7	0	0	0	0	0	1	0	0	0	0
2020-02-04 08:00:00	0	0	1	0	0	0	1	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	1	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	1	0	0	0	0
2020-02-04 08:30:00	0	3	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	1	0	0	0
2020-02-04 08:45:00	0	5	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	1	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0
2020-02-04 16:15:00	0	1	0	0	0	0	0	0	0	0	0	0	1	9	0	0	0	0	0	1	1	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	1	0	0	0	0	0	1	5	0	0	0	0	0	1	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	2	0	0	0	0
2020-02-04 17:15:00	0	1	0	0	0	0	0	0	0	0	0	0	1	7	0	0	0	0	0	1	1	0	0	0
2020-02-04 17:30:00	0	1	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0

Leg	Congress Ave						7th St						Congress Ave						7th St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	1
2020-02-04 07:45:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
2020-02-04 08:45:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2020-02-04 17:00:00	0	0	0	0	1	2	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2020-02-04 17:30:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2020-02-04 17:45:00	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2

Leg	Congress Ave							7th St							Congress Ave							7th St							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 07:00:00	0	29	10	0	**39**	4	5	0	0	0	0	**0**	9	4	48	145	0	0	**193**	4	14	5	64	3	0	**72**	15	17	**304**
2020-02-04 07:15:00	0	28	11	0	**39**	5	3	0	0	0	0	**0**	15	7	46	128	0	0	**174**	8	6	7	74	1	0	**82**	9	20	**295**
2020-02-04 07:30:00	0	34	7	0	**41**	9	5	0	0	0	0	**0**	6	7	49	154	0	0	**203**	16	10	2	67	3	0	**72**	21	17	**316**
2020-02-04 07:45:00	0	54	10	0	**64**	9	7	0	0	0	0	**0**	8	12	51	154	1	0	**206**	18	11	4	95	3	0	**102**	16	18	**372**
2020-02-04 08:00:00	0	56	15	0	**71**	5	11	1	0	0	0	**1**	15	12	58	148	0	0	**206**	10	12	7	99	2	0	**108**	25	11	**386**
2020-02-04 08:15:00	0	65	11	0	**76**	10	7	0	0	0	0	**0**	19	17	66	117	0	0	**183**	14	17	6	111	4	0	**121**	31	21	**380**
2020-02-04 08:30:00	0	82	17	0	**99**	10	14	0	0	0	0	**0**	29	10	61	121	0	0	**182**	20	12	5	94	2	0	**101**	37	26	**382**
2020-02-04 08:45:00	0	85	18	0	**103**	16	10	0	0	0	0	**0**	29	12	57	113	0	0	**170**	19	24	7	96	4	0	**107**	56	34	**380**
2020-02-04 16:00:00	0	211	11	0	**222**	17	16	0	0	0	0	**0**	18	14	70	88	0	0	**158**	22	20	38	150	14	0	**202**	22	44	**582**
2020-02-04 16:15:00	0	228	20	0	**248**	11	8	0	0	0	0	**0**	20	13	40	82	0	0	**122**	16	16	37	140	5	0	**182**	21	24	**552**
2020-02-04 16:30:00	0	206	13	0	**219**	18	13	1	0	0	0	**1**	21	14	50	68	0	0	**118**	20	18	40	135	8	0	**183**	25	33	**521**
2020-02-04 16:45:00	0	169	19	0	**188**	26	14	0	0	0	0	**0**	26	22	25	62	0	0	**87**	14	18	55	122	9	0	**186**	24	41	**461**
2020-02-04 17:00:00	0	134	24	0	**158**	21	22	0	0	0	0	**0**	36	39	21	77	0	0	**98**	13	16	61	77	4	0	**142**	31	53	**398**
2020-02-04 17:15:00	0	156	14	0	**170**	11	15	0	0	0	0	**0**	44	26	26	75	0	0	**101**	7	14	41	42	10	0	**93**	26	51	**364**
2020-02-04 17:30:00	0	108	16	0	**124**	23	13	0	0	0	0	**0**	33	15	43	69	0	0	**112**	15	33	68	127	12	0	**207**	36	48	**443**
2020-02-04 17:45:00	0	147	27	0	**174**	21	10	0	0	0	0	**0**	20	25	69	69	0	0	**138**	15	33	44	188	9	0	**241**	25	34	**553**
Grand Total	0	1792	243	0	**2035**	216	173	2	0	0	0	**2**	348	249	780	1670	1	0	**2451**	231	274	427	1681	93	0	**2201**	420	492	**6689**
% Approach	0.0%	88.1%	11.9%	0.0%				100.0%	0.0%	0.0%	0.0%				31.8%	68.1%	0.0%	0.0%				19.4%	76.4%	4.2%	0.0%				
% Total	0.0%	26.8%	3.6%	0.0%	**30.4%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			11.7%	25.0%	0.0%	0.0%	**36.6%**			6.4%	25.1%	1.4%	0.0%	**32.9%**			
Lights	0	1757	236	0	**1993**			0	0	0	0	**0**			729	1573	1	0	**2303**			416	1550	87	0	**2053**			**6349**
% Lights	0.0%	98.0%	97.1%	0.0%	**97.9%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			93.5%	94.2%	100.0%	0.0%	**94.0%**			97.4%	92.2%	93.5%	0.0%	**93.3%**			**94.9%**
Articulated Trucks	0	1	1	0	**2**			0	0	0	0	**0**			2	2	0	0	**4**			0	25	0	0	**25**			**31**
% Articulated Trucks	0.0%	0.1%	0.4%	0.0%	**0.1%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.3%	0.1%	0.0%	0.0%	**0.2%**			0.0%	1.5%	0.0%	0.0%	**1.1%**			**0.5%**
Buses and Single-Unit Trucks	0	16	5	0	**21**			0	0	0	0	**0**			39	24	0	0	**63**			10	95	3	0	**108**			**192**
% Buses and Single-Unit Trucks	0.0%	0.9%	2.1%	0.0%	**1.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			5.0%	1.4%	0.0%	0.0%	**2.6%**			2.3%	5.7%	3.2%	0.0%	**4.9%**			**2.9%**
Bicycles on Road	0	18	1	0	**19**			2	0	0	0	**2**			10	71	0	0	**81**			1	11	3	0	**15**			**117**
% Bicycles on Road	0.0%	1.0%	0.4%	0.0%	**0.9%**			100.0%	0.0%	0.0%	0.0%	**100.0%**			1.3%	4.3%	0.0%	0.0%	**3.3%**			0.2%	0.7%	3.2%	0.0%	**0.7%**			**1.7%**
Pedestrians						210	166						346	244						229	269						414	481	
% Pedestrians						97.2%	96.0%						99.4%	98.0%						99.1%	98.2%						98.6%	97.8%	
Bicycles on Crosswalk						6	7						2	5						2	5						6	11	
% Bicycles on Crosswalk						2.8%	4.0%						0.6%	2.0%						0.9%	1.8%						1.4%	2.2%	

Leg	Congress Ave							7th St							Congress Ave							7th St							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 08:00:00	0	56	15	0	**71**	5	11	1	0	0	0	**1**	15	12	58	148	0	0	**206**	10	12	7	99	2	0	**108**	25	11	**386**
2020-02-04 08:15:00	0	65	11	0	**76**	10	7	0	0	0	0	**0**	19	17	66	117	0	0	**183**	14	17	6	111	4	0	**121**	31	21	**380**
2020-02-04 08:30:00	0	82	17	0	**99**	10	14	0	0	0	0	**0**	29	10	61	121	0	0	**182**	20	12	5	94	2	0	**101**	37	26	**382**
2020-02-04 08:45:00	0	85	18	0	**103**	16	10	0	0	0	0	**0**	29	12	57	113	0	0	**170**	19	24	7	96	4	0	**107**	56	34	**380**
Grand Total	0	288	61	0	**349**	41	42	1	0	0	0	**1**	92	51	242	499	0	0	**741**	63	65	25	400	12	0	**437**	149	92	**1528**
% Approach	0.0%	82.5%	17.5%	0.0%				100.0%	0.0%	0.0%	0.0%				32.7%	67.3%	0.0%	0.0%				5.7%	91.5%	2.7%	0.0%				
% Total	0.0%	18.8%	4.0%	0.0%	**22.8%**			0.1%	0.0%	0.0%	0.0%	**0.1%**			15.8%	32.7%	0.0%	0.0%	**48.5%**			1.6%	26.2%	0.8%	0.0%	**28.6%**			
PHF (8 AM - 9 AM)	0	0.872	0.833	0	**0.865**			0	0	0	0	**0**			0.919	0.826	0	0	**0.889**			0.893	0.905	0.688	0	**0.904**			**0.982**
Lights	0	272	56	0	**328**			0	0	0	0	**0**			228	465	0	0	**693**			22	356	10	0	**388**			**1409**
% Lights	0.0%	94.4%	91.8%	0.0%	**94.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			94.2%	93.2%	0.0%	0.0%	**93.5%**			88.0%	89.0%	83.3%	0.0%	**88.8%**			**92.2%**
Articulated Trucks	0	1	1	0	**2**			0	0	0	0	**0**			0	1	0	0	**1**			0	14	0	0	**14**			**17**
% Articulated Trucks	0.0%	0.3%	1.6%	0.0%	**0.6%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.2%	0.0%	0.0%	**0.1%**			0.0%	3.5%	0.0%	0.0%	**3.2%**			**1.1%**
Buses and Single-Unit Trucks	0	6	3	0	**9**			0	0	0	0	**0**			11	10	0	0	**21**			3	28	1	0	**32**			**62**
% Buses and Single-Unit Trucks	0.0%	2.1%	4.9%	0.0%	**2.6%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			4.5%	2.0%	0.0%	0.0%	**2.8%**			12.0%	7.0%	8.3%	0.0%	**7.3%**			**4.1%**
Bicycles on Road	0	9	1	0	**10**			1	0	0	0	**1**			3	23	0	0	**26**			0	2	1	0	**3**			**40**
% Bicycles on Road	0.0%	3.1%	1.6%	0.0%	**2.9%**			100.0%	0.0%	0.0%	0.0%	**100.0%**			1.2%	4.6%	0.0%	0.0%	**3.5%**			0.0%	0.5%	8.3%	0.0%	**0.7%**			**2.6%**
Pedestrians						41	40						92	50						62	61						146	92	
% Pedestrians						100.0%	95.2%						100.0%	98.0%						98.4%	93.8%						98.0%	100.0%	
Bicycles on Crosswalk						0	2						0	1						1	4						3	0	
% Bicycles on Crosswalk						0.0%	4.8%						0.0%	2.0%						1.6%	6.2%						2.0%	0.0%	

Leg	Congress Ave							7th St							Congress Ave							7th St						
Direction	Southbound							Westbound							Northbound							Eastbound						
Start Time	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	**Int Total**
2020-02-04 16:00:00	0	211	11	0	**222**	17	16	0	0	0	0	**0**	18	14	70	88	0	0	**158**	22	20	38	150	14	0	**202**	22	44	**582**
2020-02-04 16:15:00	0	228	20	0	**248**	11	8	0	0	0	0	**0**	20	13	40	82	0	0	**122**	16	16	37	140	5	0	**182**	21	24	**552**
2020-02-04 16:30:00	0	206	13	0	**219**	18	13	1	0	0	0	**1**	21	14	50	68	0	0	**118**	20	18	40	135	8	0	**183**	25	33	**521**
2020-02-04 16:45:00	0	169	19	0	**188**	26	14	0	0	0	0	**0**	26	22	25	62	0	0	**87**	14	18	55	122	9	0	**186**	24	41	**461**
Grand Total	0	814	63	0	**877**	72	51	1	0	0	0	**1**	85	63	185	300	0	0	**485**	72	72	170	547	36	0	**753**	92	142	**2116**
% Approach	0.0%	92.8%	7.2%	0.0%				100.0%	0.0%	0.0%	0.0%				38.1%	61.9%	0.0%	0.0%				22.6%	72.6%	4.8%	0.0%				
% Total	0.0%	38.5%	3.0%	0.0%	**41.4%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			8.7%	14.2%	0.0%	0.0%	**22.9%**			8.0%	25.9%	1.7%	0.0%	**35.6%**			
PHF (4 PM - 5 PM)	0	0.895	0.788	0	**0.887**			0	0	0	0	**0**			0.654	0.823	0	0	**0.747**			0.782	0.911	0.625	0	**0.929**			**0.902**
Lights	0	808	61	0	**869**			0	0	0	0	**0**			176	277	0	0	**453**			166	517	34	0	**717**			**2039**
% Lights	0.0%	99.3%	96.8%	0.0%	**99.1%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			95.1%	92.3%	0.0%	0.0%	**93.4%**			97.6%	94.5%	94.4%	0.0%	**95.2%**			**96.4%**
Articulated Trucks	0	0	0	0	**0**			0	0	0	0	**0**			0	0	0	0	**0**			0	0	0	0	**0**			**0**
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.0%**
Buses and Single-Unit Trucks	0	5	2	0	**7**			0	0	0	0	**0**			7	6	0	0	**13**			3	26	1	0	**30**			**50**
% Buses and Single-Unit Trucks	0.0%	0.6%	3.2%	0.0%	**0.8%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			3.8%	2.0%	0.0%	0.0%	**2.7%**			1.8%	4.8%	2.8%	0.0%	**4.0%**			**2.4%**
Bicycles on Road	0	1	0	0	**1**			1	0	0	0	**1**			2	17	0	0	**19**			1	4	1	0	**6**			**27**
% Bicycles on Road	0.0%	0.1%	0.0%	0.0%	**0.1%**			100.0%	0.0%	0.0%	0.0%	**100.0%**			1.1%	5.7%	0.0%	0.0%	**3.9%**			0.6%	0.7%	2.8%	0.0%	**0.8%**			**1.3%**
Pedestrians						69	50						85	63						72	72						92	139	
% Pedestrians						95.8%	98.0%						100.0%	100.0%						100.0%	100.0%						100.0%	97.9%	
Bicycles on Crosswalk						3	1						0	0						0	0						0	3	
% Bicycles on Crosswalk						4.2%	2.0%						0.0%	0.0%						0.0%	0.0%						0.0%	2.1%	

Study Name	Congress at 6th St
Project	1-5641 - Statesman Redevelopment - Alliance
Project Code	
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Time Zone	America/Chicago
Start Time	2020-02-04 07:00:00
End Time	2020-02-04 18:00:00
Location	6th at Congress
Latitude and Longitude	30.268061,-97.742812
AM Peak	7:45 AM - 8:45 AM (0.933)
PM Peak (Overall Peak Hour)	4 PM - 5 PM (0.915)

Leg	Congress						6th						Congress						6th					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	12	22	0	0	0	0	18	168	20	0	0	0	0	173	46	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	8	26	0	0	0	0	5	225	26	0	0	0	0	165	50	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	9	27	0	0	0	0	17	232	18	0	0	0	0	171	64	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	18	34	0	0	0	0	17	319	35	0	0	0	0	180	56	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	18	45	0	0	0	0	13	253	22	0	0	0	0	178	68	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	22	44	0	0	0	0	18	294	29	0	0	0	0	149	42	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	30	51	0	0	0	0	11	244	22	0	0	0	0	161	64	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	11	39	0	0	0	0	9	276	14	0	0	0	0	155	25	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	13	230	0	0	0	0	19	172	79	0	0	0	0	143	43	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	17	249	0	0	0	0	25	165	88	0	0	0	0	89	40	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	14	228	0	0	0	0	15	148	74	0	0	0	0	98	37	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	20	183	0	0	0	0	17	179	75	0	0	0	0	75	28	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	18	193	0	0	0	0	14	181	73	0	0	0	0	79	22	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	9	179	0	0	0	0	17	233	78	0	0	0	0	74	44	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	13	178	0	0	0	0	25	188	75	0	0	0	0	77	30	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	17	169	0	0	0	0	30	244	69	0	0	0	0	109	37	0	0	0	0	0	0	0	0	0

Leg	Congress						6th						Congress						6th					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	1	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	1	7	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

Leg	Congress						6th						Congress						6th					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	1	3	0	0	0	0	1	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	1	0	0	0	0	2	3	1	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	1	0	0	0	0	0	3	1	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	1	0	0	0	0	1	5	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	2	0	0	0	0	0	9	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	1	0	0	0	0	0	8	1	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	1	3	0	0	0	0	0	4	1	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	4	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	1	2	0	0	0	0	1	1	1	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	1	3	0	0	0	0	0	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	1	1	0	0	0	0	0	1	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	1	1	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	2	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0

Leg	Congress						6th						Congress						6th					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	16	14	0	0	0	0	5	1	0	0	0	0	11	8	0	0	0	0	14	10
2020-02-04 07:15:00	0	0	0	0	10	10	0	0	0	0	7	3	0	0	0	0	17	11	0	0	0	0	12	11
2020-02-04 07:30:00	0	0	0	0	17	17	0	0	0	0	10	3	0	0	0	0	21	10	0	0	0	0	24	17
2020-02-04 07:45:00	0	0	0	0	28	33	0	0	0	0	9	7	0	0	0	0	30	23	0	0	0	0	16	30
2020-02-04 08:00:00	0	0	0	0	16	27	0	0	0	0	7	6	0	0	0	0	12	10	0	0	0	0	30	16
2020-02-04 08:15:00	0	0	0	0	33	38	0	0	0	0	11	5	0	0	0	0	33	16	0	0	0	0	35	25
2020-02-04 08:30:00	0	0	0	0	33	35	0	0	0	0	16	4	0	0	0	0	17	12	0	0	0	0	40	21
2020-02-04 08:45:00	0	0	0	0	24	22	0	0	0	0	13	5	0	0	0	0	56	15	0	0	0	0	51	36
2020-02-04 16:00:00	0	0	0	0	30	28	0	0	0	0	8	7	0	0	0	0	9	19	0	0	0	0	27	46
2020-02-04 16:15:00	0	0	0	0	10	21	0	0	0	0	10	2	0	0	0	0	17	54	0	0	0	0	26	45
2020-02-04 16:30:00	0	0	0	0	32	25	0	0	0	0	8	10	0	0	0	0	31	40	0	0	0	0	37	35
2020-02-04 16:45:00	0	0	0	0	24	28	0	0	0	0	18	9	0	0	0	0	21	55	0	0	0	0	16	44
2020-02-04 17:00:00	0	0	0	0	50	26	0	0	0	0	8	10	0	0	0	0	39	54	0	0	0	0	31	45
2020-02-04 17:15:00	0	0	0	0	33	41	0	0	0	0	10	3	0	0	0	0	50	46	0	0	0	0	31	56
2020-02-04 17:30:00	0	0	0	0	30	33	0	0	0	0	14	5	0	0	0	0	38	43	0	0	0	0	34	52
2020-02-04 17:45:00	0	0	0	0	25	32	0	0	0	0	10	3	0	0	0	0	39	49	0	0	0	0	19	47

Leg	Congress						6th						Congress						6th					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	1	1	0	0	0	0	0	2	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	2	0	0	0	0	2	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	1	0	0	0	0	0	2	0	0	0	0	0	10	1	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	1	4	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	1	0	0	0	0	7	0	0	0	0	2	8	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	0	2	0	0	0	0	1	3	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	0	3	0	0	0	0	0	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	3	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	8	2	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	2	0	0	0	0	1	1	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	1	0	0	0	0	0	3	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	1	2	0	0	0	0	3	3	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	3	0	0	0	0	1	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	0	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Leg	Congress						6th						Congress						6th					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0	3	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	1	0	0	0	0	2	1
2020-02-04 07:45:00	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	1	0
2020-02-04 08:00:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
2020-02-04 08:15:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	4	0
2020-02-04 08:30:00	0	0	0	0	2	1	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	1	0
2020-02-04 08:45:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	2	0
2020-02-04 16:00:00	0	0	0	0	3	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	4	1	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	4	0	0	0	0	0	0	1	0	0	0	0	4	1	0	0	0	0	1	5
2020-02-04 16:45:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	2	7
2020-02-04 17:00:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	6
2020-02-04 17:15:00	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	4	0	0	0	0	1	4
2020-02-04 17:30:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
2020-02-04 17:45:00	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Leg	Congress							6th							Congress							6th						
Direction	Southbound							Westbound							Northbound							Eastbound						
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 07:00:00	13	25	0	0	**38**	16	15	19	176	20	0	**215**	5	1	0	174	46	0	**220**	12	8	0	0	0	0	**0**	14	10	**473**
2020-02-04 07:15:00	9	28	0	0	**37**	10	10	7	235	27	0	**269**	7	4	1	174	52	0	**227**	18	13	0	0	0	0	**0**	15	11	**533**
2020-02-04 07:30:00	10	29	0	0	**39**	17	17	22	237	19	0	**278**	10	5	2	180	66	0	**248**	22	11	0	0	0	0	**0**	26	18	**565**
2020-02-04 07:45:00	18	36	0	0	**54**	30	36	18	331	37	0	**386**	9	7	0	194	57	0	**251**	31	25	0	0	0	0	**0**	17	30	**691**
2020-02-04 08:00:00	19	47	0	0	**66**	16	28	14	274	23	0	**311**	7	6	0	187	68	0	**255**	12	11	0	0	0	0	**0**	31	16	**632**
2020-02-04 08:15:00	22	45	1	0	**68**	33	39	18	318	30	0	**366**	11	5	2	162	44	0	**208**	39	16	0	0	0	0	**0**	39	25	**642**
2020-02-04 08:30:00	31	56	0	0	**87**	35	36	12	254	23	0	**289**	16	6	0	173	65	0	**238**	18	12	0	0	0	0	**0**	41	21	**614**
2020-02-04 08:45:00	11	42	0	0	**53**	25	22	10	289	15	0	**314**	13	5	0	166	25	0	**191**	60	16	0	0	0	0	**0**	53	36	**558**
2020-02-04 16:00:00	14	232	0	0	**246**	33	28	20	176	82	0	**278**	9	8	0	149	44	0	**193**	9	20	0	0	0	0	**0**	27	46	**717**
2020-02-04 16:15:00	17	249	0	0	**266**	14	22	33	168	88	0	**289**	10	4	1	94	41	0	**136**	17	55	0	0	0	0	**0**	26	45	**691**
2020-02-04 16:30:00	15	233	0	0	**248**	36	25	16	152	75	0	**243**	8	11	0	105	37	0	**142**	35	41	0	0	0	0	**0**	38	40	**633**
2020-02-04 16:45:00	21	185	0	0	**206**	25	29	19	181	77	0	**277**	18	9	0	78	28	0	**106**	23	58	0	0	0	0	**0**	18	51	**599**
2020-02-04 17:00:00	19	195	0	0	**214**	50	27	14	184	75	0	**273**	8	10	0	83	23	0	**106**	41	54	0	0	0	0	**0**	31	51	**593**
2020-02-04 17:15:00	10	181	0	0	**191**	33	42	21	237	78	0	**336**	11	3	0	80	44	0	**124**	51	50	0	0	0	0	**0**	32	60	**651**
2020-02-04 17:30:00	13	181	0	0	**194**	32	34	26	192	75	0	**293**	14	5	0	85	31	0	**116**	39	43	0	0	0	0	**0**	34	53	**603**
2020-02-04 17:45:00	17	171	0	0	**188**	29	32	31	249	69	0	**349**	10	3	0	110	38	0	**148**	39	49	0	0	0	0	**0**	19	47	**685**
Grand Total	259	1935	1	0	**2195**	434	442	300	3653	813	0	**4766**	166	92	6	2194	709	0	**2909**	466	482	0	0	0	0	**0**	461	560	**9870**
% Approach	11.8%	88.2%	0.0%	0.0%				6.3%	76.6%	17.1%	0.0%				0.2%	75.4%	24.4%	0.0%				0.0%	0.0%	0.0%	0.0%				
% Total	2.6%	19.6%	0.0%	0.0%	**22.2%**			3.0%	37.0%	8.2%	0.0%	**48.3%**			0.1%	22.2%	7.2%	0.0%	**29.5%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			
Lights	249	1897	0	0	**2146**			270	3521	797	0	**4588**			0	2076	696	0	**2772**			0	0	0	0	**0**			**9506**
% Lights	96.1%	98.0%	0.0%	0.0%	**97.8%**			90.0%	96.4%	98.0%	0.0%	**96.3%**			0.0%	94.6%	98.2%	0.0%	**95.3%**			0.0%	0.0%	0.0%	0.0%				**96.3%**
Articulated Trucks	1	0	0	0	**1**			3	46	1	0	**50**			0	6	0	0	**6**			0	0	0	0	**0**			**57**
% Articulated Trucks	0.4%	0.0%	0.0%	0.0%	**0.0%**			1.0%	1.3%	0.1%	0.0%	**1.0%**			0.0%	0.3%	0.0%	0.0%	**0.2%**			0.0%	0.0%	0.0%	0.0%				**0.6%**
Buses and Single-Unit Trucks	7	19	0	0	**26**			9	46	10	0	**65**			0	51	11	0	**62**			0	0	0	0	**0**			**153**
% Buses and Single-Unit Trucks	2.7%	1.0%	0.0%	0.0%	**1.2%**			3.0%	1.3%	1.2%	0.0%	**1.4%**			0.0%	2.3%	1.6%	0.0%	**2.1%**			0.0%	0.0%	0.0%	0.0%				**1.6%**
Bicycles on Road	2	19	1	0	**22**			18	40	5	0	**63**			6	61	2	0	**69**			0	0	0	0	**0**			**154**
% Bicycles on Road	0.8%	1.0%	100.0%	0.0%	**1.0%**			6.0%	1.1%	0.6%	0.0%	**1.3%**			100.0%	2.8%	0.3%	0.0%	**2.4%**			0.0%	0.0%	0.0%	0.0%				**1.6%**
Pedestrians						411	430						164	83						441	465						443	536	
% Pedestrians						94.7%	97.3%						98.8%	90.2%						94.6%	96.5%						96.1%	95.7%	
Bicycles on Crosswalk						23	12						2	9						25	17						18	24	
% Bicycles on Crosswalk						5.3%	2.7%						1.2%	9.8%						5.4%	3.5%						3.9%	4.3%	

Leg	Congress							6th							Congress							6th							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 07:45:00	18	36	0	0	**54**	30	36	18	331	37	0	**386**	9	7	0	194	57	0	**251**	31	25	0	0	0	0	**0**	17	30	**691**
2020-02-04 08:00:00	19	47	0	0	**66**	16	28	14	274	23	0	**311**	7	6	0	187	68	0	**255**	12	11	0	0	0	0	**0**	31	16	**632**
2020-02-04 08:15:00	22	45	1	0	**68**	33	39	18	318	30	0	**366**	11	5	2	162	44	0	**208**	39	16	0	0	0	0	**0**	39	25	**642**
2020-02-04 08:30:00	31	56	0	0	**87**	35	36	12	254	23	0	**289**	16	6	0	173	65	0	**238**	18	12	0	0	0	0	**0**	41	21	**614**
Grand Total	90	184	1	0	**275**	114	139	62	1177	113	0	**1352**	43	24	2	716	234	0	**952**	100	64	0	0	0	0	**0**	128	92	**2579**
% Approach	32.7%	66.9%	0.4%	0.0%				4.6%	87.1%	8.4%	0.0%				0.2%	75.2%	24.6%	0.0%				0.0%	0.0%	0.0%	0.0%				
% Total	3.5%	7.1%	0.0%	0.0%	**10.7%**			2.4%	45.6%	4.4%	0.0%	**52.4%**			0.1%	27.8%	9.1%	0.0%	**36.9%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			
PHF (7:45 AM - 8:45 AM)	0.726	0.838	0	0	**0.797**			0.833	0.882	0.764	0	**0.868**			0	0.935	0.857	0	**0.921**			0	0	0	0	**0**			**0.933**
Lights	88	174	0	0	**262**			59	1110	108	0	**1277**			0	668	230	0	**898**			0	0	0	0	**0**			**2437**
% Lights	97.8%	94.6%	0.0%	0.0%	**95.3%**			95.2%	94.3%	95.6%	0.0%	**94.5%**			0.0%	93.3%	98.3%	0.0%	**94.3%**			0.0%	0.0%	0.0%	0.0%				**94.5%**
Articulated Trucks	1	0	0	0	**1**			0	25	1	0	**26**			0	0	0	0	**0**			0	0	0	0	**0**			**27**
% Articulated Trucks	1.1%	0.0%	0.0%	0.0%	**0.4%**			0.0%	2.1%	0.9%	0.0%	**1.9%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%				**1.0%**
Buses and Single-Unit Trucks	1	7	0	0	**8**			1	26	4	0	**31**			0	20	3	0	**23**			0	0	0	0	**0**			**62**
% Buses and Single-Unit Trucks	1.1%	3.8%	0.0%	0.0%	**2.9%**			1.6%	2.2%	3.5%	0.0%	**2.3%**			0.0%	2.8%	1.3%	0.0%	**2.4%**			0.0%	0.0%	0.0%	0.0%				**2.4%**
Bicycles on Road	0	3	1	0	**4**			2	16	0	0	**18**			2	28	1	0	**31**			0	0	0	0	**0**			**53**
% Bicycles on Road	0.0%	1.6%	100.0%	0.0%	**1.5%**			3.2%	1.4%	0.0%	0.0%	**1.3%**			100.0%	3.9%	0.4%	0.0%	**3.3%**			0.0%	0.0%	0.0%	0.0%				**2.1%**
Pedestrians						110	133						43	22						92	61						121	92	
% Pedestrians						96.5%	95.7%						100.0%	91.7%						92.0%	95.3%						94.5%	100.0%	
Bicycles on Crosswalk						4	6						0	2						8	3						7	0	
% Bicycles on Crosswalk						3.5%	4.3%						0.0%	8.3%						8.0%	4.7%						5.5%	0.0%	

Leg	Congress							6th							Congress							6th							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	**Int Total**
2020-02-04 16:00:00	14	232	0	0	**246**	33	28	20	176	82	0	**278**	9	8	0	149	44	0	**193**	9	20	0	0	0	0	**0**	27	46	**717**
2020-02-04 16:15:00	17	249	0	0	**266**	14	22	33	168	88	0	**289**	10	4	1	94	41	0	**136**	17	55	0	0	0	0	**0**	26	45	**691**
2020-02-04 16:30:00	15	233	0	0	**248**	36	25	16	152	75	0	**243**	8	11	0	105	37	0	**142**	35	41	0	0	0	0	**0**	38	40	**633**
2020-02-04 16:45:00	21	185	0	0	**206**	25	29	19	181	77	0	**277**	18	9	0	78	28	0	**106**	23	58	0	0	0	0	**0**	18	51	**589**
Grand Total	67	899	0	0	**966**	108	104	88	677	322	0	**1087**	45	32	1	426	150	0	**577**	84	174	0	0	0	0	**0**	109	182	**2630**
% Approach	6.9%	93.1%	0.0%	0.0%				8.1%	62.3%	29.6%	0.0%				0.2%	73.8%	26.0%	0.0%				0.0%	0.0%	0.0%	0.0%				
% Total	2.5%	34.2%	0.0%	0.0%	**36.7%**			3.3%	25.7%	12.2%	0.0%	**41.3%**			0.0%	16.2%	5.7%	0.0%	**21.9%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			
PHF (4 PM - 5 PM)	0.798	0.9	0	0	**0.905**			0.78	0.931	0.906	0	**0.956**			0	0.713	0.847	0	**0.743**			0	0	0	0	**0**			**0.915**
Lights	64	890	0	0	**954**			76	664	316	0	**1056**			0	405	148	0	**553**			0	0	0	0	**0**			**2563**
% Lights	95.5%	99.0%	0.0%	0.0%	**98.8%**			86.4%	98.1%	98.1%	0.0%	**97.1%**			0.0%	95.1%	98.7%	0.0%	**95.8%**			0.0%	0.0%	0.0%	0.0%				**97.5%**
Articulated Trucks	0	0	0	0	**0**			1	1	0	0	**2**			0	0	0	0	**0**			0	0	0	0	**0**			**2**
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**			1.1%	0.1%	0.0%	0.0%	**0.2%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%				**0.1%**
Buses and Single-Unit Trucks	3	6	0	0	**9**			1	5	3	0	**9**			0	14	1	0	**15**			0	0	0	0	**0**			**33**
% Buses and Single-Unit Trucks	4.5%	0.7%	0.0%	0.0%	**0.9%**			1.1%	0.7%	0.9%	0.0%	**0.8%**			0.0%	3.3%	0.7%	0.0%	**2.6%**			0.0%	0.0%	0.0%	0.0%				**1.3%**
Bicycles on Road	0	3	0	0	**3**			10	7	3	0	**20**			1	7	1	0	**9**			0	0	0	0	**0**			**32**
% Bicycles on Road	0.0%	0.3%	0.0%	0.0%	**0.3%**			11.4%	1.0%	0.9%	0.0%	**1.8%**			100.0%	1.6%	0.7%	0.0%	**1.6%**			0.0%	0.0%	0.0%	0.0%				**1.2%**
Pedestrians						96	102						44	28						78	168						106	170	
% Pedestrians						88.9%	98.1%						97.8%	87.5%						92.9%	96.6%						97.2%	93.4%	
Bicycles on Crosswalk						12	2						1	4						6	6						3	12	
% Bicycles on Crosswalk						11.1%	1.9%						2.2%	12.5%						7.1%	3.4%						2.8%	6.6%	

Study Name	Congress at 5th St
Project	1-5641 - Statesman Redevelopment - Alliance
Project Code	
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Time Zone	America/Chicago
Start Time	2020-02-04 07:00:00
End Time	2020-02-04 18:00:00
Location	Congress at 5th
Latitude and Longitude	30.267125,-97.743183
AM Peak	8 AM - 9 AM (0.979)
PM Peak (Overall Peak Hour)	4 PM - 5 PM (0.938)

Leg	Congress						5th						Congress						5th					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	38	5	0	0	0	0	0	0	0	0	0	26	198	0	0	0	0	11	107	22	0	0	0
2020-02-04 07:15:00	0	39	11	0	0	0	0	0	0	0	0	0	26	189	0	0	0	0	15	129	21	0	0	0
2020-02-04 07:30:00	0	41	7	0	0	0	0	0	0	0	0	0	57	222	0	0	0	0	17	139	16	0	0	0
2020-02-04 07:45:00	0	49	16	0	0	0	0	0	0	0	0	0	40	207	0	0	0	0	16	144	23	0	0	0
2020-02-04 08:00:00	0	53	14	0	0	0	0	0	0	0	0	0	43	223	0	0	0	0	23	144	11	0	0	0
2020-02-04 08:15:00	0	64	10	1	0	0	0	0	0	0	0	0	45	175	0	0	0	0	27	175	26	0	0	0
2020-02-04 08:30:00	0	58	15	1	0	0	0	0	0	0	0	0	54	202	0	1	0	0	19	136	13	0	0	0
2020-02-04 08:45:00	0	72	10	1	0	0	0	0	0	0	0	0	36	180	0	0	0	0	17	174	26	0	0	0
2020-02-04 16:00:00	0	297	7	0	0	0	0	0	0	0	0	0	28	164	0	0	0	0	29	144	22	0	0	0
2020-02-04 16:15:00	0	322	12	0	0	0	0	0	0	0	0	0	27	111	0	0	0	0	34	191	18	0	0	0
2020-02-04 16:30:00	0	284	16	0	0	0	0	0	0	0	0	0	40	114	0	0	0	0	40	172	13	0	0	0
2020-02-04 16:45:00	0	234	18	0	0	0	0	0	0	0	0	0	37	87	0	0	0	0	37	157	13	0	0	0
2020-02-04 17:00:00	0	273	12	0	0	0	0	0	0	0	0	0	23	92	0	0	0	0	41	148	13	0	0	0
2020-02-04 17:15:00	0	240	8	0	0	0	0	0	0	0	0	0	32	90	0	0	0	0	46	128	29	0	0	0
2020-02-04 17:30:00	0	232	20	0	0	0	0	0	0	0	0	0	21	81	1	0	0	0	44	143	25	0	0	0
2020-02-04 17:45:00	0	230	11	0	0	0	0	0	0	0	0	0	20	113	0	1	0	0	50	132	30	0	0	0

Leg	Congress						5th						Congress						5th					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	2	0	0	0	0
2020-02-04 07:45:00	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	1	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0

Leg	Congress						5th						Congress						5th					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	3	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0
2020-02-04 07:15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	2	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	2	2	0	0	0
2020-02-04 07:45:00	0	2	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	2	1	0	0	0
2020-02-04 08:00:00	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	3	0	0	0	0
2020-02-04 08:15:00	0	2	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	1	2	0	0	0	0
2020-02-04 08:30:00	0	2	2	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	4	2	0	0	0
2020-02-04 08:45:00	0	1	1	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	3	1	0	0	0
2020-02-04 16:00:00	0	3	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	1	4	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	2	2	0	0	0
2020-02-04 16:30:00	0	1	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	1	1	0	0	0
2020-02-04 16:45:00	0	3	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	1	3	0	0	0	0
2020-02-04 17:00:00	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	2	1	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	1	1	0	0	0	0
2020-02-04 17:45:00	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0

Leg	Congress						5th						Congress						5th					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	3	8	0	0	0	0	0	1	0	0	0	0	6	5	0	0	0	0	13	12
2020-02-04 07:15:00	0	0	0	0	7	13	0	0	0	0	2	1	0	0	0	0	17	3	0	0	0	0	13	11
2020-02-04 07:30:00	0	0	0	0	12	15	0	0	0	0	3	1	0	0	0	0	14	12	0	0	0	0	22	19
2020-02-04 07:45:00	0	0	0	0	20	13	0	0	0	0	0	1	0	0	0	0	18	13	0	0	0	0	21	20
2020-02-04 08:00:00	0	0	0	0	12	20	0	0	0	0	1	3	0	0	0	0	16	12	0	0	0	0	21	23
2020-02-04 08:15:00	0	0	0	0	23	16	0	0	0	0	1	3	0	0	0	0	12	17	0	0	0	0	32	21
2020-02-04 08:30:00	0	0	0	0	11	12	0	0	0	0	2	1	0	0	0	0	18	10	0	0	0	0	35	18
2020-02-04 08:45:00	0	0	0	0	5	20	0	0	0	0	5	9	0	0	0	0	28	12	0	0	0	0	34	17
2020-02-04 16:00:00	0	0	0	0	13	21	0	0	0	0	5	5	0	0	0	0	13	10	0	0	0	0	29	41
2020-02-04 16:15:00	0	0	0	0	21	20	0	0	0	0	3	5	0	0	0	0	11	11	0	0	0	0	40	37
2020-02-04 16:30:00	0	0	0	0	20	29	0	0	0	0	1	5	0	0	0	0	15	5	0	0	0	0	31	37
2020-02-04 16:45:00	0	0	0	0	23	22	0	0	0	0	7	6	0	0	0	0	21	35	0	0	0	0	33	38
2020-02-04 17:00:00	0	0	0	0	23	25	0	0	0	0	2	4	0	0	0	0	15	20	0	0	0	0	38	48
2020-02-04 17:15:00	0	0	0	0	18	27	0	0	0	0	6	5	0	0	0	0	35	13	0	0	0	0	17	65
2020-02-04 17:30:00	0	0	0	0	19	39	0	0	0	0	12	9	0	0	0	0	32	21	0	0	0	0	52	43
2020-02-04 17:45:00	0	0	0	0	15	58	0	0	0	0	5	5	0	0	0	0	34	26	0	0	0	0	41	33

Leg	Congress						5th						Congress						5th					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	1	0	0	0	0	1	0	0	0	0	0	0	5	0	0	0	0	0	2	1	0	0	0
2020-02-04 07:30:00	0	2	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	1	0	0	0	0	1	0	0	0	0	0	0	10	0	0	0	0	0	1	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	1	1	0	0	0
2020-02-04 08:30:00	0	1	0	0	0	0	0	0	1	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	0	3	0	0	0	0	2	0	0	0	0	0	1	5	0	0	0	0	1	0	1	0	0	0
2020-02-04 16:00:00	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0
2020-02-04 16:15:00	0	1	0	0	0	0	0	0	0	0	0	0	2	5	0	0	0	0	0	2	2	0	0	0
2020-02-04 16:30:00	0	1	1	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	1	1	0	0	0	0
2020-02-04 16:45:00	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	1	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	0	0	0	0
2020-02-04 17:15:00	1	1	1	0	0	0	1	0	1	0	0	0	2	4	0	0	0	0	1	0	0	0	0	0
2020-02-04 17:30:00	0	3	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	2	3	0	0	0
2020-02-04 17:45:00	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0

Leg	Congress						5th						Congress						5th					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
2020-02-04 07:30:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	4	1
2020-02-04 07:45:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	5	1
2020-02-04 08:15:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	7	0
2020-02-04 08:30:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	5	1
2020-02-04 08:45:00	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	4	0
2020-02-04 16:00:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3
2020-02-04 16:15:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	4
2020-02-04 16:30:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	4	5
2020-02-04 16:45:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	1	10
2020-02-04 17:00:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	11
2020-02-04 17:15:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	6	16
2020-02-04 17:30:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	6
2020-02-04 17:45:00	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3	2

Leg	Congress							5th							Congress							5th							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 07:00:00	0	42	5	0	**47**	3	8	0	0	0	0	**0**	0	1	27	199	0	0	**226**	6	5	11	113	22	0	**146**	15	12	**419**
2020-02-04 07:15:00	0	41	11	0	**52**	7	13	1	0	0	0	**1**	2	1	26	199	0	0	**225**	17	3	15	137	22	0	**174**	17	11	**452**
2020-02-04 07:30:00	0	43	7	0	**50**	13	15	0	0	0	0	**0**	3	1	58	233	0	0	**291**	15	13	17	143	18	0	**178**	26	20	**519**
2020-02-04 07:45:00	0	52	17	0	**69**	21	13	1	0	0	0	**1**	0	1	41	221	0	0	**262**	18	13	16	148	24	0	**188**	24	20	**520**
2020-02-04 08:00:00	0	55	14	0	**69**	12	20	0	0	0	0	**0**	1	3	43	231	0	0	**274**	17	13	24	148	11	0	**183**	26	24	**526**
2020-02-04 08:15:00	0	66	10	1	**77**	24	17	0	0	0	0	**0**	1	3	46	192	0	0	**238**	12	18	28	181	28	0	**237**	39	21	**552**
2020-02-04 08:30:00	0	61	17	1	**79**	12	12	0	0	1	0	**1**	2	1	57	213	0	1	**271**	20	11	19	144	15	0	**178**	40	19	**529**
2020-02-04 08:45:00	0	76	11	1	**88**	7	20	2	0	0	0	**2**	5	10	38	189	0	0	**227**	28	13	18	180	29	0	**227**	38	17	**544**
2020-02-04 16:00:00	0	303	7	0	**310**	14	22	0	0	0	0	**0**	5	5	28	170	0	0	**198**	13	11	30	150	22	0	**202**	29	44	**710**
2020-02-04 16:15:00	0	323	12	0	**335**	21	21	0	0	0	0	**0**	3	5	30	117	0	0	**147**	12	12	35	196	22	0	**253**	42	41	**735**
2020-02-04 16:30:00	0	286	18	0	**304**	22	30	0	0	0	0	**0**	1	5	41	119	0	0	**160**	16	6	44	176	14	0	**234**	35	42	**698**
2020-02-04 16:45:00	1	237	18	0	**256**	23	23	0	0	0	0	**0**	7	6	39	90	0	0	**129**	23	39	38	160	13	0	**211**	34	48	**596**
2020-02-04 17:00:00	1	276	12	0	**289**	24	25	0	0	0	0	**0**	2	4	23	97	0	0	**120**	15	22	43	152	14	0	**209**	38	59	**618**
2020-02-04 17:15:00	1	241	9	0	**251**	18	28	1	0	1	0	**2**	6	5	34	95	0	0	**129**	43	13	48	130	29	0	**207**	23	81	**589**
2020-02-04 17:30:00	0	235	20	0	**255**	19	41	0	0	0	0	**0**	12	9	21	90	1	0	**112**	33	21	45	146	28	0	**219**	56	49	**586**
2020-02-04 17:45:00	0	234	11	0	**245**	15	62	0	0	0	0	**0**	5	5	20	117	1	1	**139**	34	28	51	135	30	0	**216**	44	35	**600**
Grand Total	3	2571	199	3	**2776**	255	370	5	0	2	0	**7**	55	65	572	2572	2	2	**3148**	322	241	482	2439	341	0	**3262**	526	543	**9193**
% Approach	0.1%	92.6%	7.2%	0.1%				71.4%	0.0%	28.6%	0.0%				18.2%	81.7%	0.1%	0.1%				14.8%	74.8%	10.5%	0.0%				
% Total	0.0%	28.0%	2.2%	0.0%	**30.2%**			0.1%	0.0%	0.0%	0.0%	**0.1%**			6.2%	28.0%	0.0%	0.0%	**34.2%**			5.2%	26.5%	3.7%	0.0%	**35.5%**			
Lights	0	2526	192	3	**2721**			0	0	0	0	**0**			555	2448	1	2	**3006**			466	2363	321	0	**3150**			**8877**
% Lights	0.0%	98.2%	96.5%	100.0%	**98.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			97.0%	95.2%	50.0%	100.0%	**95.5%**			96.7%	96.9%	94.1%	0.0%	**96.6%**			**96.6%**
Articulated Trucks	0	0	1	0	**1**			0	0	0	0	**0**			1	5	0	0	**6**			0	28	2	0	**30**			**37**
% Articulated Trucks	0.0%	0.0%	0.5%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.2%	0.2%	0.0%	0.0%	**0.2%**			0.0%	1.1%	0.6%	0.0%	**0.9%**			**0.4%**
Buses and Single-Unit Trucks	0	23	4	0	**27**			0	0	0	0	**0**			6	52	0	0	**58**			13	35	10	0	**58**			**143**
% Buses and Single-Unit Trucks	0.0%	0.9%	2.0%	0.0%	**1.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			1.0%	2.0%	0.0%	0.0%	**1.8%**			2.7%	1.4%	2.9%	0.0%	**1.8%**			**1.6%**
Bicycles on Road	3	22	2	0	**27**			5	0	2	0	**7**			10	67	1	0	**78**			3	13	8	0	**24**			**136**
% Bicycles on Road	100.0%	0.9%	1.0%	0.0%	**1.0%**			100.0%	0.0%	100.0%	0.0%	**100.0%**			1.7%	2.6%	50.0%	0.0%	**2.5%**			0.6%	0.5%	2.3%	0.0%	**0.7%**			**1.5%**
Pedestrians						245	358						55	64						305	225						472	483	
% Pedestrians						96.1%	96.8%						100.0%	98.5%						94.7%	93.4%						89.7%	89.0%	
Bicycles on Crosswalk						10	12						0	1						17	16						54	60	
% Bicycles on Crosswalk						3.9%	3.2%						0.0%	1.5%						5.3%	6.6%						10.3%	11.0%	

Leg	Congress							5th							Congress							5th							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	**Int Total**
2020-02-04 08:00:00	0	55	14	0	**69**	12	20	0	0	0	0	**0**	1	3	43	231	0	0	**274**	17	13	24	148	11	0	**183**	26	24	**526**
2020-02-04 08:15:00	0	66	10	1	**77**	24	17	0	0	0	0	**0**	1	3	46	192	0	0	**238**	12	18	28	181	28	0	**237**	39	21	**552**
2020-02-04 08:30:00	0	61	17	1	**79**	12	12	0	0	1	0	**1**	2	1	57	213	0	1	**271**	20	11	19	144	15	0	**178**	40	19	**529**
2020-02-04 08:45:00	0	76	11	1	**88**	7	20	2	0	0	0	**2**	5	10	38	189	0	0	**227**	28	13	18	180	29	0	**227**	38	17	**544**
Grand Total	0	258	52	3	**313**	55	69	2	0	1	0	**3**	9	17	184	825	0	1	**1010**	77	55	89	653	83	0	**825**	143	81	**2151**
% Approach	0.0%	82.4%	16.6%	1.0%				66.7%	0.0%	33.3%	0.0%				18.2%	81.7%	0.0%	0.1%				10.8%	79.2%	10.1%	0.0%				
% Total	0.0%	12.0%	2.4%	0.1%	**14.6%**			0.1%	0.0%	0.0%	0.0%	**0.1%**			8.6%	38.4%	0.0%	0.0%	**47.0%**			4.1%	30.4%	3.9%	0.0%	**38.4%**			
PHF (8 AM - 9 AM)	0	0.87	0.765	0.75	**0.909**			0	0	0	0	**0**			0.823	0.884	0	0.25	**0.912**			0.786	0.906	0.723	0	**0.873**			**0.979**
Lights	0	247	49	3	**299**			0	0	0	0	**0**			178	780	0	1	**959**			86	629	76	0	**791**			**2049**
% Lights	0.0%	95.7%	94.2%	100.0%	**95.5%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			96.7%	94.5%	0.0%	100.0%	**95.0%**			96.6%	96.3%	91.6%	0.0%	**95.9%**			**95.3%**
Articulated Trucks	0	0	0	0	**0**			0	0	0	0	**0**			0	1	0	0	**1**			0	11	2	0	**13**			**14**
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.1%	0.0%	0.0%	**0.1%**			0.0%	1.7%	2.4%	0.0%	**1.6%**			**0.7%**
Buses and Single-Unit Trucks	0	7	3	0	**10**			0	0	0	0	**0**			3	18	0	0	**21**			2	12	3	0	**17**			**48**
% Buses and Single-Unit Trucks	0.0%	2.7%	5.8%	0.0%	**3.2%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			1.6%	2.2%	0.0%	0.0%	**2.1%**			2.2%	1.8%	3.6%	0.0%	**2.1%**			**2.2%**
Bicycles on Road	0	4	0	0	**4**			2	0	1	0	**3**			3	26	0	0	**29**			1	1	2	0	**4**			**40**
% Bicycles on Road	0.0%	1.6%	0.0%	0.0%	**1.3%**			100.0%	0.0%	100.0%	0.0%	**100.0%**			1.6%	3.2%	0.0%	0.0%	**2.9%**			1.1%	0.2%	2.4%	0.0%	**0.5%**			**1.9%**
Pedestrians						51	68						9	16						74	51						122	79	
% Pedestrians						92.7%	98.6%						100.0%	94.1%						96.1%	92.7%						85.3%	97.5%	
Bicycles on Crosswalk						4	1						0	1						3	4						21	2	
% Bicycles on Crosswalk						7.3%	1.4%						0.0%	5.9%						3.9%	7.3%						14.7%	2.5%	

Leg	Congress							5th							Congress							5th							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	**Int Total**
2020-02-04 16:00:00	0	303	7	0	**310**	14	22	0	0	0	0	**0**	5	5	28	170	0	0	**198**	13	11	30	150	22	0	**202**	29	44	**710**
2020-02-04 16:15:00	0	323	12	0	**335**	21	21	0	0	0	0	**0**	3	5	30	117	0	0	**147**	12	12	35	196	22	0	**253**	42	41	**735**
2020-02-04 16:30:00	0	286	18	0	**304**	22	30	0	0	0	0	**0**	1	5	41	119	0	0	**160**	16	6	44	176	14	0	**234**	35	42	**698**
2020-02-04 16:45:00	1	237	18	0	**256**	23	23	0	0	0	0	**0**	7	6	39	90	0	0	**129**	23	39	38	160	13	0	**211**	34	48	**596**
Grand Total	1	1149	55	0	**1205**	80	96	0	0	0	0	**0**	16	21	138	496	0	0	**634**	64	68	147	682	71	0	**900**	140	175	**2739**
% Approach	0.1%	95.4%	4.6%	0.0%				0.0%	0.0%	0.0%	0.0%				21.8%	78.2%	0.0%	0.0%				16.3%	75.8%	7.9%	0.0%				
% Total	0.0%	41.9%	2.0%	0.0%	**44.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			5.0%	18.1%	0.0%	0.0%	**23.1%**			5.4%	24.9%	2.6%	0.0%	**32.9%**			
PHF (4 PM - 5 PM)	0	0.888	0.75	0	**0.897**			0	0	0	0	**0**			0.838	0.722	0	0	**0.789**			0.849	0.874	0.784	0	**0.897**			**0.938**
Lights	0	1137	53	0	**1190**			0	0	0	0	**0**			132	476	0	0	**608**			140	664	66	0	**870**			**2668**
% Lights	0.0%	99.0%	96.4%	0.0%	**98.8%**			0.0%	0.0%	0.0%	0.0%				95.7%	96.0%	0.0%	0.0%	**95.9%**			95.2%	97.4%	93.0%	0.0%	**96.7%**			**97.4%**
Articulated Trucks	0	0	0	0	**0**			0	0	0	0	**0**			0	0	0	0	**0**			0	4	0	0	**4**			**4**
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.6%	0.0%	0.0%	**0.4%**			**0.1%**
Buses and Single-Unit Trucks	0	7	1	0	**8**			0	0	0	0	**0**			2	12	0	0	**14**			6	10	3	0	**19**			**41**
% Buses and Single-Unit Trucks	0.0%	0.6%	1.8%	0.0%	**0.7%**			0.0%	0.0%	0.0%	0.0%				1.4%	2.4%	0.0%	0.0%	**2.2%**			4.1%	1.5%	4.2%	0.0%	**2.1%**			**1.5%**
Bicycles on Road	1	5	1	0	**7**			0	0	0	0	**0**			4	8	0	0	**12**			1	4	2	0	**7**			**26**
% Bicycles on Road	100.0%	0.4%	1.8%	0.0%	**0.6%**			0.0%	0.0%	0.0%	0.0%				2.9%	1.6%	0.0%	0.0%	**1.9%**			0.7%	0.6%	2.8%	0.0%	**0.8%**			**0.9%**
Pedestrians						77	92						16	21						60	61						133	153	
% Pedestrians						96.3%	95.8%						100.0%	100.0%						93.8%	89.7%						95.0%	87.4%	
Bicycles on Crosswalk						3	4						0	0						4	7						7	22	
% Bicycles on Crosswalk						3.8%	4.2%						0.0%	0.0%						6.3%	10.3%						5.0%	12.6%	

Study Name	Congress at Cesar Chavez
Project	1-5641 - Statesman Redevelopment - Alliance
Project Code	
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Time Zone	America/Chicago
Start Time	2020-02-04 07:00:00
End Time	2020-02-04 18:00:00
Location	Congress at CC
Latitude and Longitude	30.263372,-97.744521
AM Peak	8 AM - 9 AM (0.985)
PM Peak (Overall Peak Hour)	4 PM - 5 PM (0.946)

Leg	Congress						Cesar Chavez						Congress						Cesar Chavez					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	12	31	4	0	0	0	19	98	32	0	0	0	49	205	19	0	0	0	52	173	32	0	0	0
2020-02-04 07:15:00	7	47	3	0	0	0	11	95	42	0	0	0	85	270	21	0	0	0	40	177	32	0	0	0
2020-02-04 07:30:00	6	32	3	0	0	0	25	136	39	0	0	0	95	273	21	0	0	0	56	189	51	0	0	0
2020-02-04 07:45:00	5	55	7	0	0	0	19	153	42	0	0	0	101	290	25	0	0	0	57	168	40	0	0	0
2020-02-04 08:00:00	10	41	4	0	0	0	24	160	38	0	0	0	96	289	20	0	0	0	64	191	52	0	0	0
2020-02-04 08:15:00	6	50	5	0	0	0	21	141	32	1	0	0	101	319	29	0	0	0	55	178	39	0	0	0
2020-02-04 08:30:00	10	42	4	0	0	0	26	159	38	0	0	0	77	279	21	0	0	0	55	176	49	0	0	0
2020-02-04 08:45:00	10	81	7	0	0	0	24	120	38	0	0	0	98	316	18	0	0	0	50	168	48	0	0	0
2020-02-04 16:00:00	33	308	12	0	0	0	10	101	81	0	0	0	89	158	3	1	0	0	109	157	12	0	0	0
2020-02-04 16:15:00	36	390	16	0	0	0	8	89	96	0	0	0	51	156	8	0	0	0	86	114	23	0	0	0
2020-02-04 16:30:00	15	334	11	0	0	0	12	96	98	0	0	0	47	101	9	0	0	0	82	144	14	0	0	0
2020-02-04 16:45:00	12	364	11	0	0	0	11	84	98	0	0	0	45	136	6	0	0	0	79	99	10	0	0	0
2020-02-04 17:00:00	12	322	8	0	0	0	19	92	109	0	0	0	27	86	7	0	0	0	99	108	8	0	0	0
2020-02-04 17:15:00	17	368	3	0	0	0	18	79	103	0	0	0	30	98	5	0	0	0	67	58	10	0	0	0
2020-02-04 17:30:00	20	301	11	0	0	0	18	88	109	0	0	0	45	79	4	0	0	0	99	106	8	0	0	0
2020-02-04 17:45:00	31	343	5	0	0	0	21	78	102	0	0	0	57	131	5	0	0	0	64	103	9	0	0	0

Leg	Congress						Cesar Chavez						Congress						Cesar Chavez					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 07:15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	1	0	0	0	0	2	2	0	0	0	1	0	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

Leg	Congress						Cesar Chavez						Congress						Cesar Chavez					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	3	0	0	0	0	0	4	2	0	0	0	1	3	0	0	0	0	0	6	0	0	0	0
2020-02-04 07:15:00	1	3	0	0	0	0	4	3	1	0	0	0	1	2	0	0	0	0	1	2	0	0	0	0
2020-02-04 07:30:00	0	2	0	0	0	0	0	2	0	0	0	0	0	3	0	0	0	0	2	4	0	0	0	0
2020-02-04 07:45:00	0	3	0	0	0	0	0	4	0	0	0	0	2	2	0	0	0	0	1	1	0	0	0	0
2020-02-04 08:00:00	0	3	0	0	0	0	0	4	1	0	0	0	1	3	0	0	0	0	0	5	0	0	0	0
2020-02-04 08:15:00	0	4	0	0	0	0	1	3	1	0	0	0	1	7	0	0	0	0	0	5	0	0	0	0
2020-02-04 08:30:00	0	6	0	0	0	0	0	2	2	0	0	0	1	2	0	0	0	0	1	2	0	0	0	0
2020-02-04 08:45:00	0	2	2	0	0	0	2	5	3	0	0	0	3	3	0	0	0	0	0	3	2	0	0	0
2020-02-04 16:00:00	1	7	0	0	0	0	1	1	2	0	0	0	1	1	0	0	0	0	0	4	0	0	0	0
2020-02-04 16:15:00	0	3	0	0	0	0	1	1	2	0	0	0	1	2	0	0	0	0	0	6	0	0	0	0
2020-02-04 16:30:00	0	5	0	0	0	0	0	2	2	0	0	0	0	3	0	0	0	0	1	6	0	0	0	0
2020-02-04 16:45:00	0	5	0	0	0	0	0	1	3	0	0	0	0	4	1	0	0	0	0	4	0	0	0	0
2020-02-04 17:00:00	0	5	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	2	0	0	0	0
2020-02-04 17:15:00	0	2	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	1	2	0	0	0	0
2020-02-04 17:30:00	0	3	0	0	0	0	1	2	0	0	0	0	0	3	2	0	0	0	0	3	0	0	0	0
2020-02-04 17:45:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	1	0	0	0

Leg	Congress						Cesar Chavez						Congress						Cesar Chavez					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	3	9	0	0	0	0	3	15	0	0	0	0	1	6	0	0	0	0	8	18
2020-02-04 07:15:00	0	0	0	0	2	3	0	0	0	0	3	32	0	0	0	0	2	4	0	0	0	0	10	1
2020-02-04 07:30:00	0	0	0	0	2	6	0	0	0	0	6	24	0	0	0	0	5	13	0	0	0	0	15	5
2020-02-04 07:45:00	0	0	0	0	10	4	0	0	0	0	25	38	0	0	0	0	8	9	0	0	0	0	16	7
2020-02-04 08:00:00	0	0	0	0	31	1	0	0	0	0	31	23	0	0	0	0	6	35	0	0	0	0	28	24
2020-02-04 08:15:00	0	0	0	0	18	2	0	0	0	0	31	27	0	0	0	0	3	11	0	0	0	0	22	9
2020-02-04 08:30:00	0	0	0	0	4	3	0	0	0	0	12	27	0	0	0	0	1	13	0	0	0	0	17	2
2020-02-04 08:45:00	0	0	0	0	15	1	0	0	0	0	7	33	0	0	0	0	3	10	0	0	0	0	20	8
2020-02-04 16:00:00	0	0	0	0	2	6	0	0	0	0	21	12	0	0	0	0	6	4	0	0	0	0	10	19
2020-02-04 16:15:00	0	0	0	0	3	5	0	0	0	0	28	18	0	0	0	0	6	6	0	0	0	0	12	16
2020-02-04 16:30:00	0	0	0	0	6	16	0	0	0	0	24	26	0	0	0	0	22	6	0	0	0	0	13	34
2020-02-04 16:45:00	0	0	0	0	12	8	0	0	0	0	37	24	0	0	0	0	15	3	0	0	0	0	23	30
2020-02-04 17:00:00	0	0	0	0	13	9	0	0	0	0	44	42	0	0	0	0	12	7	0	0	0	0	13	34
2020-02-04 17:15:00	0	0	0	0	13	14	0	0	0	0	61	38	0	0	0	0	15	16	0	0	0	0	13	51
2020-02-04 17:30:00	0	0	0	0	14	11	0	0	0	0	36	43	0	0	0	0	17	15	0	0	0	0	21	36
2020-02-04 17:45:00	0	0	0	0	11	14	0	0	0	0	43	40	0	0	0	0	17	30	0	0	0	0	35	37

Leg	Congress						Cesar Chavez						Congress						Cesar Chavez					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0
2020-02-04 07:15:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	3	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	0	3	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	0	4	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	0	5	0	0	0	0	1	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	0	2	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
2020-02-04 17:45:00	0	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

Leg	Congress						Cesar Chavez						Congress						Cesar Chavez					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
2020-02-04 07:15:00	0	0	0	0	1	2	0	0	0	0	2	8	0	0	0	0	0	2	0	0	0	0	4	0
2020-02-04 07:30:00	0	0	0	0	0	1	0	0	0	0	4	10	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	0	0	0	2	8	0	0	0	0	0	1	0	0	0	0	3	0
2020-02-04 08:00:00	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	4	0
2020-02-04 08:15:00	0	0	0	0	0	1	0	0	0	0	0	9	0	0	0	0	0	3	0	0	0	0	1	0
2020-02-04 08:30:00	0	0	0	0	1	0	0	0	0	0	1	3	0	0	0	0	1	1	0	0	0	0	1	0
2020-02-04 08:45:00	0	0	0	0	2	1	0	0	0	0	0	11	0	0	0	0	1	1	0	0	0	0	1	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0	0	0	5	2
2020-02-04 16:15:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	4
2020-02-04 16:30:00	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	2	3
2020-02-04 16:45:00	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	2	4
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	1	0	0	0	0	3	1
2020-02-04 17:45:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	1

Leg	Congress							Cesar Chavez							Congress							Cesar Chavez							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 07:00:00	12	35	4	0	**51**	3	9	19	102	36	0	**157**	3	15	50	208	19	0	**277**	1	6	52	189	32	0	**273**	9	18	**758**
2020-02-04 07:15:00	8	53	3	0	**64**	3	5	15	98	43	0	**156**	5	40	86	272	21	0	**379**	2	6	43	181	32	0	**256**	14	1	**855**
2020-02-04 07:30:00	6	34	3	0	**43**	2	7	25	138	40	0	**203**	10	34	95	278	23	0	**396**	5	13	59	193	51	0	**303**	15	5	**945**
2020-02-04 07:45:00	5	63	7	0	**75**	10	4	19	157	42	0	**218**	27	46	103	292	25	0	**420**	8	10	58	170	40	0	**268**	19	7	**981**
2020-02-04 08:00:00	10	45	4	0	**59**	31	2	24	165	39	0	**228**	31	24	97	294	20	0	**411**	6	38	64	196	52	0	**312**	32	24	**1010**
2020-02-04 08:15:00	6	57	5	0	**68**	18	3	22	146	33	1	**202**	31	36	102	339	29	0	**470**	3	14	55	184	39	0	**278**	23	9	**1018**
2020-02-04 08:30:00	10	51	4	0	**65**	5	3	26	161	40	0	**227**	13	30	78	285	21	0	**384**	2	14	56	179	49	0	**284**	18	2	**960**
2020-02-04 08:45:00	10	87	9	0	**106**	17	2	26	125	41	0	**192**	7	44	102	322	18	0	**442**	4	11	50	171	50	0	**271**	21	8	**1011**
2020-02-04 16:00:00	34	320	12	0	**366**	2	6	12	102	85	0	**199**	22	12	91	160	3	1	**255**	6	7	109	161	12	0	**282**	15	21	**1102**
2020-02-04 16:15:00	36	396	16	0	**448**	3	6	9	90	98	0	**197**	28	18	52	158	8	0	**218**	7	6	86	120	23	0	**229**	14	20	**1092**
2020-02-04 16:30:00	15	340	11	0	**366**	6	17	12	98	100	0	**210**	24	27	47	105	9	0	**161**	23	7	83	150	14	0	**247**	15	37	**984**
2020-02-04 16:45:00	12	371	11	0	**394**	12	9	11	86	102	0	**199**	38	25	45	141	7	0	**193**	16	3	79	103	10	0	**192**	25	34	**978**
2020-02-04 17:00:00	12	330	8	0	**350**	13	9	19	93	109	0	**221**	44	42	28	88	7	0	**123**	14	11	99	110	8	0	**217**	13	34	**911**
2020-02-04 17:15:00	17	372	3	0	**392**	13	14	18	81	103	0	**202**	61	38	30	100	5	0	**135**	15	16	68	61	10	0	**139**	13	51	**868**
2020-02-04 17:30:00	20	309	11	0	**340**	14	11	19	90	109	0	**218**	36	45	45	82	6	0	**133**	18	16	100	109	8	0	**217**	24	37	**908**
2020-02-04 17:45:00	31	350	5	0	**386**	11	14	21	78	102	0	**201**	44	40	57	135	5	0	**197**	17	31	64	105	10	0	**179**	36	38	**963**
Grand Total	244	3213	116	0	**3573**	163	121	297	1810	1122	1	**3230**	424	516	1108	3259	226	1	**4594**	147	209	1125	2382	440	0	**3947**	306	346	**15344**
% Approach	6.8%	89.9%	3.2%	0.0%				9.2%	56.0%	34.7%	0.0%				24.1%	70.9%	4.9%	0.0%				28.5%	60.3%	11.1%	0.0%				
% Total	1.6%	20.9%	0.8%	0.0%	**23.3%**			1.9%	11.8%	7.3%	0.0%	**21.1%**			7.2%	21.2%	1.5%	0.0%	**29.9%**			7.3%	15.5%	2.9%	0.0%	**25.7%**			
Lights	242	3109	114	0	**3465**			286	1769	1097	1	**3153**			1093	3186	221	1	**4501**			1114	2309	437	0	**3860**			**14979**
% Lights	99.2%	96.8%	98.3%	0.0%	**97.0%**			96.3%	97.7%	97.8%	100.0%	**97.6%**			98.6%	97.8%	97.8%	100.0%	**98.0%**			99.0%	96.9%	99.3%	0.0%	**97.8%**			**97.6%**
Articulated Trucks	0	1	0	0	**1**			0	3	2	0	**5**			1	6	2	0	**9**			3	7	0	0	**10**			**25**
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.2%	0.2%	0.0%	**0.2%**			0.1%	0.2%	0.9%	0.0%	**0.2%**			0.3%	0.3%	0.0%	0.0%	**0.3%**			**0.2%**
Buses and Single-Unit Trucks	2	58	2	0	**62**			10	36	19	0	**65**			13	44	3	0	**60**			7	57	3	0	**67**			**254**
% Buses and Single-Unit Trucks	0.8%	1.8%	1.7%	0.0%	**1.7%**			3.4%	2.0%	1.7%	0.0%	**2.0%**			1.2%	1.4%	1.3%	0.0%	**1.3%**			0.6%	2.4%	0.7%	0.0%	**1.7%**			**1.7%**
Bicycles on Road	0	45	0	0	**45**			1	2	4	0	**7**			1	23	0	0	**24**			1	9	0	0	**10**			**86**
% Bicycles on Road	0.0%	1.4%	0.0%	0.0%	**1.3%**			0.3%	0.1%	0.4%	0.0%	**0.2%**			0.1%	0.7%	0.0%	0.0%	**0.5%**			0.1%	0.4%	0.0%	0.0%	**0.3%**			**0.6%**
Pedestrians						159	112						412	462						139	188						276	331	
% Pedestrians						97.5%	92.6%						97.2%	89.5%						94.6%	90.0%						90.2%	95.7%	
Bicycles on Crosswalk						4	9						12	54						8	21						30	15	
% Bicycles on Crosswalk						2.5%	7.4%						2.8%	10.5%						5.4%	10.0%						9.8%	4.3%	

Leg	Congress							Cesar Chavez							Congress							Cesar Chavez							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 08:00:00	10	45	4	0	**59**	31	2	24	165	39	0	**228**	31	24	97	294	20	0	**411**	6	38	64	196	52	0	**312**	32	24	**1010**
2020-02-04 08:15:00	6	57	5	0	**68**	18	3	22	146	33	1	**202**	31	36	102	339	29	0	**470**	3	14	55	184	39	0	**278**	23	9	**1018**
2020-02-04 08:30:00	10	51	4	0	**65**	5	3	26	161	40	0	**227**	13	30	78	285	21	0	**384**	2	14	56	179	49	0	**284**	18	2	**960**
2020-02-04 08:45:00	10	87	9	0	**106**	17	2	26	125	41	0	**192**	7	44	102	322	18	0	**442**	4	11	50	171	50	0	**271**	21	8	**1011**
Grand Total	36	240	22	0	**298**	71	10	98	597	153	1	**849**	82	134	379	1240	88	0	**1707**	15	77	225	730	190	0	**1145**	94	43	**3999**
% Approach	12.1%	80.5%	7.4%	0.0%				11.5%	70.3%	18.0%	0.1%				22.2%	72.6%	5.2%	0.0%				19.7%	63.8%	16.6%	0.0%				
% Total	0.9%	6.0%	0.6%	0.0%	**7.5%**			2.5%	14.9%	3.8%	0.0%	**21.2%**			9.5%	31.0%	2.2%	0.0%	**42.7%**			5.6%	18.3%	4.8%	0.0%	**28.6%**			
PHF (8 AM - 9 AM)	0.9	0.69	0.611	0	**0.703**			0.942	0.905	0.933	0.25	**0.931**			0.929	0.933	0.759	0	**0.921**			0.879	0.931	0.913	0	**0.917**			**0.985**
Lights	36	214	20	0	**270**			95	580	146	1	**822**			372	1203	88	0	**1663**			224	713	188	0	**1125**			**3880**
% Lights	100.0%	89.2%	90.9%	0.0%	**90.6%**			96.9%	97.2%	95.4%	100.0%	**96.8%**			98.2%	97.0%	100.0%	0.0%	**97.4%**			99.6%	97.7%	98.9%	0.0%	**98.3%**			**97.0%**
Articulated Trucks	0	0	0	0	**0**			0	3	0	0	**3**			1	2	0	0	**3**			0	2	0	0	**2**			**8**
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.5%	0.0%	0.0%	**0.4%**			0.3%	0.2%	0.0%	0.0%	**0.2%**			0.0%	0.3%	0.0%	0.0%	**0.2%**			**0.2%**
Buses and Single-Unit Trucks	0	15	2	0	**17**			3	14	7	0	**24**			6	15	0	0	**21**			1	15	2	0	**18**			**80**
% Buses and Single-Unit Trucks	0.0%	6.3%	9.1%	0.0%	**5.7%**			3.1%	2.3%	4.6%	0.0%	**2.8%**			1.6%	1.2%	0.0%	0.0%	**1.2%**			0.4%	2.1%	1.1%	0.0%	**1.6%**			**2.0%**
Bicycles on Road	0	11	0	0	**11**			0	0	0	0	**0**			0	20	0	0	**20**			0	0	0	0	**0**			**31**
% Bicycles on Road	0.0%	4.6%	0.0%	0.0%	**3.7%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	1.6%	0.0%	0.0%	**1.2%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.8%**
Pedestrians						68	7						81	110						13	69						87	43	
% Pedestrians						95.8%	70.0%						98.8%	82.1%						86.7%	89.6%						92.6%	100.0%	
Bicycles on Crosswalk						3	3						1	24						2	8						7	0	
% Bicycles on Crosswalk						4.2%	30.0%						1.2%	17.9%						13.3%	10.4%						7.4%	0.0%	

Leg	Congress							Cesar Chavez							Congress							Cesar Chavez							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 16:00:00	34	320	12	0	**366**	2	6	12	102	85	0	**199**	22	12	91	160	3	1	**255**	6	7	109	161	12	0	**282**	15	21	**1102**
2020-02-04 16:15:00	36	396	16	0	**448**	3	6	9	90	98	0	**197**	28	18	52	158	8	0	**218**	7	6	86	120	23	0	**229**	14	20	**1092**
2020-02-04 16:30:00	15	340	11	0	**366**	6	17	12	98	100	0	**210**	24	27	47	105	9	0	**161**	23	7	83	150	14	0	**247**	15	37	**984**
2020-02-04 16:45:00	12	371	11	0	**394**	12	9	11	86	102	0	**199**	38	25	45	141	7	0	**193**	16	3	79	103	10	0	**192**	25	34	**978**
Grand Total	97	1427	50	0	**1574**	23	38	44	376	385	0	**805**	112	82	235	564	27	1	**827**	52	23	357	534	59	0	**950**	69	112	**4156**
% Approach	6.2%	90.7%	3.2%	0.0%				5.5%	46.7%	47.8%	0.0%				28.4%	68.2%	3.3%	0.1%				37.6%	56.2%	6.2%	0.0%				
% Total	2.3%	34.3%	1.2%	0.0%	**37.9%**			1.1%	9.0%	9.3%	0.0%	**19.4%**			5.7%	13.6%	0.6%	0.0%	**19.9%**			8.6%	12.8%	1.4%	0.0%	**22.9%**			
PHF (4 PM - 5 PM)	0.674	0.901	0.781	0	**0.878**			0.896	0.919	0.946	0	**0.952**			0.65	0.878	0.75	0.25	**0.811**			0.819	0.829	0.641	0	**0.842**			**0.946**
Lights	96	1396	50	0	**1542**			41	370	373	0	**784**			232	551	26	1	**810**			356	514	59	0	**929**			**4065**
% Lights	99.0%	97.8%	100.0%	0.0%	**98.0%**			93.2%	98.4%	96.9%	0.0%	**97.4%**			98.7%	97.7%	96.3%	100.0%	**97.9%**			99.7%	96.3%	100.0%	0.0%	**97.8%**			**97.8%**
Articulated Trucks	0	0	0	0	**0**			0	0	0	0	**0**			0	1	0	0	**1**			0	0	0	0	**0**			**1**
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.2%	0.0%	0.0%	**0.1%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.0%**
Buses and Single-Unit Trucks	1	20	0	0	**21**			2	5	9	0	**16**			2	10	1	0	**13**			1	20	0	0	**21**			**71**
% Buses and Single-Unit Trucks	1.0%	1.4%	0.0%	0.0%	**1.3%**			4.5%	1.3%	2.3%	0.0%	**2.0%**			0.9%	1.8%	3.7%	0.0%	**1.6%**			0.3%	3.7%	0.0%	0.0%	**2.2%**			**1.7%**
Bicycles on Road	0	11	0	0	**11**			1	1	3	0	**5**			1	2	0	0	**3**			0	0	0	0	**0**			**19**
% Bicycles on Road	0.0%	0.8%	0.0%	0.0%	**0.7%**			2.3%	0.3%	0.8%	0.0%	**0.6%**			0.4%	0.4%	0.0%	0.0%	**0.4%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.5%**
Pedestrians						23	35						110	80						49	19						58	99	
% Pedestrians						100.0%	92.1%						98.2%	97.6%						94.2%	82.6%						84.1%	88.4%	
Bicycles on Crosswalk						0	3						2	2						3	4						11	13	
% Bicycles on Crosswalk						0.0%	7.9%						1.8%	2.4%						5.8%	17.4%						15.9%	11.6%	

Study Name	Congress at Barton Springs
Project	1-5641 - Statesman Redevelopment - Alliance
Project Code	
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Time Zone	America/Chicago
Start Time	2020-02-04 07:00:00
End Time	2020-02-04 18:00:00
Location	Congress at Barton Springs
Latitude and Longitude	30.258932,-97.746252
AM Peak	7:30 AM - 8:30 AM (0.911)
PM Peak (Overall Peak Hour)	4 PM - 5 PM (0.923)

Leg	Congress						Barton Springs						Congress						Barton Springs					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	27	89	3	0	0	0	1	0	0	0	0	0	3	273	8	0	0	0	7	2	31	0	0	0
2020-02-04 07:15:00	40	97	5	0	0	0	1	0	0	0	0	0	4	379	9	0	0	0	7	1	49	0	0	0
2020-02-04 07:30:00	27	99	5	0	0	0	0	0	1	0	0	0	6	428	15	0	0	0	6	1	49	0	0	0
2020-02-04 07:45:00	51	101	8	0	0	0	4	2	1	0	0	0	3	446	12	0	0	0	5	3	68	0	0	0
2020-02-04 08:00:00	33	113	6	0	0	0	0	2	0	0	0	0	2	375	19	0	0	0	9	1	43	0	0	0
2020-02-04 08:15:00	37	87	11	0	0	0	2	0	0	0	0	0	2	370	29	0	0	0	10	4	54	0	0	0
2020-02-04 08:30:00	41	83	11	0	0	0	4	1	1	1	0	0	11	351	29	0	0	0	7	4	56	0	0	0
2020-02-04 08:45:00	52	88	4	0	0	0	2	1	2	1	0	0	1	360	37	0	0	0	3	1	59	0	0	0
2020-02-04 16:00:00	79	375	3	0	0	0	10	4	6	0	0	0	3	187	28	0	0	0	13	2	39	1	0	0
2020-02-04 16:15:00	151	381	2	0	0	0	2	0	5	0	0	0	1	191	17	0	0	0	22	1	48	0	0	0
2020-02-04 16:30:00	112	374	4	0	0	0	5	2	1	0	0	0	1	161	15	1	0	0	25	0	32	0	0	0
2020-02-04 16:45:00	109	417	4	0	0	0	5	4	7	0	0	0	3	120	15	0	0	0	23	2	23	0	0	0
2020-02-04 17:00:00	86	347	1	0	0	0	5	10	2	0	0	0	1	100	29	0	0	0	26	2	27	0	0	0
2020-02-04 17:15:00	95	422	3	0	0	0	6	7	3	0	0	0	2	99	17	0	0	0	15	1	24	0	0	0
2020-02-04 17:30:00	94	345	2	0	0	0	5	11	2	0	0	0	0	110	22	0	0	0	24	2	23	0	0	0
2020-02-04 17:45:00	84	376	8	0	0	0	3	4	2	0	0	0	0	122	19	1	0	0	26	0	28	0	0	0

Leg	Congress						Barton Springs						Congress						Barton Springs					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
2020-02-04 07:30:00	1	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	2	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0

Leg	Congress						Barton Springs						Congress						Barton Springs					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	2	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	2	0	3	0	0	0
2020-02-04 07:15:00	1	4	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0
2020-02-04 07:30:00	0	4	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	2	0	0	0
2020-02-04 07:45:00	1	1	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	1	0	0	0
2020-02-04 08:00:00	2	5	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	1	3	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	1	0	0	0
2020-02-04 08:30:00	4	8	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	1	0	0	0
2020-02-04 08:45:00	1	5	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	3	6	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	1	5	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	1	2	0	0	0
2020-02-04 16:30:00	1	7	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0
2020-02-04 16:45:00	1	4	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0
2020-02-04 17:15:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	1	0	0	0
2020-02-04 17:30:00	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	0	0	0
2020-02-04 17:45:00	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0

Leg	Congress						Barton Springs						Congress						Barton Springs					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	1	0	0	0	0	5	6
2020-02-04 07:15:00	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	9	2
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	2	17	0	0	0	0	0	0	0	0	0	0	11	0
2020-02-04 07:45:00	0	0	0	0	3	0	0	0	0	0	6	20	0	0	0	0	1	7	0	0	0	0	4	0
2020-02-04 08:00:00	0	0	0	0	2	1	0	0	0	0	2	15	0	0	0	0	0	3	0	0	0	0	11	1
2020-02-04 08:15:00	0	0	0	0	3	3	0	0	0	0	1	17	0	0	0	0	2	3	0	0	0	0	14	1
2020-02-04 08:30:00	0	0	0	0	0	2	0	0	0	0	2	8	0	0	0	0	1	2	0	0	0	0	13	1
2020-02-04 08:45:00	0	0	0	0	0	4	0	0	0	0	1	19	0	0	0	0	0	3	0	0	0	0	5	2
2020-02-04 16:00:00	0	0	0	0	1	3	0	0	0	0	9	7	0	0	0	0	2	0	0	0	0	0	6	2
2020-02-04 16:15:00	0	0	0	0	2	5	0	0	0	0	10	4	0	0	0	0	3	0	0	0	0	0	4	6
2020-02-04 16:30:00	0	0	0	0	1	3	0	0	0	0	10	8	0	0	0	0	2	2	0	0	0	0	3	9
2020-02-04 16:45:00	0	0	0	0	0	2	0	0	0	0	26	3	0	0	0	0	8	1	0	0	0	0	2	3
2020-02-04 17:00:00	0	0	0	0	2	7	0	0	0	0	18	7	0	0	0	0	3	1	0	0	0	0	2	21
2020-02-04 17:15:00	0	0	0	0	3	4	0	0	0	0	27	7	0	0	0	0	6	3	0	0	0	0	10	17
2020-02-04 17:30:00	0	0	0	0	7	4	0	0	0	0	23	6	0	0	0	0	4	1	0	0	0	0	12	15
2020-02-04 17:45:00	0	0	0	0	6	5	0	0	0	0	20	6	0	0	0	0	1	1	0	0	0	0	6	13

Leg	Congress						Barton Springs						Congress						Barton Springs					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
2020-02-04 08:00:00	0	2	0	0	0	0	3	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	2	0	0	0	0	3	0	0	0	0	0	0	14	0	0	0	0	0	0	2	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	2	0	0	0	0	0	2	5	0	0	0	0	0	0	2	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	3	0	0	0	0	0	0	11	0	0	0	0	0	0	1	0	0	0
2020-02-04 16:00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	0	3	1	0	0	0	1	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	1	3	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	1	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	2	3	1	0	0	0	1	0	1	0	0	0	0	3	0	0	0	0	0	1	0	0	0	0
2020-02-04 17:45:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Leg	Congress						Barton Springs						Congress						Barton Springs					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	2	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	2	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0
2020-02-04 08:45:00	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0
2020-02-04 16:00:00	0	0	0	0	1	0	0	0	0	0	4	2	0	0	0	0	0	1	0	0	0	0	1	0
2020-02-04 16:15:00	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	1	1	0	0	0	0	0	2
2020-02-04 16:45:00	0	0	0	0	2	0	0	0	0	0	6	5	0	0	0	0	0	0	0	0	0	0	0	4
2020-02-04 17:00:00	0	0	0	0	0	1	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	1	1	0	0	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0

Leg	Congress							Barton Springs							Congress							Barton Springs							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 07:00:00	29	92	3	0	**124**	0	0	1	0	0	0	**1**	1	4	3	276	9	0	**288**	0	1	9	2	34	0	**45**	5	6	**458**
2020-02-04 07:15:00	41	104	6	0	**151**	0	0	1	0	0	0	**1**	0	13	4	382	9	0	**395**	0	0	7	1	52	0	**60**	9	2	**607**
2020-02-04 07:30:00	28	104	5	0	**137**	0	0	0	0	1	0	**1**	2	24	6	435	16	0	**457**	0	0	6	1	52	0	**59**	11	0	**654**
2020-02-04 07:45:00	53	102	8	0	**163**	3	0	4	2	1	0	**7**	6	27	3	449	13	0	**465**	1	7	6	3	70	0	**79**	6	0	**714**
2020-02-04 08:00:00	35	120	6	0	**161**	2	1	3	2	0	0	**5**	3	16	2	385	20	0	**407**	0	3	9	1	43	0	**53**	14	1	**626**
2020-02-04 08:15:00	38	92	11	0	**141**	3	3	5	0	0	0	**5**	1	19	2	391	29	0	**422**	2	5	10	4	57	0	**71**	16	1	**639**
2020-02-04 08:30:00	45	91	11	0	**147**	0	2	6	1	1	1	**9**	2	9	13	361	29	0	**403**	1	2	7	4	59	0	**70**	15	1	**629**
2020-02-04 08:45:00	53	93	4	0	**150**	0	5	5	1	2	1	**9**	1	20	1	377	39	0	**417**	0	3	3	1	62	0	**66**	7	2	**642**
2020-02-04 16:00:00	82	382	3	0	**467**	2	3	10	4	6	0	**20**	13	9	3	190	28	0	**221**	2	1	13	2	39	1	**55**	7	2	**763**
2020-02-04 16:15:00	152	387	2	0	**541**	3	6	3	0	5	0	**8**	12	4	1	195	18	0	**214**	3	0	22	2	50	0	**74**	4	6	**837**
2020-02-04 16:30:00	113	384	5	0	**502**	2	3	5	2	1	0	**8**	12	8	1	164	15	1	**181**	3	3	26	0	32	0	**58**	3	11	**749**
2020-02-04 16:45:00	111	424	5	0	**540**	2	2	6	4	7	0	**17**	32	8	6	126	15	0	**147**	8	1	23	2	23	0	**48**	2	7	**752**
2020-02-04 17:00:00	87	356	1	0	**444**	2	8	5	10	2	0	**17**	20	9	1	106	29	0	**136**	3	1	26	2	28	0	**56**	2	21	**653**
2020-02-04 17:15:00	96	430	3	0	**529**	4	4	6	7	3	0	**16**	32	7	3	102	20	0	**125**	6	3	15	1	25	0	**41**	10	17	**711**
2020-02-04 17:30:00	96	352	3	0	**451**	7	4	6	11	4	0	**21**	26	7	0	114	23	0	**137**	5	2	25	3	25	0	**53**	12	15	**662**
2020-02-04 17:45:00	85	379	8	0	**472**	6	5	3	4	2	0	**9**	23	6	0	124	19	1	**144**	1	1	26	0	29	0	**55**	6	13	**680**
Grand Total	1144	3892	84	0	**5120**	36	46	69	48	35	2	**154**	186	190	49	4177	331	2	**4559**	35	33	233	29	680	1	**943**	129	105	**10776**
% Approach	22.3%	76.0%	1.6%	0.0%				44.8%	31.2%	22.7%	1.3%				1.1%	91.6%	7.3%	0.0%				24.7%	3.1%	72.1%	0.1%				
% Total	10.6%	36.1%	0.8%	0.0%	**47.5%**			0.6%	0.4%	0.3%	0.0%	**1.4%**			0.5%	38.8%	3.1%	0.0%	**42.3%**			2.2%	0.3%	6.3%	0.0%	**8.8%**			
Lights	1118	3794	80	0	**4992**			55	48	33	2	**138**			43	4072	320	2	**4437**			228	27	653	1	**909**			**10476**
% Lights	97.7%	97.5%	95.2%	0.0%	**97.5%**			79.7%	100.0%	94.3%	100.0%	**89.6%**			87.8%	97.5%	96.7%	100.0%	**97.3%**			97.9%	93.1%	96.0%	100.0%	**96.4%**			**97.2%**
Articulated Trucks	3	3	0	0	**6**			0	0	1	0	**1**			1	8	1	0	**10**			1	0	4	0	**5**			**22**
% Articulated Trucks	0.3%	0.1%	0.0%	0.0%	**0.1%**			0.0%	0.0%	2.9%	0.0%	**0.6%**			2.0%	0.2%	0.3%	0.0%	**0.2%**			0.4%	0.0%	0.6%	0.0%	**0.5%**			**0.2%**
Buses and Single-Unit Trucks	18	71	1	0	**90**			0	0	0	0	**0**			0	47	8	0	**55**			4	1	15	0	**20**			**165**
% Buses and Single-Unit Trucks	1.6%	1.8%	1.2%	0.0%	**1.8%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	1.1%	2.4%	0.0%	**1.2%**			1.7%	3.4%	2.2%	0.0%	**2.1%**			**1.5%**
Bicycles on Road	5	24	3	0	**32**			14	0	1	0	**15**			5	50	2	0	**57**			0	1	8	0	**9**			**113**
% Bicycles on Road	0.4%	0.6%	3.6%	0.0%	**0.6%**			20.3%	0.0%	2.9%	0.0%	**9.7%**			10.2%	1.2%	0.6%	0.0%	**1.3%**			0.0%	3.4%	1.2%	0.0%	**1.0%**			**1.0%**
Pedestrians						30	43						158	155						33	28						117	99	
% Pedestrians						83.3%	93.5%						84.9%	81.6%						94.3%	84.8%						90.7%	94.3%	
Bicycles on Crosswalk						6	3						28	35						2	5						12	6	
% Bicycles on Crosswalk						16.7%	6.5%						15.1%	18.4%						5.7%	15.2%						9.3%	5.7%	

Leg	Congress							Barton Springs							Congress							Barton Springs							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 07:30:00	28	104	5	0	**137**	0	0	0	0	1	0	**1**	2	24	6	435	16	0	**457**	0	0	6	1	52	0	**59**	11	0	**654**
2020-02-04 07:45:00	53	102	8	0	**163**	3	0	4	2	1	0	**7**	6	27	3	449	13	0	**465**	1	7	6	3	70	0	**79**	6	0	**714**
2020-02-04 08:00:00	35	120	6	0	**161**	2	1	3	2	0	0	**5**	3	16	2	385	20	0	**407**	0	3	9	1	43	0	**53**	14	1	**626**
2020-02-04 08:15:00	38	92	11	0	**141**	3	3	5	0	0	0	**5**	1	19	2	391	29	0	**422**	2	5	10	4	57	0	**71**	16	1	**639**
Grand Total	154	418	30	0	**602**	8	4	12	4	2	0	**18**	12	86	13	1660	78	0	**1751**	3	15	31	9	222	0	**262**	47	2	**2633**
% Approach	25.6%	69.4%	5.0%	0.0%				66.7%	22.2%	11.1%	0.0%				0.7%	94.8%	4.5%	0.0%				11.8%	3.4%	84.7%	0.0%				
% Total	5.8%	15.9%	1.1%	0.0%	**22.9%**			0.5%	0.2%	0.1%	0.0%	**0.7%**			0.5%	63.0%	3.0%	0.0%	**66.5%**			1.2%	0.3%	8.4%	0.0%	**10.0%**			
PHF (7:30 AM - 8:30 AM)	0.726	0.877	0.682	0	**0.917**			0.375	0.5	0.5	0	**0.429**			0.542	0.913	0.672	0	**0.93**			0.775	0.563	0.79	0	**0.827**			**0.911**
Lights	148	400	30	0	**578**			6	4	2	0	**12**			13	1619	75	0	**1707**			30	9	214	0	**253**			**2550**
% Lights	96.1%	95.7%	100.0%	0.0%	**96.0%**			50.0%	100.0%	100.0%	0.0%	**66.7%**			100.0%	97.5%	96.2%	0.0%	**97.5%**			96.8%	100.0%	96.4%	0.0%	**96.6%**			**96.8%**
Articulated Trucks	2	1	0	0	**3**			0	0	0	0	**0**			0	5	0	0	**5**			1	0	0	0	**1**			**9**
% Articulated Trucks	1.3%	0.2%	0.0%	0.0%	**0.5%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.3%	0.0%	0.0%	**0.3%**			3.2%	0.0%	0.0%	0.0%	**0.4%**			**0.3%**
Buses and Single-Unit Trucks	4	13	0	0	**17**			0	0	0	0	**0**			0	15	3	0	**18**			0	0	4	0	**4**			**39**
% Buses and Single-Unit Trucks	2.6%	3.1%	0.0%	0.0%	**2.8%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.9%	3.8%	0.0%	**1.0%**			0.0%	0.0%	1.8%	0.0%	**1.5%**			**1.5%**
Bicycles on Road	0	4	0	0	**4**			6	0	0	0	**6**			0	21	0	0	**21**			0	0	4	0	**4**			**35**
% Bicycles on Road	0.0%	1.0%	0.0%	0.0%	**0.7%**			50.0%	0.0%	0.0%	0.0%	**33.3%**			0.0%	1.3%	0.0%	0.0%	**1.2%**			0.0%	0.0%	1.8%	0.0%	**1.5%**			**1.3%**
Pedestrians						8	4						11	69						3	13						40	2	
% Pedestrians						100.0%	100.0%						91.7%	80.2%						100.0%	86.7%						85.1%	100.0%	
Bicycles on Crosswalk						0	0						1	17						0	2						7	0	
% Bicycles on Crosswalk						0.0%	0.0%						8.3%	19.8%						0.0%	13.3%						14.9%	0.0%	

Leg	Congress							Barton Springs							Congress							Barton Springs							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	**Int Total**
2020-02-04 16:00:00	82	382	3	0	**467**	2	3	10	4	6	0	**20**	13	9	3	190	28	0	**221**	2	1	13	2	39	1	**55**	7	2	**763**
2020-02-04 16:15:00	152	387	2	0	**541**	3	6	3	0	5	0	**8**	12	4	1	195	18	0	**214**	3	0	22	2	50	0	**74**	4	6	**837**
2020-02-04 16:30:00	113	384	5	0	**502**	2	3	5	2	1	0	**8**	12	8	1	164	15	1	**181**	3	3	26	0	32	0	**58**	3	11	**749**
2020-02-04 16:45:00	111	424	5	0	**540**	2	2	6	4	7	0	**17**	32	8	6	126	15	0	**147**	8	1	23	2	23	0	**48**	2	7	**752**
Grand Total	458	1577	15	0	**2050**	9	14	24	10	19	0	**53**	69	29	11	675	76	1	**763**	16	5	84	6	144	1	**235**	16	26	**3101**
% Approach	22.3%	76.9%	0.7%	0.0%				45.3%	18.9%	35.8%	0.0%				1.4%	88.5%	10.0%	0.1%				35.7%	2.6%	61.3%	0.4%				
% Total	14.8%	50.9%	0.5%	0.0%	**66.1%**			0.8%	0.3%	0.6%	0.0%	**1.7%**			0.4%	21.8%	2.5%	0.0%	**24.6%**			2.7%	0.2%	4.6%	0.0%	**7.6%**			
PHF (4 PM - 5 PM)	0.753	0.932	0.813	0	**0.944**			0.55	0.625	0.679	0	**0.638**			0.667	0.862	0.679	0.25	**0.856**			0.808	0.75	0.72	0.25	**0.794**			**0.923**
Lights	451	1547	13	0	**2011**			22	10	19	0	**51**			8	659	75	1	**743**			83	5	142	1	**231**			**3036**
% Lights	98.5%	98.1%	86.7%	0.0%	**98.1%**			91.7%	100.0%	100.0%	0.0%	**96.2%**			72.7%	97.6%	98.7%	100.0%	**97.4%**			98.8%	83.3%	98.6%	100.0%	**98.3%**			**97.9%**
Articulated Trucks	1	0	0	0	**1**			0	0	0	0	**0**			0	0	0	0	**0**			0	0	0	0	**0**			**1**
% Articulated Trucks	0.2%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.0%**
Buses and Single-Unit Trucks	6	22	0	0	**28**			0	0	0	0	**0**			0	13	1	0	**14**			1	1	2	0	**4**			**46**
% Buses and Single-Unit Trucks	1.3%	1.4%	0.0%	0.0%	**1.4%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	1.9%	1.3%	0.0%	**1.8%**			1.2%	16.7%	1.4%	0.0%	**1.7%**			**1.5%**
Bicycles on Road	0	8	2	0	**10**			2	0	0	0	**2**			3	3	0	0	**6**			0	0	0	0	**0**			**18**
% Bicycles on Road	0.0%	0.5%	13.3%	0.0%	**0.5%**			8.3%	0.0%	0.0%	0.0%	**3.8%**			27.3%	0.4%	0.0%	0.0%	**0.8%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.6%**
Pedestrians						4	13						55	22						15	3						15	20	
% Pedestrians						44.4%	92.9%						79.7%	75.9%						93.8%	60.0%						93.8%	76.9%	
Bicycles on Crosswalk						5	1						14	7						1	2						1	6	
% Bicycles on Crosswalk						55.6%	7.1%						20.3%	24.1%						6.3%	40.0%						6.3%	23.1%	

Study Name	Congress at Riverside
Project	1-5641 - Statesman Redevelopment - Alliance
Project Code	
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Time Zone	America/Chicago
Start Time	2020-02-04 07:00:00
End Time	2020-02-04 18:00:00
Location	Congress at Riverside
Latitude and Longitude	30.257167,-97.746883
AM Peak	7:30 AM - 8:30 AM (0.971)
PM Peak (Overall Peak Hour)	4 PM - 5 PM (0.961)

Leg	Congress						Riverside						Congress						Riverside					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	2	49	31	0	0	0	71	155	16	0	0	0	28	220	31	2	0	0	14	81	8	0	0	0
2020-02-04 07:15:00	1	63	34	0	0	0	78	165	31	0	0	0	29	323	48	0	0	0	20	72	8	0	0	0
2020-02-04 07:30:00	0	52	34	0	0	0	98	171	22	0	0	0	28	370	53	0	0	0	11	103	5	0	0	0
2020-02-04 07:45:00	4	49	39	0	0	0	111	170	32	0	0	0	28	326	62	1	0	0	13	121	18	0	0	0
2020-02-04 08:00:00	11	63	33	0	0	0	86	145	23	0	0	0	45	337	86	0	0	0	10	87	12	0	0	0
2020-02-04 08:15:00	4	51	31	0	0	0	75	136	25	0	0	0	35	343	81	0	0	0	14	104	10	0	0	0
2020-02-04 08:30:00	2	50	33	0	0	0	76	135	26	0	0	0	26	300	73	2	0	0	18	77	9	0	0	0
2020-02-04 08:45:00	3	52	37	0	0	0	71	145	16	0	0	0	38	320	77	0	0	0	18	80	9	0	0	0
2020-02-04 16:00:00	18	244	138	0	0	0	65	135	42	0	0	0	43	95	23	0	0	0	45	202	1	0	0	0
2020-02-04 16:15:00	5	225	139	0	0	0	61	132	36	0	0	0	36	133	24	0	0	0	46	213	6	0	0	0
2020-02-04 16:30:00	8	258	135	0	0	0	40	119	39	0	0	0	36	107	27	0	0	0	43	191	5	0	0	0
2020-02-04 16:45:00	8	225	127	0	0	0	38	145	42	0	0	0	28	87	15	0	0	0	50	183	8	0	0	0
2020-02-04 17:00:00	10	222	111	0	0	0	43	134	31	0	0	0	48	100	27	0	0	0	46	187	3	0	0	0
2020-02-04 17:15:00	11	244	141	0	0	0	27	147	44	0	0	0	33	92	19	0	0	0	72	183	0	0	0	0
2020-02-04 17:30:00	3	212	100	0	0	0	41	116	38	0	0	0	26	87	20	0	0	0	80	162	5	0	0	0
2020-02-04 17:45:00	7	265	138	0	0	0	35	112	29	0	0	0	26	85	27	0	0	0	60	155	4	0	0	0

Leg	Congress						Riverside						Congress						Riverside					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
2020-02-04 07:30:00	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	0	0	0
2020-02-04 07:45:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 17:30:00	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Leg	Congress						Riverside						Congress						Riverside					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	1	1	1	0	0	0	1	4	0	0	0	0	1	2	4	0	0	0	2	4	0	0	0	0
2020-02-04 07:15:00	1	4	0	0	0	0	0	5	6	0	0	0	1	2	1	0	0	0	2	4	0	0	0	0
2020-02-04 07:30:00	2	1	0	0	0	0	1	4	3	0	0	0	0	3	3	0	0	0	4	8	0	0	0	0
2020-02-04 07:45:00	1	0	1	0	0	0	1	5	2	0	0	0	3	1	2	0	0	0	1	7	0	0	0	0
2020-02-04 08:00:00	2	3	0	0	0	0	0	5	0	0	0	0	0	6	3	0	0	0	1	8	0	0	0	0
2020-02-04 08:15:00	1	0	0	0	0	0	1	4	2	0	0	0	2	3	5	0	0	0	2	7	0	0	0	0
2020-02-04 08:30:00	0	1	0	0	0	0	2	5	3	0	0	0	3	3	3	0	0	0	2	6	0	0	0	0
2020-02-04 08:45:00	2	1	0	0	0	0	1	4	0	0	0	0	1	5	2	0	0	0	2	9	0	0	0	0
2020-02-04 16:00:00	2	3	0	0	0	0	0	9	0	0	0	0	1	3	2	0	0	0	2	3	0	0	0	0
2020-02-04 16:15:00	1	5	0	0	0	0	0	4	0	0	0	0	2	4	4	0	0	0	2	6	0	0	0	0
2020-02-04 16:30:00	4	2	2	0	0	0	0	7	0	0	0	0	0	4	1	0	0	0	2	6	0	0	0	0
2020-02-04 16:45:00	0	3	1	0	0	0	0	6	1	0	0	0	2	3	1	0	0	0	1	2	0	0	0	0
2020-02-04 17:00:00	1	6	0	0	0	0	0	4	0	0	0	0	0	0	3	0	0	0	0	4	1	0	0	0
2020-02-04 17:15:00	2	0	0	0	0	0	0	8	0	0	0	0	1	3	2	0	0	0	4	1	0	0	0	0
2020-02-04 17:30:00	1	2	1	0	0	0	1	3	0	0	0	0	0	1	6	0	0	0	2	1	0	0	0	0
2020-02-04 17:45:00	2	1	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	2	3	0	0	0	0

Leg	Congress						Riverside						Congress						Riverside					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	2	1	0	0	0	0	2	3	0	0	0	0	3	2	0	0	0	0	4	3
2020-02-04 07:15:00	0	0	0	0	1	1	0	0	0	0	2	5	0	0	0	0	2	2	0	0	0	0	6	4
2020-02-04 07:30:00	0	0	0	0	1	0	0	0	0	0	3	10	0	0	0	0	4	2	0	0	0	0	2	0
2020-02-04 07:45:00	0	0	0	0	3	3	0	0	0	0	6	6	0	0	0	0	7	6	0	0	0	0	8	2
2020-02-04 08:00:00	0	0	0	0	2	3	0	0	0	0	5	15	0	0	0	0	4	4	0	0	0	0	12	3
2020-02-04 08:15:00	0	0	0	0	0	0	0	0	0	0	1	10	0	0	0	0	2	3	0	0	0	0	14	3
2020-02-04 08:30:00	0	0	0	0	3	3	0	0	0	0	5	9	0	0	0	0	5	5	0	0	0	0	5	2
2020-02-04 08:45:00	0	0	0	0	2	2	0	0	0	0	2	5	0	0	0	0	5	2	0	0	0	0	5	2
2020-02-04 16:00:00	0	0	0	0	5	8	0	0	0	0	10	4	0	0	0	0	2	5	0	0	0	0	8	11
2020-02-04 16:15:00	0	0	0	0	1	1	0	0	0	0	7	4	0	0	0	0	6	7	0	0	0	0	4	3
2020-02-04 16:30:00	0	0	0	0	1	2	0	0	0	0	7	6	0	0	0	0	4	11	0	0	0	0	4	4
2020-02-04 16:45:00	0	0	0	0	5	8	0	0	0	0	14	8	0	0	0	0	4	11	0	0	0	0	5	4
2020-02-04 17:00:00	0	0	0	0	2	3	0	0	0	0	13	8	0	0	0	0	2	8	0	0	0	0	7	7
2020-02-04 17:15:00	0	0	0	0	5	2	0	0	0	0	14	2	0	0	0	0	5	5	0	0	0	0	5	7
2020-02-04 17:30:00	0	0	0	0	8	2	0	0	0	0	17	9	0	0	0	0	3	11	0	0	0	0	9	10
2020-02-04 17:45:00	0	0	0	0	6	1	0	0	0	0	17	7	0	0	0	0	8	4	0	0	0	0	4	4

Leg	Congress						Riverside						Congress						Riverside					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	1	0	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	1	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	4	0	0	0	0	0	0	0	0	0	0	1	5	1	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	0	3	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	0	2	0	0	0	0	0	0	0	0	0	0	4	1	2	0	0	0	1	0	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4	2	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	0	1	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0

Leg	Congress						Riverside						Congress						Riverside					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0	1	0	0	0	0	1	1
2020-02-04 07:30:00	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1
2020-02-04 07:45:00	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	1	0
2020-02-04 08:00:00	0	0	0	0	0	2	0	0	0	0	1	2	0	0	0	0	1	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	6	0
2020-02-04 08:30:00	0	0	0	0	0	1	0	0	0	0	1	4	0	0	0	0	1	0	0	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	1	0	0	0	0	1	8	0	0	0	0	2	0	0	0	0	0	2	1
2020-02-04 16:00:00	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	1	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	0	1	2	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	2	0	0	0	0	0	5	6	0	0	0	0	0	0	0	0	0	0	0	2
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	0	0	0	0	0	1
2020-02-04 17:45:00	0	0	0	0	1	0	0	0	0	0	5	1	0	0	0	0	1	1	0	0	0	0	0	0

Leg	Congress							Riverside							Congress							Riverside						
Direction	Southbound							Westbound							Northbound							Eastbound						
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 07:00:00	3	50	32	0	**85**	2	2	72	159	16	0	**247**	2	3	29	222	35	2	**288**	3	2	17	85	8	0	**110**	4	3	**730**
2020-02-04 07:15:00	2	69	34	0	**105**	2	1	78	172	37	0	**287**	2	8	30	328	49	0	**407**	2	3	22	79	8	0	**109**	7	5	**908**
2020-02-04 07:30:00	2	54	34	0	**90**	1	1	99	175	25	0	**299**	3	13	28	380	56	0	**464**	4	2	16	112	5	0	**133**	3	1	**986**
2020-02-04 07:45:00	5	50	40	0	**95**	3	4	113	176	34	0	**323**	6	9	31	331	65	1	**428**	8	6	14	129	18	0	**161**	9	2	**1007**
2020-02-04 08:00:00	13	66	33	1	**113**	2	5	86	150	23	0	**259**	6	17	46	345	90	0	**481**	5	4	11	95	12	0	**118**	12	3	**971**
2020-02-04 08:15:00	5	55	31	0	**91**	0	0	76	140	27	0	**243**	1	16	38	352	88	0	**478**	2	3	16	111	10	0	**137**	20	3	**949**
2020-02-04 08:30:00	3	54	33	0	**90**	3	4	79	142	29	0	**250**	6	13	29	308	77	2	**416**	6	5	20	84	9	0	**113**	5	2	**869**
2020-02-04 08:45:00	5	55	37	0	**97**	2	3	72	149	16	0	**237**	3	13	43	326	81	0	**450**	7	2	21	92	9	0	**122**	7	3	**906**
2020-02-04 16:00:00	20	247	138	0	**405**	5	8	65	144	42	0	**251**	13	4	44	99	25	0	**168**	2	6	51	207	1	0	**259**	8	11	**1083**
2020-02-04 16:15:00	6	230	139	0	**375**	1	1	62	138	36	0	**236**	8	7	38	139	29	0	**206**	7	7	48	219	6	0	**273**	4	3	**1090**
2020-02-04 16:30:00	12	260	137	0	**409**	1	2	40	127	39	0	**206**	8	7	36	113	28	0	**177**	4	11	45	198	5	0	**248**	4	4	**1040**
2020-02-04 16:45:00	8	228	128	0	**364**	5	8	38	152	43	0	**233**	18	11	30	97	16	0	**143**	5	13	51	185	8	0	**244**	5	4	**984**
2020-02-04 17:00:00	11	229	111	0	**351**	2	3	43	138	31	0	**212**	13	11	48	105	30	0	**183**	2	8	46	192	4	0	**242**	7	7	**988**
2020-02-04 17:15:00	13	244	141	0	**398**	7	2	28	155	44	0	**227**	19	8	34	97	21	0	**152**	5	5	76	186	0	0	**262**	5	9	**1039**
2020-02-04 17:30:00	4	214	102	0	**320**	8	2	43	119	38	0	**200**	19	10	27	94	26	0	**147**	3	14	82	163	6	0	**251**	9	11	**918**
2020-02-04 17:45:00	9	266	138	0	**413**	7	1	35	114	29	0	**178**	22	8	26	88	27	0	**141**	9	5	62	158	4	0	**224**	4	4	**956**
Grand Total	121	2371	1308	1	**3801**	51	47	1029	2350	509	0	**3888**	149	158	557	3424	743	5	**4729**	74	96	598	2295	113	0	**3006**	113	75	**15424**
% Approach	3.2%	62.4%	34.4%	0.0%				26.5%	60.4%	13.1%	0.0%				11.8%	72.4%	15.7%	0.1%				19.9%	76.3%	3.8%	0.0%				
% Total	0.8%	15.4%	8.5%	0.0%	**24.6%**			6.7%	15.2%	3.3%	0.0%	**25.2%**			3.6%	22.2%	4.8%	0.0%	**30.7%**			3.9%	14.9%	0.7%	0.0%	**19.5%**			
Lights	97	2324	1301	0	**3722**			1016	2262	492	0	**3770**			533	3325	693	5	**4556**			560	2201	111	0	**2872**			**14920**
% Lights	80.2%	98.0%	99.5%	0.0%	**97.9%**			98.7%	96.3%	96.7%	0.0%	**97.0%**			95.7%	97.1%	93.3%	100.0%	**96.3%**			93.6%	95.9%	98.2%	0.0%	**95.5%**			**96.7%**
Articulated Trucks	1	4	1	0	**6**			4	8	0	0	**12**			0	4	2	0	**6**			0	12	0	0	**12**			**36**
% Articulated Trucks	0.8%	0.2%	0.1%	0.0%	**0.2%**			0.4%	0.3%	0.0%	0.0%	**0.3%**			0.0%	0.1%	0.3%	0.0%	**0.1%**			0.0%	0.5%	0.0%	0.0%	**0.4%**			**0.2%**
Buses and Single-Unit Trucks	23	33	6	0	**62**			8	79	17	0	**104**			17	44	42	0	**103**			31	79	1	0	**111**			**380**
% Buses and Single-Unit Trucks	19.0%	1.4%	0.5%	0.0%	**1.6%**			0.8%	3.4%	3.3%	0.0%	**2.7%**			3.1%	1.3%	5.7%	0.0%	**2.2%**			5.2%	3.4%	0.9%	0.0%	**3.7%**			**2.5%**
Bicycles on Road	0	10	0	1	**11**			1	1	0	0	**2**			7	51	6	0	**64**			7	3	1	0	**11**			**88**
% Bicycles on Road	0.0%	0.4%	0.0%	100.0%	**0.3%**			0.1%	0.0%	0.0%	0.0%	**0.1%**			1.3%	1.5%	0.8%	0.0%	**1.4%**			1.2%	0.1%	0.9%	0.0%	**0.4%**			**0.6%**
Pedestrians						47	40						125	111						66	88						102	69	
% Pedestrians						92.2%	85.1%						83.9%	70.3%						89.2%	91.7%						90.3%	92.0%	
Bicycles on Crosswalk						4	7						24	47						8	8						11	6	
% Bicycles on Crosswalk						7.8%	14.9%						16.1%	29.7%						10.8%	8.3%						9.7%	8.0%	

Leg	Congress							Riverside							Congress							Riverside							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 07:30:00	2	54	34	0	**90**	1	1	99	175	25	0	**299**	3	13	28	380	56	0	**464**	4	2	16	112	5	0	**133**	3	1	**986**
2020-02-04 07:45:00	5	50	40	0	**95**	3	4	113	176	34	0	**323**	6	9	31	331	65	1	**428**	8	6	14	129	18	0	**161**	9	2	**1007**
2020-02-04 08:00:00	13	66	33	1	**113**	2	5	86	150	23	0	**259**	6	17	46	345	90	0	**481**	5	4	11	95	12	0	**118**	12	3	**971**
2020-02-04 08:15:00	5	55	31	0	**91**	0	0	76	140	27	0	**243**	1	16	38	352	88	0	**478**	2	3	16	111	10	0	**137**	20	3	**949**
Grand Total	25	225	138	1	**389**	6	10	374	641	109	0	**1124**	16	55	143	1408	299	1	**1851**	19	15	57	447	45	0	**549**	44	9	**3913**
% Approach	6.4%	57.8%	35.5%	0.3%				33.3%	57.0%	9.7%	0.0%				7.7%	76.1%	16.2%	0.1%				10.4%	81.4%	8.2%	0.0%				
% Total	0.6%	5.8%	3.5%	0.0%	**9.9%**			9.6%	16.4%	2.8%	0.0%	**28.7%**			3.7%	36.0%	7.6%	0.0%	**47.3%**			1.5%	11.4%	1.2%	0.0%	**14.0%**			
PHF (7:30 AM - 8:30 AM)	0.481	0.837	0.863	0	**0.857**			0.833	0.911	0.801	0	**0.872**			0.783	0.926	0.825	0.25	**0.958**			0.875	0.866	0.625	0	**0.851**			**0.971**
Lights	19	215	137	0	**371**			370	622	102	0	**1094**			136	1376	282	1	**1795**			48	415	45	0	**508**			**3768**
% Lights	76.0%	95.6%	99.3%	0.0%	**95.4%**			98.9%	97.0%	93.6%	0.0%	**97.3%**			95.1%	97.7%	94.3%	100.0%	**97.0%**			84.2%	92.8%	100.0%	0.0%	**92.5%**			**96.3%**
Articulated Trucks	0	2	0	0	**2**			0	1	0	0	**1**			0	4	2	0	**6**			0	2	0	0	**2**			**11**
% Articulated Trucks	0.0%	0.9%	0.0%	0.0%	**0.5%**			0.0%	0.2%	0.0%	0.0%	**0.1%**			0.0%	0.3%	0.7%	0.0%	**0.3%**			0.0%	0.4%	0.0%	0.0%	**0.4%**			**0.3%**
Buses and Single-Unit Trucks	6	4	1	0	**11**			3	18	7	0	**28**			5	13	13	0	**31**			8	30	0	0	**38**			**108**
% Buses and Single-Unit Trucks	24.0%	1.8%	0.7%	0.0%	**2.8%**			0.8%	2.8%	6.4%	0.0%	**2.5%**			3.5%	0.9%	4.3%	0.0%	**1.7%**			14.0%	6.7%	0.0%	0.0%	**6.9%**			**2.8%**
Bicycles on Road	0	4	0	1	**5**			1	0	0	0	**1**			2	15	2	0	**19**			1	0	0	0	**1**			**26**
% Bicycles on Road	0.0%	1.8%	0.0%	100.0%	**1.3%**			0.3%	0.0%	0.0%	0.0%	**0.1%**			1.4%	1.1%	0.7%	0.0%	**1.0%**			1.8%	0.0%	0.0%	0.0%	**0.2%**			**0.7%**
Pedestrians						6	6						15	41						17	15						36	8	
% Pedestrians						100.0%	60.0%						93.8%	74.5%						89.5%	100.0%						81.8%	88.9%	
Bicycles on Crosswalk						0	4						1	14						2	0						8	1	
% Bicycles on Crosswalk						0.0%	40.0%						6.3%	25.5%						10.5%	0.0%						18.2%	11.1%	

Leg	Congress							Riverside							Congress							Riverside							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 16:00:00	20	247	138	0	**405**	5	8	65	144	42	0	**251**	13	4	44	99	25	0	**168**	2	6	51	207	1	0	**259**	8	11	**1083**
2020-02-04 16:15:00	6	230	139	0	**375**	1	1	62	138	36	0	**236**	8	7	38	139	29	0	**206**	7	7	48	219	6	0	**273**	4	3	**1090**
2020-02-04 16:30:00	12	260	137	0	**409**	1	2	40	127	39	0	**206**	8	7	36	113	28	0	**177**	4	11	45	198	5	0	**248**	4	4	**1040**
2020-02-04 16:45:00	8	228	128	0	**364**	5	8	38	152	43	0	**233**	18	11	30	97	16	0	**143**	5	13	51	185	8	0	**244**	5	4	**984**
Grand Total	46	965	542	0	**1553**	12	19	205	561	160	0	**926**	47	29	148	448	98	0	**694**	18	37	195	809	20	0	**1024**	21	22	**4197**
% Approach	3.0%	62.1%	34.9%	0.0%				22.1%	60.6%	17.3%	0.0%				21.3%	64.6%	14.1%	0.0%				19.0%	79.0%	2.0%	0.0%				
% Total	1.1%	23.0%	12.9%	0.0%	**37.0%**			4.9%	13.4%	3.8%	0.0%	**22.1%**			3.5%	10.7%	2.3%	0.0%	**16.5%**			4.6%	19.3%	0.5%	0.0%	**24.4%**			
PHF (4 PM - 5 PM)	0.575	0.928	0.975	0	**0.949**			0.788	0.927	0.93	0	**0.921**			0.841	0.796	0.866	0	**0.839**			0.936	0.921	0.625	0	**0.932**			**0.961**
Lights	39	952	539	0	**1530**			204	531	159	0	**894**			143	422	89	0	**654**			184	789	20	0	**993**			**4071**
% Lights	84.8%	98.7%	99.4%	0.0%	**98.5%**			99.5%	94.7%	99.4%	0.0%	**96.5%**			96.6%	94.2%	90.8%	0.0%	**94.2%**			94.4%	97.5%	100.0%	0.0%	**97.0%**			**97.0%**
Articulated Trucks	0	0	0	0	**0**			1	3	0	0	**4**			0	0	0	0	**0**			0	1	0	0	**1**			**5**
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.5%	0.5%	0.0%	0.0%	**0.4%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.1%	0.0%	0.0%	**0.1%**			**0.1%**
Buses and Single-Unit Trucks	7	13	3	0	**23**			0	26	1	0	**27**			5	14	8	0	**27**			7	17	0	0	**24**			**101**
% Buses and Single-Unit Trucks	15.2%	1.3%	0.6%	0.0%	**1.5%**			0.0%	4.6%	0.6%	0.0%	**2.9%**			3.4%	3.1%	8.2%	0.0%	**3.9%**			3.6%	2.1%	0.0%	0.0%	**2.3%**			**2.4%**
Bicycles on Road	0	0	0	0	**0**			0	1	0	0	**1**			0	12	1	0	**13**			4	2	0	0	**6**			**20**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.2%	0.0%	0.0%	**0.1%**			0.0%	2.7%	1.0%	0.0%	**1.9%**			2.1%	0.2%	0.0%	0.0%	**0.6%**			**0.5%**
Pedestrians						12	19						38	22						16	34						21	22	
% Pedestrians						100.0%	100.0%						80.9%	75.9%						88.9%	91.9%						100.0%	100.0%	
Bicycles on Crosswalk						0	0						9	7						2	3						0	0	
% Bicycles on Crosswalk						0.0%	0.0%						19.1%	24.1%						11.1%	8.1%						0.0%	0.0%	

Study Name	Congress at Monroe
Project	1-5641 - Statesman Redevelopment - Alliance
Project Code	
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Time Zone	America/Chicago
Start Time	2020-02-04 07:00:00
End Time	2020-02-04 18:00:00
Location	Congress at Monroe
Latitude and Longitude	30.247963,-97.750285
AM Peak	7:15 AM - 8:15 AM (0.909)
PM Peak (Overall Peak Hour)	5 PM - 6 PM (0.972)

Leg	Congress Ave						Monroe St						Congress Ave						Monroe St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	1	0	3	0	0	0	0	55	1	0	0	0	3	3	2	0	0	0	1	315	5	0	0	0
2020-02-04 07:15:00	0	0	3	0	0	0	5	53	2	0	0	0	9	6	5	0	0	0	3	362	3	0	0	0
2020-02-04 07:30:00	4	3	1	0	0	0	1	55	7	0	0	0	7	9	6	0	0	0	4	394	1	0	0	0
2020-02-04 07:45:00	1	3	3	0	0	0	1	78	2	0	0	0	7	4	5	0	0	0	3	426	9	0	0	0
2020-02-04 08:00:00	6	5	5	0	0	0	3	74	1	0	0	0	14	13	2	0	0	0	7	347	2	0	0	0
2020-02-04 08:15:00	3	3	4	0	0	0	0	57	4	0	0	0	8	11	4	0	0	0	2	340	2	0	0	0
2020-02-04 08:30:00	5	5	4	0	0	0	1	55	1	0	0	0	14	16	10	0	0	0	7	339	3	0	0	0
2020-02-04 08:45:00	3	1	6	0	0	0	1	66	2	0	0	0	10	13	11	0	0	0	11	365	5	0	0	0
2020-02-04 16:00:00	4	4	5	0	0	0	0	332	4	1	0	0	4	1	11	0	0	0	4	151	2	0	0	0
2020-02-04 16:15:00	11	6	2	0	0	0	3	346	6	0	0	0	3	1	10	0	0	0	13	145	2	0	0	0
2020-02-04 16:30:00	8	11	4	0	0	0	2	355	4	0	0	0	4	7	9	0	0	0	7	142	4	1	0	0
2020-02-04 16:45:00	9	14	2	0	0	0	3	377	12	0	0	0	10	10	8	0	0	0	7	123	1	0	0	0
2020-02-04 17:00:00	21	15	1	0	0	0	0	386	8	0	0	0	5	7	6	0	0	0	6	142	8	0	0	0
2020-02-04 17:15:00	17	11	1	0	0	0	3	363	9	0	0	0	8	6	6	0	0	0	8	128	3	0	0	0
2020-02-04 17:30:00	12	5	3	0	0	0	1	412	4	0	0	0	7	8	6	0	0	0	13	121	10	0	0	0
2020-02-04 17:45:00	12	9	1	0	0	0	0	384	7	0	0	0	5	7	8	0	0	0	5	147	3	0	0	0

Leg	Congress Ave						Monroe St						Congress Ave						Monroe St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Leg	Congress Ave						Monroe St						Congress Ave						Monroe St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	1	7	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0
2020-02-04 07:30:00	1	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
2020-02-04 07:45:00	1	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	1	0	0	0	0	2	0	1	0	0	0	0	10	0	0	0	0
2020-02-04 08:15:00	0	1	0	0	0	0	0	5	0	0	0	0	1	1	0	0	0	0	0	5	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	5	0	0	0	0	2	0	0	0	0	0	0	5	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	7	0	0	0	0	0	0	1	0	0	0	0	6	0	0	0	0
2020-02-04 17:00:00	0	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
2020-02-04 17:15:00	0	1	0	0	0	0	0	4	0	0	0	0	0	0	1	0	0	0	0	6	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0

Leg	Congress Ave						Monroe St						Congress Ave						Monroe St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0
2020-02-04 07:15:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	1	0
2020-02-04 07:45:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	0	5	2
2020-02-04 08:00:00	0	0	0	0	0	2	0	0	0	0	0	3	0	0	0	0	2	4	0	0	0	0	3	0
2020-02-04 08:15:00	0	0	0	0	2	1	0	0	0	0	0	3	0	0	0	0	4	2	0	0	0	0	8	0
2020-02-04 08:30:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	7	0	0	0	0	8	1
2020-02-04 08:45:00	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	10	10	0	0	0	0	7	1
2020-02-04 16:00:00	0	0	0	0	5	6	0	0	0	0	0	0	0	0	0	0	9	5	0	0	0	0	2	2
2020-02-04 16:15:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	7	10	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	5	4	0	0	0	0	0	1	0	0	0	0	8	10	0	0	0	0	1	2
2020-02-04 16:45:00	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	3	11	0	0	0	0	6	2
2020-02-04 17:00:00	0	0	0	0	10	24	0	0	0	0	1	0	0	0	0	0	24	15	0	0	0	0	1	41
2020-02-04 17:15:00	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	6	11	0	0	0	0	5	9
2020-02-04 17:30:00	0	0	0	0	6	10	0	0	0	0	1	0	0	0	0	0	14	10	0	0	0	0	0	8
2020-02-04 17:45:00	0	0	0	0	4	2	0	0	0	0	1	0	0	0	0	0	6	13	0	0	0	0	0	2

Leg	Congress Ave						Monroe St						Congress Ave						Monroe St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	3	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	6	0	0	0	0	1	0	0	0	0	0	1	4	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	5	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	1	4	0	0	0	0	1	0	0	0	0	0	0	4	0	0	0	0
2020-02-04 16:15:00	0	1	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	6	0	0	0	0	0	1	0	0	0	0	1	6	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
2020-02-04 17:15:00	3	0	0	0	0	0	0	7	0	0	0	0	0	0	1	0	0	0	1	4	0	0	0	0
2020-02-04 17:30:00	0	0	1	0	0	0	0	10	0	0	0	0	1	0	0	0	0	0	0	4	0	0	0	0
2020-02-04 17:45:00	0	1	0	0	0	0	0	10	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0

Leg	Congress Ave						Monroe St						Congress Ave						Monroe St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Leg	Congress Ave							Monroe St							Congress Ave							Monroe St							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 07:00:00	1	0	3	0	**4**	3	1	0	59	1	0	**60**	0	0	4	3	2	0	**9**	1	0	1	320	5	0	**326**	3	0	**399**
2020-02-04 07:15:00	0	0	3	0	**3**	0	2	6	64	2	0	**72**	0	0	9	6	5	0	**20**	2	1	4	371	3	0	**378**	0	2	**473**
2020-02-04 07:30:00	5	3	1	0	**9**	0	0	1	61	7	0	**69**	0	0	8	9	6	0	**23**	4	1	4	403	1	0	**408**	1	0	**509**
2020-02-04 07:45:00	2	3	3	0	**8**	1	2	1	85	3	0	**89**	0	0	7	4	5	0	**16**	4	3	3	434	9	0	**446**	5	2	**559**
2020-02-04 08:00:00	6	5	5	0	**16**	0	2	3	77	1	0	**81**	0	3	16	13	3	0	**32**	2	5	7	359	2	0	**368**	3	0	**497**
2020-02-04 08:15:00	3	4	4	0	**11**	2	1	0	62	4	0	**66**	0	3	9	12	4	0	**25**	4	7	2	346	2	0	**350**	8	0	**452**
2020-02-04 08:30:00	5	5	4	0	**14**	0	1	1	66	1	0	**68**	0	0	15	16	10	0	**41**	1	7	8	352	3	0	**363**	8	1	**486**
2020-02-04 08:45:00	3	1	6	0	**10**	3	2	1	72	2	0	**75**	0	0	13	13	11	0	**37**	10	15	11	375	5	0	**391**	7	1	**513**
2020-02-04 16:00:00	4	4	5	0	**13**	5	6	1	343	4	1	**349**	0	0	5	1	11	0	**17**	9	5	4	160	2	0	**166**	4	4	**545**
2020-02-04 16:15:00	11	7	2	0	**20**	2	1	3	355	6	0	**364**	1	0	4	1	10	0	**15**	7	10	13	154	2	0	**169**	0	0	**568**
2020-02-04 16:30:00	8	11	4	0	**23**	5	4	2	367	4	0	**373**	0	1	4	7	9	0	**20**	10	11	7	150	4	1	**162**	1	2	**578**
2020-02-04 16:45:00	9	14	2	0	**25**	5	5	3	390	12	0	**405**	0	0	10	11	9	0	**30**	3	12	8	136	1	0	**145**	6	2	**605**
2020-02-04 17:00:00	21	16	1	0	**38**	10	24	0	403	8	0	**411**	1	0	5	7	6	0	**18**	24	15	6	148	8	0	**162**	1	41	**629**
2020-02-04 17:15:00	20	12	1	0	**33**	7	8	3	374	9	0	**386**	0	0	8	6	8	0	**22**	6	11	9	138	3	0	**150**	5	9	**591**
2020-02-04 17:30:00	12	5	4	0	**21**	6	10	1	426	4	0	**431**	1	1	8	8	6	0	**22**	14	10	13	130	10	0	**153**	0	8	**627**
2020-02-04 17:45:00	12	10	1	0	**23**	4	2	0	396	8	0	**404**	1	0	5	7	8	0	**20**	6	13	5	152	3	0	**160**	0	2	**607**
Grand Total	122	100	49	0	**271**	53	71	26	3600	76	1	**3703**	4	8	130	124	113	0	**367**	107	126	105	4128	63	1	**4297**	52	74	**8638**
% Approach	45.0%	36.9%	18.1%	0.0%				0.7%	97.2%	2.1%	0.0%				35.4%	33.8%	30.8%	0.0%				2.4%	96.1%	1.5%	0.0%				
% Total	1.4%	1.2%	0.6%	0.0%	**3.1%**			0.3%	41.7%	0.9%	0.0%	**42.9%**			1.5%	1.4%	1.3%	0.0%	**4.2%**			1.2%	47.8%	0.7%	0.0%	**49.7%**			
Lights	117	95	48	0	**260**			24	3448	74	1	**3547**			118	122	109	0	**349**			101	3987	63	1	**4152**			**8308**
% Lights	95.9%	95.0%	98.0%	0.0%	**95.9%**			92.3%	95.8%	97.4%	100.0%	**95.8%**			90.8%	98.4%	96.5%	0.0%	**95.1%**			96.2%	96.6%	100.0%	100.0%	**96.6%**			**96.2%**
Articulated Trucks	0	0	0	0	**0**			0	2	0	0	**2**			0	0	0	0	**0**			0	7	0	0	**7**			**9**
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.1%	0.0%	0.0%	**0.1%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.2%	0.0%	0.0%	**0.2%**			**0.1%**
Buses and Single-Unit Trucks	2	3	0	0	**5**			1	75	1	0	**77**			5	1	3	0	**9**			0	90	0	0	**90**			**181**
% Buses and Single-Unit Trucks	1.6%	3.0%	0.0%	0.0%	**1.8%**			3.8%	2.1%	1.3%	0.0%	**2.1%**			3.8%	0.8%	2.7%	0.0%	**2.5%**			0.0%	2.2%	0.0%	0.0%	**2.1%**			**2.1%**
Bicycles on Road	3	2	1	0	**6**			1	75	1	0	**77**			7	1	1	0	**9**			4	44	0	0	**48**			**140**
% Bicycles on Road	2.5%	2.0%	2.0%	0.0%	**2.2%**			3.8%	2.1%	1.3%	0.0%	**2.1%**			5.4%	0.8%	0.9%	0.0%	**2.5%**			3.8%	1.1%	0.0%	0.0%	**1.1%**			**1.6%**
Pedestrians						52	69						3	7						105	112						50	72	
% Pedestrians						98.1%	97.2%						75.0%	87.5%						98.1%	88.9%						96.2%	97.3%	
Bicycles on Crosswalk						1	2						1	1						2	14						2	2	
% Bicycles on Crosswalk						1.9%	2.8%						25.0%	12.5%						1.9%	11.1%						3.8%	2.7%	

Leg	Congress Ave							Monroe St							Congress Ave							Monroe St							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	**Int Total**
2020-02-04 07:15:00	0	0	3	0	**3**	0	2	6	64	2	0	**72**	0	0	9	6	5	0	**20**	2	1	4	371	3	0	**378**	0	2	**473**
2020-02-04 07:30:00	5	3	1	0	**9**	0	0	1	61	7	0	**69**	0	0	8	9	6	0	**23**	4	1	4	403	1	0	**408**	1	0	**509**
2020-02-04 07:45:00	2	3	3	0	**8**	1	2	1	85	3	0	**89**	0	0	7	4	5	0	**16**	4	3	3	434	9	0	**446**	5	2	**559**
2020-02-04 08:00:00	6	5	5	0	**16**	0	2	3	77	1	0	**81**	0	3	16	13	3	0	**32**	2	5	7	359	2	0	**368**	3	0	**497**
Grand Total	13	11	12	0	**36**	1	6	11	287	13	0	**311**	0	3	40	32	19	0	**91**	12	10	18	1567	15	0	**1600**	9	4	**2038**
% Approach	36.1%	30.6%	33.3%	0.0%				3.5%	92.3%	4.2%	0.0%				44.0%	35.2%	20.9%	0.0%				1.1%	97.9%	0.9%	0.0%				
% Total	0.6%	0.5%	0.6%	0.0%	**1.8%**			0.5%	14.1%	0.6%	0.0%	**15.3%**			2.0%	1.6%	0.9%	0.0%	**4.5%**			0.9%	76.9%	0.7%	0.0%	**78.5%**			
PHF (7:15 AM - 8:15 AM)	0.542	0.55	0.6	0	**0.563**			0.458	0.84	0.464	0	**0.871**			0.609	0.615	0.792	0	**0.703**			0.607	0.902	0.417	0	**0.895**			**0.909**
Lights	11	11	12	0	**34**			10	260	12	0	**282**			37	32	18	0	**87**			17	1529	15	0	**1561**			**1964**
% Lights	84.6%	100.0%	100.0%	0.0%	**94.4%**			90.9%	90.6%	92.3%	0.0%	**90.7%**			92.5%	100.0%	94.7%	0.0%	**95.6%**			94.4%	97.6%	100.0%	0.0%	**97.6%**			**96.4%**
Articulated Trucks	0	0	0	0	**0**			0	2	0	0	**2**			0	0	0	0	**0**			0	5	0	0	**5**			**7**
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.7%	0.0%	0.0%	**0.6%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.3%	0.0%	0.0%	**0.3%**			**0.3%**
Buses and Single-Unit Trucks	2	0	0	0	**2**			1	17	1	0	**19**			2	0	1	0	**3**			0	24	0	0	**24**			**48**
% Buses and Single-Unit Trucks	15.4%	0.0%	0.0%	0.0%	**5.6%**			9.1%	5.9%	7.7%	0.0%	**6.1%**			5.0%	0.0%	5.3%	0.0%	**3.3%**			0.0%	1.5%	0.0%	0.0%	**1.5%**			**2.4%**
Bicycles on Road	0	0	0	0	**0**			0	8	0	0	**8**			1	0	0	0	**1**			1	9	0	0	**10**			**19**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	2.8%	0.0%	0.0%	**2.6%**			2.5%	0.0%	0.0%	0.0%	**1.1%**			5.6%	0.6%	0.0%	0.0%	**0.6%**			**0.9%**
Pedestrians						1	6						0	3						12	8						9	4	
% Pedestrians						100.0%	100.0%						0.0%	100.0%						100.0%	80.0%						100.0%	100.0%	
Bicycles on Crosswalk						0	0						0	0						0	2						0	0	
% Bicycles on Crosswalk						0.0%	0.0%						0.0%	0.0%						0.0%	20.0%						0.0%	0.0%	

Leg	Congress Ave							Monroe St							Congress Ave							Monroe St							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 17:00:00	21	16	1	0	**38**	10	24	0	403	8	0	**411**	1	0	5	7	6	0	**18**	24	15	6	148	8	0	**162**	1	41	**629**
2020-02-04 17:15:00	20	12	1	0	**33**	7	8	3	374	9	0	**386**	0	0	8	6	8	0	**22**	6	11	9	138	3	0	**150**	5	9	**591**
2020-02-04 17:30:00	12	5	4	0	**21**	6	10	1	426	4	0	**431**	1	1	8	8	6	0	**22**	14	10	13	130	10	0	**153**	0	8	**627**
2020-02-04 17:45:00	12	10	1	0	**23**	4	2	0	396	8	0	**404**	1	0	5	7	8	0	**20**	6	13	5	152	3	0	**160**	0	2	**607**
Grand Total	65	43	7	0	**115**	27	44	4	1599	29	0	**1632**	3	1	26	28	28	0	**82**	50	49	33	568	24	0	**625**	6	60	**2454**
% Approach	56.5%	37.4%	6.1%	0.0%				0.2%	98.0%	1.8%	0.0%				31.7%	34.1%	34.1%	0.0%				5.3%	90.9%	3.8%	0.0%				
% Total	2.6%	1.8%	0.3%	0.0%	**4.7%**			0.2%	65.2%	1.2%	0.0%	**66.5%**			1.1%	1.1%	1.1%	0.0%	**3.3%**			1.3%	23.1%	1.0%	0.0%	**25.5%**			
PHF (5 PM - 6 PM)	0.738	0.656	0.5	0	**0.724**			0.333	0.939	0.778	0	**0.947**			0.781	0.875	0.844	0	**0.952**			0.615	0.93	0.6	0	**0.959**			**0.972**
Lights	62	40	6	0	**108**			4	1545	28	0	**1577**			25	28	26	0	**79**			32	538	24	0	**594**			**2358**
% Lights	95.4%	93.0%	85.7%	0.0%	**93.9%**			100.0%	96.6%	96.6%	0.0%	**96.6%**			96.2%	100.0%	92.9%	0.0%	**96.3%**			97.0%	94.7%	100.0%	0.0%	**95.0%**			**96.1%**
Articulated Trucks	0	0	0	0	**0**			0	0	0	0	**0**			0	0	0	0	**0**			0	0	0	0	**0**			**0**
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.0%**
Buses and Single-Unit Trucks	0	2	0	0	**2**			0	17	0	0	**17**			0	0	1	0	**1**			0	16	0	0	**16**			**36**
% Buses and Single-Unit Trucks	0.0%	4.7%	0.0%	0.0%	**1.7%**			0.0%	1.1%	0.0%	0.0%	**1.0%**			0.0%	0.0%	3.6%	0.0%	**1.2%**			0.0%	2.8%	0.0%	0.0%	**2.6%**			**1.5%**
Bicycles on Road	3	1	1	0	**5**			0	37	1	0	**38**			1	0	1	0	**2**			1	14	0	0	**15**			**60**
% Bicycles on Road	4.6%	2.3%	14.3%	0.0%	**4.3%**			0.0%	2.3%	3.4%	0.0%	**2.3%**			3.8%	0.0%	3.6%	0.0%	**2.4%**			3.0%	2.5%	0.0%	0.0%	**2.4%**			**2.4%**
Pedestrians						26	42						3	0						50	49						6	60	
% Pedestrians						96.3%	95.5%						100.0%	0.0%						100.0%	100.0%						100.0%	100.0%	
Bicycles on Crosswalk						1	2						0	1						0	0						0	0	
% Bicycles on Crosswalk						3.7%	4.5%						0.0%	100.0%						0.0%	0.0%						0.0%	0.0%	

Study Name	Riverside Dr at Riverside Access
Project	1-5641 - Statesman Redevelopment - Alliance
Project Code	
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Time Zone	America/Chicago
Start Time	2020-02-04 07:00:00
End Time	2020-02-04 18:00:00
Location	Riverside Dr at Riverside Access
Latitude and Longitude	30.255228,-97.745018
AM Peak	7:15 AM - 8:15 AM (0.933)
PM Peak (Overall Peak Hour)	4 PM - 5 PM (0.974)

Leg	Riverside Access						Riverside						Riverside Access						Riverside					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	1	0	3	0	0	0	15	263	1	0	0	0	1	0	0	0	0	0	0	117	14	1	0	0
2020-02-04 07:15:00	0	0	3	0	0	0	27	320	1	0	0	0	1	0	0	0	0	0	0	118	5	0	0	0
2020-02-04 07:30:00	1	0	4	0	0	0	19	294	1	0	0	0	1	0	1	0	0	0	2	126	19	0	0	0
2020-02-04 07:45:00	1	0	6	0	0	0	22	328	0	0	0	0	0	0	0	0	0	0	0	150	17	0	0	0
2020-02-04 08:00:00	3	0	6	0	0	0	23	272	0	0	0	0	0	0	0	0	0	0	1	162	17	0	0	0
2020-02-04 08:15:00	4	0	4	0	0	0	16	250	0	0	0	0	0	0	0	0	0	0	1	158	15	0	0	0
2020-02-04 08:30:00	4	0	6	0	0	0	11	245	1	0	0	0	1	0	0	0	0	0	0	122	12	0	0	0
2020-02-04 08:45:00	5	0	5	0	0	0	5	219	1	0	0	0	3	1	0	0	0	0	3	125	8	0	0	0
2020-02-04 16:00:00	15	0	60	0	0	0	1	198	0	0	0	0	3	1	3	0	0	0	3	367	3	0	0	0
2020-02-04 16:15:00	3	0	22	0	0	0	3	214	0	0	0	0	0	0	0	0	0	0	2	411	2	0	0	0
2020-02-04 16:30:00	12	0	62	0	0	0	1	209	3	0	0	0	2	0	6	0	0	0	1	355	5	0	0	0
2020-02-04 16:45:00	8	0	31	0	0	0	3	216	0	0	0	0	0	1	2	0	0	0	1	342	1	0	0	0
2020-02-04 17:00:00	14	1	66	0	0	0	2	178	0	0	0	0	3	1	0	0	0	0	3	367	6	0	0	0
2020-02-04 17:15:00	7	0	40	0	0	0	2	192	1	0	0	0	3	0	0	0	0	0	2	388	0	0	0	0
2020-02-04 17:30:00	8	0	22	0	0	0	0	162	1	0	0	0	2	0	0	0	0	0	1	321	0	1	0	0
2020-02-04 17:45:00	2	0	28	0	0	0	1	167	1	0	0	0	1	0	0	0	0	0	0	356	1	0	0	0

Leg	Riverside Access						Riverside						Riverside Access						Riverside					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Leg	Riverside Access						Riverside						Riverside Access						Riverside					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	5	0	0	0	0	0	0	1	0	0	0	0	9	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0
2020-02-04 08:15:00	0	0	1	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	6	1	0	0	0	1	0	0	0	0	0	0	7	0	0	0	0
2020-02-04 08:45:00	1	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	1	10	0	0	0	0
2020-02-04 16:00:00	1	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0
2020-02-04 16:15:00	0	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0
2020-02-04 16:30:00	0	0	1	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 17:30:00	0	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0

Leg	Riverside Access						Riverside						Riverside Access						Riverside					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	1	3	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2	1
2020-02-04 07:15:00	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	3	3
2020-02-04 07:45:00	0	0	0	0	0	9	0	0	0	0	0	3	0	0	0	0	4	2	0	0	0	0	2	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	1	3	0	0	0	0	3	2
2020-02-04 08:15:00	0	0	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	4	0	0	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	5	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	3	2
2020-02-04 08:45:00	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	2	12	0	0	0	0	2	4
2020-02-04 16:00:00	0	0	0	0	1	4	0	0	0	0	1	1	0	0	0	0	4	5	0	0	0	0	0	2
2020-02-04 16:15:00	0	0	0	0	1	4	0	0	0	0	4	0	0	0	0	0	7	4	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	0	5	3
2020-02-04 16:45:00	0	0	0	0	4	2	0	0	0	0	3	2	0	0	0	0	5	4	0	0	0	0	1	1
2020-02-04 17:00:00	0	0	0	0	2	3	0	0	0	0	0	1	0	0	0	0	4	5	0	0	0	0	2	2
2020-02-04 17:15:00	0	0	0	0	8	3	0	0	0	0	0	0	0	0	0	0	5	3	0	0	0	0	4	1
2020-02-04 17:30:00	0	0	0	0	8	1	0	0	0	0	1	1	0	0	0	0	4	5	0	0	0	0	4	2
2020-02-04 17:45:00	0	0	0	0	6	6	0	0	0	0	0	2	0	0	0	0	3	4	0	0	0	0	4	0

Leg	Riverside Access						Riverside						Riverside Access						Riverside					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Leg	Riverside Access						Riverside						Riverside Access						Riverside					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	1	3	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1
2020-02-04 16:15:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	3	0	0	0	0	0	2
2020-02-04 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Leg	Riverside Access							Riverside							Riverside Access							Riverside							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 07:00:00	1	0	3	0	**4**	1	4	15	266	2	0	**283**	0	1	1	0	0	0	**1**	1	1	0	122	14	1	**137**	2	1	**425**
2020-02-04 07:15:00	0	0	3	0	**3**	0	6	27	334	1	0	**362**	0	0	1	0	0	0	**1**	2	0	0	125	5	0	**130**	0	0	**496**
2020-02-04 07:30:00	1	0	4	0	**5**	1	2	19	302	1	0	**322**	0	2	1	0	1	0	**2**	2	2	2	135	19	0	**156**	3	3	**485**
2020-02-04 07:45:00	1	0	6	0	**7**	0	10	22	335	0	0	**357**	0	4	0	0	1	0	**1**	5	2	1	160	17	0	**178**	2	0	**543**
2020-02-04 08:00:00	3	0	6	0	**9**	0	0	23	280	0	0	**303**	1	2	0	0	0	0	**0**	1	3	1	170	17	0	**188**	3	2	**500**
2020-02-04 08:15:00	4	0	5	0	**9**	0	3	16	260	0	0	**276**	1	1	0	0	0	0	**0**	0	4	1	167	15	0	**183**	0	0	**468**
2020-02-04 08:30:00	4	0	6	0	**10**	0	6	11	252	2	0	**265**	1	0	2	1	0	0	**3**	2	0	0	132	12	0	**144**	3	2	**422**
2020-02-04 08:45:00	6	0	5	0	**11**	0	2	5	226	1	0	**232**	0	1	3	1	0	0	**4**	2	12	5	137	8	0	**150**	2	4	**397**
2020-02-04 16:00:00	16	0	60	0	**76**	2	7	1	206	0	0	**207**	1	2	3	1	3	0	**7**	4	6	3	371	4	0	**378**	0	3	**668**
2020-02-04 16:15:00	3	0	23	0	**26**	2	5	3	220	0	0	**223**	4	0	0	0	0	0	**0**	7	4	2	418	3	0	**423**	0	0	**672**
2020-02-04 16:30:00	12	0	63	0	**75**	6	0	1	218	3	0	**222**	0	0	2	0	6	0	**8**	4	3	1	365	5	0	**371**	5	3	**676**
2020-02-04 16:45:00	8	0	32	0	**40**	6	2	3	224	0	0	**227**	4	2	0	1	3	0	**4**	5	5	1	348	1	0	**350**	1	1	**621**
2020-02-04 17:00:00	14	1	67	0	**82**	2	6	2	182	0	0	**184**	0	1	3	1	0	0	**4**	4	5	3	372	6	0	**381**	2	2	**651**
2020-02-04 17:15:00	7	0	40	0	**47**	10	4	2	200	1	0	**203**	1	0	3	1	0	0	**4**	5	3	2	390	0	0	**392**	4	1	**646**
2020-02-04 17:30:00	8	1	24	0	**33**	8	2	0	167	1	0	**168**	2	2	2	0	0	0	**2**	4	8	1	326	0	1	**328**	4	4	**531**
2020-02-04 17:45:00	2	0	28	0	**30**	6	6	1	168	1	0	**170**	0	2	1	0	0	0	**1**	3	4	0	360	1	0	**361**	4	0	**562**
Grand Total	90	2	375	0	**467**	44	65	151	3840	13	0	**4004**	15	20	22	6	14	0	**42**	51	62	23	4098	127	2	**4250**	35	26	**8763**
% Approach	19.3%	0.4%	80.3%	0.0%				3.8%	95.9%	0.3%	0.0%				52.4%	14.3%	33.3%	0.0%				0.5%	96.4%	3.0%	0.0%				
% Total	1.0%	0.0%	4.3%	0.0%	**5.3%**			1.7%	43.8%	0.1%	0.0%	**45.7%**			0.3%	0.1%	0.2%	0.0%	**0.5%**			0.3%	46.8%	1.4%	0.0%	**48.5%**			
Lights	88	1	368	0	**457**			151	3727	11	0	**3889**			21	4	12	0	**37**			20	3985	125	2	**4132**			**8515**
% Lights	97.8%	50.0%	98.1%	0.0%	**97.9%**			100.0%	97.1%	84.6%	0.0%	**97.1%**			95.5%	66.7%	85.7%	0.0%	**88.1%**			87.0%	97.2%	98.4%	100.0%	**97.2%**			**97.2%**
Articulated Trucks	0	0	0	0	**0**			0	12	0	0	**12**			0	0	0	0	**0**			1	13	0	0	**14**			**26**
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.3%	0.0%	0.0%	**0.3%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			4.3%	0.3%	0.0%	0.0%	**0.3%**			**0.3%**
Buses and Single-Unit Trucks	2	0	4	0	**6**			0	100	2	0	**102**			1	0	1	0	**2**			1	97	1	0	**99**			**209**
% Buses and Single-Unit Trucks	2.2%	0.0%	1.1%	0.0%	**1.3%**			0.0%	2.6%	15.4%	0.0%	**2.5%**			4.5%	0.0%	7.1%	0.0%	**4.8%**			4.3%	2.4%	0.8%	0.0%	**2.3%**			**2.4%**
Bicycles on Road	0	1	3	0	**4**			0	1	0	0	**1**			0	2	1	0	**3**			1	3	1	0	**5**			**13**
% Bicycles on Road	0.0%	50.0%	0.8%	0.0%	**0.9%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	33.3%	7.1%	0.0%	**7.1%**			4.3%	0.1%	0.8%	0.0%	**0.1%**			**0.1%**
Pedestrians						36	49						11	17						49	57						35	23	
% Pedestrians						81.8%	75.4%						73.3%	85.0%						96.1%	91.9%						100.0%	88.5%	
Bicycles on Crosswalk						8	16						4	3						2	5						0	3	
% Bicycles on Crosswalk						18.2%	24.6%						26.7%	15.0%						3.9%	8.1%						0.0%	11.5%	

Leg	Riverside Access							Riverside							Riverside Access							Riverside							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	**Int Total**
2020-02-04 07:15:00	0	0	3	0	**3**	0	6	27	334	1	0	**362**	0	0	1	0	0	0	**1**	2	0	0	125	5	0	**130**	0	0	**496**
2020-02-04 07:30:00	1	0	4	0	**5**	1	2	19	302	1	0	**322**	0	2	1	0	1	0	**2**	2	2	2	135	19	0	**156**	3	3	**485**
2020-02-04 07:45:00	1	0	6	0	**7**	0	10	22	335	0	0	**357**	0	4	0	0	1	0	**1**	5	2	1	160	17	0	**178**	2	0	**543**
2020-02-04 08:00:00	3	0	6	0	**9**	0	0	23	280	0	0	**303**	1	2	0	0	0	0	**0**	1	3	1	170	17	0	**188**	3	2	**500**
Grand Total	5	0	19	0	**24**	1	18	91	1251	2	0	**1344**	1	8	2	0	2	0	**4**	10	7	4	590	58	0	**652**	8	5	**2024**
% Approach	20.8%	0.0%	79.2%	0.0%				6.8%	93.1%	0.1%	0.0%				50.0%	0.0%	50.0%	0.0%				0.6%	90.5%	8.9%	0.0%				
% Total	0.2%	0.0%	0.9%	0.0%	**1.2%**			4.5%	61.8%	0.1%	0.0%	**66.4%**			0.1%	0.0%	0.1%	0.0%	**0.2%**			0.2%	29.2%	2.9%	0.0%	**32.2%**			
PHF (7:15 AM - 8:15 AM)	0.417	0	0.792	0	**0.667**			0.843	0.933	0.5	0	**0.93**			0.5	0	0.5	0	**0.5**			0.375	0.868	0.763	0	**0.866**			**0.933**
Lights	5	0	19	0	**24**			91	1214	2	0	**1307**			2	0	1	0	**3**			3	556	58	0	**617**			**1951**
% Lights	100.0%	0.0%	100.0%	0.0%	**100.0%**			100.0%	97.0%	100.0%	0.0%	**97.2%**			100.0%	0.0%	50.0%	0.0%	**75.0%**			75.0%	94.2%	100.0%	0.0%	**94.6%**			**96.4%**
Articulated Trucks	0	0	0	0	**0**			0	5	0	0	**5**			0	0	0	0	**0**			0	4	0	0	**4**			**9**
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.4%	0.0%	0.0%	**0.4%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.7%	0.0%	0.0%	**0.6%**			**0.4%**
Buses and Single-Unit Trucks	0	0	0	0	**0**			0	31	0	0	**31**			0	0	1	0	**1**			0	30	0	0	**30**			**62**
% Buses and Single-Unit Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	2.5%	0.0%	0.0%	**2.3%**			0.0%	0.0%	50.0%	0.0%	**25.0%**			0.0%	5.1%	0.0%	0.0%	**4.6%**			**3.1%**
Bicycles on Road	0	0	0	0	**0**			0	1	0	0	**1**			0	0	0	0	**0**			1	0	0	0	**1**			**2**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.1%	0.0%	0.0%	**0.1%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			25.0%	0.0%	0.0%	0.0%	**0.2%**			**0.1%**
Pedestrians						1	13						1	7						9	7						8	5	
% Pedestrians						100.0%	72.2%						100.0%	87.5%						90.0%	100.0%						100.0%	100.0%	
Bicycles on Crosswalk						0	5						0	1						1	0						0	0	
% Bicycles on Crosswalk						0.0%	27.8%						0.0%	12.5%						10.0%	0.0%						0.0%	0.0%	

Leg	Riverside Access							Riverside							Riverside Access							Riverside							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 16:00:00	16	0	60	0	**76**	2	7	1	206	0	0	**207**	1	2	3	1	3	0	**7**	4	6	3	371	4	0	**378**	0	3	**668**
2020-02-04 16:15:00	3	0	23	0	**26**	2	5	3	220	0	0	**223**	4	0	0	0	0	0	**0**	7	4	2	418	3	0	**423**	0	0	**672**
2020-02-04 16:30:00	12	0	63	0	**75**	6	0	1	218	3	0	**222**	0	0	2	0	6	0	**8**	4	3	1	365	5	0	**371**	5	3	**676**
2020-02-04 16:45:00	8	0	32	0	**40**	6	2	3	224	0	0	**227**	4	2	0	1	3	0	**4**	5	5	1	348	1	0	**350**	1	1	**621**
Grand Total	39	0	178	0	**217**	16	14	8	868	3	0	**879**	9	4	5	2	12	0	**19**	20	18	7	1502	13	0	**1522**	6	7	**2637**
% Approach	18.0%	0.0%	82.0%	0.0%				0.9%	98.7%	0.3%	0.0%				26.3%	10.5%	63.2%	0.0%				0.5%	98.7%	0.9%	0.0%				
% Total	1.5%	0.0%	6.8%	0.0%	**8.2%**			0.3%	32.9%	0.1%	0.0%	**33.3%**			0.2%	0.1%	0.5%	0.0%	**0.7%**			0.3%	57.0%	0.5%	0.0%	**57.7%**			
PHF (4 PM - 5 PM)	0.609	0	0.702	0	**0.711**			0.667	0.969	0.25	0	**0.968**			0.417	0.5	0.458	0	**0.563**			0.583	0.898	0.6	0	**0.901**			**0.974**
Lights	38	0	175	0	**213**			8	837	3	0	**848**			5	2	11	0	**18**			7	1475	11	0	**1493**			**2572**
% Lights	97.4%	0.0%	98.3%	0.0%	**98.2%**			100.0%	96.4%	100.0%	0.0%	**96.5%**			100.0%	100.0%	91.7%	0.0%	**94.7%**			100.0%	98.2%	84.6%	0.0%	**98.1%**			**97.5%**
Articulated Trucks	0	0	0	0	**0**			0	2	0	0	**2**			0	0	0	0	**0**			0	2	0	0	**2**			**4**
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.2%	0.0%	0.0%	**0.2%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.1%	0.0%	0.0%	**0.1%**			**0.2%**
Buses and Single-Unit Trucks	1	0	2	0	**3**			0	29	0	0	**29**			0	0	0	0	**0**			0	25	1	0	**26**			**58**
% Buses and Single-Unit Trucks	2.6%	0.0%	1.1%	0.0%	**1.4%**			0.0%	3.3%	0.0%	0.0%	**3.3%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	1.7%	7.7%	0.0%	**1.7%**			**2.2%**
Bicycles on Road	0	0	1	0	**1**			0	0	0	0	**0**			0	0	1	0	**1**			0	0	1	0	**1**			**3**
% Bicycles on Road	0.0%	0.0%	0.6%	0.0%	**0.5%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	8.3%	0.0%	**5.3%**			0.0%	0.0%	7.7%	0.0%	**0.1%**			**0.1%**
Pedestrians						10	10						8	3						20	16						6	6	
% Pedestrians						62.5%	71.4%						88.9%	75.0%						100.0%	88.9%						100.0%	85.7%	
Bicycles on Crosswalk						6	4						1	1						0	2						0	1	
% Bicycles on Crosswalk						37.5%	28.6%						11.1%	25.0%						0.0%	11.1%						0.0%	14.3%	

Study Name	7th St at IH 35 SBFR
Project	1-5641 - Statesman Redevelopment - Alliance
Project Code	
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Time Zone	America/Chicago
Start Time	2020-02-04 07:00:00
End Time	2020-02-04 18:00:00
Location	7th St at IH 35 SBFR
Latitude and Longitude	30.266848,-97.734675
AM Peak (Overall Peak Hour)	8 AM - 9 AM (0.956)
PM Peak	4 PM - 5 PM (0.915)

Leg	IH 35 SBFR						7th St						IH 35 SBFR						7th St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	227	64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	87	0	0	0	0
2020-02-04 07:15:00	0	277	64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	79	0	0	0	0
2020-02-04 07:30:00	1	320	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	74	0	0	0	0
2020-02-04 07:45:00	0	307	90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	104	0	0	0	0
2020-02-04 08:00:00	0	338	85	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	93	0	0	0	0
2020-02-04 08:15:00	0	324	94	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	91	0	0	0	0
2020-02-04 08:30:00	0	346	98	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	98	0	0	0	0
2020-02-04 08:45:00	1	339	101	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	79	0	0	0	0
2020-02-04 16:00:00	0	229	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	282	0	0	0	0
2020-02-04 16:15:00	0	217	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	297	0	0	0	0
2020-02-04 16:30:00	0	192	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	230	0	0	0	0
2020-02-04 16:45:00	0	181	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	265	0	0	0	0
2020-02-04 17:00:00	0	203	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	180	0	0	0	0
2020-02-04 17:15:00	0	186	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	285	0	0	0	0
2020-02-04 17:30:00	0	148	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	299	0	0	0	0
2020-02-04 17:45:00	0	173	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	267	0	0	0	0

Leg	IH 35 SBFR						7th St						IH 35 SBFR						7th St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0
2020-02-04 07:15:00	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0
2020-02-04 07:30:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
2020-02-04 07:45:00	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
2020-02-04 08:00:00	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0
2020-02-04 08:15:00	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0
2020-02-04 08:30:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0
2020-02-04 08:45:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 16:30:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
2020-02-04 17:00:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 17:15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 17:30:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Leg	IH 35 SBFR						7th St						IH 35 SBFR						7th St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 07:15:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
2020-02-04 07:30:00	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0
2020-02-04 07:45:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0
2020-02-04 08:00:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0
2020-02-04 08:15:00	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	6	0	0	0	0
2020-02-04 08:30:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0
2020-02-04 08:45:00	0	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0
2020-02-04 16:00:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
2020-02-04 16:15:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
2020-02-04 16:30:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0
2020-02-04 16:45:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
2020-02-04 17:00:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
2020-02-04 17:15:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
2020-02-04 17:45:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0

Leg	IH 35 SBFR						7th St						IH 35 SBFR						7th St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2020-02-04 07:15:00	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3
2020-02-04 07:30:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	1	1
2020-02-04 07:45:00	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0	3	5
2020-02-04 08:00:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	3	6
2020-02-04 08:15:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0
2020-02-04 08:30:00	0	0	0	0	2	4	0	0	0	0	0	2	0	0	0	0	2	1	0	0	0	0	2	5
2020-02-04 08:45:00	0	0	0	0	3	4	0	0	0	0	1	0	0	0	0	0	4	2	0	0	0	0	1	2
2020-02-04 16:00:00	0	0	0	0	7	0	0	0	0	0	1	2	0	0	0	0	2	3	0	0	0	0	9	10
2020-02-04 16:15:00	0	0	0	0	8	0	0	0	0	0	1	0	0	0	0	0	5	5	0	0	0	0	2	4
2020-02-04 16:30:00	0	0	0	0	6	4	0	0	0	0	0	2	0	0	0	0	1	2	0	0	0	0	8	2
2020-02-04 16:45:00	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	2	9	0	0	0	0	1	2
2020-02-04 17:00:00	0	0	0	0	5	3	0	0	0	0	2	6	0	0	0	0	3	8	0	0	0	0	6	10
2020-02-04 17:15:00	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	3	0
2020-02-04 17:30:00	0	0	0	0	4	2	0	0	0	0	2	1	0	0	0	0	3	2	0	0	0	0	1	2
2020-02-04 17:45:00	0	0	0	0	5	2	0	0	0	0	1	0	0	0	0	0	4	17	0	0	0	0	2	3

Leg	IH 35 SBFR						7th St						IH 35 SBFR						7th St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Leg	IH 35 SBFR						7th St						IH 35 SBFR						7th St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	2
2020-02-04 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2020-02-04 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
2020-02-04 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
2020-02-04 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
2020-02-04 16:45:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1
2020-02-04 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1

Leg	IH 35 SBFR							7th St							IH 35 SBFR							7th St							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 07:00:00	0	238	71	0	**309**	0	3	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	27	93	0	0	**120**	0	2	**429**
2020-02-04 07:15:00	0	285	70	0	**355**	0	3	0	0	0	0	**0**	0	0	0	0	0	0	**0**	2	0	26	89	0	0	**115**	1	3	**470**
2020-02-04 07:30:00	1	326	80	0	**407**	1	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	5	0	26	81	0	0	**107**	1	1	**514**
2020-02-04 07:45:00	0	316	95	0	**411**	0	2	0	0	0	0	**0**	0	1	0	0	0	0	**0**	1	2	25	110	0	0	**135**	3	5	**546**
2020-02-04 08:00:00	0	348	89	0	**437**	0	1	0	0	0	0	**0**	0	0	0	0	0	0	**0**	4	3	19	102	0	0	**121**	3	8	**558**
2020-02-04 08:15:00	0	338	100	0	**438**	1	1	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	2	28	104	0	0	**132**	2	1	**570**
2020-02-04 08:30:00	0	357	102	0	**459**	2	4	0	0	0	0	**0**	0	2	0	0	0	0	**0**	3	1	33	110	0	0	**143**	3	6	**602**
2020-02-04 08:45:00	1	350	108	0	**459**	3	4	0	0	0	0	**0**	1	0	0	0	0	0	**0**	4	2	25	85	0	0	**110**	1	2	**569**
2020-02-04 16:00:00	0	234	48	0	**282**	7	0	0	0	0	0	**0**	1	2	0	0	0	0	**0**	2	3	39	285	0	0	**324**	9	11	**606**
2020-02-04 16:15:00	0	223	41	0	**264**	8	0	0	0	0	0	**0**	1	0	0	0	0	0	**0**	5	6	43	303	0	0	**346**	2	5	**610**
2020-02-04 16:30:00	0	193	32	0	**225**	6	4	0	0	0	0	**0**	0	2	0	0	0	0	**0**	1	2	34	234	0	0	**268**	9	3	**493**
2020-02-04 16:45:00	0	183	36	0	**219**	6	3	0	0	0	0	**0**	0	0	0	0	0	0	**0**	2	13	33	270	0	0	**303**	1	2	**522**
2020-02-04 17:00:00	0	208	35	0	**243**	6	3	0	0	0	0	**0**	2	6	0	0	0	0	**0**	3	12	23	184	0	0	**207**	6	11	**450**
2020-02-04 17:15:00	0	189	20	0	**209**	3	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	5	2	39	286	0	0	**325**	3	0	**534**
2020-02-04 17:30:00	0	152	28	0	**180**	4	2	0	0	0	0	**0**	2	1	0	0	0	0	**0**	3	6	32	305	0	0	**337**	1	2	**517**
2020-02-04 17:45:00	0	178	18	0	**196**	5	3	0	0	0	0	**0**	1	0	0	0	0	0	**0**	5	17	44	268	0	0	**312**	3	4	**508**
Grand Total	2	4118	973	0	**5093**	52	33	0	0	0	0	**0**	8	14	0	0	0	0	**0**	45	71	496	2909	0	0	**3405**	48	66	**8498**
% Approach	0.0%	80.9%	19.1%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				14.6%	85.4%	0.0%	0.0%				
% Total	0.0%	48.5%	11.4%	0.0%	**59.9%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			5.8%	34.2%	0.0%	0.0%	**40.1%**			
Lights	2	4007	920	0	**4929**			0	0	0	0	**0**			0	0	0	0	**0**			483	2810	0	0	**3293**			**8222**
% Lights	100.0%	97.3%	94.6%	0.0%	**96.8%**			0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				97.4%	96.6%	0.0%	0.0%	**96.7%**			**96.8%**
Articulated Trucks	0	25	28	0	**53**			0	0	0	0	**0**			0	0	0	0	**0**			2	45	0	0	**47**			**100**
% Articulated Trucks	0.0%	0.6%	2.9%	0.0%	**1.0%**			0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.4%	1.5%	0.0%	0.0%	**1.4%**			**1.2%**
Buses and Single-Unit Trucks	0	80	25	0	**105**			0	0	0	0	**0**			0	0	0	0	**0**			11	48	0	0	**59**			**164**
% Buses and Single-Unit Trucks	0.0%	1.9%	2.6%	0.0%	**2.1%**			0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				2.2%	1.7%	0.0%	0.0%	**1.7%**			**1.9%**
Bicycles on Road	0	6	0	0	**6**			0	0	0	0	**0**			0	0	0	0	**0**			0	6	0	0	**6**			**12**
% Bicycles on Road	0.0%	0.1%	0.0%	0.0%	**0.1%**			0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.2%	0.0%	0.0%	**0.2%**			**0.1%**
Pedestrians						49	32						8	14						41	55						45	57	
% Pedestrians						94.2%	97.0%						100.0%	100.0%						91.1%	77.5%						93.8%	86.4%	
Bicycles on Crosswalk						3	1						0	0						4	16						3	9	
% Bicycles on Crosswalk						5.8%	3.0%						0.0%	0.0%						8.9%	22.5%						6.3%	13.6%	

Leg	IH 35 SBFR							7th St							IH 35 SBFR							7th St							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 08:00:00	0	348	89	0	**437**	0	1	0	0	0	0	**0**	0	0	0	0	0	0	**0**	4	3	19	102	0	0	**121**	3	8	**558**
2020-02-04 08:15:00	0	338	100	0	**438**	1	1	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	2	28	104	0	0	**132**	2	1	**570**
2020-02-04 08:30:00	0	357	102	0	**459**	2	4	0	0	0	0	**0**	0	2	0	0	0	0	**0**	3	1	33	110	0	0	**143**	3	6	**602**
2020-02-04 08:45:00	1	350	108	0	**459**	3	4	0	0	0	0	**0**	1	0	0	0	0	0	**0**	4	2	25	85	0	0	**110**	1	2	**569**
Grand Total	1	1393	399	0	**1793**	6	10	0	0	0	0	**0**	1	2	0	0	0	0	**0**	11	8	105	401	0	0	**506**	9	17	**2299**
% Approach	0.1%	77.7%	22.3%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				20.8%	79.2%	0.0%	0.0%				
% Total	0.0%	60.6%	17.4%	0.0%	**78.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			4.6%	17.4%	0.0%	0.0%	**22.0%**			
PHF (8 AM - 9 AM)	0.25	0.978	0.924	0	**0.976**			0	0	0	0	**0**			0	0	0	0	**0**			0.795	0.911	0	0	**0.885**			**0.956**
Lights	1	1347	378	0	**1726**			0	0	0	0	**0**			0	0	0	0	**0**			98	361	0	0	**459**			**2185**
% Lights	100.0%	96.7%	94.7%	0.0%	**96.3%**			0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				93.3%	90.0%	0.0%	0.0%	**90.7%**			**95.0%**
Articulated Trucks	0	13	11	0	**24**			0	0	0	0	**0**			0	0	0	0	**0**			1	22	0	0	**23**			**47**
% Articulated Trucks	0.0%	0.9%	2.8%	0.0%	**1.3%**			0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				1.0%	5.5%	0.0%	0.0%	**4.5%**			**2.0%**
Buses and Single-Unit Trucks	0	32	10	0	**42**			0	0	0	0	**0**			0	0	0	0	**0**			6	18	0	0	**24**			**66**
% Buses and Single-Unit Trucks	0.0%	2.3%	2.5%	0.0%	**2.3%**			0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				5.7%	4.5%	0.0%	0.0%	**4.7%**			**2.9%**
Bicycles on Road	0	1	0	0	**1**			0	0	0	0	**0**			0	0	0	0	**0**			0	0	0	0	**0**			**1**
% Bicycles on Road	0.0%	0.1%	0.0%	0.0%	**0.1%**			0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.0%**
Pedestrians						6	10						1	2						9	6						8	13	
% Pedestrians						100.0%	100.0%						100.0%	100.0%						81.8%	75.0%						88.9%	76.5%	
Bicycles on Crosswalk						0	0						0	0						2	2						1	4	
% Bicycles on Crosswalk						0.0%	0.0%						0.0%	0.0%						18.2%	25.0%						11.1%	23.5%	

Leg	IH 35 SBFR							7th St							IH 35 SBFR							7th St							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 16:00:00	0	234	48	0	**282**	7	0	0	0	0	0	**0**	1	2	0	0	0	0	**0**	2	3	39	285	0	0	**324**	9	11	**606**
2020-02-04 16:15:00	0	223	41	0	**264**	8	0	0	0	0	0	**0**	1	0	0	0	0	0	**0**	5	6	43	303	0	0	**346**	2	5	**610**
2020-02-04 16:30:00	0	193	32	0	**225**	6	4	0	0	0	0	**0**	0	2	0	0	0	0	**0**	1	2	34	234	0	0	**268**	9	3	**493**
2020-02-04 16:45:00	0	183	36	0	**219**	6	3	0	0	0	0	**0**	0	0	0	0	0	0	**0**	2	13	33	270	0	0	**303**	1	2	**522**
Grand Total	0	833	157	0	**990**	27	7	0	0	0	0	**0**	2	4	0	0	0	0	**0**	10	24	149	1092	0	0	**1241**	21	21	**2231**
% Approach	0.0%	84.1%	15.9%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				12.0%	88.0%	0.0%	0.0%				
% Total	0.0%	37.3%	7.0%	0.0%	**44.4%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			6.7%	48.9%	0.0%	0.0%	**55.6%**			
PHF (4 PM - 5 PM)	0	0.893	0.818	0	**0.88**			0	0	0	0	**0**			0	0	0	0	**0**			0.866	0.904	0	0	**0.899**			**0.915**
Lights	0	819	154	0	**973**			0	0	0	0	**0**			0	0	0	0	**0**			148	1074	0	0	**1222**			**2195**
% Lights	0.0%	98.3%	98.1%	0.0%	**98.3%**			0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				99.3%	98.4%	0.0%	0.0%	**98.5%**			**98.4%**
Articulated Trucks	0	1	2	0	**3**			0	0	0	0	**0**			0	0	0	0	**0**			0	3	0	0	**3**			**6**
% Articulated Trucks	0.0%	0.1%	1.3%	0.0%	**0.3%**			0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.3%	0.0%	0.0%	**0.2%**			**0.3%**
Buses and Single-Unit Trucks	0	12	1	0	**13**			0	0	0	0	**0**			0	0	0	0	**0**			1	11	0	0	**12**			**25**
% Buses and Single-Unit Trucks	0.0%	1.4%	0.6%	0.0%	**1.3%**			0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.7%	1.0%	0.0%	0.0%	**1.0%**			**1.1%**
Bicycles on Road	0	1	0	0	**1**			0	0	0	0	**0**			0	0	0	0	**0**			0	4	0	0	**4**			**5**
% Bicycles on Road	0.0%	0.1%	0.0%	0.0%	**0.1%**			0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.4%	0.0%	0.0%	**0.3%**			**0.2%**
Pedestrians						25	7						2	4						10	19						20	18	
% Pedestrians						92.6%	100.0%						100.0%	100.0%						100.0%	79.2%						95.2%	85.7%	
Bicycles on Crosswalk						2	0						0	0						0	5						1	3	
% Bicycles on Crosswalk						7.4%	0.0%						0.0%	0.0%						0.0%	20.8%						4.8%	14.3%	

Study Name	7th St at IH 35 NBFR
Project	1-5641 - Statesman Redevelopment - Alliance
Project Code	
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Time Zone	America/Chicago
Start Time	2020-02-04 07:00:00
End Time	2020-02-04 18:00:00
Location	7th St at IH 35 NBFR
Latitude and Longitude	30.266604,-97.733851
AM Peak	7:45 AM - 8:45 AM (0.947)
PM Peak (Overall Peak Hour)	4 PM - 5 PM (0.956)

Leg	IH 35 NBFR						7th St						IH 35 NBFR						7th St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	92	0	0	0	0	0	41	227	0	0	0	0	0	99	45	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	121	0	0	0	0	0	38	266	0	0	0	0	0	100	39	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	141	0	0	0	0	0	30	264	0	0	0	0	0	106	49	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	158	0	0	0	0	0	21	307	0	0	0	0	0	124	64	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	134	0	0	0	0	0	27	255	0	0	0	0	0	133	56	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	152	0	0	0	0	0	43	271	0	0	0	0	0	134	46	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	133	0	0	0	0	0	27	242	0	0	0	0	0	135	53	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	130	0	0	0	0	0	34	315	0	0	0	0	0	131	34	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	68	0	0	0	0	0	29	276	0	0	0	0	0	188	146	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	75	0	0	0	0	0	39	297	0	0	0	0	0	192	142	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	85	0	0	0	0	0	41	289	0	0	0	0	0	176	99	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	85	0	0	0	0	0	34	303	0	0	0	0	0	165	118	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	82	0	0	0	0	0	33	217	0	0	0	0	0	158	82	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	68	0	0	0	0	0	46	266	0	0	0	0	0	190	136	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	84	0	0	0	0	0	36	250	0	0	0	0	0	229	142	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	115	0	0	0	0	0	41	292	0	0	0	0	0	154	132	0	0	0

Leg	IH 35 NBFR						7th St						IH 35 NBFR						7th St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	7	3	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	10	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	6	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	6	0	0	0	0	0	1	2	0	0	0	0	0	10	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0	0	0	0	0	8	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	1	0	0	0	0	0	0	4	0	0	0	0	0	9	1	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	2	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

Leg	IH 35 NBFR						7th St						IH 35 NBFR						7th St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	2	0	0	0	0	0	0	12	0	0	0	0	0	4	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	5	0	0	0	0	0	1	1	0	0	0	0	0	3	1	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	5	0	0	0	0	0	1	5	0	0	0	0	0	4	1	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	4	1	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	7	0	0	0	0	0	0	4	0	0	0	0	0	2	2	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	6	0	0	0	0	0	1	4	0	0	0	0	0	5	1	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	6	0	0	0	0	0	3	1	0	0	0	0	0	4	3	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	5	0	0	0	0	0	1	10	0	0	0	0	0	5	3	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	3	0	0	0	0	0	1	7	0	0	0	0	0	2	2	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	4	0	0	0	0	0	2	3	0	0	0	0	0	1	3	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	4	0	0	0	0	0	0	6	0	0	0	0	0	3	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	3	0	0	0	0	0	0	6	0	0	0	0	0	2	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	2	0	0	0	0	0	1	5	0	0	0	0	0	4	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	4	1	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	4	0	0	0	0

Leg	IH 35 NBFR						7th St						IH 35 NBFR						7th St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0
2020-02-04 08:00:00	0	0	0	0	0	2	0	0	0	0	1	1	0	0	0	0	3	0	0	0	0	0	0	1
2020-02-04 08:15:00	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	1	2	0	0	0	0	2	2
2020-02-04 08:30:00	0	0	0	0	2	0	0	0	0	0	3	3	0	0	0	0	3	0	0	0	0	0	1	0
2020-02-04 08:45:00	0	0	0	0	0	1	0	0	0	0	2	3	0	0	0	0	1	2	0	0	0	0	1	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	1	0	0	0	0	1	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	3	1
2020-02-04 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	1	1
2020-02-04 16:45:00	0	0	0	0	1	0	0	0	0	0	2	1	0	0	0	0	1	5	0	0	0	0	3	1
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	1	3	0	0	0	0	2	2
2020-02-04 17:15:00	0	0	0	0	0	0	0	0	0	0	2	7	0	0	0	0	6	3	0	0	0	0	1	1
2020-02-04 17:30:00	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	5	3	0	0	0	0	1	0
2020-02-04 17:45:00	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	1	10	0	0	0	0	0	1

Leg	IH 35 NBFR						7th St						IH 35 NBFR						7th St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0

Leg	IH 35 NBFR						7th St						IH 35 NBFR						7th St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	4	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0

Leg	IH 35 NBFR							7th St							IH 35 NBFR							7th St							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 07:00:00	0	0	0	0	**0**	0	1	95	0	0	0	**95**	1	0	41	240	0	0	**281**	0	0	0	110	48	0	**158**	0	0	**534**
2020-02-04 07:15:00	0	0	0	0	**0**	0	1	128	0	0	0	**128**	1	1	41	267	0	0	**308**	1	0	0	113	40	0	**153**	0	0	**589**
2020-02-04 07:30:00	0	0	0	0	**0**	1	1	148	0	0	0	**148**	1	0	31	269	0	0	**300**	1	1	0	115	51	0	**166**	0	0	**614**
2020-02-04 07:45:00	0	0	0	0	**0**	0	0	162	0	0	0	**162**	0	1	22	312	0	0	**334**	0	1	0	134	65	0	**199**	1	0	**695**
2020-02-04 08:00:00	0	0	0	0	**0**	0	2	147	0	0	0	**147**	1	1	28	261	0	0	**289**	4	0	0	147	58	0	**205**	0	1	**641**
2020-02-04 08:15:00	0	0	0	0	**0**	0	0	162	0	0	0	**162**	4	1	44	276	0	0	**320**	1	2	0	150	47	0	**197**	2	2	**679**
2020-02-04 08:30:00	0	0	0	0	**0**	2	0	140	0	0	0	**140**	3	3	30	247	0	0	**277**	4	0	0	148	57	0	**205**	1	0	**622**
2020-02-04 08:45:00	0	0	0	0	**0**	0	1	135	0	0	0	**135**	2	3	35	325	0	0	**360**	1	2	0	140	38	0	**178**	1	0	**673**
2020-02-04 16:00:00	0	0	0	0	**0**	0	0	71	0	0	0	**71**	1	0	30	284	0	0	**314**	2	1	0	190	148	0	**338**	1	0	**723**
2020-02-04 16:15:00	0	0	0	0	**0**	0	0	79	0	0	0	**79**	0	0	41	301	0	0	**342**	3	3	0	194	146	0	**340**	3	1	**761**
2020-02-04 16:30:00	0	0	0	0	**0**	0	0	90	0	0	0	**90**	0	0	41	295	0	0	**336**	2	3	0	181	99	0	**280**	1	1	**706**
2020-02-04 16:45:00	0	0	0	0	**0**	1	0	89	0	0	0	**89**	2	1	34	309	0	0	**343**	1	6	0	174	118	0	**292**	3	1	**724**
2020-02-04 17:00:00	0	0	0	0	**0**	0	0	84	0	0	0	**84**	1	7	34	225	0	0	**259**	1	7	1	167	82	0	**250**	2	2	**593**
2020-02-04 17:15:00	0	0	0	0	**0**	0	0	70	0	0	0	**70**	3	8	46	269	0	0	**315**	6	4	0	190	137	0	**327**	1	1	**712**
2020-02-04 17:30:00	0	0	0	0	**0**	0	1	87	0	0	0	**87**	0	1	36	252	0	0	**288**	5	3	0	236	143	0	**379**	1	0	**754**
2020-02-04 17:45:00	0	0	0	0	**0**	1	0	116	0	0	0	**116**	2	1	41	295	0	0	**336**	1	10	0	159	132	0	**291**	1	1	**743**
Grand Total	0	0	0	0	**0**	5	7	1803	0	0	0	**1803**	22	28	575	4427	0	0	**5002**	33	43	1	2548	1409	0	**3958**	18	10	**10763**
% Approach	0.0%	0.0%	0.0%	0.0%				100.0%	0.0%	0.0%	0.0%				11.5%	88.5%	0.0%	0.0%				0.0%	64.4%	35.6%	0.0%				
% Total	0.0%	0.0%	0.0%	0.0%	**0.0%**			16.8%	0.0%	0.0%	0.0%	**16.8%**			5.3%	41.1%	0.0%	0.0%	**46.5%**			0.0%	23.7%	13.1%	0.0%	**36.8%**			
Lights	0	0	0	0	**0**			1723	0	0	0	**1723**			560	4337	0	0	**4897**			0	2414	1383	0	**3797**			**10417**
% Lights	0.0%	0.0%	0.0%	0.0%				95.6%	0.0%	0.0%	0.0%	**95.6%**			97.4%	98.0%	0.0%	0.0%	**97.9%**			0.0%	94.7%	98.2%	0.0%	**95.9%**			**96.8%**
Articulated Trucks	0	0	0	0	**0**			19	0	0	0	**19**			4	17	0	0	**21**			0	65	8	0	**73**			**113**
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%				1.1%	0.0%	0.0%	0.0%	**1.1%**			0.7%	0.4%	0.0%	0.0%	**0.4%**			0.0%	2.6%	0.6%	0.0%	**1.8%**			**1.0%**
Buses and Single-Unit Trucks	0	0	0	0	**0**			61	0	0	0	**61**			11	73	0	0	**84**			0	51	18	0	**69**			**214**
% Buses and Single-Unit Trucks	0.0%	0.0%	0.0%	0.0%				3.4%	0.0%	0.0%	0.0%	**3.4%**			1.9%	1.6%	0.0%	0.0%	**1.7%**			0.0%	2.0%	1.3%	0.0%	**1.7%**			**2.0%**
Bicycles on Road	0	0	0	0	**0**			0	0	0	0	**0**			0	0	0	0	**0**			1	18	0	0	**19**			**19**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			100.0%	0.7%	0.0%	0.0%	**0.5%**			**0.2%**
Pedestrians						5	6						19	23						31	37						17	10	
% Pedestrians						100.0%	85.7%						86.4%	82.1%						93.9%	86.0%						94.4%	100.0%	
Bicycles on Crosswalk						0	1						3	5						2	6						1	0	
% Bicycles on Crosswalk						0.0%	14.3%						13.6%	17.9%						6.1%	14.0%						5.6%	0.0%	

Leg	IH 35 NBFR							7th St							IH 35 NBFR							7th St							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 07:45:00	0	0	0	0	**0**	0	0	162	0	0	0	**162**	0	1	22	312	0	0	**334**	0	1	0	134	65	0	**199**	1	0	**695**
2020-02-04 08:00:00	0	0	0	0	**0**	0	2	147	0	0	0	**147**	1	1	28	261	0	0	**289**	4	0	0	147	58	0	**205**	0	1	**641**
2020-02-04 08:15:00	0	0	0	0	**0**	0	0	162	0	0	0	**162**	4	1	44	276	0	0	**320**	1	2	0	150	47	0	**197**	2	2	**679**
2020-02-04 08:30:00	0	0	0	0	**0**	2	0	140	0	0	0	**140**	3	3	30	247	0	0	**277**	4	0	0	148	57	0	**205**	1	0	**622**
Grand Total	0	0	0	0	**0**	2	2	611	0	0	0	**611**	8	6	124	1096	0	0	**1220**	9	3	0	579	227	0	**806**	4	3	**2637**
% Approach	0.0%	0.0%	0.0%	0.0%				100.0%	0.0%	0.0%	0.0%				10.2%	89.8%	0.0%	0.0%				0.0%	71.8%	28.2%	0.0%				
% Total	0.0%	0.0%	0.0%	0.0%	**0.0%**			23.2%	0.0%	0.0%	0.0%	**23.2%**			4.7%	41.6%	0.0%	0.0%	**46.3%**			0.0%	22.0%	8.6%	0.0%	**30.6%**			
PHF (7:45 AM - 8:45 AM)	0	0	0	0	**0**			0.943	0	0	0	**0.943**			0.705	0.878	0	0	**0.913**			0	0.97	0.873	0	**0.977**			**0.947**
Lights	0	0	0	0	**0**			577	0	0	0	**577**			118	1075	0	0	**1193**			0	526	219	0	**745**			**2515**
% Lights	0.0%	0.0%	0.0%	0.0%				94.4%	0.0%	0.0%	0.0%	**94.4%**			95.2%	98.1%	0.0%	0.0%	**97.8%**			0.0%	90.8%	96.5%	0.0%	**92.4%**			**95.4%**
Articulated Trucks	0	0	0	0	**0**			11	0	0	0	**11**			2	8	0	0	**10**			0	33	1	0	**34**			**55**
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%				1.8%	0.0%	0.0%	0.0%	**1.8%**			1.6%	0.7%	0.0%	0.0%	**0.8%**			0.0%	5.7%	0.4%	0.0%	**4.2%**			**2.1%**
Buses and Single-Unit Trucks	0	0	0	0	**0**			23	0	0	0	**23**			4	13	0	0	**17**			0	15	7	0	**22**			**62**
% Buses and Single-Unit Trucks	0.0%	0.0%	0.0%	0.0%				3.8%	0.0%	0.0%	0.0%	**3.8%**			3.2%	1.2%	0.0%	0.0%	**1.4%**			0.0%	2.6%	3.1%	0.0%	**2.7%**			**2.4%**
Bicycles on Road	0	0	0	0	**0**			0	0	0	0	**0**			0	0	0	0	**0**			0	5	0	0	**5**			**5**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.9%	0.0%	0.0%	**0.6%**			**0.2%**
Pedestrians						2	2						6	6						7	3						4	3	
% Pedestrians						100.0%	100.0%						75.0%	100.0%						77.8%	100.0%						100.0%	100.0%	
Bicycles on Crosswalk						0	0						2	0						2	0						0	0	
% Bicycles on Crosswalk						0.0%	0.0%						25.0%	0.0%						22.2%	0.0%						0.0%	0.0%	

Leg	IH 35 NBFR							7th St							IH 35 NBFR							7th St						
Direction	Southbound							Westbound							Northbound							Eastbound						
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 16:00:00	0	0	0	0	**0**	0	0	71	0	0	0	**71**	1	0	30	284	0	0	**314**	2	1	0	190	148	0	**338**	1	0	**723**
2020-02-04 16:15:00	0	0	0	0	**0**	0	0	79	0	0	0	**79**	0	0	41	301	0	0	**342**	3	3	0	194	146	0	**340**	3	1	**761**
2020-02-04 16:30:00	0	0	0	0	**0**	0	0	90	0	0	0	**90**	0	0	41	295	0	0	**336**	2	3	0	181	99	0	**280**	1	1	**706**
2020-02-04 16:45:00	0	0	0	0	**0**	1	0	89	0	0	0	**89**	2	1	34	309	0	0	**343**	1	6	0	174	118	0	**292**	3	1	**724**
Grand Total	0	0	0	0	**0**	1	0	329	0	0	0	**329**	3	1	146	1189	0	0	**1335**	8	13	0	739	511	0	**1250**	8	3	**2914**
% Approach	0.0%	0.0%	0.0%	0.0%				100.0%	0.0%	0.0%	0.0%				10.9%	89.1%	0.0%	0.0%				0.0%	59.1%	40.9%	0.0%				
% Total	0.0%	0.0%	0.0%	0.0%	**0.0%**			11.3%	0.0%	0.0%	0.0%	**11.3%**			5.0%	40.8%	0.0%	0.0%	**45.8%**			0.0%	25.4%	17.5%	0.0%	**42.9%**			
PHF (4 PM - 5 PM)	0	0	0	0	**0**			0.914	0	0	0	**0.914**			0.89	0.962	0	0	**0.973**			0	0.948	0.863	0	**0.917**			**0.956**
Lights	0	0	0	0	**0**			313	0	0	0	**313**			143	1165	0	0	**1308**			0	721	505	0	**1226**			**2847**
% Lights	0.0%	0.0%	0.0%	0.0%				95.1%	0.0%	0.0%	0.0%	**95.1%**			97.9%	98.0%	0.0%	0.0%	**98.0%**			0.0%	97.6%	98.8%	0.0%	**98.1%**			**97.7%**
Articulated Trucks	0	0	0	0	**0**			2	0	0	0	**2**			0	2	0	0	**2**			0	3	1	0	**4**			**8**
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%				0.6%	0.0%	0.0%	0.0%	**0.6%**			0.0%	0.2%	0.0%	0.0%	**0.1%**			0.0%	0.4%	0.2%	0.0%	**0.3%**			**0.3%**
Buses and Single-Unit Trucks	0	0	0	0	**0**			14	0	0	0	**14**			3	22	0	0	**25**			0	8	5	0	**13**			**52**
% Buses and Single-Unit Trucks	0.0%	0.0%	0.0%	0.0%				4.3%	0.0%	0.0%	0.0%	**4.3%**			2.1%	1.9%	0.0%	0.0%	**1.9%**			0.0%	1.1%	1.0%	0.0%	**1.0%**			**1.8%**
Bicycles on Road	0	0	0	0	**0**			0	0	0	0	**0**			0	0	0	0	**0**			0	7	0	0	**7**			**7**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.9%	0.0%	0.0%	**0.6%**			**0.2%**
Pedestrians						1	0						3	1						8	12						8	3	
% Pedestrians						100.0%	0.0%						100.0%	100.0%						100.0%	92.3%						100.0%	100.0%	
Bicycles on Crosswalk						0	0						0	0						0	1						0	0	
% Bicycles on Crosswalk						0.0%	0.0%						0.0%	0.0%						0.0%	7.7%						0.0%	0.0%	

Study Name	6th St at IH 35 SBFR
Project	1-5641 - Statesman Redevelopment - Alliance
Project Code	
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Time Zone	America/Chicago
Start Time	2020-02-04 07:00:00
End Time	2020-02-04 18:00:00
Location	6th St at IH 35 SBFR
Latitude and Longitude	30.265922,-97.735036
AM Peak (Overall Peak Hour)	8 AM - 9 AM (0.972)
PM Peak	4 PM - 5 PM (0.919)

Leg	IH 35 SBFR						6th St						IH 35 SBFR						6th St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	134	110	10	0	0	0	0	92	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	177	120	8	0	0	0	0	122	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	181	158	11	0	0	0	0	150	68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	186	154	5	0	0	0	0	190	69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	198	154	15	0	0	0	0	210	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	185	138	19	0	0	0	0	215	64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	200	169	19	0	0	0	0	212	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	202	144	22	0	0	0	0	197	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	32	249	5	0	0	0	0	90	65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	31	238	7	0	0	0	0	83	88	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	16	217	6	0	0	0	0	67	89	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	13	200	2	0	0	0	0	76	81	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	15	218	3	0	0	0	0	77	84	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	11	221	9	0	0	0	0	94	101	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	9	198	8	0	0	0	0	70	87	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	17	209	7	0	0	0	0	99	83	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Leg	IH 35 SBFR						6th St						IH 35 SBFR						6th St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	1	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	3	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	1	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	1	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Leg	IH 35 SBFR						6th St						IH 35 SBFR						6th St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	3	5	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	1	6	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	1	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	3	4	0	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	6	2	1	0	0	0	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	3	7	1	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	5	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	5	7	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	1	3	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	0	2	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	0	3	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Leg	IH 35 SBFR						6th St						IH 35 SBFR						6th St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	3	5	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2
2020-02-04 07:30:00	0	0	0	0	2	10	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0
2020-02-04 07:45:00	0	0	0	0	2	6	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	3	7
2020-02-04 08:00:00	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0
2020-02-04 08:15:00	0	0	0	0	3	10	0	0	0	0	0	0	0	0	0	0	7	4	0	0	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	5	4	0	0	0	0	0	0	0	0	0	0	3	4	0	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	6	4	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	1
2020-02-04 16:00:00	0	0	0	0	7	5	0	0	0	0	0	0	0	0	0	0	4	10	0	0	0	0	0	2
2020-02-04 16:15:00	0	0	0	0	3	7	0	0	0	0	0	0	0	0	0	0	4	6	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	15	11	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	11	7	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	2	1
2020-02-04 17:00:00	0	0	0	0	3	3	0	0	0	0	1	0	0	0	0	0	5	8	0	0	0	0	0	2
2020-02-04 17:15:00	0	0	0	0	10	9	0	0	0	0	0	0	0	0	0	0	5	13	0	0	0	0	1	1
2020-02-04 17:30:00	0	0	0	0	26	6	0	0	0	0	0	0	0	0	0	0	6	10	0	0	0	0	0	1
2020-02-04 17:45:00	0	0	0	0	10	4	0	0	0	0	0	0	0	0	0	0	5	8	0	0	0	0	0	0

Leg	IH 35 SBFR						6th St						IH 35 SBFR						6th St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	1	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	0	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Leg	IH 35 SBFR						6th St						IH 35 SBFR						6th St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

Leg	IH 35 SBFR							6th St							IH 35 SBFR							6th St							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 07:00:00	139	117	10	0	**266**	1	2	0	100	45	0	**145**	0	0	0	0	0	0	**0**	2	0	0	0	0	0	**0**	0	0	**411**
2020-02-04 07:15:00	180	126	8	0	**314**	4	6	0	125	57	0	**182**	0	0	0	0	0	0	**0**	1	1	0	0	0	0	**0**	2	2	**496**
2020-02-04 07:30:00	183	162	12	0	**357**	2	11	0	156	73	0	**229**	0	0	0	0	0	0	**0**	2	1	0	0	0	0	**0**	1	0	**586**
2020-02-04 07:45:00	189	159	6	0	**354**	2	7	0	200	71	0	**271**	0	0	0	0	0	0	**0**	3	3	0	0	0	0	**0**	3	7	**625**
2020-02-04 08:00:00	207	156	16	0	**379**	0	7	0	225	38	0	**263**	0	0	0	0	0	0	**0**	1	0	0	0	0	0	**0**	2	0	**642**
2020-02-04 08:15:00	193	146	20	0	**359**	3	13	1	222	66	0	**289**	0	0	0	0	0	0	**0**	9	5	0	0	0	0	**0**	0	0	**648**
2020-02-04 08:30:00	206	175	19	0	**400**	6	4	0	217	46	0	**263**	0	0	0	0	0	0	**0**	8	4	0	0	0	0	**0**	0	0	**663**
2020-02-04 08:45:00	208	151	22	0	**381**	7	6	0	212	42	0	**254**	0	0	0	0	0	0	**0**	1	6	0	0	0	0	**0**	0	1	**635**
2020-02-04 16:00:00	33	252	5	0	**290**	7	5	0	92	65	0	**157**	0	0	0	0	0	0	**0**	4	14	0	0	0	0	**0**	0	2	**447**
2020-02-04 16:15:00	32	242	7	0	**281**	7	8	0	85	91	0	**176**	0	0	0	0	0	0	**0**	4	10	0	0	0	0	**0**	0	0	**457**
2020-02-04 16:30:00	16	219	6	0	**241**	17	13	0	71	89	0	**160**	0	0	0	0	0	0	**0**	5	2	0	0	0	0	**0**	0	0	**401**
2020-02-04 16:45:00	13	202	2	0	**217**	11	7	0	80	82	0	**162**	0	0	0	0	0	0	**0**	5	3	0	0	0	0	**0**	2	1	**379**
2020-02-04 17:00:00	17	221	3	0	**241**	7	6	0	77	84	0	**161**	1	0	0	0	0	2	**2**	5	8	0	0	0	0	**0**	0	2	**404**
2020-02-04 17:15:00	11	225	9	0	**245**	12	11	0	99	102	0	**201**	0	0	0	0	0	0	**0**	5	13	0	0	0	0	**0**	1	1	**446**
2020-02-04 17:30:00	9	201	9	0	**219**	26	7	0	71	87	0	**158**	0	0	0	0	0	0	**0**	6	10	0	0	0	0	**0**	0	1	**377**
2020-02-04 17:45:00	17	215	7	0	**239**	15	4	0	104	84	0	**188**	0	0	0	0	0	0	**0**	5	9	0	0	0	0	**0**	0	0	**427**
Grand Total	1653	2969	161	0	**4783**	127	117	1	2136	1122	0	**3259**	1	0	0	0	0	2	**2**	66	89	0	0	0	0	**0**	11	17	**8044**
% Approach	34.6%	62.1%	3.4%	0.0%				0.0%	65.5%	34.4%	0.0%				0.0%	0.0%	0.0%	100.0%				0.0%	0.0%	0.0%	0.0%				
% Total	20.5%	36.9%	2.0%	0.0%	**59.5%**			0.0%	26.6%	13.9%	0.0%	**40.5%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			
Lights	1607	2897	156	0	**4660**			0	2044	1099	0	**3143**			0	0	0	0	**0**			0	0	0	0	**0**			**7803**
% Lights	97.2%	97.6%	96.9%	0.0%	**97.4%**			0.0%	95.7%	98.0%	0.0%	**96.4%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%				**97.0%**
Articulated Trucks	14	11	1	0	**26**			0	32	0	0	**32**			0	0	0	0	**0**			0	0	0	0	**0**			**58**
% Articulated Trucks	0.8%	0.4%	0.6%	0.0%	**0.5%**			0.0%	1.5%	0.0%	0.0%	**1.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%				**0.7%**
Buses and Single-Unit Trucks	31	57	4	0	**92**			0	26	22	0	**48**			0	0	0	2	**2**			0	0	0	0	**0**			**142**
% Buses and Single-Unit Trucks	1.9%	1.9%	2.5%	0.0%	**1.9%**			0.0%	1.2%	2.0%	0.0%	**1.5%**			0.0%	0.0%	0.0%	100.0%	**100.0%**			0.0%	0.0%	0.0%	0.0%				**1.8%**
Bicycles on Road	1	4	0	0	**5**			1	34	1	0	**36**			0	0	0	0	**0**			0	0	0	0	**0**			**41**
% Bicycles on Road	0.1%	0.1%	0.0%	0.0%	**0.1%**			100.0%	1.6%	0.1%	0.0%	**1.1%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%				**0.5%**
Pedestrians						107	100						1	0						58	77						11	17	
% Pedestrians						84.3%	85.5%						100.0%	0.0%						87.9%	86.5%						100.0%	100.0%	
Bicycles on Crosswalk						20	17						0	0						8	12						0	0	
% Bicycles on Crosswalk						15.7%	14.5%						0.0%	0.0%						12.1%	13.5%						0.0%	0.0%	

Leg	IH 35 SBFR							6th St							IH 35 SBFR							6th St							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	**Int Total**
2020-02-04 08:00:00	207	156	16	0	**379**	0	7	0	225	38	0	**263**	0	0	0	0	0	0	**0**	1	0	0	0	0	0	**0**	2	0	**642**
2020-02-04 08:15:00	193	146	20	0	**359**	3	13	1	222	66	0	**289**	0	0	0	0	0	0	**0**	9	5	0	0	0	0	**0**	0	0	**648**
2020-02-04 08:30:00	206	175	19	0	**400**	6	4	0	217	46	0	**263**	0	0	0	0	0	0	**0**	8	4	0	0	0	0	**0**	0	0	**663**
2020-02-04 08:45:00	208	151	22	0	**381**	7	6	0	212	42	0	**254**	0	0	0	0	0	0	**0**	1	6	0	0	0	0	**0**	0	1	**635**
Grand Total	814	628	77	0	**1519**	16	30	1	876	192	0	**1069**	0	0	0	0	0	0	**0**	19	15	0	0	0	0	**0**	2	1	**2588**
% Approach	53.6%	41.3%	5.1%	0.0%				0.1%	81.9%	18.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				
% Total	31.5%	24.3%	3.0%	0.0%	**58.7%**			0.0%	33.8%	7.4%	0.0%	**41.3%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			
PHF (8 AM - 9 AM)	0.978	0.901	0.875	0	**0.951**			0	0.972	0.727	0	**0.929**			0	0	0	0	**0**			0	0	0	0	**0**			**0.972**
Lights	785	605	75	0	**1465**			0	834	186	0	**1020**			0	0	0	0	**0**			0	0	0	0	**0**			**2485**
% Lights	96.4%	96.3%	97.4%	0.0%	**96.4%**			0.0%	95.2%	96.9%	0.0%	**95.4%**			0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				**96.0%**
Articulated Trucks	10	3	0	0	**13**			0	16	0	0	**16**			0	0	0	0	**0**			0	0	0	0	**0**			**29**
% Articulated Trucks	1.2%	0.5%	0.0%	0.0%	**0.9%**			0.0%	1.8%	0.0%	0.0%	**1.5%**			0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				**1.1%**
Buses and Single-Unit Trucks	19	19	2	0	**40**			0	13	6	0	**19**			0	0	0	0	**0**			0	0	0	0	**0**			**59**
% Buses and Single-Unit Trucks	2.3%	3.0%	2.6%	0.0%	**2.6%**			0.0%	1.5%	3.1%	0.0%	**1.8%**			0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				**2.3%**
Bicycles on Road	0	1	0	0	**1**			1	13	0	0	**14**			0	0	0	0	**0**			0	0	0	0	**0**			**15**
% Bicycles on Road	0.0%	0.2%	0.0%	0.0%	**0.1%**			100.0%	1.5%	0.0%	0.0%	**1.3%**			0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				**0.6%**
Pedestrians						14	25						0	0						12	14						2	1	
% Pedestrians						87.5%	83.3%						0.0%	0.0%						63.2%	93.3%						100.0%	100.0%	
Bicycles on Crosswalk						2	5						0	0						7	1						0	0	
% Bicycles on Crosswalk						12.5%	16.7%						0.0%	0.0%						36.8%	6.7%						0.0%	0.0%	

Leg	IH 35 SBFR							6th St							IH 35 SBFR							6th St							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 16:00:00	33	252	5	0	**290**	7	5	0	92	65	0	**157**	0	0	0	0	0	0	**0**	4	14	0	0	0	0	**0**	0	2	**447**
2020-02-04 16:15:00	32	242	7	0	**281**	7	8	0	85	91	0	**176**	0	0	0	0	0	0	**0**	4	10	0	0	0	0	**0**	0	0	**457**
2020-02-04 16:30:00	16	219	6	0	**241**	17	13	0	71	89	0	**160**	0	0	0	0	0	0	**0**	5	2	0	0	0	0	**0**	0	0	**401**
2020-02-04 16:45:00	13	202	2	0	**217**	11	7	0	80	82	0	**162**	0	0	0	0	0	0	**0**	5	3	0	0	0	0	**0**	2	1	**379**
Grand Total	94	915	20	0	**1029**	42	33	0	328	327	0	**655**	0	0	0	0	0	0	**0**	18	29	0	0	0	0	**0**	2	3	**1684**
% Approach	9.1%	88.9%	1.9%	0.0%				0.0%	50.1%	49.9%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				
% Total	5.6%	54.3%	1.2%	0.0%	**61.1%**			0.0%	19.5%	19.4%	0.0%	**38.9%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			
PHF (4 PM - 5 PM)	0.712	0.908	0.714	0	**0.887**			0	0.892	0.898	0	**0.926**			0	0	0	0	**0**			0	0	0	0	**0**			**0.919**
Lights	92	904	20	0	**1016**			0	316	323	0	**639**			0	0	0	0	**0**			0	0	0	0	**0**			**1655**
% Lights	97.9%	98.8%	100.0%	0.0%	**98.7%**			0.0%	96.3%	98.8%	0.0%	**97.6%**			0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				**98.3%**
Articulated Trucks	0	1	0	0	**1**			0	1	0	0	**1**			0	0	0	0	**0**			0	0	0	0	**0**			**2**
% Articulated Trucks	0.0%	0.1%	0.0%	0.0%	**0.1%**			0.0%	0.3%	0.0%	0.0%	**0.2%**			0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				**0.1%**
Buses and Single-Unit Trucks	2	10	0	0	**12**			0	4	4	0	**8**			0	0	0	0	**0**			0	0	0	0	**0**			**20**
% Buses and Single-Unit Trucks	2.1%	1.1%	0.0%	0.0%	**1.2%**			0.0%	1.2%	1.2%	0.0%	**1.2%**			0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				**1.2%**
Bicycles on Road	0	0	0	0	**0**			0	7	0	0	**7**			0	0	0	0	**0**			0	0	0	0	**0**			**7**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	2.1%	0.0%	0.0%	**1.1%**			0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				**0.4%**
Pedestrians						36	30						0	0						18	19						2	3	
% Pedestrians						85.7%	90.9%						0.0%	0.0%						100.0%	65.5%						100.0%	100.0%	
Bicycles on Crosswalk						6	3						0	0						0	10						0	0	
% Bicycles on Crosswalk						14.3%	9.1%						0.0%	0.0%						0.0%	34.5%						0.0%	0.0%	

Study Name	6th St at IH 35 NBFR
Project	1-5641 - Statesman Redevelopment - Alliance
Project Code	
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Time Zone	America/Chicago
Start Time	2020-02-04 07:00:00
End Time	2020-02-04 18:00:00
Location	6th St at IH 35 NBFR
Latitude and Longitude	30.265596,-97.734163
AM Peak (Overall Peak Hour)	8 AM - 9 AM (0.983)
PM Peak	4 PM - 5 PM (0.977)

Leg	IH 35 NBFR						6th St						IH 35 NBFR						6th St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	8	86	0	0	0	0	16	291	54	0	0	0	0	10	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	10	121	0	0	0	0	13	276	66	0	0	0	0	5	3	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	8	134	0	0	0	0	23	286	80	0	0	0	0	10	1	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	11	156	0	0	0	0	17	307	111	0	0	0	0	5	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	10	130	0	0	0	0	25	294	143	0	0	0	0	19	1	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	10	148	0	0	0	0	19	287	133	0	0	0	0	19	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	12	145	0	0	0	0	29	275	125	0	0	0	0	17	2	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	19	116	0	0	0	0	20	317	128	0	0	0	0	21	1	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	14	117	0	0	0	0	21	309	40	0	0	0	0	5	0	1	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	10	115	0	0	0	0	14	313	60	0	0	0	0	3	4	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	7	101	0	0	0	0	12	331	53	0	0	0	0	6	1	1	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	7	97	0	0	0	0	13	312	63	0	0	0	0	1	1	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	17	113	0	0	0	0	16	249	51	0	0	0	0	6	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	8	128	0	0	0	0	18	276	68	0	0	0	0	4	6	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	3	85	0	0	0	0	10	291	85	0	0	0	0	7	3	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	4	107	0	0	0	0	11	307	73	0	0	0	0	6	1	0	0	0

Leg	IH 35 NBFR						6th St						IH 35 NBFR						6th St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	3	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	7	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	3	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0

Leg	IH 35 NBFR						6th St						IH 35 NBFR						6th St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	1	5	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	2	5	0	0	0	0	0	3	0	0	0	0	0	1	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	4	0	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	7	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	3	0	0	0	0	0	4	2	0	0	0	0	0	1	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	3	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	1	0	0	0	0	2	10	3	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	2	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	2	0	0	0	0	1	6	1	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	1	0	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	5	1	1	0	0	0	0	0	0	0	0	0

Leg	IH 35 NBFR						6th St						IH 35 NBFR						6th St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	9	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0
2020-02-04 07:30:00	0	0	0	0	1	6	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0
2020-02-04 07:45:00	0	0	0	0	0	8	0	0	0	0	0	5	0	0	0	0	2	2	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	4	7	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	3	8	0	0	0	0	2	4	0	0	0	0	9	3	0	0	0	0	0	1
2020-02-04 08:30:00	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	1	7	0	0	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	3	6	0	0	0	0	2	1	0	0	0	0	3	11	0	0	0	0	0	2
2020-02-04 16:15:00	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	5	7	0	0	0	0	1	0
2020-02-04 16:30:00	0	0	0	0	7	7	0	0	0	0	2	1	0	0	0	0	8	1	0	0	0	0	2	2
2020-02-04 16:45:00	0	0	0	0	8	2	0	0	0	0	1	2	0	0	0	0	5	4	0	0	0	0	0	1
2020-02-04 17:00:00	0	0	0	0	1	7	0	0	0	0	0	0	0	0	0	0	5	7	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	5	5	0	0	0	0	2	2	0	0	0	0	9	14	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	8	2	0	0	0	0	0	0	0	0	0	0	3	8	0	0	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	3	2	0	0	0	0	0	1	0	0	0	0	4	8	0	0	0	0	0	0

Leg	IH 35 NBFR						6th St						IH 35 NBFR						6th St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 16:30:00	4	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0

Leg	IH 35 NBFR						6th St						IH 35 NBFR						6th St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	8	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	7	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0

Leg	IH 35 NBFR							6th St							IH 35 NBFR							6th St							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 07:00:00	0	0	0	0	**0**	1	1	9	93	0	0	**102**	0	0	16	303	57	0	**376**	2	1	0	10	0	0	**10**	0	0	**488**
2020-02-04 07:15:00	0	0	0	0	**0**	0	9	10	126	0	0	**136**	0	1	13	279	66	0	**358**	1	0	0	5	3	0	**8**	1	0	**502**
2020-02-04 07:30:00	2	0	0	0	**2**	1	8	10	142	0	0	**152**	0	1	23	289	81	0	**393**	2	0	0	11	1	0	**12**	1	0	**559**
2020-02-04 07:45:00	2	0	0	0	**2**	1	10	11	163	0	0	**174**	0	5	17	313	114	0	**444**	3	2	0	6	0	0	**6**	0	0	**626**
2020-02-04 08:00:00	0	0	0	0	**0**	4	9	10	146	0	0	**156**	1	0	26	301	144	0	**471**	0	1	0	19	1	0	**20**	0	0	**647**
2020-02-04 08:15:00	2	0	0	0	**2**	3	16	10	151	0	0	**161**	2	5	20	292	135	0	**447**	11	3	0	20	1	0	**21**	0	1	**631**
2020-02-04 08:30:00	0	0	0	0	**0**	4	4	12	151	0	0	**163**	0	0	29	281	128	0	**438**	7	4	0	17	2	0	**19**	0	0	**620**
2020-02-04 08:45:00	4	0	0	0	**4**	5	9	19	127	0	0	**146**	0	0	22	327	131	0	**480**	1	7	0	21	1	0	**22**	0	0	**652**
2020-02-04 16:00:00	1	0	0	0	**1**	4	8	16	118	0	0	**134**	2	1	22	316	40	0	**378**	3	14	0	6	0	1	**7**	0	2	**520**
2020-02-04 16:15:00	0	0	0	0	**0**	4	5	10	117	0	0	**127**	0	0	15	320	61	0	**396**	5	10	0	4	4	0	**8**	1	0	**531**
2020-02-04 16:30:00	4	0	0	0	**4**	8	10	7	104	0	0	**111**	2	1	12	338	54	0	**404**	8	2	0	6	1	1	**8**	2	2	**527**
2020-02-04 16:45:00	0	0	0	0	**0**	8	3	7	100	0	0	**107**	1	3	13	319	65	0	**397**	5	5	0	1	1	0	**2**	0	1	**506**
2020-02-04 17:00:00	0	0	0	0	**0**	2	9	17	113	0	0	**130**	0	0	16	258	51	0	**325**	5	7	0	6	0	0	**6**	0	0	**461**
2020-02-04 17:15:00	0	0	0	0	**0**	6	7	8	132	0	0	**140**	2	2	18	277	68	0	**363**	10	14	0	4	6	0	**10**	0	0	**513**
2020-02-04 17:30:00	0	0	0	0	**0**	10	2	4	85	0	0	**89**	0	0	10	293	85	0	**388**	3	9	0	10	3	0	**13**	0	0	**490**
2020-02-04 17:45:00	0	0	0	0	**0**	10	4	4	107	0	0	**111**	0	1	16	309	76	0	**401**	5	9	0	6	1	0	**7**	1	0	**519**
Grand Total	15	0	0	0	**15**	71	114	164	1975	0	0	**2139**	10	20	288	4815	1356	0	**6459**	71	88	0	152	25	2	**179**	6	6	**8792**
% Approach	100.0%	0.0%	0.0%	0.0%				7.7%	92.3%	0.0%	0.0%				4.5%	74.5%	21.0%	0.0%				0.0%	84.9%	14.0%	1.1%				
% Total	0.2%	0.0%	0.0%	0.0%	**0.2%**			1.9%	22.5%	0.0%	0.0%	**24.3%**			3.3%	54.8%	15.4%	0.0%	**73.5%**			0.0%	1.7%	0.3%	0.0%	**2.0%**			
Lights	0	0	0	0	**0**			158	1899	0	0	**2057**			277	4721	1333	0	**6331**			0	144	24	2	**170**			**8558**
% Lights	0.0%	0.0%	0.0%	0.0%	**0.0%**			96.3%	96.2%	0.0%	0.0%	**96.2%**			96.2%	98.0%	98.3%	0.0%	**98.0%**			0.0%	94.7%	96.0%	100.0%	**95.0%**			**97.3%**
Articulated Trucks	0	0	0	0	**0**			1	26	0	0	**27**			0	18	9	0	**27**			0	1	0	0	**1**			**55**
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.6%	1.3%	0.0%	0.0%	**1.3%**			0.0%	0.4%	0.7%	0.0%	**0.4%**			0.0%	0.7%	0.0%	0.0%	**0.6%**			**0.6%**
Buses and Single-Unit Trucks	0	0	0	0	**0**			5	33	0	0	**38**			10	76	13	0	**99**			0	2	1	0	**3**			**140**
% Buses and Single-Unit Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**			3.0%	1.7%	0.0%	0.0%	**1.8%**			3.5%	1.6%	1.0%	0.0%	**1.5%**			0.0%	1.3%	4.0%	0.0%	**1.7%**			**1.6%**
Bicycles on Road	15	0	0	0	**15**			0	17	0	0	**17**			1	0	1	0	**2**			0	5	0	0	**5**			**39**
% Bicycles on Road	100.0%	0.0%	0.0%	0.0%	**100.0%**			0.0%	0.9%	0.0%	0.0%	**0.8%**			0.3%	0.0%	0.1%	0.0%	**0.0%**			0.0%	3.3%	0.0%	0.0%	**2.8%**			**0.4%**
Pedestrians						53	81						10	18						59	78						5	6	
% Pedestrians						74.6%	71.1%						100.0%	90.0%						83.1%	88.6%						83.3%	100.0%	
Bicycles on Crosswalk						18	33						0	2						12	10						1	0	
% Bicycles on Crosswalk						25.4%	28.9%						0.0%	10.0%						16.9%	11.4%						16.7%	0.0%	

Leg	IH 35 NBFR							6th St							IH 35 NBFR							6th St							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	**Int Total**
2020-02-04 08:00:00	0	0	0	0	**0**	4	9	10	146	0	0	**156**	1	0	26	301	144	0	**471**	0	1	0	19	1	0	**20**	0	0	**647**
2020-02-04 08:15:00	2	0	0	0	**2**	3	16	10	151	0	0	**161**	2	5	20	292	135	0	**447**	11	3	0	20	1	0	**21**	0	1	**631**
2020-02-04 08:30:00	0	0	0	0	**0**	4	4	12	151	0	0	**163**	0	0	29	281	128	0	**438**	7	4	0	17	2	0	**19**	0	0	**620**
2020-02-04 08:45:00	4	0	0	0	**4**	5	9	19	127	0	0	**146**	0	0	22	327	131	0	**480**	1	7	0	21	1	0	**22**	0	0	**652**
Grand Total	6	0	0	0	**6**	16	38	51	575	0	0	**626**	3	5	97	1201	538	0	**1836**	19	15	0	77	5	0	**82**	0	1	**2550**
% Approach	100.0%	0.0%	0.0%	0.0%				8.1%	91.9%	0.0%	0.0%				5.3%	65.4%	29.3%	0.0%				0.0%	93.9%	6.1%	0.0%				
% Total	0.2%	0.0%	0.0%	0.0%	**0.2%**			2.0%	22.5%	0.0%	0.0%	**24.5%**			3.8%	47.1%	21.1%	0.0%	**72.0%**			0.0%	3.0%	0.2%	0.0%	**3.2%**			
PHF (8 AM - 9 AM)	0	0	0	0	**0**			0.671	0.942	0	0	**0.951**			0.828	0.918	0.934	0	**0.956**			0	0.905	0.625	0	**0.92**			**0.983**
Lights	0	0	0	0	**0**			51	539	0	0	**590**			93	1173	529	0	**1795**			0	76	4	0	**80**			**2465**
% Lights	0.0%	0.0%	0.0%	0.0%	**0.0%**			100.0%	93.7%	0.0%	0.0%	**94.2%**			95.9%	97.7%	98.3%	0.0%	**97.8%**			0.0%	98.7%	80.0%	0.0%	**97.6%**			**96.7%**
Articulated Trucks	0	0	0	0	**0**			0	16	0	0	**16**			0	7	2	0	**9**			0	0	0	0	**0**			**25**
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	2.8%	0.0%	0.0%	**2.6%**			0.0%	0.6%	0.4%	0.0%	**0.5%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			**1.0%**
Buses and Single-Unit Trucks	0	0	0	0	**0**			0	14	0	0	**14**			3	21	7	0	**31**			0	0	1	0	**1**			**46**
% Buses and Single-Unit Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	2.4%	0.0%	0.0%	**2.2%**			3.1%	1.7%	1.3%	0.0%	**1.7%**			0.0%	0.0%	20.0%	0.0%	**1.2%**			**1.8%**
Bicycles on Road	6	0	0	0	**6**			0	6	0	0	**6**			1	0	0	0	**1**			0	1	0	0	**1**			**14**
% Bicycles on Road	100.0%	0.0%	0.0%	0.0%	**100.0%**			0.0%	1.0%	0.0%	0.0%	**1.0%**			1.0%	0.0%	0.0%	0.0%	**0.1%**			0.0%	1.3%	0.0%	0.0%	**1.2%**			**0.5%**
Pedestrians						15	23						3	4						11	15						0	1	
% Pedestrians						93.8%	60.5%						100.0%	80.0%						57.9%	100.0%						0.0%	100.0%	
Bicycles on Crosswalk						1	15						0	1						8	0						0	0	
% Bicycles on Crosswalk						6.3%	39.5%						0.0%	20.0%						42.1%	0.0%						0.0%	0.0%	

Leg	IH 35 NBFR							6th St							IH 35 NBFR							6th St							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	**Int Total**
2020-02-04 16:00:00	1	0	0	0	**1**	4	8	16	118	0	0	**134**	2	1	22	316	40	0	**378**	3	14	0	6	0	1	**7**	0	2	**520**
2020-02-04 16:15:00	0	0	0	0	**0**	4	5	10	117	0	0	**127**	0	0	15	320	61	0	**396**	5	10	0	4	4	0	**8**	1	0	**531**
2020-02-04 16:30:00	4	0	0	0	**4**	8	10	7	104	0	0	**111**	2	1	12	338	54	0	**404**	8	2	0	6	1	1	**8**	2	2	**527**
2020-02-04 16:45:00	0	0	0	0	**0**	8	3	7	100	0	0	**107**	1	3	13	319	65	0	**397**	5	5	0	1	1	0	**2**	0	1	**506**
Grand Total	5	0	0	0	**5**	24	26	40	439	0	0	**479**	5	5	62	1293	220	0	**1575**	21	31	0	17	6	2	**25**	3	5	**2084**
% Approach	100.0%	0.0%	0.0%	0.0%				8.4%	91.6%	0.0%	0.0%				3.9%	82.1%	14.0%	0.0%				0.0%	68.0%	24.0%	8.0%				
% Total	0.2%	0.0%	0.0%	0.0%	**0.2%**			1.9%	21.1%	0.0%	0.0%	**23.0%**			3.0%	62.0%	10.6%	0.0%	**75.6%**			0.0%	0.8%	0.3%	0.1%	**1.2%**			
PHF (4 PM - 5 PM)	0	0	0	0	**0**			0.625	0.927	0	0	**0.891**			0.705	0.956	0.846	0	**0.975**			0	0.625	0.375	0.5	**0.719**			**0.977**
Lights	0	0	0	0	**0**			38	430	0	0	**468**			60	1265	216	0	**1541**			0	15	6	2	**23**			**2032**
% Lights	0.0%	0.0%	0.0%	0.0%	**0.0%**			95.0%	97.9%	0.0%	0.0%	**97.7%**			96.8%	97.8%	98.2%	0.0%	**97.8%**			0.0%	88.2%	100.0%	100.0%	**92.0%**			**97.5%**
Articulated Trucks	0	0	0	0	**0**			0	1	0	0	**1**			0	2	1	0	**3**			0	0	0	0	**0**			**4**
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.2%	0.0%	0.0%	**0.2%**			0.0%	0.2%	0.5%	0.0%	**0.2%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.2%**
Buses and Single-Unit Trucks	0	0	0	0	**0**			2	3	0	0	**5**			2	26	3	0	**31**			0	0	0	0	**0**			**36**
% Buses and Single-Unit Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**			5.0%	0.7%	0.0%	0.0%	**1.0%**			3.2%	2.0%	1.4%	0.0%	**2.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			**1.7%**
Bicycles on Road	5	0	0	0	**5**			0	5	0	0	**5**			0	0	0	0	**0**			0	2	0	0	**2**			**12**
% Bicycles on Road	100.0%	0.0%	0.0%	0.0%	**100.0%**			0.0%	1.1%	0.0%	0.0%	**1.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	11.8%	0.0%	0.0%	**8.0%**			**0.6%**
Pedestrians						19	18						5	4						21	23						3	5	
% Pedestrians						79.2%	69.2%						100.0%	80.0%						100.0%	74.2%						100.0%	100.0%	
Bicycles on Crosswalk						5	8						0	1						0	8						0	0	
% Bicycles on Crosswalk						20.8%	30.8%						0.0%	20.0%						0.0%	25.8%						0.0%	0.0%	

Study Name	Cesar Chavez at IH 35 SBFR
Project	1-5641 - Statesman Redevelopment - Alliance
Project Code	
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Time Zone	America/Chicago
Start Time	2020-02-04 07:00:00
End Time	2020-02-04 18:00:00
Location	Cesar Chavez at IH 35 SBFR
Latitude and Longitude	30.261303,-97.736796
AM Peak	7:45 AM - 8:45 AM (0.983)
PM Peak (Overall Peak Hour)	4 PM - 5 PM (0.966)

Leg	IH 35 SBFR						Cesar Chavez St						IH 35 SBFR						Cesar Chavez St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	100	41	37	0	0	0	0	119	27	0	0	0	0	0	0	0	0	0	54	134	0	0	0	0
2020-02-04 07:15:00	107	38	33	0	0	0	0	109	50	0	0	0	0	0	0	0	0	0	36	181	0	0	0	0
2020-02-04 07:30:00	142	51	48	0	0	0	0	159	38	0	0	0	0	0	0	0	0	0	42	176	0	0	0	0
2020-02-04 07:45:00	129	45	35	0	0	0	0	178	60	0	0	0	0	0	0	0	0	0	40	183	0	0	0	0
2020-02-04 08:00:00	144	55	42	0	0	0	0	182	41	0	0	0	0	0	0	0	0	0	32	149	0	0	0	0
2020-02-04 08:15:00	126	49	27	0	0	0	0	205	32	0	0	0	0	0	0	0	0	0	37	172	0	0	0	0
2020-02-04 08:30:00	135	59	38	0	0	0	0	201	48	0	0	0	0	0	0	0	0	0	47	120	0	0	0	0
2020-02-04 08:45:00	107	32	47	0	0	0	0	186	43	0	0	0	0	0	0	0	0	0	31	159	0	0	0	0
2020-02-04 16:00:00	38	133	16	0	0	0	0	100	79	0	0	0	0	0	0	0	0	0	147	194	0	0	0	0
2020-02-04 16:15:00	18	133	8	0	0	0	0	108	94	0	0	0	0	0	0	0	0	0	146	187	0	0	0	0
2020-02-04 16:30:00	40	166	12	0	0	0	0	86	81	0	0	0	0	0	0	0	0	0	146	203	0	0	0	0
2020-02-04 16:45:00	22	140	10	0	0	0	0	115	109	0	0	0	0	0	0	0	0	0	128	181	0	0	0	0
2020-02-04 17:00:00	30	150	17	0	0	0	0	90	97	0	0	0	0	0	0	0	0	0	146	144	0	0	0	0
2020-02-04 17:15:00	33	126	9	0	0	0	0	108	98	0	0	0	0	0	0	0	0	0	143	174	0	0	0	0
2020-02-04 17:30:00	29	143	14	0	0	0	0	102	93	0	0	0	0	0	0	0	0	0	125	154	0	0	0	0
2020-02-04 17:45:00	21	128	9	0	0	0	0	102	105	0	0	0	0	0	0	0	0	0	136	181	0	0	0	0

Leg	IH 35 SBFR						Cesar Chavez St						IH 35 SBFR						Cesar Chavez St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
2020-02-04 07:30:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 08:00:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 08:45:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Leg	IH 35 SBFR						Cesar Chavez St						IH 35 SBFR						Cesar Chavez St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	2	2	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0
2020-02-04 07:15:00	1	2	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0
2020-02-04 07:30:00	1	2	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0
2020-02-04 07:45:00	3	3	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
2020-02-04 08:00:00	2	3	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0
2020-02-04 08:15:00	3	2	2	0	0	0	0	2	8	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0
2020-02-04 08:30:00	2	5	0	0	0	0	0	8	3	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0
2020-02-04 08:45:00	3	6	2	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0
2020-02-04 16:00:00	1	4	1	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0
2020-02-04 16:15:00	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	5	0	0	0	0
2020-02-04 16:30:00	0	3	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0
2020-02-04 16:45:00	1	1	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0
2020-02-04 17:00:00	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0
2020-02-04 17:15:00	2	2	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0
2020-02-04 17:45:00	3	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	7	0	0	0	0

Leg	IH 35 SBFR						Cesar Chavez St						IH 35 SBFR						Cesar Chavez St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	2	13	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	4	0
2020-02-04 07:15:00	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	1
2020-02-04 07:30:00	0	0	0	0	1	18	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0
2020-02-04 07:45:00	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	8	0
2020-02-04 08:00:00	0	0	0	0	1	12	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	5	1
2020-02-04 08:15:00	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
2020-02-04 08:30:00	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	3	1
2020-02-04 08:45:00	0	0	0	0	1	10	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	1
2020-02-04 16:00:00	0	0	0	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
2020-02-04 16:15:00	0	0	0	0	14	8	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	7
2020-02-04 16:30:00	0	0	0	0	8	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	5
2020-02-04 16:45:00	0	0	0	0	15	3	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	4	7
2020-02-04 17:00:00	0	0	0	0	13	5	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	7
2020-02-04 17:15:00	0	0	0	0	8	2	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	1	4
2020-02-04 17:30:00	0	0	0	0	12	1	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	1	10
2020-02-04 17:45:00	0	0	0	0	11	6	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	8

Leg	IH 35 SBFR						Cesar Chavez St						IH 35 SBFR						Cesar Chavez St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Leg	IH 35 SBFR						Cesar Chavez St						IH 35 SBFR						Cesar Chavez St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2020-02-04 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	1
2020-02-04 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
2020-02-04 16:00:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
2020-02-04 16:15:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1
2020-02-04 16:45:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
2020-02-04 17:00:00	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2020-02-04 17:15:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
2020-02-04 17:45:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	3

Leg	IH 35 SBFR							Cesar Chavez St							IH 35 SBFR							Cesar Chavez St							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 07:00:00	103	43	37	0	**183**	2	13	0	126	28	0	**154**	0	0	0	0	0	0	**0**	1	1	57	136	0	0	**193**	4	0	**530**
2020-02-04 07:15:00	109	40	35	0	**184**	0	11	0	115	51	0	**166**	0	0	0	0	0	0	**0**	2	3	39	185	0	0	**224**	0	1	**574**
2020-02-04 07:30:00	143	54	48	0	**245**	1	21	3	163	38	0	**204**	0	0	0	0	0	0	**0**	0	1	43	180	0	0	**223**	2	0	**672**
2020-02-04 07:45:00	133	48	35	0	**216**	0	20	2	181	61	0	**244**	0	0	0	0	0	0	**0**	1	3	41	185	0	0	**226**	8	0	**686**
2020-02-04 08:00:00	146	59	42	0	**247**	1	12	0	189	42	0	**231**	0	0	0	0	0	0	**0**	1	1	34	153	0	0	**187**	5	4	**665**
2020-02-04 08:15:00	129	51	31	0	**211**	5	5	0	208	40	0	**248**	0	0	0	0	0	0	**0**	1	0	38	175	0	0	**213**	0	3	**672**
2020-02-04 08:30:00	138	66	38	0	**242**	0	5	0	209	51	0	**260**	0	0	0	0	0	0	**0**	7	3	48	125	0	0	**173**	3	2	**675**
2020-02-04 08:45:00	110	39	50	0	**199**	1	10	0	194	43	0	**237**	0	0	0	0	0	0	**0**	2	0	38	160	0	0	**198**	3	1	**634**
2020-02-04 16:00:00	39	137	17	0	**193**	16	2	0	103	81	0	**184**	0	0	0	0	0	0	**0**	0	0	149	197	0	0	**346**	3	5	**723**
2020-02-04 16:15:00	19	134	9	0	**162**	14	9	0	110	94	0	**204**	0	0	0	0	0	0	**0**	0	4	148	193	0	0	**341**	3	7	**707**
2020-02-04 16:30:00	40	169	12	0	**221**	9	5	0	92	82	0	**174**	0	0	0	0	0	0	**0**	0	3	149	206	0	0	**355**	1	6	**750**
2020-02-04 16:45:00	24	141	10	0	**175**	16	4	1	120	110	0	**231**	0	0	0	0	0	0	**0**	1	2	128	187	0	0	**315**	5	7	**721**
2020-02-04 17:00:00	32	150	17	0	**199**	17	5	0	91	98	0	**189**	0	0	0	0	0	0	**0**	1	3	148	148	0	0	**296**	0	9	**684**
2020-02-04 17:15:00	36	129	9	0	**174**	9	2	0	111	99	0	**210**	0	0	0	0	0	0	**0**	0	5	144	177	0	0	**321**	1	4	**705**
2020-02-04 17:30:00	29	143	14	0	**186**	14	1	0	103	93	0	**196**	0	0	0	0	0	0	**0**	2	7	129	156	0	0	**285**	1	13	**667**
2020-02-04 17:45:00	25	131	9	0	**165**	11	7	0	104	105	0	**209**	0	0	0	0	0	0	**0**	4	4	138	188	0	0	**326**	0	11	**700**
Grand Total	1255	1534	413	0	**3202**	116	132	6	2219	1116	0	**3341**	0	0	0	0	0	0	**0**	23	40	1471	2751	0	0	**4222**	39	73	**10765**
% Approach	39.2%	47.9%	12.9%	0.0%				0.2%	66.4%	33.4%	0.0%				0.0%	0.0%	0.0%	0.0%				34.8%	65.2%	0.0%	0.0%				
% Total	11.7%	14.2%	3.8%	0.0%	**29.7%**			0.1%	20.6%	10.4%	0.0%	**31.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			13.7%	25.6%	0.0%	0.0%	**39.2%**			
Lights	1221	1489	402	0	**3112**			0	2150	1095	0	**3245**			0	0	0	0	**0**			1436	2692	0	0	**4128**			**10485**
% Lights	97.3%	97.1%	97.3%	0.0%	**97.2%**			0.0%	96.9%	98.1%	0.0%	**97.1%**			0.0%	0.0%	0.0%	0.0%				97.6%	97.9%	0.0%	0.0%	**97.8%**			**97.4%**
Articulated Trucks	5	9	5	0	**19**			0	3	0	0	**3**			0	0	0	0	**0**			2	4	0	0	**6**			**28**
% Articulated Trucks	0.4%	0.6%	1.2%	0.0%	**0.6%**			0.0%	0.1%	0.0%	0.0%	**0.1%**			0.0%	0.0%	0.0%	0.0%				0.1%	0.1%	0.0%	0.0%	**0.1%**			**0.3%**
Buses and Single-Unit Trucks	27	36	6	0	**69**			2	60	21	0	**83**			0	0	0	0	**0**			33	53	0	0	**86**			**238**
% Buses and Single-Unit Trucks	2.2%	2.3%	1.5%	0.0%	**2.2%**			33.3%	2.7%	1.9%	0.0%	**2.5%**			0.0%	0.0%	0.0%	0.0%				2.2%	1.9%	0.0%	0.0%	**2.0%**			**2.2%**
Bicycles on Road	2	0	0	0	**2**			4	6	0	0	**10**			0	0	0	0	**0**			0	2	0	0	**2**			**14**
% Bicycles on Road	0.2%	0.0%	0.0%	0.0%	**0.1%**			66.7%	0.3%	0.0%	0.0%	**0.3%**			0.0%	0.0%	0.0%	0.0%				0.0%	0.1%	0.0%	0.0%	**0.0%**			**0.1%**
Pedestrians						106	124						0	0						13	33						35	59	
% Pedestrians						91.4%	93.9%						0.0%	0.0%						56.5%	82.5%						89.7%	80.8%	
Bicycles on Crosswalk						10	8						0	0						10	7						4	14	
% Bicycles on Crosswalk						8.6%	6.1%						0.0%	0.0%						43.5%	17.5%						10.3%	19.2%	

Leg	IH 35 SBFR							Cesar Chavez St							IH 35 SBFR							Cesar Chavez St							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 07:45:00	133	48	35	0	**216**	0	20	2	181	61	0	**244**	0	0	0	0	0	0	**0**	1	3	41	185	0	0	**226**	8	0	**686**
2020-02-04 08:00:00	146	59	42	0	**247**	1	12	0	189	42	0	**231**	0	0	0	0	0	0	**0**	1	1	34	153	0	0	**187**	5	4	**665**
2020-02-04 08:15:00	129	51	31	0	**211**	5	5	0	208	40	0	**248**	0	0	0	0	0	0	**0**	1	0	38	175	0	0	**213**	0	3	**672**
2020-02-04 08:30:00	138	66	38	0	**242**	0	5	0	209	51	0	**260**	0	0	0	0	0	0	**0**	7	3	48	125	0	0	**173**	3	2	**675**
Grand Total	546	224	146	0	**916**	6	42	2	787	194	0	**983**	0	0	0	0	0	0	**0**	10	7	161	638	0	0	**799**	16	9	**2698**
% Approach	59.6%	24.5%	15.9%	0.0%				0.2%	80.1%	19.7%	0.0%				0.0%	0.0%	0.0%	0.0%				20.2%	79.8%	0.0%	0.0%				
% Total	20.2%	8.3%	5.4%	0.0%	**34.0%**			0.1%	29.2%	7.2%	0.0%	**36.4%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			6.0%	23.6%	0.0%	0.0%	**29.6%**			
PHF (7:45 AM - 8:45 AM)	0.935	0.848	0.869	0	**0.927**			0.25	0.94	0.795	0	**0.943**			0	0	0	0	**0**			0.839	0.859	0	0	**0.882**			**0.983**
Lights	534	208	142	0	**884**			0	766	181	0	**947**			0	0	0	0	**0**			156	624	0	0	**780**			**2611**
% Lights	97.8%	92.9%	97.3%	0.0%	**96.5%**			0.0%	97.3%	93.3%	0.0%	**96.3%**			0.0%	0.0%	0.0%	0.0%	-			96.9%	97.8%	0.0%	0.0%	**97.6%**			**96.8%**
Articulated Trucks	2	3	2	0	**7**			0	3	0	0	**3**			0	0	0	0	**0**			0	2	0	0	**2**			**12**
% Articulated Trucks	0.4%	1.3%	1.4%	0.0%	**0.8%**			0.0%	0.4%	0.0%	0.0%	**0.3%**			0.0%	0.0%	0.0%	0.0%				0.0%	0.3%	0.0%	0.0%	**0.3%**			**0.4%**
Buses and Single-Unit Trucks	10	13	2	0	**25**			1	17	13	0	**31**			0	0	0	0	**0**			5	10	0	0	**15**			**71**
% Buses and Single-Unit Trucks	1.8%	5.8%	1.4%	0.0%	**2.7%**			50.0%	2.2%	6.7%	0.0%	**3.2%**			0.0%	0.0%	0.0%	0.0%				3.1%	1.6%	0.0%	0.0%	**1.9%**			**2.6%**
Bicycles on Road	0	0	0	0	**0**			1	1	0	0	**2**			0	0	0	0	**0**			0	2	0	0	**2**			**4**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	**0.0%**			50.0%	0.1%	0.0%	0.0%	**0.2%**			0.0%	0.0%	0.0%	0.0%				0.0%	0.3%	0.0%	0.0%	**0.3%**			**0.1%**
Pedestrians						6	40						0	0						5	6						16	5	
% Pedestrians						100.0%	95.2%						0.0%	0.0%						50.0%	85.7%						100.0%	55.6%	
Bicycles on Crosswalk						0	2						0	0						5	1						0	4	
% Bicycles on Crosswalk						0.0%	4.8%						0.0%	0.0%						50.0%	14.3%						0.0%	44.4%	

Leg	IH 35 SBFR							Cesar Chavez St							IH 35 SBFR							Cesar Chavez St							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 16:00:00	39	137	17	0	**193**	16	2	0	103	81	0	**184**	0	0	0	0	0	0	**0**	0	0	149	197	0	0	**346**	3	5	**723**
2020-02-04 16:15:00	19	134	9	0	**162**	14	9	0	110	94	0	**204**	0	0	0	0	0	0	**0**	0	4	148	193	0	0	**341**	3	7	**707**
2020-02-04 16:30:00	40	169	12	0	**221**	9	5	0	92	82	0	**174**	0	0	0	0	0	0	**0**	0	3	149	206	0	0	**355**	1	6	**750**
2020-02-04 16:45:00	24	141	10	0	**175**	16	4	1	120	110	0	**231**	0	0	0	0	0	0	**0**	1	2	128	187	0	0	**315**	5	7	**721**
Grand Total	122	581	48	0	**751**	55	20	1	425	367	0	**793**	0	0	0	0	0	0	**0**	1	9	574	783	0	0	**1357**	12	25	**2901**
% Approach	16.2%	77.4%	6.4%	0.0%				0.1%	53.6%	46.3%	0.0%				0.0%	0.0%	0.0%	0.0%				42.3%	57.7%	0.0%	0.0%				
% Total	4.2%	20.0%	1.7%	0.0%	**25.9%**			0.0%	14.7%	12.7%	0.0%	**27.3%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			19.8%	27.0%	0.0%	0.0%	**46.8%**			
PHF (4 PM - 5 PM)	0.756	0.859	0.706	0	**0.848**			0	0.883	0.834	0	**0.86**			0	0	0	0	**0**			0.963	0.95	0	0	**0.956**			**0.966**
Lights	118	572	46	0	**736**			0	409	363	0	**772**			0	0	0	0	**0**			567	765	0	0	**1332**			**2840**
% Lights	96.7%	98.5%	95.8%	0.0%	**98.0%**			0.0%	96.2%	98.9%	0.0%	**97.4%**			0.0%	0.0%	0.0%	0.0%				98.8%	97.7%	0.0%	0.0%	**98.2%**			**97.9%**
Articulated Trucks	0	1	0	0	**1**			0	0	0	0	**0**			0	0	0	0	**0**			0	1	0	0	**1**			**2**
% Articulated Trucks	0.0%	0.2%	0.0%	0.0%	**0.1%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%				0.0%	0.1%	0.0%	0.0%	**0.1%**			**0.1%**
Buses and Single-Unit Trucks	3	8	2	0	**13**			0	15	4	0	**19**			0	0	0	0	**0**			7	17	0	0	**24**			**56**
% Buses and Single-Unit Trucks	2.5%	1.4%	4.2%	0.0%	**1.7%**			0.0%	3.5%	1.1%	0.0%	**2.4%**			0.0%	0.0%	0.0%	0.0%				1.2%	2.2%	0.0%	0.0%	**1.8%**			**1.9%**
Bicycles on Road	1	0	0	0	**1**			1	1	0	0	**2**			0	0	0	0	**0**			0	0	0	0	**0**			**3**
% Bicycles on Road	0.8%	0.0%	0.0%	0.0%	**0.1%**			100.0%	0.2%	0.0%	0.0%	**0.3%**			0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.1%**
Pedestrians						52	18						0	0						1	6						9	23	
% Pedestrians						94.5%	90.0%						0.0%	0.0%						100.0%	66.7%						75.0%	92.0%	
Bicycles on Crosswalk						3	2						0	0						0	3						3	2	
% Bicycles on Crosswalk						5.5%	10.0%						0.0%	0.0%						0.0%	33.3%						25.0%	8.0%	

Study Name	Cesar Chavez at IH 35 NBFR
Project	1-5641 - Statesman Redevelopment - Alliance
Project Code	
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Time Zone	America/Chicago
Start Time	2020-02-04 07:00:00
End Time	2020-02-04 18:00:00
Location	Cesar Chavez at IH 35 NBFR
Latitude and Longitude	30.26107,-97.73583
AM Peak (Overall Peak Hour)	7:30 AM - 8:30 AM (0.986)
PM Peak	4 PM - 5 PM (0.967)

Leg	IH 35 NBFR						Cesar Chavez St						IH 35 NBFR						Cesar Chavez St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	27	56	0	0	0	0	31	227	87	0	0	0	0	73	96	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	31	86	0	0	0	0	38	236	70	0	0	0	0	92	115	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	51	109	0	0	0	0	58	292	81	0	0	0	0	101	123	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	46	131	0	0	0	0	50	277	96	0	0	0	0	97	123	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	32	107	0	0	0	0	55	290	116	0	0	0	0	84	104	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	55	115	0	0	0	0	54	249	123	0	0	0	0	82	112	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	38	122	0	0	0	0	56	287	137	0	0	0	0	77	83	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	53	127	0	0	0	0	54	261	100	0	0	0	0	97	110	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	23	122	0	0	0	0	67	210	63	0	0	0	0	76	145	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	27	141	0	0	0	0	49	216	61	0	0	0	0	57	134	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	18	112	0	0	0	0	62	207	55	0	0	0	0	80	143	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	10	139	0	0	0	0	62	202	76	0	0	0	0	56	118	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	11	111	0	0	0	0	57	208	83	0	0	0	0	82	96	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	17	139	0	0	0	0	60	211	61	0	0	0	0	70	105	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	16	128	0	0	0	0	68	227	67	0	0	0	0	60	114	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	7	146	0	0	0	0	60	217	61	0	0	0	0	64	120	0	0	0

Leg	IH 35 NBFR						Cesar Chavez St						IH 35 NBFR						Cesar Chavez St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

Leg	IH 35 NBFR						Cesar Chavez St						IH 35 NBFR						Cesar Chavez St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	6	0	0	0	0	0	5	1	0	0	0	0	2	1	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	2	4	0	0	0	0	1	3	2	0	0	0	0	1	4	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	1	2	0	0	0	0	1	5	2	0	0	0	0	3	1	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	4	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	2	0	0	0	0	1	2	5	0	0	0	0	3	2	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	1	5	0	0	0	0	2	1	2	0	0	0	0	4	1	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	1	7	0	0	0	0	0	6	3	0	0	0	0	0	2	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	5	4	0	0	0	0	2	5	1	0	0	0	0	3	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	1	2	0	0	0	0	1	6	2	0	0	0	0	1	3	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0	0	0	0	0	3	3	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	5	0	0	0	0	2	6	1	0	0	0	0	3	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	2	0	0	0	0	1	3	4	0	0	0	0	3	3	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	2	0	0	0	0	1	4	0	0	0	0	0	3	1	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	0	2	0	0	0	0	2	0	1	0	0	0	0	1	1	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	1	1	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	0	1	0	0	0	0	0	3	1	0	0	0	0	1	7	0	0	0

Leg	IH 35 NBFR						Cesar Chavez St						IH 35 NBFR						Cesar Chavez St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	2	14	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	1	15	0	0	0	0	0	2	0	0	0	0	4	3	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	1	11	0	0	0	0	0	2	0	0	0	0	2	4	0	0	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	1	18	0	0	0	0	0	11	0	0	0	0	2	3	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	1	12	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	2	5	0	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	1	9	0	0	0	0	0	1	0	0	0	0	4	3	0	0	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	15	5	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	8	5	0	0	0	0	0	1	0	0	0	0	0	4	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	7	4	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	12	4	0	0	0	0	2	0	0	0	0	0	1	2	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	19	4	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	7	2	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	11	4	0	0	0	0	6	0	0	0	0	0	1	6	0	0	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	8	1	0	0	0	0	2	0	0	0	0	0	1	4	0	0	0	0	0	0

Leg	IH 35 NBFR						Cesar Chavez St						IH 35 NBFR						Cesar Chavez St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Leg	IH 35 NBFR						Cesar Chavez St						IH 35 NBFR						Cesar Chavez St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0

Leg	IH 35 NBFR							Cesar Chavez St							IH 35 NBFR							Cesar Chavez St							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 07:00:00	0	0	0	0	**0**	2	14	27	62	0	0	**89**	0	0	31	234	88	0	**353**	2	0	0	75	97	0	**172**	0	0	**614**
2020-02-04 07:15:00	0	0	0	0	**0**	1	15	33	91	0	0	**124**	0	2	39	239	72	0	**350**	4	3	0	95	120	0	**215**	0	0	**689**
2020-02-04 07:30:00	0	0	0	0	**0**	1	13	52	111	0	0	**163**	0	3	59	297	83	0	**439**	2	4	0	104	124	0	**228**	0	0	**830**
2020-02-04 07:45:00	0	0	0	0	**0**	1	19	46	135	0	0	**181**	0	11	50	279	97	0	**426**	2	4	0	97	125	0	**222**	0	0	**829**
2020-02-04 08:00:00	0	0	0	0	**0**	1	13	32	109	0	0	**141**	0	1	56	294	122	0	**472**	1	0	0	87	106	0	**193**	0	0	**806**
2020-02-04 08:15:00	0	0	0	0	**0**	4	4	56	120	0	0	**176**	0	0	56	251	126	0	**433**	1	0	0	87	114	0	**201**	0	0	**810**
2020-02-04 08:30:00	0	0	0	0	**0**	0	5	39	129	0	0	**168**	0	0	57	294	140	0	**491**	7	6	0	78	86	0	**164**	0	0	**823**
2020-02-04 08:45:00	0	0	0	0	**0**	1	9	58	132	0	0	**190**	0	1	56	267	101	0	**424**	4	3	0	100	111	0	**211**	0	0	**825**
2020-02-04 16:00:00	0	0	0	0	**0**	15	7	24	124	0	0	**148**	1	2	68	217	65	0	**350**	0	1	0	77	148	0	**225**	0	0	**723**
2020-02-04 16:15:00	0	0	0	0	**0**	8	5	27	144	0	0	**171**	0	2	50	219	61	0	**330**	0	5	0	60	137	0	**197**	0	0	**698**
2020-02-04 16:30:00	0	0	0	0	**0**	7	4	18	117	0	0	**135**	0	4	64	214	56	0	**334**	0	3	0	84	143	0	**227**	0	0	**696**
2020-02-04 16:45:00	0	0	0	0	**0**	12	5	10	141	0	0	**151**	2	0	63	207	80	0	**350**	1	2	0	59	121	0	**180**	0	0	**681**
2020-02-04 17:00:00	0	0	0	0	**0**	22	4	11	113	0	0	**124**	0	1	58	215	83	0	**356**	0	4	0	85	97	0	**182**	0	0	**662**
2020-02-04 17:15:00	0	0	0	0	**0**	8	3	17	141	0	0	**158**	0	0	63	212	62	0	**337**	0	7	0	72	106	0	**178**	0	0	**673**
2020-02-04 17:30:00	0	0	0	0	**0**	11	4	16	129	0	0	**145**	6	0	68	230	67	0	**365**	2	8	0	61	115	0	**176**	0	0	**686**
2020-02-04 17:45:00	0	0	0	0	**0**	8	2	7	147	0	0	**154**	2	0	60	221	62	0	**343**	5	5	0	65	127	0	**192**	0	0	**689**
Grand Total	0	0	0	0	**0**	102	126	473	1945	0	0	**2418**	11	27	898	3890	1365	0	**6153**	31	55	0	1286	1877	0	**3163**	0	0	**11734**
% Approach	0.0%	0.0%	0.0%	0.0%				19.6%	80.4%	0.0%	0.0%				14.6%	63.2%	22.2%	0.0%				0.0%	40.7%	59.3%	0.0%				
% Total	0.0%	0.0%	0.0%	0.0%	**0.0%**			4.0%	16.6%	0.0%	0.0%	**20.6%**			7.7%	33.2%	11.6%	0.0%	**52.4%**			0.0%	11.0%	16.0%	0.0%	**27.0%**			
Lights	0	0	0	0	**0**			462	1891	0	0	**2353**			881	3817	1337	0	**6035**			0	1248	1841	0	**3089**			**11477**
% Lights	0.0%	0.0%	0.0%	0.0%				97.7%	97.2%	0.0%	0.0%	**97.3%**			98.1%	98.1%	97.9%	0.0%	**98.1%**			0.0%	97.0%	98.1%	0.0%	**97.7%**			**97.8%**
Articulated Trucks	0	0	0	0	**0**			0	1	0	0	**1**			2	16	3	0	**21**			0	4	5	0	**9**			**31**
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%				0.0%	0.1%	0.0%	0.0%	**0.0%**			0.2%	0.4%	0.2%	0.0%	**0.3%**			0.0%	0.3%	0.3%	0.0%	**0.3%**			**0.3%**
Buses and Single-Unit Trucks	0	0	0	0	**0**			11	52	0	0	**63**			14	57	25	0	**96**			0	32	31	0	**63**			**222**
% Buses and Single-Unit Trucks	0.0%	0.0%	0.0%	0.0%				2.3%	2.7%	0.0%	0.0%	**2.6%**			1.6%	1.5%	1.8%	0.0%	**1.6%**			0.0%	2.5%	1.7%	0.0%	**2.0%**			**1.9%**
Bicycles on Road	0	0	0	0	**0**			0	1	0	0	**1**			1	0	0	0	**1**			0	2	0	0	**2**			**4**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%				0.0%	0.1%	0.0%	0.0%	**0.0%**			0.1%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.2%	0.0%	0.0%	**0.1%**			**0.0%**
Pedestrians						98	117						11	21						21	44						0	0	
% Pedestrians						96.1%	92.9%						100.0%	77.8%						67.7%	80.0%						0.0%	0.0%	
Bicycles on Crosswalk						4	9						0	6						10	11						0	0	
% Bicycles on Crosswalk						3.9%	7.1%						0.0%	22.2%						32.3%	20.0%						0.0%	0.0%	

Leg	IH 35 NBFR							Cesar Chavez St							IH 35 NBFR							Cesar Chavez St							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	**Int Total**
2020-02-04 07:30:00	0	0	0	0	**0**	1	13	52	111	0	0	**163**	0	3	59	297	83	0	**439**	2	4	0	104	124	0	**228**	0	0	**830**
2020-02-04 07:45:00	0	0	0	0	**0**	1	19	46	135	0	0	**181**	0	11	50	279	97	0	**426**	2	4	0	97	125	0	**222**	0	0	**829**
2020-02-04 08:00:00	0	0	0	0	**0**	1	13	32	109	0	0	**141**	0	1	56	294	122	0	**472**	1	0	0	87	106	0	**193**	0	0	**806**
2020-02-04 08:15:00	0	0	0	0	**0**	4	4	56	120	0	0	**176**	0	0	56	251	126	0	**433**	1	0	0	87	114	0	**201**	0	0	**810**
Grand Total	0	0	0	0	**0**	7	49	186	475	0	0	**661**	0	15	221	1121	428	0	**1770**	6	8	0	375	469	0	**844**	0	0	**3275**
% Approach	0.0%	0.0%	0.0%	0.0%				28.1%	71.9%	0.0%	0.0%				12.5%	63.3%	24.2%	0.0%				0.0%	44.4%	55.6%	0.0%				
% Total	0.0%	0.0%	0.0%	0.0%	**0.0%**			5.7%	14.5%	0.0%	0.0%	**20.2%**			6.7%	34.2%	13.1%	0.0%	**54.0%**			0.0%	11.5%	14.3%	0.0%	**25.8%**			
PHF (7:30 AM - 8:30 AM)	0	0	0	0	**0**			0.83	0.88	0	0	**0.913**			0.936	0.944	0.849	0	**0.938**			0	0.901	0.938	0	**0.925**			**0.986**
Lights	0	0	0	0	**0**			184	462	0	0	**646**			217	1108	416	0	**1741**			0	364	462	0	**826**			**3213**
% Lights	0.0%	0.0%	0.0%	0.0%				98.9%	97.3%	0.0%	0.0%	**97.7%**			98.2%	98.8%	97.2%	0.0%	**98.4%**			0.0%	97.1%	98.5%	0.0%	**97.9%**			**98.1%**
Articulated Trucks	0	0	0	0	**0**			0	0	0	0	**0**			0	3	3	0	**6**			0	1	2	0	**3**			**9**
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.3%	0.7%	0.0%	**0.3%**			0.0%	0.3%	0.4%	0.0%	**0.4%**			**0.3%**
Buses and Single-Unit Trucks	0	0	0	0	**0**			2	13	0	0	**15**			4	10	9	0	**23**			0	10	5	0	**15**			**53**
% Buses and Single-Unit Trucks	0.0%	0.0%	0.0%	0.0%				1.1%	2.7%	0.0%	0.0%	**2.3%**			1.8%	0.9%	2.1%	0.0%	**1.3%**			0.0%	2.7%	1.1%	0.0%	**1.8%**			**1.6%**
Bicycles on Road	0	0	0	0	**0**			0	0	0	0	**0**			0	0	0	0	**0**			0	0	0	0	**0**			**0**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.0%**
Pedestrians						7	45						0	14						6	7						0	0	
% Pedestrians						100.0%	91.8%						0.0%	93.3%						100.0%	87.5%						0.0%	0.0%	
Bicycles on Crosswalk						0	4						0	1						0	1						0	0	
% Bicycles on Crosswalk						0.0%	8.2%						0.0%	6.7%						0.0%	12.5%						0.0%	0.0%	

Leg	IH 35 NBFR							Cesar Chavez St							IH 35 NBFR							Cesar Chavez St							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 16:00:00	0	0	0	0	**0**	15	7	24	124	0	0	**148**	1	2	68	217	65	0	**350**	0	1	0	77	148	0	**225**	0	0	**723**
2020-02-04 16:15:00	0	0	0	0	**0**	8	5	27	144	0	0	**171**	0	2	50	219	61	0	**330**	0	5	0	60	137	0	**197**	0	0	**698**
2020-02-04 16:30:00	0	0	0	0	**0**	7	4	18	117	0	0	**135**	0	4	64	214	56	0	**334**	0	3	0	84	143	0	**227**	0	0	**696**
2020-02-04 16:45:00	0	0	0	0	**0**	12	5	10	141	0	0	**151**	2	0	63	207	80	0	**350**	1	2	0	59	121	0	**180**	0	0	**681**
Grand Total	0	0	0	0	**0**	42	21	79	526	0	0	**605**	3	8	245	857	262	0	**1364**	1	11	0	280	549	0	**829**	0	0	**2798**
% Approach	0.0%	0.0%	0.0%	0.0%				13.1%	86.9%	0.0%	0.0%				18.0%	62.8%	19.2%	0.0%				0.0%	33.8%	66.2%	0.0%				
% Total	0.0%	0.0%	0.0%	0.0%	**0.0%**			2.8%	18.8%	0.0%	0.0%	**21.6%**			8.8%	30.6%	9.4%	0.0%	**48.7%**			0.0%	10.0%	19.6%	0.0%	**29.6%**			
PHF (4 PM - 5 PM)	0	0	0	0	**0**			0.731	0.913	0	0	**0.885**			0.901	0.978	0.819	0	**0.974**			0	0.833	0.927	0	**0.913**			**0.967**
Lights	0	0	0	0	**0**			78	514	0	0	**592**			240	835	255	0	**1330**			0	269	540	0	**809**			**2731**
% Lights	0.0%	0.0%	0.0%	0.0%				98.7%	97.7%	0.0%	0.0%	**97.9%**			98.0%	97.4%	97.3%	0.0%	**97.5%**			0.0%	96.1%	98.4%	0.0%	**97.6%**			**97.6%**
Articulated Trucks	0	0	0	0	**0**			0	0	0	0	**0**			1	4	0	0	**5**			0	1	0	0	**1**			**6**
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%	**0.0%**			0.4%	0.5%	0.0%	0.0%	**0.4%**			0.0%	0.4%	0.0%	0.0%	**0.1%**			**0.2%**
Buses and Single-Unit Trucks	0	0	0	0	**0**			1	12	0	0	**13**			4	18	7	0	**29**			0	10	9	0	**19**			**61**
% Buses and Single-Unit Trucks	0.0%	0.0%	0.0%	0.0%				1.3%	2.3%	0.0%	0.0%	**2.1%**			1.6%	2.1%	2.7%	0.0%	**2.1%**			0.0%	3.6%	1.6%	0.0%	**2.3%**			**2.2%**
Bicycles on Road	0	0	0	0	**0**			0	0	0	0	**0**			0	0	0	0	**0**			0	0	0	0	**0**			**0**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.0%**
Pedestrians						42	18						3	3						1	8						0	0	
% Pedestrians						100.0%	85.7%						100.0%	37.5%						100.0%	72.7%						0.0%	0.0%	
Bicycles on Crosswalk						0	3						0	5						0	3						0	0	
% Bicycles on Crosswalk						0.0%	14.3%						0.0%	62.5%						0.0%	27.3%						0.0%	0.0%	

Study Name	Riverside Dr at IH 35 SBFR
Project	1-5641 - Statesman Redevelopment - Alliance
Project Code	
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Time Zone	America/Chicago
Start Time	2020-02-04 07:00:00
End Time	2020-02-04 18:00:00
Location	1063 - Riverside Dr at IH 35 SBFR
Latitude and Longitude	30.248024,-97.735773
AM Peak	7:45 AM - 8:45 AM (0.960)
PM Peak (Overall Peak Hour)	4 PM - 5 PM (0.990)

Leg	IH 35 SBFR						Riverside						IH 35 SBFR						Riverside					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	103	26	82	0	0	0	0	189	51	0	0	0	0	0	0	0	0	0	27	88	0	0	0	0
2020-02-04 07:15:00	114	41	100	0	0	0	0	242	60	0	0	0	0	0	0	0	0	0	44	90	0	0	0	0
2020-02-04 07:30:00	112	52	93	0	0	0	0	258	86	1	0	0	0	2	0	0	0	0	45	117	0	0	0	0
2020-02-04 07:45:00	107	60	100	0	0	0	0	264	66	1	0	0	0	0	0	0	0	0	42	161	0	0	0	0
2020-02-04 08:00:00	93	47	107	0	0	0	0	245	55	1	0	0	0	0	0	0	0	0	49	183	0	1	0	0
2020-02-04 08:15:00	110	49	92	0	0	0	0	224	84	0	0	0	0	0	0	0	0	0	40	237	0	0	0	0
2020-02-04 08:30:00	88	60	135	0	0	0	0	181	75	0	0	0	0	0	0	0	0	0	40	196	0	0	0	0
2020-02-04 08:45:00	89	60	98	0	0	0	0	204	71	0	0	0	0	0	0	0	0	0	34	198	0	0	0	0
2020-02-04 16:00:00	41	140	143	0	0	0	0	149	108	0	0	0	0	0	0	0	0	0	139	268	0	0	0	0
2020-02-04 16:15:00	49	192	137	0	0	0	0	162	97	0	0	0	0	0	0	0	0	0	133	222	0	0	0	0
2020-02-04 16:30:00	39	165	118	0	0	0	0	192	106	0	0	0	0	0	0	0	0	0	121	237	0	0	0	0
2020-02-04 16:45:00	48	192	141	0	0	0	0	139	98	1	0	0	0	0	0	0	0	0	81	254	0	0	0	0
2020-02-04 17:00:00	55	171	138	0	0	0	0	171	116	0	0	0	0	0	0	0	0	0	87	245	0	0	0	0
2020-02-04 17:15:00	39	159	131	0	0	0	0	151	88	1	0	0	0	0	0	0	0	0	94	290	0	0	0	0
2020-02-04 17:30:00	42	176	147	0	0	0	0	146	110	0	0	0	0	0	0	0	0	0	75	240	0	1	0	0
2020-02-04 17:45:00	46	140	134	0	0	0	0	129	91	0	0	0	0	0	0	0	0	0	108	289	0	0	0	0

Leg	IH 35 SBFR						Riverside						IH 35 SBFR						Riverside					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
2020-02-04 07:45:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
2020-02-04 08:45:00	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
2020-02-04 16:00:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 16:45:00	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0

Leg	IH 35 SBFR						Riverside						IH 35 SBFR						Riverside					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	2	1	3	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0
2020-02-04 07:15:00	3	1	8	0	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
2020-02-04 07:30:00	3	2	7	0	0	0	0	8	3	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0
2020-02-04 07:45:00	3	1	5	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	1	10	0	0	0	0
2020-02-04 08:00:00	3	2	8	0	0	0	0	7	2	0	0	0	0	0	0	0	0	0	4	6	0	0	0	0
2020-02-04 08:15:00	4	3	7	0	0	0	0	9	1	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0
2020-02-04 08:30:00	2	4	12	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	3	9	0	0	0	0
2020-02-04 08:45:00	0	3	3	0	0	0	0	6	2	0	0	0	0	0	0	0	0	0	2	11	0	0	0	0
2020-02-04 16:00:00	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0
2020-02-04 16:15:00	2	2	2	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0
2020-02-04 16:30:00	0	6	5	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0
2020-02-04 16:45:00	0	1	3	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0	1	9	0	0	0	0
2020-02-04 17:00:00	2	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
2020-02-04 17:15:00	2	1	4	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
2020-02-04 17:30:00	2	1	3	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0
2020-02-04 17:45:00	4	4	4	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0

Leg	IH 35 SBFR						Riverside						IH 35 SBFR						Riverside					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2020-02-04 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	3	1
2020-02-04 07:30:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
2020-02-04 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
2020-02-04 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
2020-02-04 16:30:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
2020-02-04 16:45:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2020-02-04 17:00:00	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2
2020-02-04 17:15:00	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
2020-02-04 17:30:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8
2020-02-04 17:45:00	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0

Leg	IH 35 SBFR						Riverside						IH 35 SBFR						Riverside					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Leg	IH 35 SBFR						Riverside						IH 35 SBFR						Riverside					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2020-02-04 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2020-02-04 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2020-02-04 08:45:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
2020-02-04 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2020-02-04 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Leg	IH 35 SBFR							Riverside							IH 35 SBFR							Riverside							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 07:00:00	105	27	86	0	**218**	0	3	0	191	55	0	**246**	0	0	0	0	0	0	**0**	0	0	28	93	0	0	**121**	0	2	**585**
2020-02-04 07:15:00	118	43	109	0	**270**	0	0	0	248	63	0	**311**	0	0	0	0	0	0	**0**	4	1	44	93	0	0	**137**	3	1	**718**
2020-02-04 07:30:00	115	54	100	0	**269**	0	1	0	266	91	1	**358**	0	0	0	2	0	0	**2**	0	0	52	122	0	0	**174**	1	2	**803**
2020-02-04 07:45:00	111	61	106	0	**278**	0	0	0	268	68	1	**337**	0	0	0	0	0	0	**0**	1	1	43	172	0	0	**215**	1	1	**830**
2020-02-04 08:00:00	96	49	115	0	**260**	0	0	0	252	57	1	**310**	0	0	0	0	0	0	**0**	0	0	53	189	0	1	**243**	0	0	**813**
2020-02-04 08:15:00	114	53	99	0	**266**	0	0	0	234	85	0	**319**	0	0	0	1	0	0	**1**	0	0	41	242	0	0	**283**	1	4	**869**
2020-02-04 08:30:00	90	64	148	0	**302**	0	0	0	188	76	0	**264**	0	0	0	0	0	0	**0**	0	0	44	205	0	0	**249**	0	1	**815**
2020-02-04 08:45:00	89	63	102	0	**254**	0	2	0	211	74	0	**285**	0	0	0	1	0	0	**1**	0	0	38	209	0	0	**247**	1	1	**787**
2020-02-04 16:00:00	41	140	150	0	**331**	1	0	0	156	108	0	**264**	0	0	0	0	0	0	**0**	0	0	141	272	0	0	**413**	0	0	**1008**
2020-02-04 16:15:00	52	194	139	0	**385**	1	1	0	165	99	0	**264**	0	0	0	0	0	0	**0**	0	0	135	225	0	0	**360**	2	1	**1009**
2020-02-04 16:30:00	39	171	123	0	**333**	2	0	0	199	106	0	**305**	0	0	0	0	0	0	**0**	0	0	122	241	0	0	**363**	1	0	**1001**
2020-02-04 16:45:00	48	194	144	0	**386**	0	2	0	146	100	1	**247**	0	0	0	0	0	0	**0**	0	0	82	264	0	0	**346**	0	2	**979**
2020-02-04 17:00:00	57	171	140	0	**368**	4	3	3	173	118	0	**294**	0	0	0	0	0	0	**0**	0	0	87	249	0	0	**336**	3	2	**998**
2020-02-04 17:15:00	41	160	135	0	**336**	5	3	1	158	90	1	**250**	0	0	0	0	0	0	**0**	0	0	94	295	0	0	**389**	0	5	**975**
2020-02-04 17:30:00	44	177	150	0	**371**	0	1	0	149	111	0	**260**	0	0	0	0	0	0	**0**	0	0	77	242	0	1	**320**	8	8	**951**
2020-02-04 17:45:00	50	144	138	0	**332**	5	2	1	131	91	0	**223**	0	0	0	0	0	0	**0**	0	1	109	292	0	0	**401**	1	0	**956**
Grand Total	1210	1765	1984	0	**4959**	18	18	5	3135	1392	5	**4537**	0	0	0	4	0	0	**4**	5	3	1190	3405	0	2	**4597**	22	30	**14097**
% Approach	24.4%	35.6%	40.0%	0.0%				0.1%	69.1%	30.7%	0.1%				0.0%	100.0%	0.0%	0.0%				25.9%	74.1%	0.0%	0.0%				
% Total	8.6%	12.5%	14.1%	0.0%	**35.2%**			0.0%	22.2%	9.9%	0.0%	**32.2%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			8.4%	24.2%	0.0%	0.0%	**32.6%**			
Lights	1175	1730	1896	0	**4801**			0	3046	1362	5	**4413**			0	2	0	0	**2**			1159	3315	0	2	**4476**			**13692**
% Lights	97.1%	98.0%	95.6%	0.0%	**96.8%**			0.0%	97.2%	97.8%	100.0%	**97.3%**			0.0%	50.0%	0.0%	0.0%	**50.0%**			97.4%	97.4%	0.0%	100.0%	**97.4%**			**97.1%**
Articulated Trucks	3	1	6	0	**10**			0	8	5	0	**13**			0	0	0	0	**0**			6	6	0	0	**12**			**35**
% Articulated Trucks	0.2%	0.1%	0.3%	0.0%	**0.2%**			0.0%	0.3%	0.4%	0.0%	**0.3%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.5%	0.2%	0.0%	0.0%	**0.3%**			**0.2%**
Buses and Single-Unit Trucks	32	32	82	0	**146**			0	80	25	0	**105**			0	0	0	0	**0**			24	84	0	0	**108**			**359**
% Buses and Single-Unit Trucks	2.6%	1.8%	4.1%	0.0%	**2.9%**			0.0%	2.6%	1.8%	0.0%	**2.3%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			2.0%	2.5%	0.0%	0.0%	**2.3%**			**2.5%**
Bicycles on Road	0	2	0	0	**2**			5	1	0	0	**6**			0	2	0	0	**2**			1	0	0	0	**1**			**11**
% Bicycles on Road	0.0%	0.1%	0.0%	0.0%	**0.0%**			100.0%	0.0%	0.0%	0.0%	**0.1%**			0.0%	50.0%	0.0%	0.0%	**50.0%**			0.1%	0.0%	0.0%	0.0%	**0.0%**			**0.1%**
Pedestrians						14	13						0	0						4	3						20	24	
% Pedestrians						77.8%	72.2%						0.0%	0.0%						80.0%	100.0%						90.9%	80.0%	
Bicycles on Crosswalk						4	5						0	0						1	0						2	6	
% Bicycles on Crosswalk						22.2%	27.8%						0.0%	0.0%						20.0%	0.0%						9.1%	20.0%	

Leg	IH 35 SBFR							Riverside							IH 35 SBFR							Riverside							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	**Int Total**
2020-02-04 07:45:00	111	61	106	0	**278**	0	0	0	268	68	1	**337**	0	0	0	0	0	0	**0**	1	1	43	172	0	0	**215**	1	1	**830**
2020-02-04 08:00:00	96	49	115	0	**260**	0	0	0	252	57	1	**310**	0	0	0	0	0	0	**0**	0	0	53	189	0	1	**243**	0	0	**813**
2020-02-04 08:15:00	114	53	99	0	**266**	0	0	0	234	85	0	**319**	0	0	0	1	0	0	**1**	0	0	41	242	0	0	**283**	1	4	**869**
2020-02-04 08:30:00	90	64	148	0	**302**	0	0	0	188	76	0	**264**	0	0	0	0	0	0	**0**	0	0	44	205	0	0	**249**	0	1	**815**
Grand Total	411	227	468	0	**1106**	0	0	0	942	286	2	**1230**	0	0	0	1	0	0	**1**	1	1	181	808	0	1	**990**	2	6	**3327**
% Approach	37.2%	20.5%	42.3%	0.0%				0.0%	76.6%	23.3%	0.2%				0.0%	100.0%	0.0%	0.0%				18.3%	81.6%	0.0%	0.1%				
% Total	12.4%	6.8%	14.1%	0.0%	**33.2%**			0.0%	28.3%	8.6%	0.1%	**37.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			5.4%	24.3%	0.0%	0.0%	**29.8%**			
PHF (7:45 AM - 8:45 AM)	0.901	0.883	0.791	0	**0.915**			0	0.879	0.841	0.5	**0.912**			0	0	0	0	**0**			0.849	0.835	0	0.25	**0.877**			**0.96**
Lights	398	216	434	0	**1048**			0	914	280	2	**1196**			0	0	0	0	**0**			171	777	0	1	**949**			**3193**
% Lights	96.8%	95.2%	92.7%	0.0%	**94.8%**			0.0%	97.0%	97.9%	100.0%	**97.2%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			94.5%	96.2%	0.0%	100.0%	**95.9%**			**96.0%**
Articulated Trucks	1	0	2	0	**3**			0	2	0	0	**2**			0	0	0	0	**0**			1	1	0	0	**2**			**7**
% Articulated Trucks	0.2%	0.0%	0.4%	0.0%	**0.3%**			0.0%	0.2%	0.0%	0.0%	**0.2%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.6%	0.1%	0.0%	0.0%	**0.2%**			**0.2%**
Buses and Single-Unit Trucks	12	10	32	0	**54**			0	26	6	0	**32**			0	0	0	0	**0**			8	30	0	0	**38**			**124**
% Buses and Single-Unit Trucks	2.9%	4.4%	6.8%	0.0%	**4.9%**			0.0%	2.8%	2.1%	0.0%	**2.6%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			4.4%	3.7%	0.0%	0.0%	**3.8%**			**3.7%**
Bicycles on Road	0	1	0	0	**1**			0	0	0	0	**0**			0	1	0	0	**1**			1	0	0	0	**1**			**3**
% Bicycles on Road	0.0%	0.4%	0.0%	0.0%	**0.1%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	100.0%	0.0%	0.0%	**100.0%**			0.6%	0.0%	0.0%	0.0%	**0.1%**			**0.1%**
Pedestrians						0	0						0	0						1	1						1	5	
% Pedestrians						0.0%	0.0%						0.0%	0.0%						100.0%	100.0%						50.0%	83.3%	
Bicycles on Crosswalk						0	0						0	0						0	0						1	1	
% Bicycles on Crosswalk						0.0%	0.0%						0.0%	0.0%						0.0%	0.0%						50.0%	16.7%	

Leg	IH 35 SBFR							Riverside							IH 35 SBFR							Riverside							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 16:00:00	41	140	150	0	**331**	1	0	0	156	108	0	**264**	0	0	0	0	0	0	**0**	0	0	141	272	0	0	**413**	0	0	**1008**
2020-02-04 16:15:00	52	194	139	0	**385**	1	1	0	165	99	0	**264**	0	0	0	0	0	0	**0**	0	0	135	225	0	0	**360**	2	1	**1009**
2020-02-04 16:30:00	39	171	123	0	**333**	2	0	0	199	106	0	**305**	0	0	0	0	0	0	**0**	0	0	122	241	0	0	**363**	1	0	**1001**
2020-02-04 16:45:00	48	194	144	0	**386**	0	2	0	146	100	1	**247**	0	0	0	0	0	0	**0**	0	0	82	264	0	0	**346**	0	2	**979**
Grand Total	180	699	556	0	**1435**	4	3	0	666	413	1	**1080**	0	0	0	0	0	0	**0**	0	0	480	1002	0	0	**1482**	3	3	**3997**
% Approach	12.5%	48.7%	38.7%	0.0%				0.0%	61.7%	38.2%	0.1%				0.0%	0.0%	0.0%	0.0%				32.4%	67.6%	0.0%	0.0%				
% Total	4.5%	17.5%	13.9%	0.0%	**35.9%**			0.0%	16.7%	10.3%	0.0%	**27.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			12.0%	25.1%	0.0%	0.0%	**37.1%**			
PHF (4 PM - 5 PM)	0.865	0.901	0.927	0	**0.929**			0	0.837	0.956	0.25	**0.885**			0	0	0	0	**0**			0.851	0.921	0	0	**0.897**			**0.99**
Lights	177	689	539	0	**1405**			0	642	409	1	**1052**			0	0	0	0	**0**			474	981	0	0	**1455**			**3912**
% Lights	98.3%	98.6%	96.9%	0.0%	**97.9%**			0.0%	96.4%	99.0%	100.0%	**97.4%**			0.0%	0.0%	0.0%	0.0%				98.8%	97.9%	0.0%	0.0%	**98.2%**			**97.9%**
Articulated Trucks	1	1	1	0	**3**			0	2	1	0	**3**			0	0	0	0	**0**			0	3	0	0	**3**			**9**
% Articulated Trucks	0.6%	0.1%	0.2%	0.0%	**0.2%**			0.0%	0.3%	0.2%	0.0%	**0.3%**			0.0%	0.0%	0.0%	0.0%				0.0%	0.3%	0.0%	0.0%	**0.2%**			**0.2%**
Buses and Single-Unit Trucks	2	9	16	0	**27**			0	22	3	0	**25**			0	0	0	0	**0**			6	18	0	0	**24**			**76**
% Buses and Single-Unit Trucks	1.1%	1.3%	2.9%	0.0%	**1.9%**			0.0%	3.3%	0.7%	0.0%	**2.3%**			0.0%	0.0%	0.0%	0.0%				1.3%	1.8%	0.0%	0.0%	**1.6%**			**1.9%**
Bicycles on Road	0	0	0	0	**0**			0	0	0	0	**0**			0	0	0	0	**0**			0	0	0	0	**0**			**0**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.0%**
Pedestrians						4	3						0	0						0	0						3	2	
% Pedestrians						100.0%	100.0%						0.0%	0.0%						0.0%	0.0%						100.0%	66.7%	
Bicycles on Crosswalk						0	0						0	0						0	0						0	1	
% Bicycles on Crosswalk						0.0%	0.0%						0.0%	0.0%						0.0%	0.0%						0.0%	33.3%	

Study Name	Riverside at IH 35 NBFR
Project	1-5641 - Statesman Redevelopment - Alliance
Project Code	
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Time Zone	America/Chicago
Start Time	2020-02-04 07:00:00
End Time	2020-02-04 18:00:00
Location	1064 - Riverside Dr at IH 35 NBFR
Latitude and Longitude	30.247864,-97.734869
AM Peak (Overall Peak Hour)	7:45 AM - 8:45 AM (0.984)
PM Peak	5 PM - 6 PM (0.961)

Leg	IH 35 NBFR						Riverside						IH 35 NBFR						Riverside					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	375	155	0	0	0	0	43	174	85	0	0	0	0	121	44	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	458	205	0	0	0	0	26	231	93	0	0	0	0	131	51	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	474	260	0	0	0	0	26	189	92	0	0	0	0	160	64	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	469	231	0	1	0	0	26	221	93	0	0	0	0	151	83	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	475	236	0	1	0	0	13	216	69	0	0	0	0	184	114	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	476	235	0	0	0	0	17	180	68	0	0	0	0	179	119	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	484	222	0	0	0	0	22	223	49	0	0	0	0	183	123	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	461	204	0	0	0	0	19	198	51	0	0	0	0	163	119	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	170	175	0	0	0	0	130	162	65	0	0	0	0	279	87	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	187	197	0	0	0	0	131	176	65	0	0	0	0	287	58	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	225	212	0	0	0	0	92	152	65	0	0	0	0	264	83	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	214	181	0	0	0	0	71	187	57	0	0	0	0	277	89	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	264	231	0	0	0	0	79	165	55	0	0	0	0	305	101	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	296	191	0	1	0	0	81	213	44	0	0	0	0	275	112	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	252	215	0	0	0	0	93	160	43	0	0	0	0	327	71	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	214	167	0	0	0	0	101	170	51	0	0	0	0	309	102	0	0	0

Leg	IH 35 NBFR						Riverside						IH 35 NBFR						Riverside					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	1	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	1	2	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

Leg	IH 35 NBFR						Riverside						IH 35 NBFR						Riverside					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	6	5	0	0	0	0	1	0	0	0	0	0	0	5	3	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	6	11	0	0	0	0	0	2	0	0	0	0	0	7	2	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	8	7	0	0	0	0	0	3	2	0	0	0	0	11	2	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	4	4	0	0	0	0	0	0	2	0	0	0	0	10	4	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	10	6	0	0	0	0	0	3	2	0	0	0	0	12	1	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	7	6	0	0	0	0	0	2	2	0	0	0	0	11	1	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	8	7	0	0	0	0	0	3	0	0	0	0	0	13	5	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	7	3	0	0	0	0	0	4	5	0	0	0	0	10	4	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	4	4	0	0	0	0	3	1	2	0	0	0	0	6	3	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	7	4	0	0	0	0	1	3	1	0	0	0	0	5	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	4	6	0	0	0	0	1	4	0	0	0	0	0	8	1	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	4	7	0	0	0	0	1	3	1	0	0	0	0	8	2	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	3	4	0	0	0	0	0	2	0	0	0	0	0	6	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	3	7	0	0	0	0	1	1	0	0	0	0	0	6	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	3	2	0	0	0	0	1	0	0	0	0	0	0	3	1	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	2	2	0	0	0	0	2	2	0	0	0	0	0	6	0	0	0	0

Leg	IH 35 NBFR						Riverside						IH 35 NBFR						Riverside					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	1	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	2	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	3	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Leg	IH 35 NBFR						Riverside						IH 35 NBFR						Riverside					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Leg	IH 35 NBFR						Riverside						IH 35 NBFR						Riverside					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0

Leg	IH 35 NBFR							Riverside							IH 35 NBFR							Riverside							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 07:00:00	0	0	0	0	**0**	0	2	381	161	0	0	**542**	1	0	45	174	85	0	**304**	0	0	0	127	47	0	**174**	0	0	**1020**
2020-02-04 07:15:00	0	0	0	0	**0**	0	0	464	216	0	0	**680**	0	0	26	234	93	0	**353**	1	0	0	139	53	0	**192**	0	0	**1225**
2020-02-04 07:30:00	0	0	0	0	**0**	0	1	482	269	0	0	**751**	1	1	26	194	94	0	**314**	0	0	0	171	66	0	**237**	0	0	**1302**
2020-02-04 07:45:00	0	0	0	0	**0**	0	0	473	235	0	1	**709**	0	3	26	223	95	0	**344**	0	0	0	163	87	0	**250**	0	0	**1303**
2020-02-04 08:00:00	0	0	0	0	**0**	0	0	485	242	0	1	**728**	0	0	13	220	71	0	**304**	0	0	0	196	115	0	**311**	0	0	**1343**
2020-02-04 08:15:00	0	0	0	0	**0**	0	0	484	243	0	0	**727**	0	0	17	182	70	0	**269**	0	0	0	190	120	0	**310**	0	0	**1306**
2020-02-04 08:30:00	0	0	0	0	**0**	0	0	493	229	0	0	**722**	0	0	24	226	50	0	**300**	2	1	0	196	128	0	**324**	0	0	**1346**
2020-02-04 08:45:00	2	0	0	0	**2**	0	2	469	209	0	0	**678**	0	1	19	203	56	0	**278**	0	1	0	173	125	0	**298**	0	0	**1256**
2020-02-04 16:00:00	0	0	0	0	**0**	1	1	174	180	0	0	**354**	1	3	133	163	67	0	**363**	0	0	0	286	91	0	**377**	0	0	**1094**
2020-02-04 16:15:00	0	0	0	0	**0**	1	1	194	201	0	0	**395**	1	0	133	179	66	0	**378**	0	1	0	292	58	0	**350**	0	0	**1123**
2020-02-04 16:30:00	0	0	0	0	**0**	1	0	229	219	0	0	**448**	4	1	93	156	65	0	**314**	0	1	0	272	84	0	**356**	0	0	**1118**
2020-02-04 16:45:00	0	0	0	0	**0**	1	3	218	189	0	0	**407**	0	1	73	191	58	0	**322**	1	0	0	286	91	0	**377**	0	0	**1106**
2020-02-04 17:00:00	0	0	0	0	**0**	5	3	267	235	0	0	**502**	2	0	79	167	55	0	**301**	0	0	0	311	101	0	**412**	0	0	**1215**
2020-02-04 17:15:00	0	0	0	0	**0**	1	4	300	199	0	1	**500**	1	1	82	215	45	0	**342**	0	1	0	283	112	0	**395**	0	0	**1237**
2020-02-04 17:30:00	0	0	0	0	**0**	4	5	256	217	0	0	**473**	0	1	94	160	44	0	**298**	0	0	0	330	72	0	**402**	0	0	**1173**
2020-02-04 17:45:00	1	0	0	0	**1**	4	2	216	169	0	0	**385**	1	0	103	173	51	0	**327**	0	0	0	315	102	0	**417**	0	0	**1130**
Grand Total	3	0	0	0	**3**	18	24	5585	3413	0	3	**9001**	12	12	986	3060	1065	0	**5111**	4	5	0	3730	1452	0	**5182**	0	0	**19297**
% Approach	100.0%	0.0%	0.0%	0.0%				62.0%	37.9%	0.0%	0.0%				19.3%	59.9%	20.8%	0.0%				0.0%	72.0%	28.0%	0.0%				
% Total	0.0%	0.0%	0.0%	0.0%	**0.0%**			28.9%	17.7%	0.0%	0.0%	**46.6%**			5.1%	15.9%	5.5%	0.0%	**26.5%**			0.0%	19.3%	7.5%	0.0%	**26.9%**			
Lights	0	0	0	0	**0**			5494	3317	0	3	**8814**			970	3017	1045	0	**5032**			0	3595	1420	0	**5015**			**18861**
% Lights	0.0%	0.0%	0.0%	0.0%	**0.0%**			98.4%	97.2%	0.0%	100.0%	**97.9%**			98.4%	98.6%	98.1%	0.0%	**98.5%**			0.0%	96.4%	97.8%	0.0%	**96.8%**			**97.7%**
Articulated Trucks	0	0	0	0	**0**			5	10	0	0	**15**			5	9	3	0	**17**			0	6	2	0	**8**			**40**
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.1%	0.3%	0.0%	0.0%	**0.2%**			0.5%	0.3%	0.3%	0.0%	**0.3%**			0.0%	0.2%	0.1%	0.0%	**0.2%**			**0.2%**
Buses and Single-Unit Trucks	0	0	0	0	**0**			86	85	0	0	**171**			11	33	17	0	**61**			0	127	29	0	**156**			**388**
% Buses and Single-Unit Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**			1.5%	2.5%	0.0%	0.0%	**1.9%**			1.1%	1.1%	1.6%	0.0%	**1.2%**			0.0%	3.4%	2.0%	0.0%	**3.0%**			**2.0%**
Bicycles on Road	3	0	0	0	**3**			0	1	0	0	**1**			0	1	0	0	**1**			0	2	1	0	**3**			**8**
% Bicycles on Road	100.0%	0.0%	0.0%	0.0%	**100.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.1%	0.1%	0.0%	**0.1%**			**0.0%**
Pedestrians						11	12						9	10						3	3						0	0	
% Pedestrians						61.1%	50.0%						75.0%	83.3%						75.0%	60.0%						0.0%	0.0%	
Bicycles on Crosswalk						7	12						3	2						1	2						0	0	
% Bicycles on Crosswalk						38.9%	50.0%						25.0%	16.7%						25.0%	40.0%						0.0%	0.0%	

Leg	IH 35 NBFR							Riverside							IH 35 NBFR							Riverside							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 07:45:00	0	0	0	0	**0**	0	0	473	235	0	1	**709**	0	3	26	223	95	0	**344**	0	0	0	163	87	0	**250**	0	0	**1303**
2020-02-04 08:00:00	0	0	0	0	**0**	0	0	485	242	0	1	**728**	0	0	13	220	71	0	**304**	0	0	0	196	115	0	**311**	0	0	**1343**
2020-02-04 08:15:00	0	0	0	0	**0**	0	0	484	243	0	0	**727**	0	0	17	182	70	0	**269**	0	0	0	190	120	0	**310**	0	0	**1306**
2020-02-04 08:30:00	0	0	0	0	**0**	0	0	493	229	0	0	**722**	0	0	24	226	50	0	**300**	2	1	0	196	128	0	**324**	0	0	**1346**
Grand Total	0	0	0	0	**0**	0	0	1935	949	0	2	**2886**	0	3	80	851	286	0	**1217**	2	1	0	745	450	0	**1195**	0	0	**5298**
% Approach	0.0%	0.0%	0.0%	0.0%				67.0%	32.9%	0.0%	0.1%				6.6%	69.9%	23.5%	0.0%				0.0%	62.3%	37.7%	0.0%				
% Total	0.0%	0.0%	0.0%	0.0%	**0.0%**			36.5%	17.9%	0.0%	0.0%	**54.5%**			1.5%	16.1%	5.4%	0.0%	**23.0%**			0.0%	14.1%	8.5%	0.0%	**22.6%**			
PHF (7:45 AM - 8:45 AM)	0	0	0	0	**0**			0.981	0.976	0	0.5	**0.991**			0.769	0.941	0.753	0	**0.884**			0	0.95	0.879	0	**0.922**			**0.984**
Lights	0	0	0	0	**0**			1904	924	0	2	**2830**			78	840	279	0	**1197**			0	697	439	0	**1136**			**5163**
% Lights	0.0%	0.0%	0.0%	0.0%				98.4%	97.4%	0.0%	100.0%	**98.1%**			97.5%	98.7%	97.6%	0.0%	**98.4%**			0.0%	93.6%	97.6%	0.0%	**95.1%**			**97.5%**
Articulated Trucks	0	0	0	0	**0**			2	2	0	0	**4**			2	3	1	0	**6**			0	2	0	0	**2**			**12**
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%				0.1%	0.2%	0.0%	0.0%	**0.1%**			2.5%	0.4%	0.3%	0.0%	**0.5%**			0.0%	0.3%	0.0%	0.0%	**0.2%**			**0.2%**
Buses and Single-Unit Trucks	0	0	0	0	**0**			29	23	0	0	**52**			0	8	6	0	**14**			0	46	11	0	**57**			**123**
% Buses and Single-Unit Trucks	0.0%	0.0%	0.0%	0.0%				1.5%	2.4%	0.0%	0.0%	**1.8%**			0.0%	0.9%	2.1%	0.0%	**1.2%**			0.0%	6.2%	2.4%	0.0%	**4.8%**			**2.3%**
Bicycles on Road	0	0	0	0	**0**			0	0	0	0	**0**			0	0	0	0	**0**			0	0	0	0	**0**			**0**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.0%**
Pedestrians						0	0						0	2						2	1						0	0	
% Pedestrians						0.0%	0.0%						0.0%	66.7%						100.0%	100.0%						0.0%	0.0%	
Bicycles on Crosswalk						0	0						0	1						0	0						0	0	
% Bicycles on Crosswalk						0.0%	0.0%						0.0%	33.3%						0.0%	0.0%						0.0%	0.0%	

Leg	IH 35 NBFR							Riverside							IH 35 NBFR							Riverside						
Direction	Southbound							Westbound							Northbound							Eastbound						
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 17:00:00	0	0	0	0	**0**	5	3	267	235	0	0	**502**	2	0	79	167	55	0	**301**	0	0	0	311	101	0	**412**	0	0	**1215**
2020-02-04 17:15:00	0	0	0	0	**0**	1	4	300	199	0	1	**500**	1	1	82	215	45	0	**342**	0	1	0	283	112	0	**395**	0	0	**1237**
2020-02-04 17:30:00	0	0	0	0	**0**	4	5	256	217	0	0	**473**	0	1	94	160	44	0	**298**	0	0	0	330	72	0	**402**	0	0	**1173**
2020-02-04 17:45:00	1	0	0	0	**1**	4	2	216	169	0	0	**385**	1	0	103	173	51	0	**327**	0	0	0	315	102	0	**417**	0	0	**1130**
Grand Total	1	0	0	0	**1**	14	14	1039	820	0	1	**1860**	4	2	358	715	195	0	**1268**	0	1	0	1239	387	0	**1626**	0	0	**4755**
% Approach	100.0%	0.0%	0.0%	0.0%				55.9%	44.1%	0.0%	0.1%				28.2%	56.4%	15.4%	0.0%				0.0%	76.2%	23.8%	0.0%				
% Total	0.0%	0.0%	0.0%	0.0%	**0.0%**			21.9%	17.2%	0.0%	0.0%	**39.1%**			7.5%	15.0%	4.1%	0.0%	**26.7%**			0.0%	26.1%	8.1%	0.0%	**34.2%**			
PHF (5 PM - 6 PM)	0	0	0	0	**0**			0.866	0.871	0	0.25	**0.926**			0.869	0.831	0.886	0	**0.927**			0	0.939	0.864	0	**0.975**			**0.961**
Lights	0	0	0	0	**0**			1026	804	0	1	**1831**			354	708	193	0	**1255**			0	1216	386	0	**1602**			**4688**
% Lights	0.0%	0.0%	0.0%	0.0%	**0.0%**			98.7%	98.0%	0.0%	100.0%	**98.4%**			98.9%	99.0%	99.0%	0.0%	**99.0%**			0.0%	98.1%	99.7%	0.0%	**98.5%**			**98.6%**
Articulated Trucks	0	0	0	0	**0**			2	0	0	0	**2**			0	2	2	0	**4**			0	2	0	0	**2**			**8**
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.2%	0.0%	0.0%	0.0%	**0.1%**			0.0%	0.3%	1.0%	0.0%	**0.3%**			0.0%	0.2%	0.0%	0.0%	**0.1%**			**0.2%**
Buses and Single-Unit Trucks	0	0	0	0	**0**			11	15	0	0	**26**			4	5	0	0	**9**			0	21	1	0	**22**			**57**
% Buses and Single-Unit Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**			1.1%	1.8%	0.0%	0.0%	**1.4%**			1.1%	0.7%	0.0%	0.0%	**0.7%**			0.0%	1.7%	0.3%	0.0%	**1.4%**			**1.2%**
Bicycles on Road	1	0	0	0	**1**			0	1	0	0	**1**			0	0	0	0	**0**			0	0	0	0	**0**			**2**
% Bicycles on Road	100.0%	0.0%	0.0%	0.0%	**100.0%**			0.0%	0.1%	0.0%	0.0%	**0.1%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.0%**
Pedestrians						10	7						1	2						0	1						0	0	
% Pedestrians						71.4%	50.0%						25.0%	100.0%						0.0%	100.0%						0.0%	0.0%	
Bicycles on Crosswalk						4	7						3	0						0	0						0	0	
% Bicycles on Crosswalk						28.6%	50.0%						75.0%	0.0%						0.0%	0.0%						0.0%	0.0%	

Study Name	South 1st at Monroe
Project	1-5641 - Statesman Redevelopment - Alliance
Project Code	
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Time Zone	America/Chicago
Start Time	2020-02-04 07:00:00
End Time	2020-02-04 18:00:00
Location	South 1st at Monroe
Latitude and Longitude	30.249328,-97.755162
AM Peak	7:15 AM - 8:15 AM (0.930)
PM Peak (Overall Peak Hour)	4:30 PM - 5:30 PM (0.987)

Leg	S 1st St						Monroe St						S 1st St						Monroe St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	8	54	1	0	0	0	3	1	1	0	0	0	1	383	8	0	0	0	3	1	2	0	0	0
2020-02-04 07:15:00	2	69	0	0	0	0	9	0	0	0	0	0	1	471	4	0	0	0	3	1	4	0	0	0
2020-02-04 07:30:00	6	75	2	0	0	0	11	1	0	0	0	0	4	462	19	0	0	0	6	0	3	0	0	0
2020-02-04 07:45:00	6	73	1	0	0	0	4	3	1	0	0	0	3	419	6	0	0	0	6	0	5	0	0	0
2020-02-04 08:00:00	7	67	4	0	0	0	9	1	3	0	0	0	11	405	11	0	0	0	1	0	2	0	0	0
2020-02-04 08:15:00	3	79	1	0	0	0	5	3	0	0	0	0	9	411	13	0	0	0	3	0	1	0	0	0
2020-02-04 08:30:00	6	83	5	0	0	0	13	3	1	0	0	0	9	372	9	0	0	0	6	0	3	0	0	0
2020-02-04 08:45:00	5	75	10	0	0	0	8	3	2	0	0	0	9	306	6	0	0	0	4	0	8	0	0	0
2020-02-04 16:00:00	10	399	6	0	0	0	6	0	3	0	0	0	7	178	4	0	0	0	8	0	0	0	0	0
2020-02-04 16:15:00	11	389	12	1	0	0	8	0	1	0	0	0	6	184	1	0	0	0	6	0	4	0	0	0
2020-02-04 16:30:00	4	390	18	0	0	0	8	0	5	0	0	0	8	239	3	0	0	0	2	1	2	0	0	0
2020-02-04 16:45:00	9	418	13	0	0	0	8	1	2	0	0	0	12	212	3	0	0	0	4	0	1	0	0	0
2020-02-04 17:00:00	12	398	22	0	0	0	14	1	1	0	0	0	10	212	3	0	0	0	6	0	3	0	0	0
2020-02-04 17:15:00	8	368	20	0	0	0	11	0	1	0	0	0	6	231	4	0	0	0	8	0	0	0	0	0
2020-02-04 17:30:00	7	408	13	0	0	0	18	1	1	0	0	0	4	221	3	0	0	0	5	1	0	0	0	0
2020-02-04 17:45:00	11	401	16	0	0	0	15	1	0	0	0	0	10	225	3	0	0	0	4	1	1	0	0	0

Leg	S 1st St						Monroe St						S 1st St						Monroe St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Leg	S 1st St						Monroe St						S 1st St						Monroe St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	5	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	3	0	0	0	0	0	0	0	0	0	0	1	6	1	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	1	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	3	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	2	5	1	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	1	0	0	0	0	0
2020-02-04 08:30:00	0	6	0	0	0	0	1	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	1	2	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	1	0	0	0	0	0
2020-02-04 16:30:00	1	5	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	0	3	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	3	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	2	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Leg	S 1st St						Monroe St						S 1st St						Monroe St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2020-02-04 07:15:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
2020-02-04 07:45:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2
2020-02-04 08:30:00	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	1	1
2020-02-04 08:45:00	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
2020-02-04 16:00:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	2
2020-02-04 16:45:00	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3	2
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
2020-02-04 17:15:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
2020-02-04 17:30:00	0	0	0	0	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Leg	S 1st St						Monroe St						S 1st St						Monroe St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:45:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Leg	S 1st St						Monroe St						S 1st St						Monroe St					
Direction	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2020-02-04 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:30:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2020-02-04 16:15:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2020-02-04 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2020-02-04 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-02-04 17:30:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
2020-02-04 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1

Leg	S 1st St							Monroe St							S 1st St							Monroe St							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 07:00:00	8	59	1	0	**68**	0	0	3	1	1	0	**5**	0	0	1	386	8	0	**395**	0	0	3	1	2	0	**6**	0	1	**474**
2020-02-04 07:15:00	2	71	0	0	**73**	0	0	9	0	0	0	**9**	1	1	1	476	4	0	**481**	0	0	3	1	4	0	**8**	0	1	**571**
2020-02-04 07:30:00	6	78	2	0	**86**	0	0	11	1	0	0	**12**	0	0	5	468	20	0	**493**	0	0	6	0	3	0	**9**	1	2	**600**
2020-02-04 07:45:00	6	74	1	0	**81**	0	0	4	3	1	0	**8**	0	3	3	424	6	0	**433**	0	0	6	0	5	0	**11**	0	0	**533**
2020-02-04 08:00:00	7	70	4	0	**81**	0	0	9	1	3	0	**13**	0	0	11	409	11	0	**431**	0	0	1	0	2	0	**3**	1	0	**528**
2020-02-04 08:15:00	5	84	2	0	**91**	0	0	5	3	0	0	**8**	0	1	9	417	13	0	**439**	0	1	4	0	1	0	**5**	0	2	**543**
2020-02-04 08:30:00	6	89	5	0	**100**	0	0	14	3	1	0	**18**	3	2	9	378	9	0	**396**	0	0	6	0	3	0	**9**	1	1	**523**
2020-02-04 08:45:00	5	76	10	0	**91**	1	0	8	3	2	0	**13**	1	1	9	313	6	0	**328**	0	0	4	0	8	0	**12**	0	2	**444**
2020-02-04 16:00:00	10	404	6	0	**420**	0	0	6	0	3	0	**9**	1	0	8	179	4	0	**191**	0	0	8	0	0	0	**8**	1	2	**628**
2020-02-04 16:15:00	12	391	12	1	**416**	0	0	8	0	1	0	**9**	2	2	6	189	1	0	**196**	0	0	7	0	4	0	**11**	0	0	**632**
2020-02-04 16:30:00	5	396	18	0	**419**	0	0	8	0	5	0	**13**	0	5	8	245	3	0	**256**	0	0	2	1	2	0	**5**	0	3	**693**
2020-02-04 16:45:00	10	421	13	0	**444**	0	0	8	1	2	0	**11**	2	1	12	216	3	0	**231**	0	0	4	0	1	0	**5**	3	2	**691**
2020-02-04 17:00:00	12	401	22	0	**435**	0	0	14	1	1	0	**16**	0	1	10	217	3	0	**230**	0	0	6	0	3	0	**9**	1	2	**690**
2020-02-04 17:15:00	8	370	21	0	**399**	0	0	11	0	1	0	**12**	1	0	6	233	4	0	**243**	0	0	8	0	0	0	**8**	1	0	**662**
2020-02-04 17:30:00	7	408	13	0	**428**	0	1	18	1	1	0	**20**	4	0	4	222	3	0	**229**	0	0	5	1	0	0	**6**	0	2	**683**
2020-02-04 17:45:00	11	402	16	0	**429**	0	0	15	1	0	0	**16**	0	0	10	225	3	0	**238**	0	0	4	1	1	0	**6**	1	1	**689**
Grand Total	120	3794	146	1	**4061**	1	1	151	19	22	0	**192**	15	17	112	4997	101	0	**5210**	0	1	77	5	39	0	**121**	10	21	**9584**
% Approach	3.0%	93.4%	3.6%	0.0%				78.6%	9.9%	11.5%	0.0%				2.1%	95.9%	1.9%	0.0%				63.6%	4.1%	32.2%	0.0%				
% Total	1.3%	39.6%	1.5%	0.0%	**42.4%**			1.6%	0.2%	0.2%	0.0%	**2.0%**			1.2%	52.1%	1.1%	0.0%	**54.4%**			0.8%	0.1%	0.4%	0.0%	**1.3%**			
Lights	115	3746	144	1	**4006**			150	19	22	0	**191**			110	4931	100	0	**5141**			75	5	39	0	**119**			**9457**
% Lights	95.8%	98.7%	98.6%	100.0%	**98.6%**			99.3%	100.0%	100.0%	0.0%	**99.5%**			98.2%	98.7%	99.0%	0.0%	**98.7%**			97.4%	100.0%	100.0%	0.0%	**98.3%**			**98.7%**
Articulated Trucks	0	3	0	0	**3**			0	0	0	0	**0**			0	1	0	0	**1**			0	0	0	0	**0**			**4**
% Articulated Trucks	0.0%	0.1%	0.0%	0.0%	**0.1%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.0%**
Buses and Single-Unit Trucks	4	44	2	0	**50**			1	0	0	0	**1**			2	64	1	0	**67**			2	0	0	0	**2**			**120**
% Buses and Single-Unit Trucks	3.3%	1.2%	1.4%	0.0%	**1.2%**			0.7%	0.0%	0.0%	0.0%	**0.5%**			1.8%	1.3%	1.0%	0.0%	**1.3%**			2.6%	0.0%	0.0%	0.0%	**1.7%**			**1.3%**
Bicycles on Road	1	1	0	0	**2**			0	0	0	0	**0**			0	1	0	0	**1**			0	0	0	0	**0**			**3**
% Bicycles on Road	0.8%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.0%**
Pedestrians						1	1						13	16						0	1						9	14	
% Pedestrians						100.0%	100.0%						86.7%	94.1%						0.0%	100.0%						90.0%	66.7%	
Bicycles on Crosswalk						0	0						2	1						0	0						1	7	
% Bicycles on Crosswalk						0.0%	0.0%						13.3%	5.9%						0.0%	0.0%						10.0%	33.3%	

Leg	S 1st St							Monroe St							S 1st St							Monroe St							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-02-04 07:15:00	2	71	0	0	**73**	0	0	9	0	0	0	**9**	1	1	1	476	4	0	**481**	0	0	3	1	4	0	**8**	0	1	**571**
2020-02-04 07:30:00	6	78	2	0	**86**	0	0	11	1	0	0	**12**	0	0	5	468	20	0	**493**	0	0	6	0	3	0	**9**	1	2	**600**
2020-02-04 07:45:00	6	74	1	0	**81**	0	0	4	3	1	0	**8**	0	3	3	424	6	0	**433**	0	0	6	0	5	0	**11**	0	0	**533**
2020-02-04 08:00:00	7	70	4	0	**81**	0	0	9	1	3	0	**13**	0	0	11	409	11	0	**431**	0	0	1	0	2	0	**3**	1	0	**528**
Grand Total	21	293	7	0	**321**	0	0	33	5	4	0	**42**	1	4	20	1777	41	0	**1838**	0	0	16	1	14	0	**31**	2	3	**2232**
% Approach	6.5%	91.3%	2.2%	0.0%				78.6%	11.9%	9.5%	0.0%				1.1%	96.7%	2.2%	0.0%				51.6%	3.2%	45.2%	0.0%				
% Total	0.9%	13.1%	0.3%	0.0%	**14.4%**			1.5%	0.2%	0.2%	0.0%	**1.9%**			0.9%	79.6%	1.8%	0.0%	**82.3%**			0.7%	0.0%	0.6%	0.0%	**1.4%**			
PHF (7:15 AM - 8:15 AM)	0.75	0.939	0.438	0	**0.933**			0.75	0.417	0.333	0	**0.808**			0.455	0.933	0.513	0	**0.932**			0.667	0.25	0.7	0	**0.705**			**0.93**
Lights	21	284	7	0	**312**			33	5	4	0	**42**			19	1757	40	0	**1816**			16	1	14	0	**31**			**2201**
% Lights	100.0%	96.9%	100.0%	0.0%	**97.2%**			100.0%	100.0%	100.0%	0.0%	**100.0%**			95.0%	98.9%	97.6%	0.0%	**98.8%**			100.0%	100.0%	100.0%	0.0%	**100.0%**			**98.6%**
Articulated Trucks	0	1	0	0	**1**			0	0	0	0	**0**			0	0	0	0	**0**			0	0	0	0	**0**			**1**
% Articulated Trucks	0.0%	0.3%	0.0%	0.0%	**0.3%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.0%**
Buses and Single-Unit Trucks	0	8	0	0	**8**			0	0	0	0	**0**			1	20	1	0	**22**			0	0	0	0	**0**			**30**
% Buses and Single-Unit Trucks	0.0%	2.7%	0.0%	0.0%	**2.5%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			5.0%	1.1%	2.4%	0.0%	**1.2%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			**1.3%**
Bicycles on Road	0	0	0	0	**0**			0	0	0	0	**0**			0	0	0	0	**0**			0	0	0	0	**0**			**0**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.0%**
Pedestrians						0	0						1	4						0	0						2	3	
% Pedestrians						0.0%	0.0%						100.0%	100.0%						0.0%	0.0%						100.0%	100.0%	
Bicycles on Crosswalk						0	0						0	0						0	0						0	0	
% Bicycles on Crosswalk						0.0%	0.0%						0.0%	0.0%						0.0%	0.0%						0.0%	0.0%	

Leg	S 1st St							Monroe St							S 1st St							Monroe St							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	**Int Total**
2020-02-04 16:30:00	5	396	18	0	**419**	0	0	8	0	5	0	**13**	0	5	8	245	3	0	**256**	0	0	2	1	2	0	**5**	0	3	**693**
2020-02-04 16:45:00	10	421	13	0	**444**	0	0	8	1	2	0	**11**	2	1	12	216	3	0	**231**	0	0	4	0	1	0	**5**	3	2	**691**
2020-02-04 17:00:00	12	401	22	0	**435**	0	0	14	1	1	0	**16**	0	1	10	217	3	0	**230**	0	0	6	0	3	0	**9**	1	2	**690**
2020-02-04 17:15:00	8	370	21	0	**399**	0	0	11	0	1	0	**12**	1	0	6	233	4	0	**243**	0	0	8	0	0	0	**8**	1	0	**662**
Grand Total	35	1588	74	0	**1697**	0	0	41	2	9	0	**52**	3	7	36	911	13	0	**960**	0	0	20	1	6	0	**27**	5	7	**2736**
% Approach	2.1%	93.6%	4.4%	0.0%				78.8%	3.8%	17.3%	0.0%				3.8%	94.9%	1.4%	0.0%				74.1%	3.7%	22.2%	0.0%				
% Total	1.3%	58.0%	2.7%	0.0%	**62.0%**			1.5%	0.1%	0.3%	0.0%	**1.9%**			1.3%	33.3%	0.5%	0.0%	**35.1%**			0.7%	0.0%	0.2%	0.0%	**1.0%**			
PHF (4:30 PM - 5:30 PM)	0.708	0.943	0.841	0	**0.957**			0.732	0.5	0.45	0	**0.813**			0.75	0.93	0.813	0	**0.938**			0.625	0.25	0.5	0	**0.75**			**0.987**
Lights	33	1574	73	0	**1680**			41	2	9	0	**52**			36	894	13	0	**943**			20	1	6	0	**27**			**2702**
% Lights	94.3%	99.1%	98.6%	0.0%	**99.0%**			100.0%	100.0%	100.0%	0.0%	**100.0%**			100.0%	98.1%	100.0%	0.0%	**98.2%**			100.0%	100.0%	100.0%	0.0%	**100.0%**			**98.8%**
Articulated Trucks	0	1	0	0	**1**			0	0	0	0	**0**			0	0	0	0	**0**			0	0	0	0	**0**			**1**
% Articulated Trucks	0.0%	0.1%	0.0%	0.0%	**0.1%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.0%**
Buses and Single-Unit Trucks	1	13	1	0	**15**			0	0	0	0	**0**			0	17	0	0	**17**			0	0	0	0	**0**			**32**
% Buses and Single-Unit Trucks	2.9%	0.8%	1.4%	0.0%	**0.9%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	1.9%	0.0%	0.0%	**1.8%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			**1.2%**
Bicycles on Road	1	0	0	0	**1**			0	0	0	0	**0**			0	0	0	0	**0**			0	0	0	0	**0**			**1**
% Bicycles on Road	2.9%	0.0%	0.0%	0.0%	**0.1%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.0%**
Pedestrians						0	0						3	7						0	0						5	5	
% Pedestrians						0.0%	0.0%						100.0%	100.0%						0.0%	0.0%						100.0%	71.4%	
Bicycles on Crosswalk						0	0						0	0						0	0						0	2	
% Bicycles on Crosswalk						0.0%	0.0%						0.0%	0.0%						0.0%	0.0%						0.0%	28.6%	

Distribution Worksheets

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305 S. Congress TIA

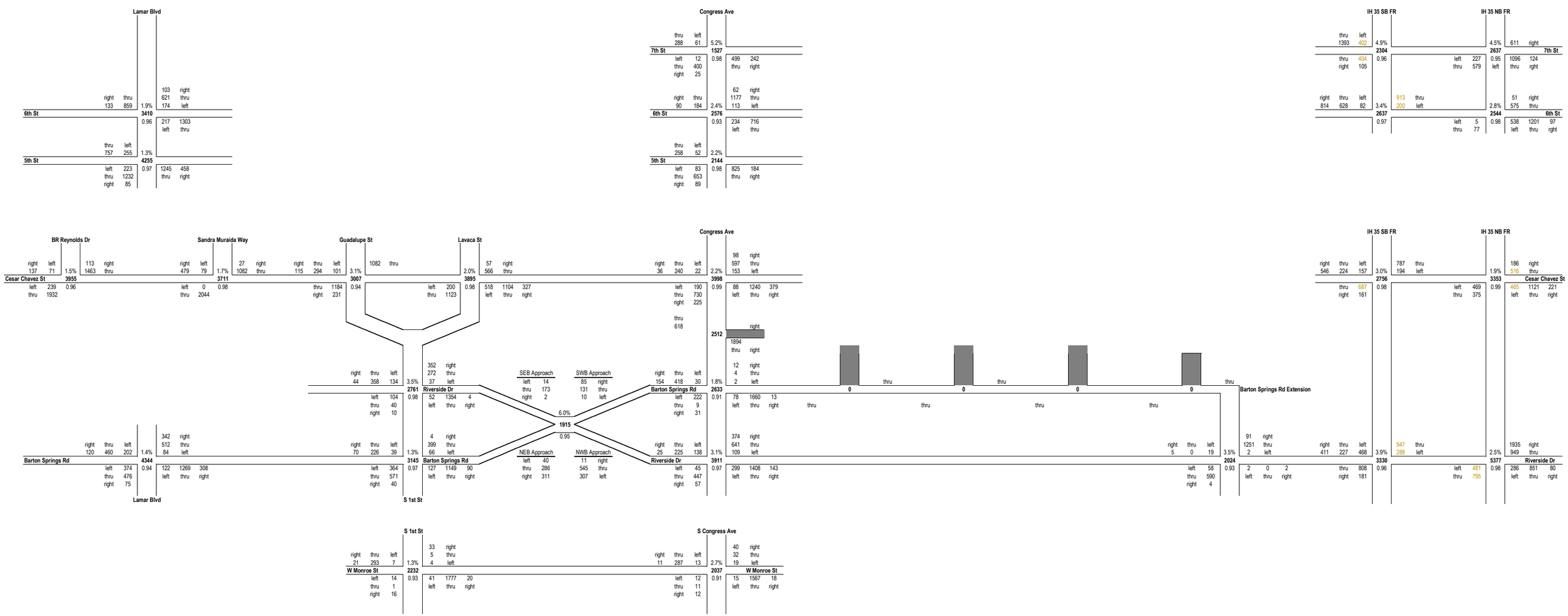
Distribution Spreadsheet

AM Peak

2020 Existing Traffic Conditions

XX% = Percent Heavy Vehicles
XXXX = Intersection Total Volume
X.XX = Peak Hour Factor

XXX = Trips added for balancing of box diamond



305 S. Congress TIA

Distribution Spreadsheet

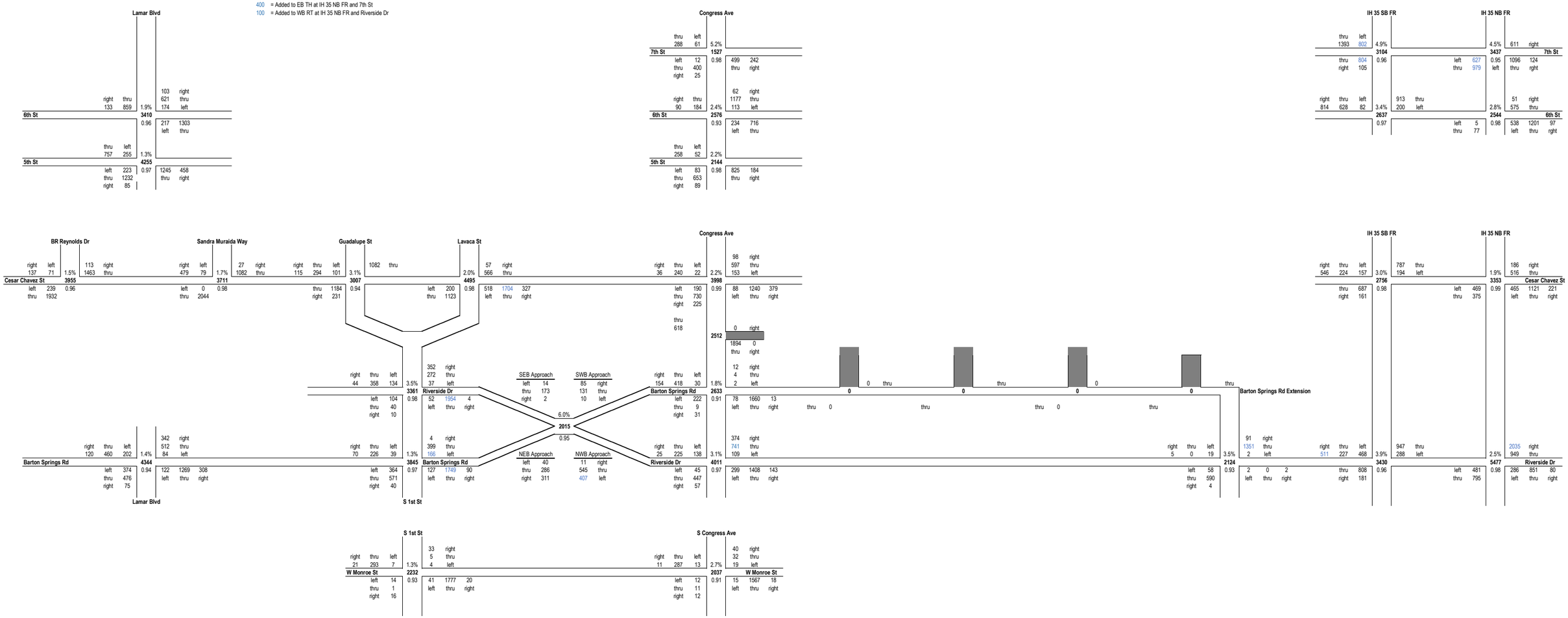
AM Peak

2020 Existing (Adjusted) Traffic Conditions

XX% = Percent Heavy Vehicles
XXXX = Intersection Total Volume
X.XX = Peak Hour Factor

XXX = Trips added for model calibration

Adjustements to Counts
100 = Added to WB LT at S. 1st St and Barton Springs Rd
600 = Added to NB TH at S. 1st St and Barton Springs Rd
400 = Added to EB LT at IH 35 NB FR and 7th St
400 = Added to EB TH at IH 35 NB FR and 7th St
100 = Added to WB RT at IH 35 NB FR and Riverside Dr

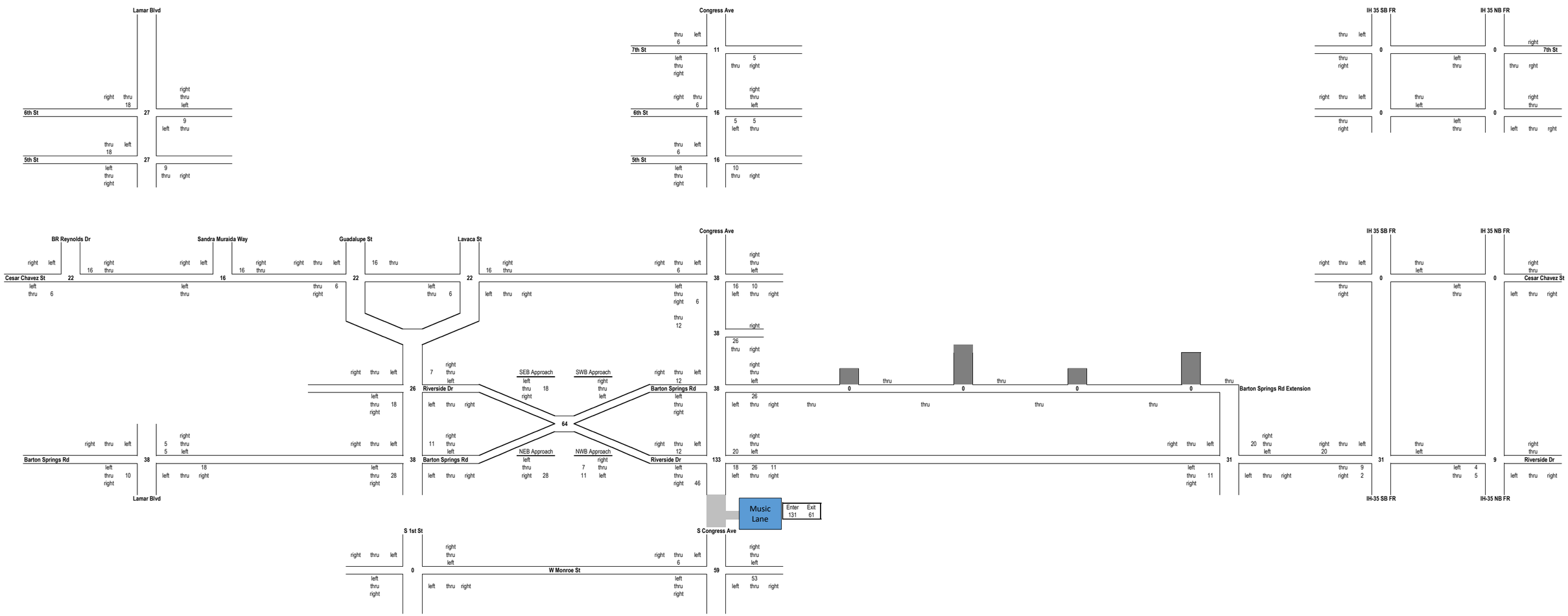


305 S. Congress TIA

Distribution Spreadsheet

AM Peak

2029 Background Project (Music Lane) Traffic Conditions

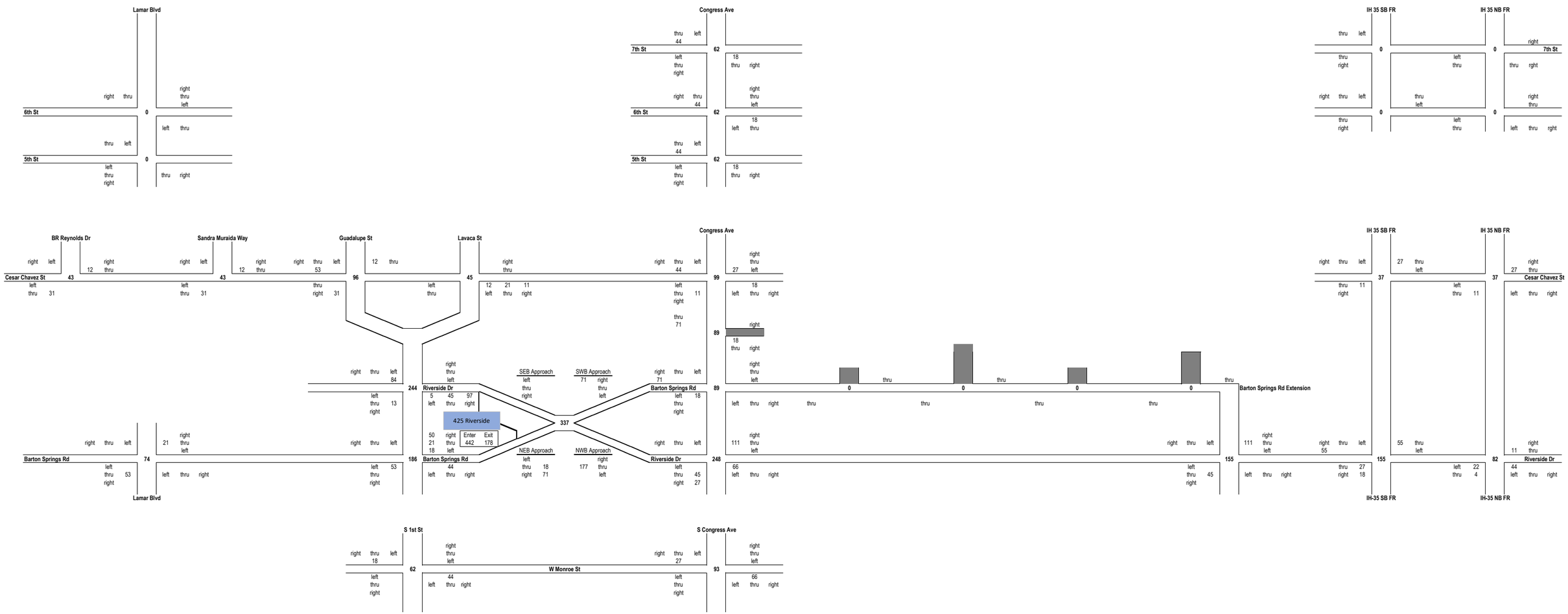


305 S. Congress TIA

Distribution Spreadsheet

AM Peak

2029 Background Project (425 Riverside) Traffic Conditions

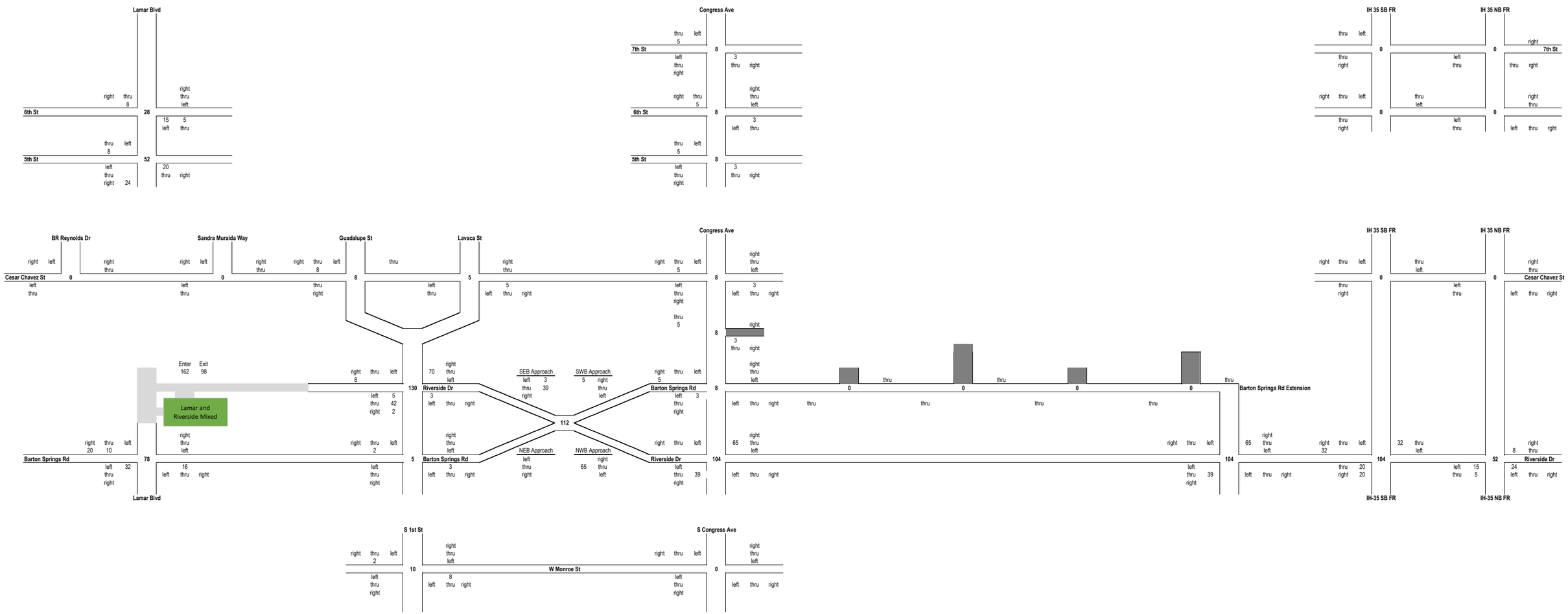


305 S. Congress TIA

Distribution Spreadsheet

AM Peak

2029 Background Project (Lamar and Riverside Mix) Traffic Conditions

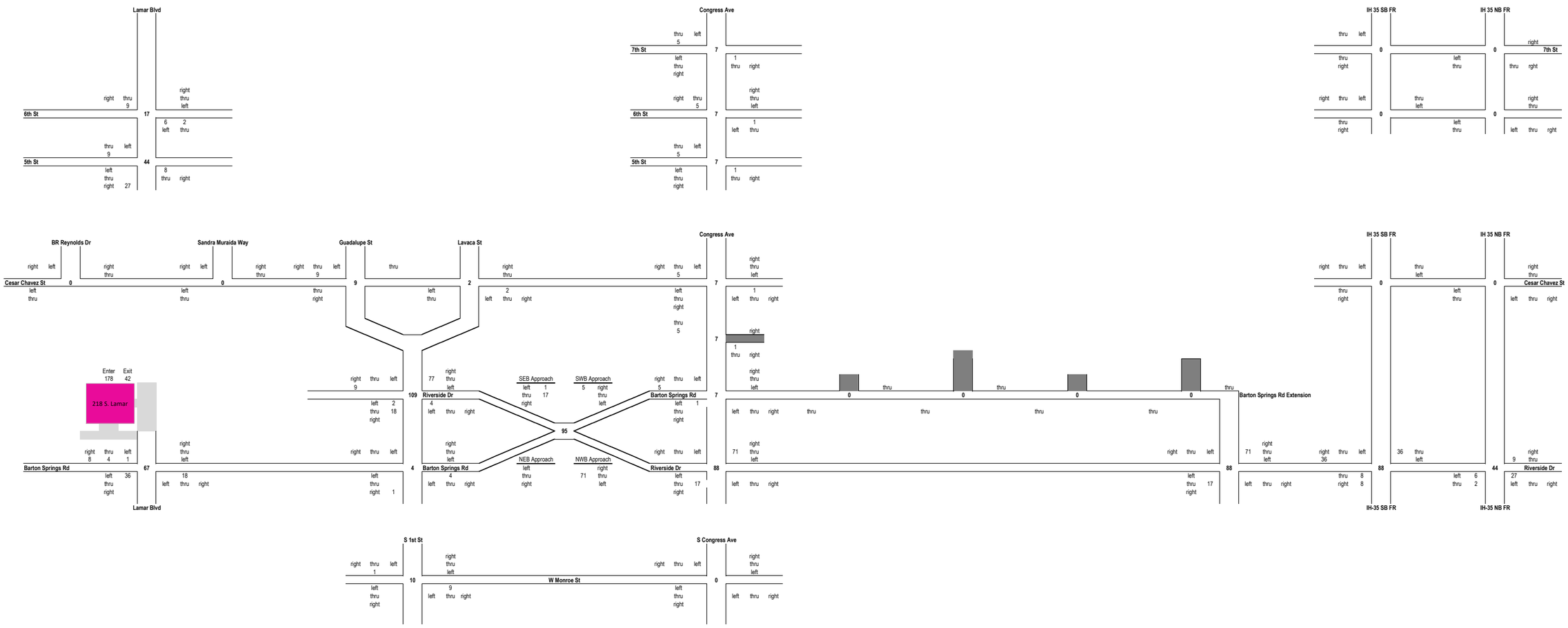


305 S. Congress TIA

Distribution Spreadsheet

AM Peak

2029 Background Project (218 S. Lamar) Traffic Conditions

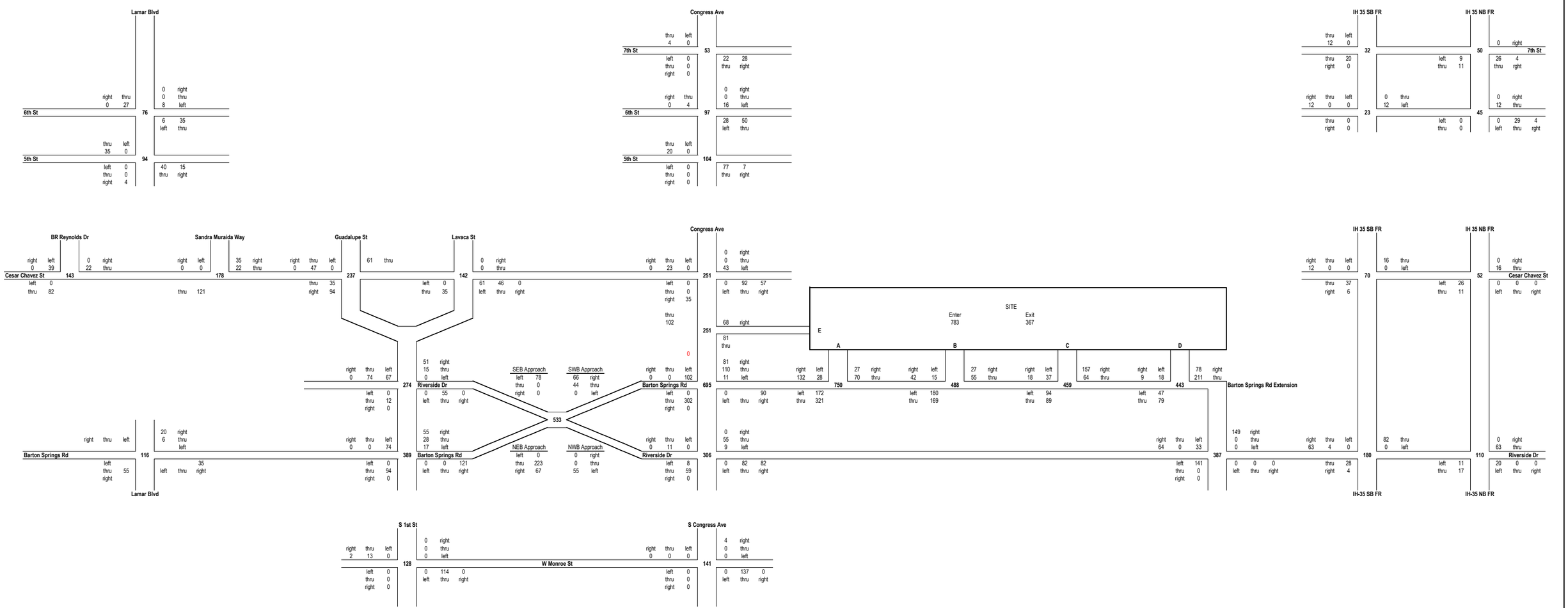


305 S. Congress TIA

Distribution Spreadsheet

AM Peak

2029 Site Traffic Conditions



305 S. Congress TIA

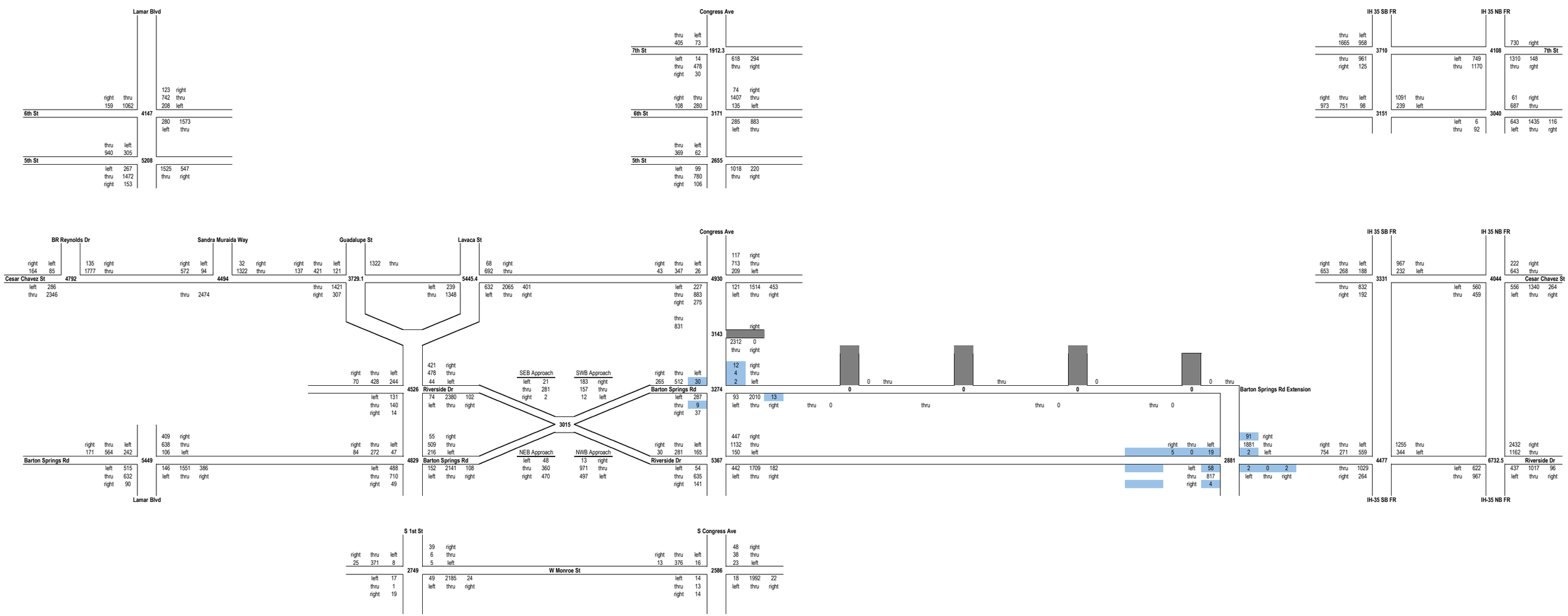
Distribution Spreadsheet

AM Peak

2029 Forecasted Traffic Conditions

XXX = No growth rate applied

Existing Year	2020
Buildout Year	2029
Growth Rate	2%
Growth Factor	1.20

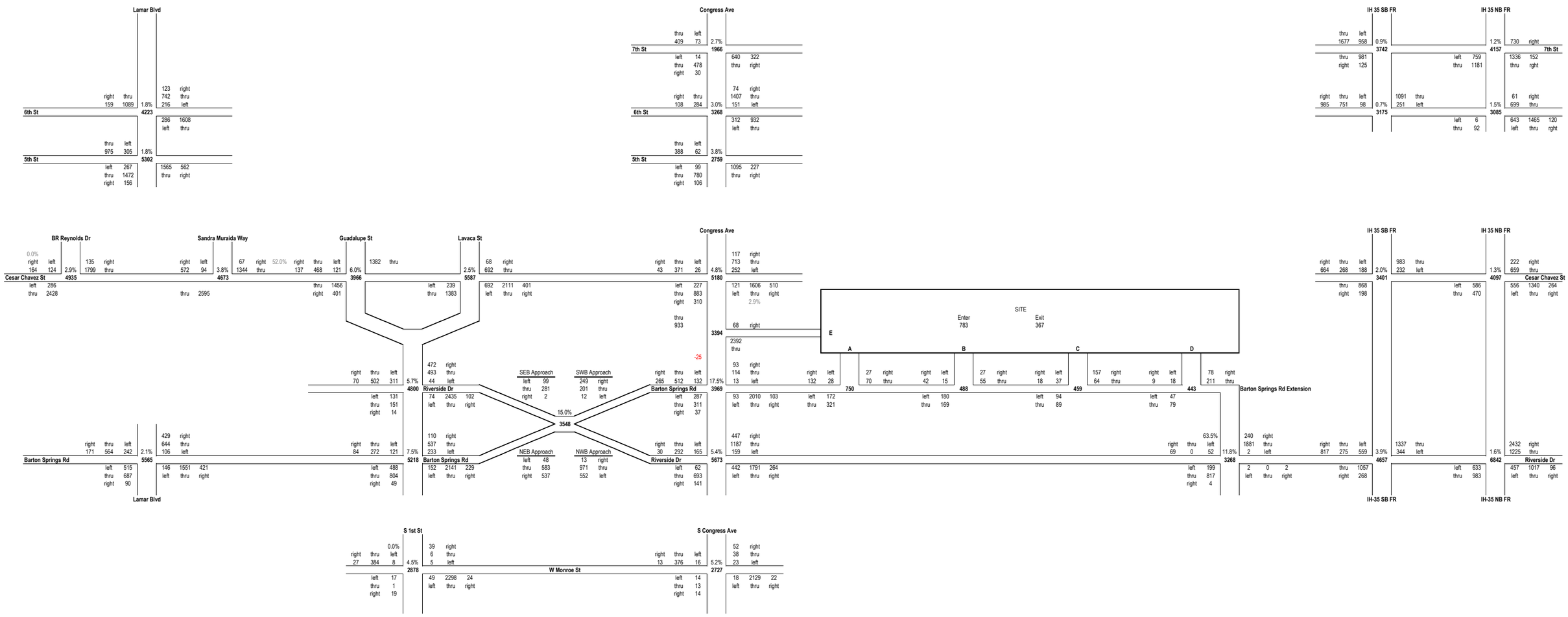


305 S. Congress TIA

Distribution Spreadsheet

AM Peak

2029 Site Plus Forecasted Traffic Conditions

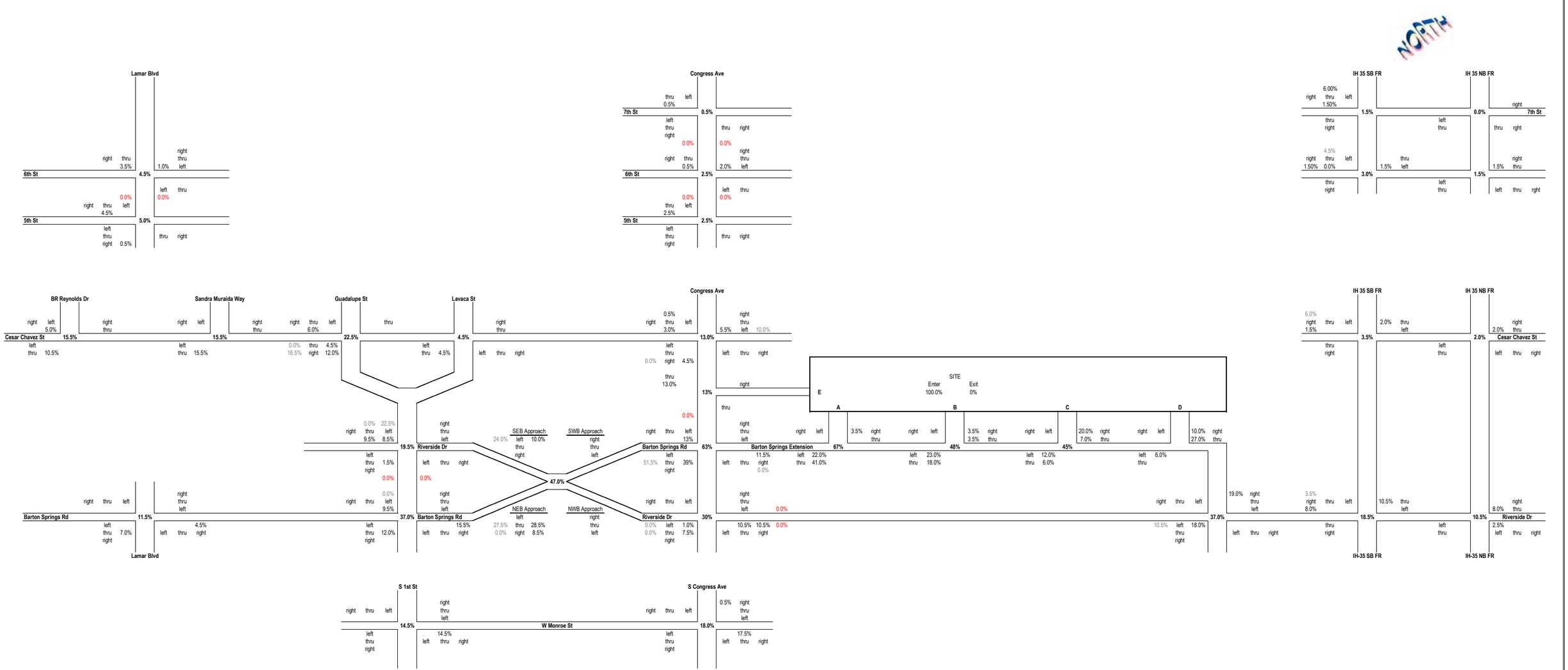


305 S. Congress TIA

Distribution Spreadsheet

AM Peak

2029 Percent Site Traffic (Entering)

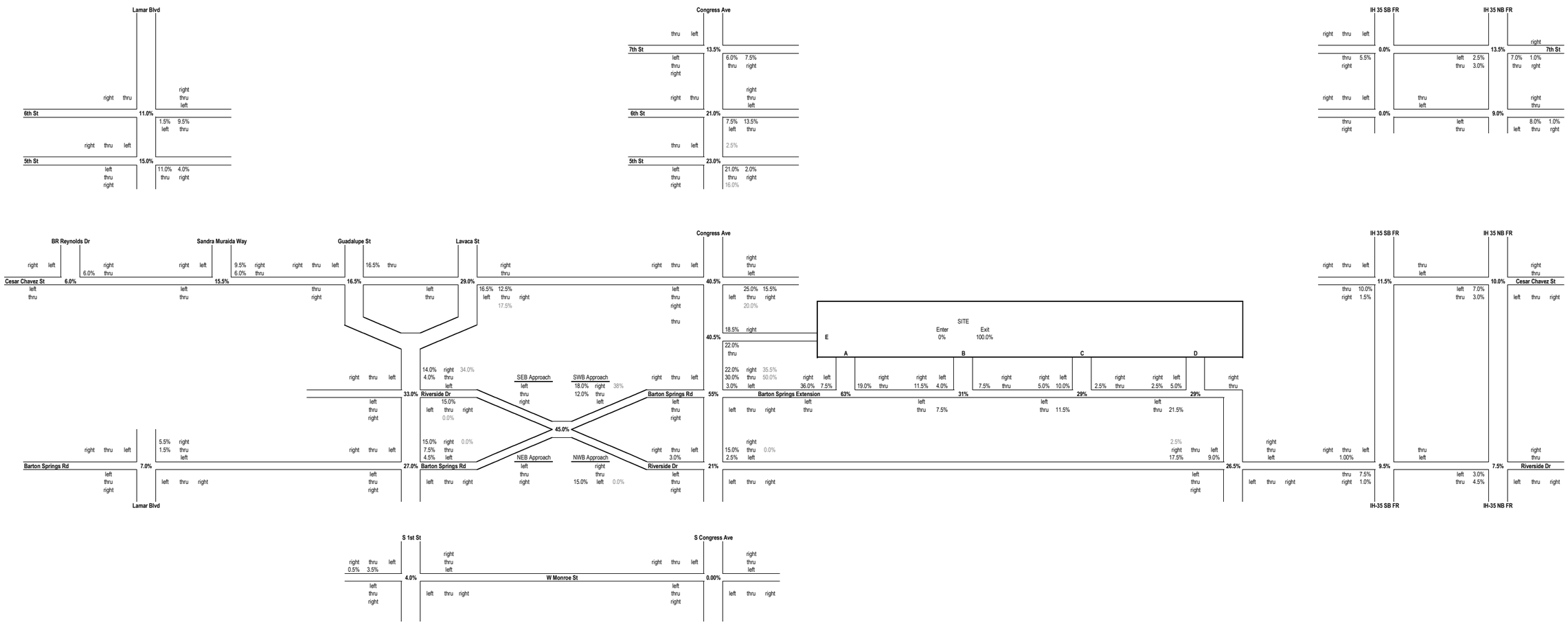


305 S. Congress TIA

Distribution Spreadsheet

AM Peak

2029 Percent Site Traffic (Exiting)



305 S. Congress TIA

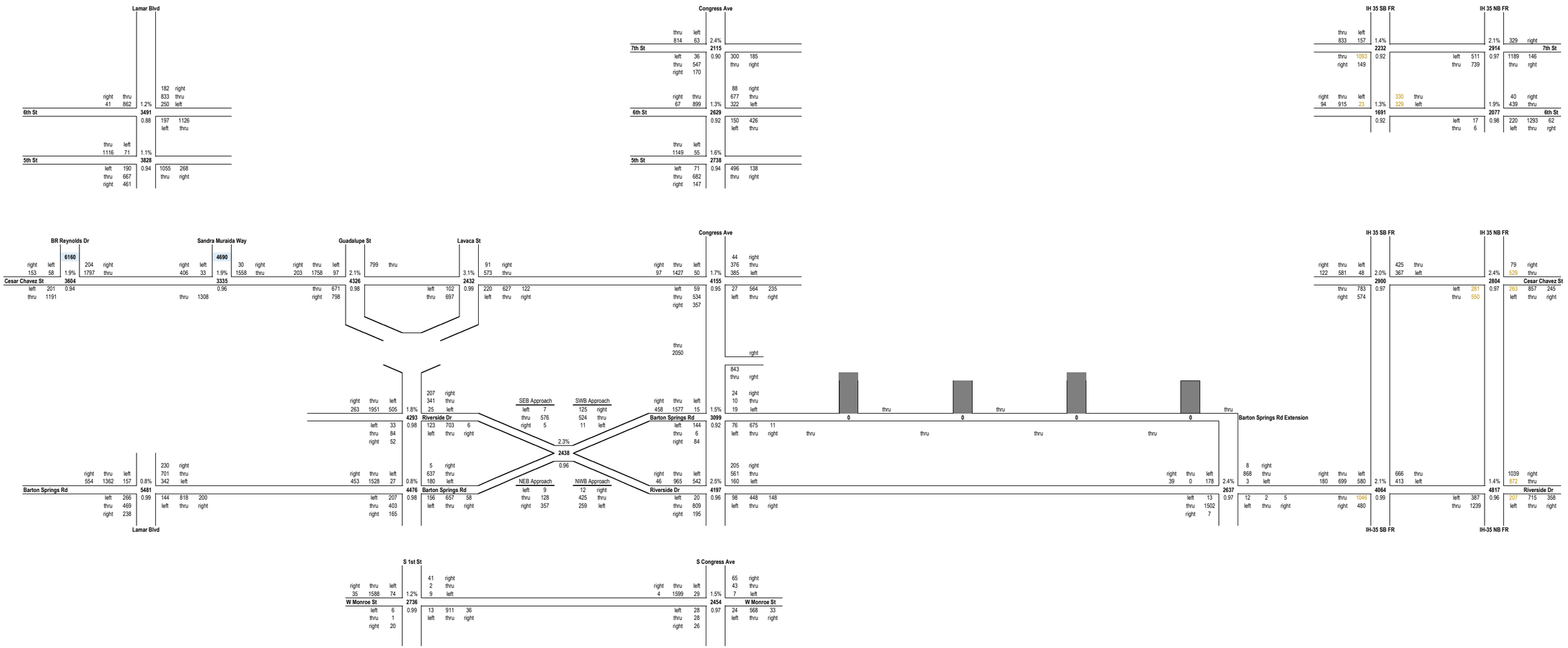
Distribution Spreadsheet

PM Peak

2020 Existing Traffic Conditions

XX% = Percent Heavy Vehicles
XXXX = Intersection Total Volume
X.XX = Peak Hour Factor

XXX = Trips added for balancing of box diamond
XXX = ADT



305 S. Congress TIA

Distribution Spreadsheet

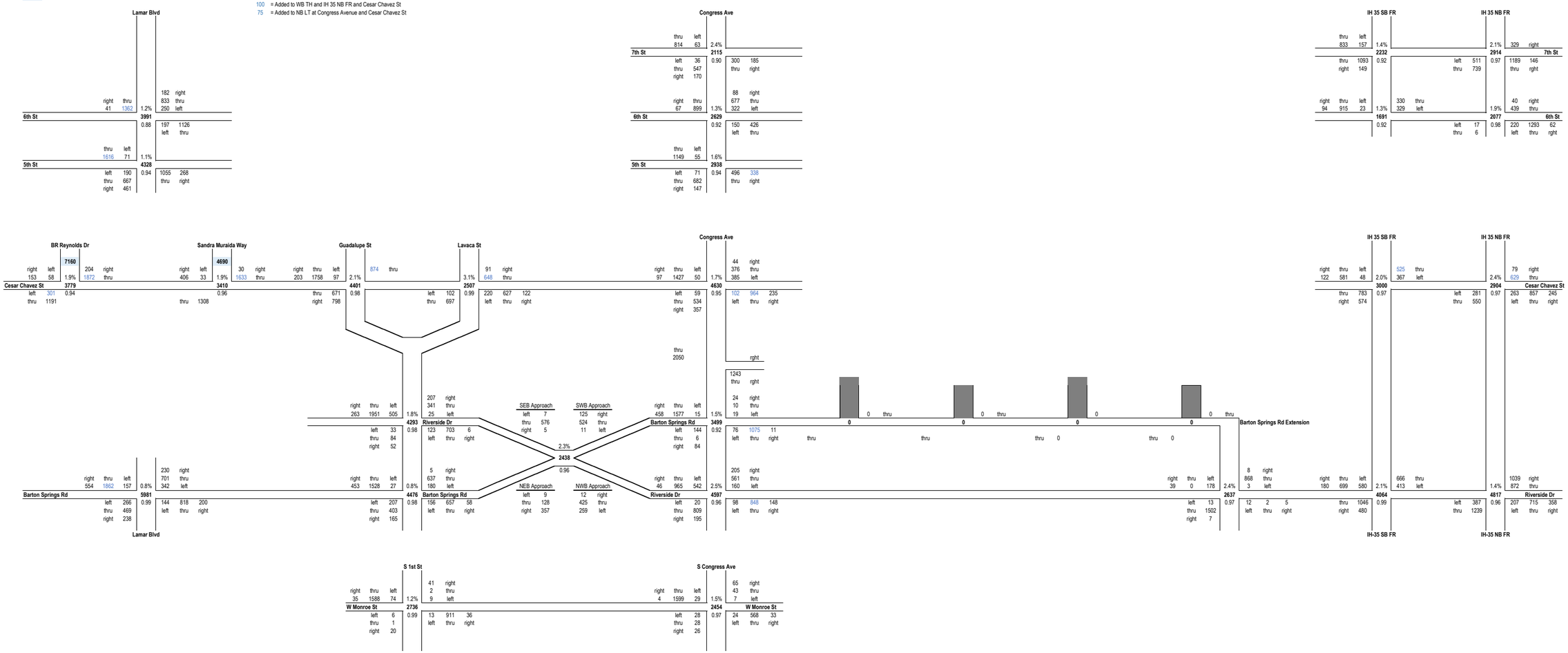
PM Peak

2020 Existing Traffic Conditions

XX% = Percent Heavy Vehicles
XXXX = Intersection Total Volume
X.XX = Peak Hour Factor

XXX = Trips added for model calibration
XXX = ADT

Adjustements to Counts
500 = Added to SB TH at Lamar Blvd and 6th St
100 = Added to EB LT at BR Reynolds and Cesar Chavez St
400 = Added to NB TH at Congress Ave and Cesar Chavez St
100 = Added to WB TH and IH 35 NB FR and Cesar Chavez St
75 = Added to NB LT at Congress Avenue and Cesar Chavez St

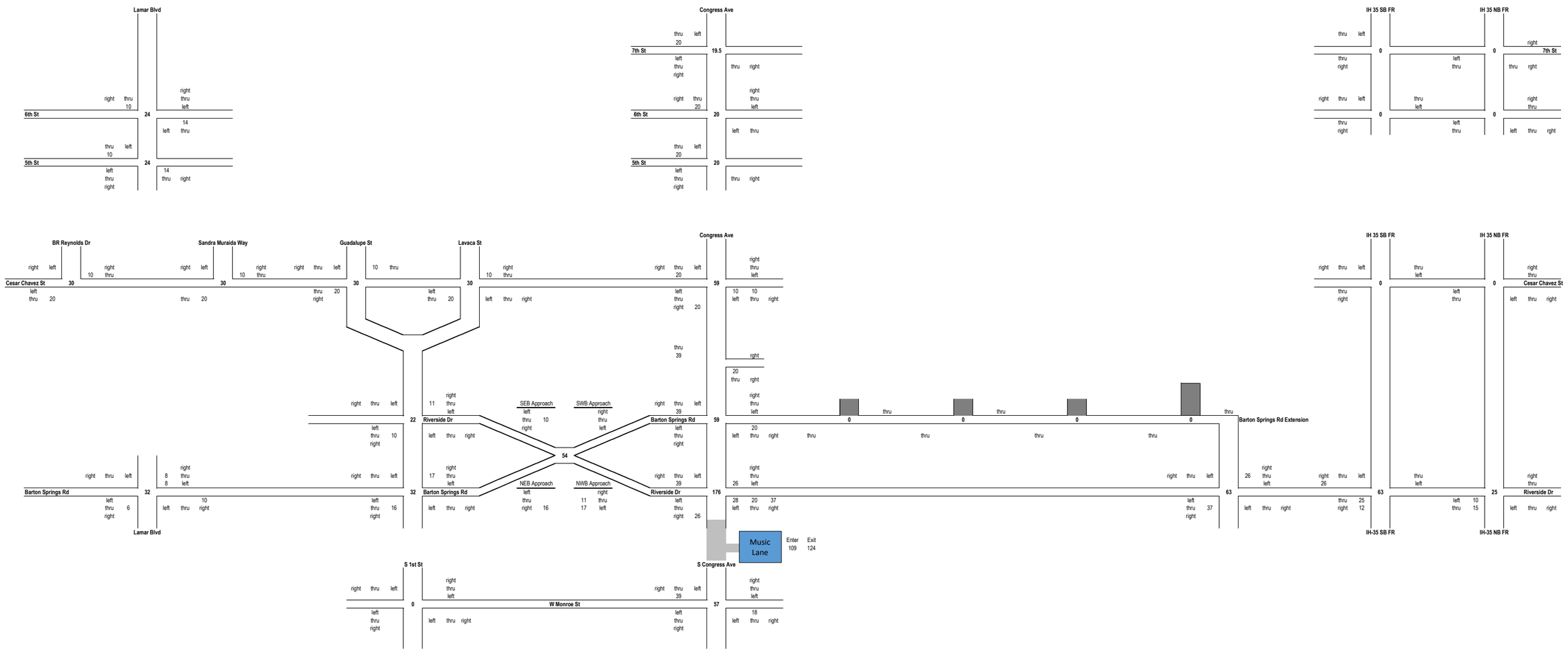


305 S. Congress TIA

Distribution Spreadsheet

PM Peak

2029 Background Project (Music Lane) Traffic Conditions

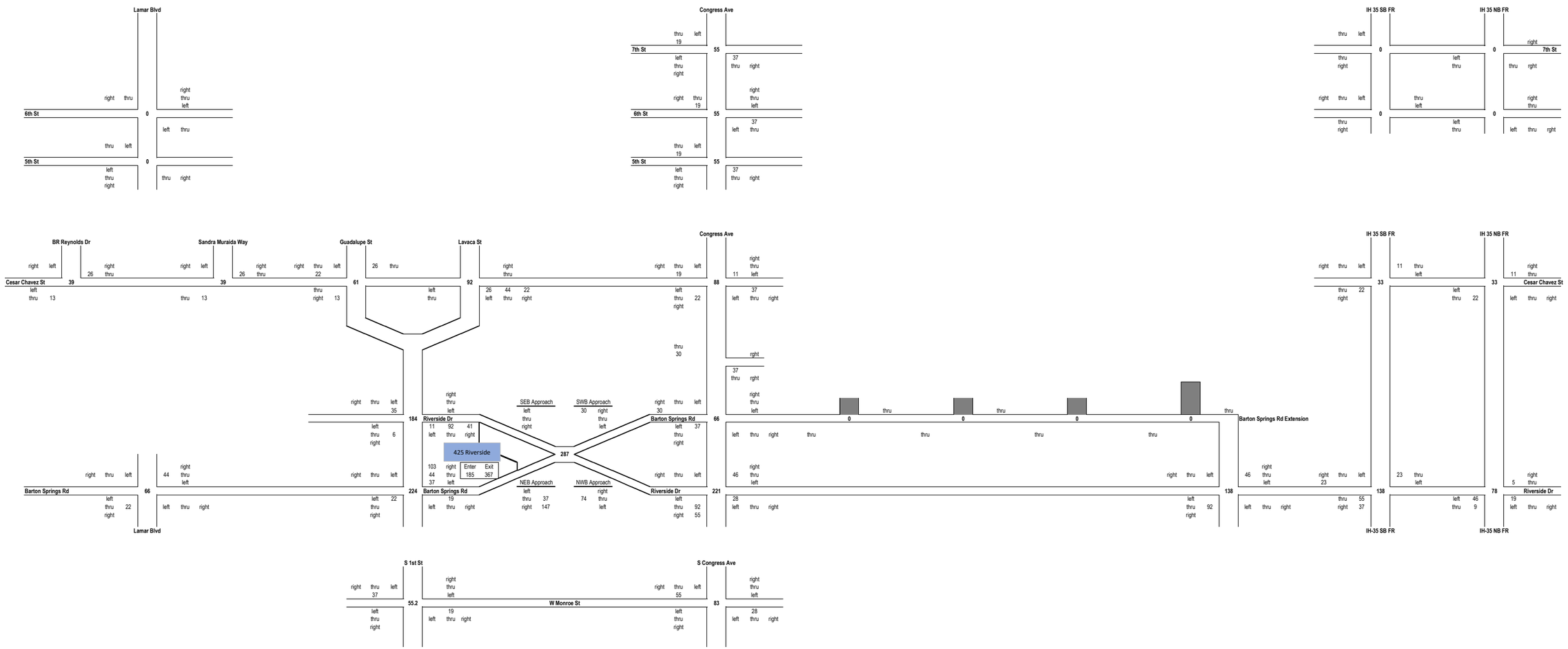


305 S. Congress TIA

Distribution Spreadsheet

PM Peak

2029 Background Project (425 Riverside) Traffic Conditions

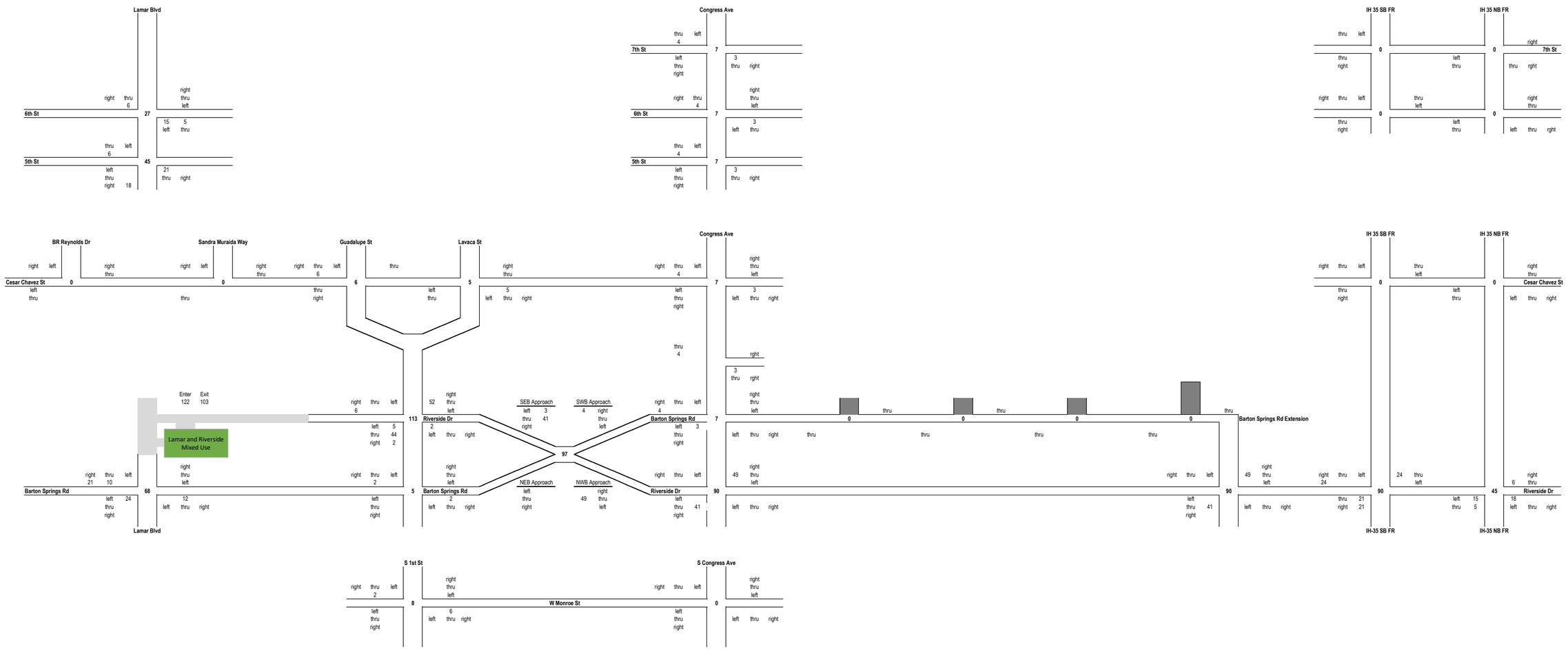


305 S. Congress TIA

Distribution Spreadsheet

PM Peak

2029 Background Project (Lamar and Riverside Mix) Traffic Conditions

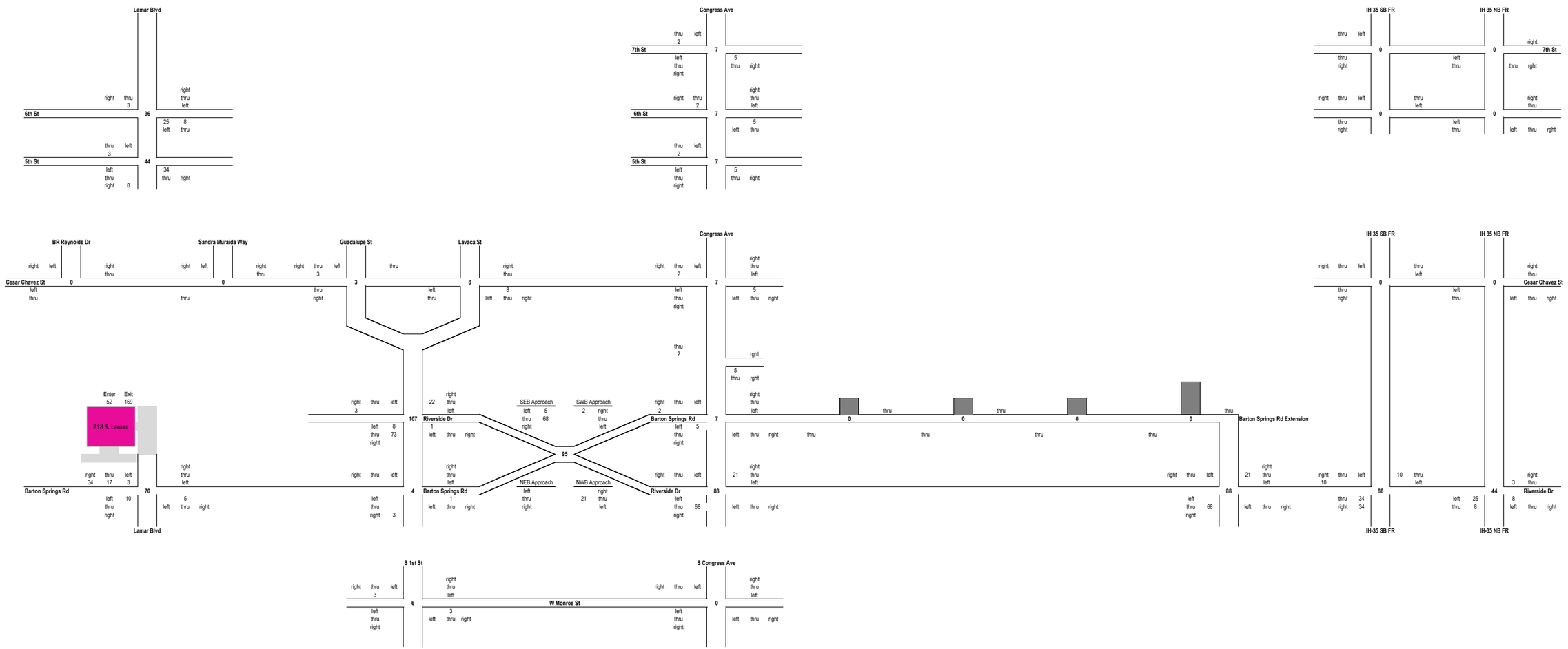


305 S. Congress TIA

Distribution Spreadsheet

PM Peak

2029 Background Project (218 S. Lamar) Traffic Conditions



305 S. Congress TIA

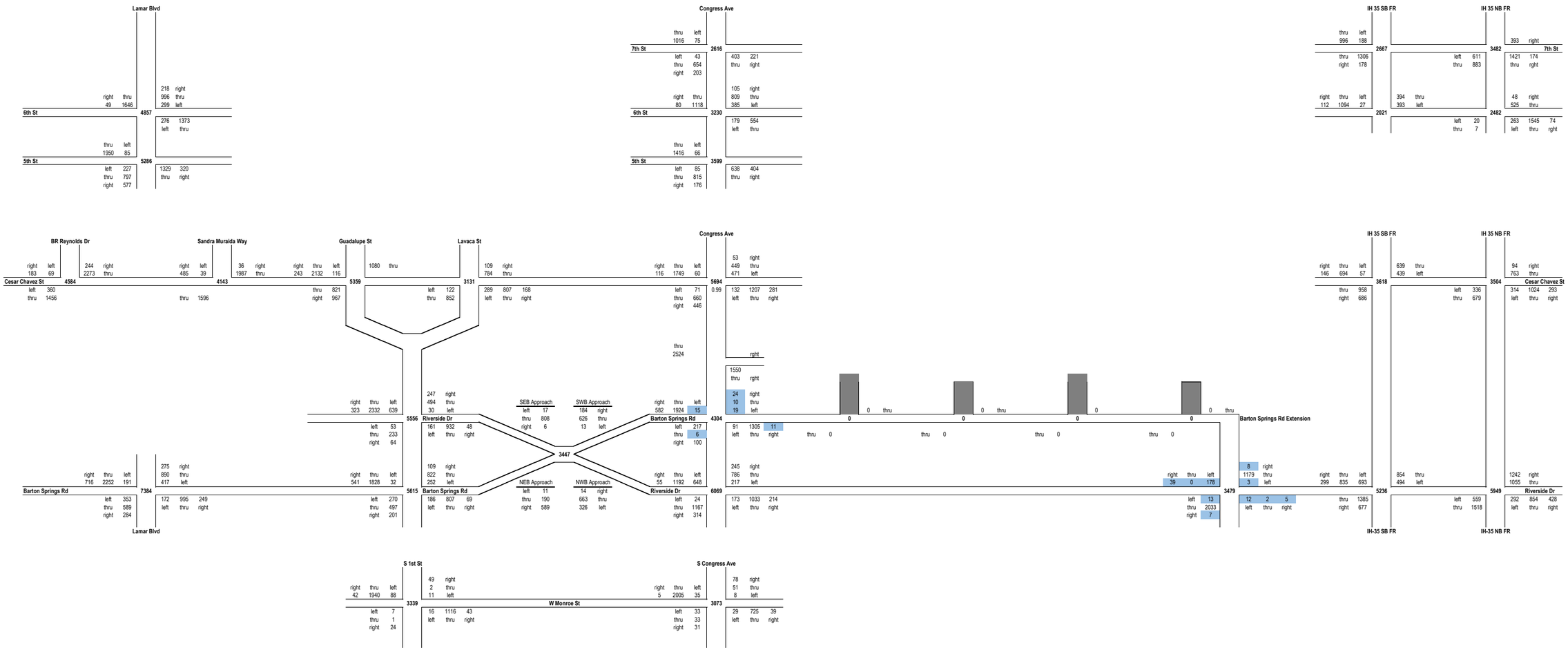
Distribution Spreadsheet

PM Peak

2029 Forecasted Traffic Conditions

No growth factor applied

Existing Year	2020
Buildout Year	2029
Growth Rate	2%
Growth Factor	1.20

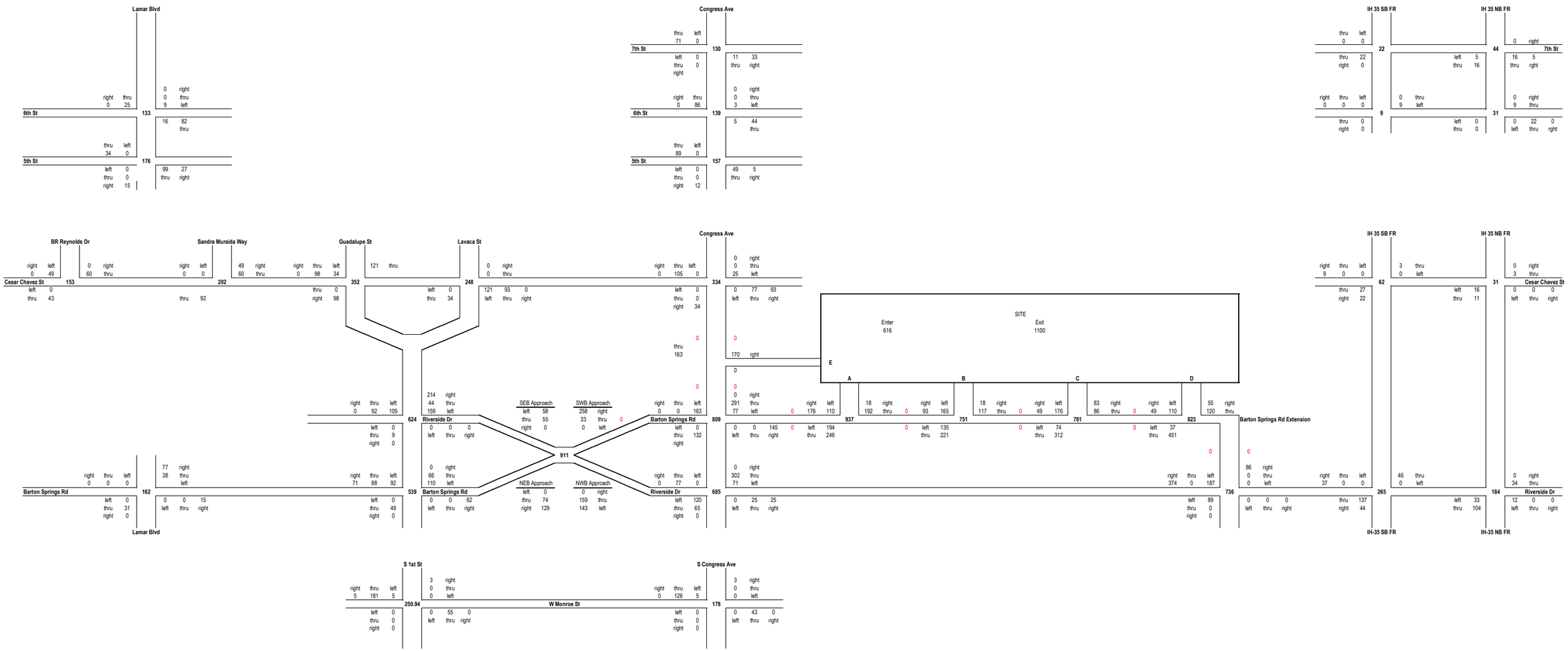


305 S. Congress TIA

Distribution Spreadsheet

PM Peak

2029 Site Traffic Conditions

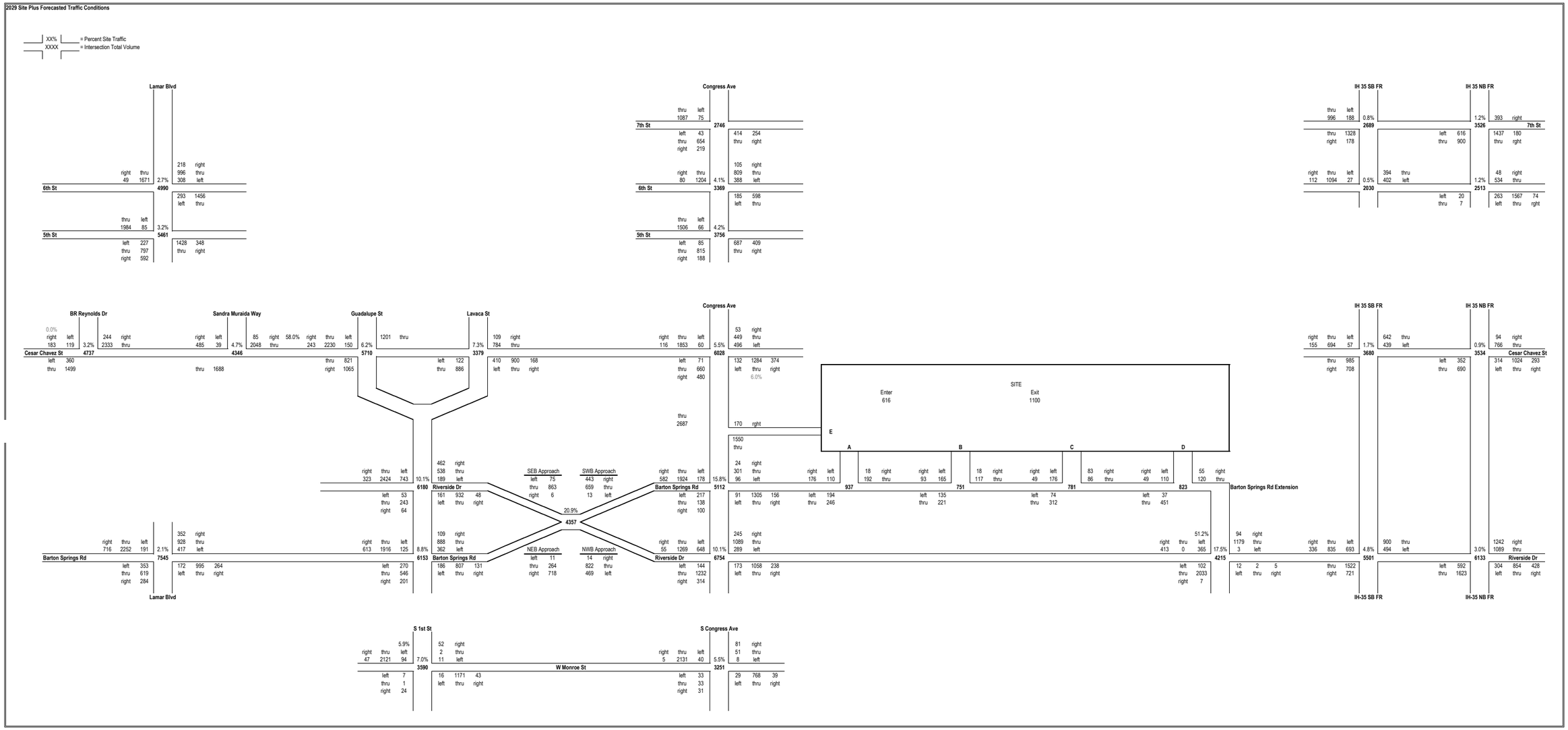


305 S. Congress TIA

Distribution Spreadsheet

PM Peak

2029 Site Plus Forecasted Traffic Conditions

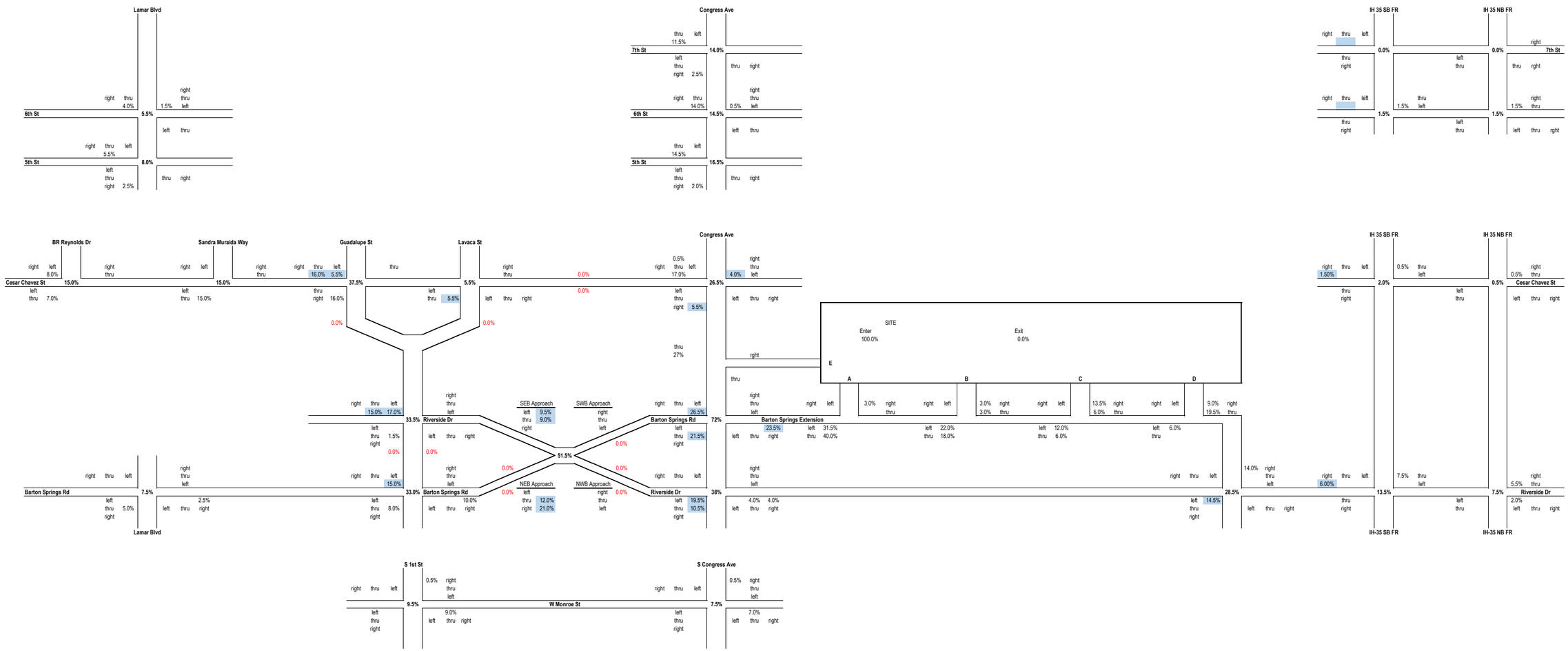


305 S. Congress TIA

Distribution Spreadsheet

PM Peak

2029 Percent Site Traffic (Entering)

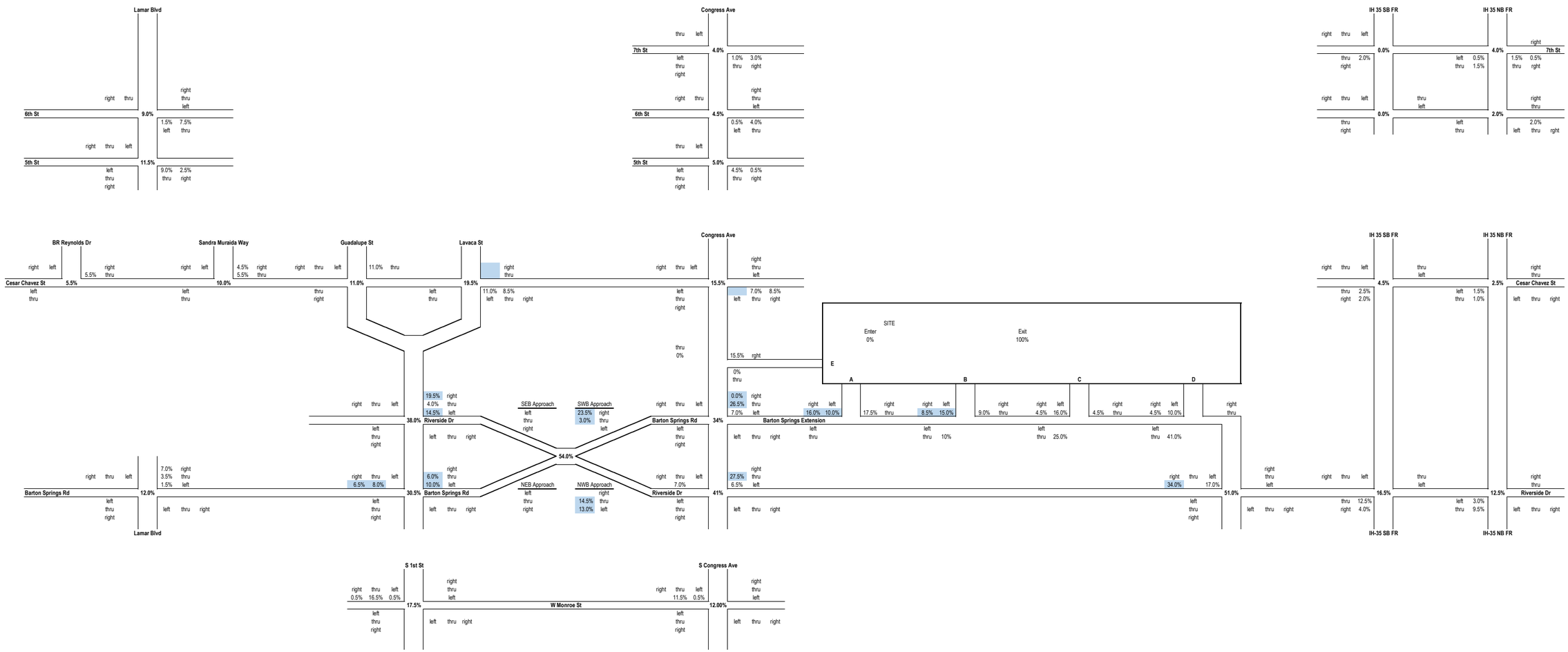


305 S. Congress TIA

Distribution Spreadsheet

PM Peak

2029 Percent Site Traffic (Exiting)



Intersection Analysis

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	174	621	103	217	1303	0	0	859	133
Future Volume (vph)	0	0	0	174	621	103	217	1303	0	0	859	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	140		0	0		0
Storage Lanes	0		0	2		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.980	
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	3433	5085	1583	1770	3539	0	0	3468	0
Flt Permitted				0.950			0.127					
Satd. Flow (perm)	0	0	0	3433	5085	1583	237	3539	0	0	3468	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						100					14	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		423			486			427			261	
Travel Time (s)		9.6			11.0			8.3			5.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	0	0	181	647	107	226	1357	0	0	895	139
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	181	647	107	226	1357	0	0	1034	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)				20	100	20	20	100			100	
Trailing Detector (ft)				0	0	0	0	0			0	
Detector 1 Position(ft)				0	0	0	0	0			0	
Detector 1 Size(ft)				20	6	20	20	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	custom	NA			NA	
Protected Phases					4		5 3	2 3			6	
Permitted Phases				4		4	2					

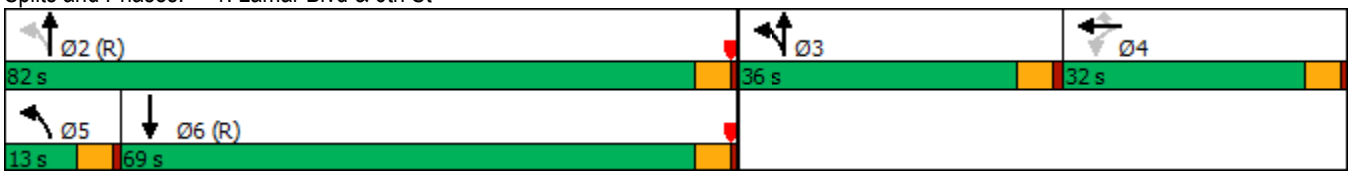
Lane Group	Ø2	Ø3	Ø5
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	2	3	5
Permitted Phases			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				4	4	4	5 3	2 3			6	
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0					10.0	
Minimum Split (s)				32.0	32.0	32.0					69.0	
Total Split (s)				32.0	32.0	32.0					69.0	
Total Split (%)				21.3%	21.3%	21.3%					46.0%	
Maximum Green (s)				27.0	27.0	27.0					64.0	
Yellow Time (s)				4.0	4.0	4.0					4.0	
All-Red Time (s)				1.0	1.0	1.0					1.0	
Lost Time Adjust (s)				0.0	0.0	0.0					0.0	
Total Lost Time (s)				5.0	5.0	5.0					5.0	
Lead/Lag				Lag	Lag	Lag					Lag	
Lead-Lag Optimize?				Yes	Yes	Yes					Yes	
Vehicle Extension (s)				2.0	2.0	2.0					1.0	
Recall Mode				Max	Max	Max					C-Max	
Walk Time (s)											10.0	
Flash Dont Walk (s)											16.0	
Pedestrian Calls (#/hr)											0	
Act Effct Green (s)				27.0	27.0	27.0	108.0	113.0			64.0	
Actuated g/C Ratio				0.18	0.18	0.18	0.72	0.75			0.43	
v/c Ratio				0.29	0.71	0.29	0.40	0.51			0.70	
Control Delay				54.7	62.6	13.1	14.4	3.3			37.6	
Queue Delay				0.0	0.0	0.0	0.2	1.3			0.0	
Total Delay				54.7	62.6	13.1	14.6	4.6			37.6	
LOS				D	E	B	B	A			D	
Approach Delay					55.4			6.1			37.6	
Approach LOS					E			A			D	
Queue Length 50th (ft)				79	220	6	69	114			424	
Queue Length 95th (ft)				118	268	60	m83	126			505	
Internal Link Dist (ft)		343			406			347			181	
Turn Bay Length (ft)							140					
Base Capacity (vph)				617	915	366	569	2666			1487	
Starvation Cap Reductn				0	0	0	54	1019			0	
Spillback Cap Reductn				0	0	0	0	0			0	
Storage Cap Reductn				0	0	0	0	0			0	
Reduced v/c Ratio				0.29	0.71	0.29	0.44	0.82			0.70	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 139 (93%), Referenced to phase 2:NBTL and 6:SBT, Start of Red
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 28.2 Intersection LOS: C
Intersection Capacity Utilization 94.8% ICU Level of Service F
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Lamar Blvd & 6th St



Lane Group	Ø2	Ø3	Ø5
Detector Phase			
Switch Phase			
Minimum Initial (s)	10.0	3.0	3.0
Minimum Split (s)	82.0	36.0	13.0
Total Split (s)	82.0	36.0	13.0
Total Split (%)	55%	24%	9%
Maximum Green (s)	77.0	31.0	8.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lead
Lead-Lag Optimize?		Yes	Yes
Vehicle Extension (s)	1.0	1.0	1.0
Recall Mode	C-Max	Max	Max
Walk Time (s)	10.0		
Flash Dont Walk (s)	16.0		
Pedestrian Calls (#/hr)	0		
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	223	1232	85	0	0	0	0	1272	458	255	757	0
Future Volume (vph)	223	1232	85	0	0	0	0	1272	458	255	757	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	140		0
Storage Lanes	1		1	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.81	0.81	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.999	0.850					0.960				
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1787	6089	1295	0	0	0	0	3431	0	1787	3574	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1787	6089	1295	0	0	0	0	3431	0	1787	3574	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1	68					32				
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		453			422			278			427	
Travel Time (s)		10.3			9.6			5.4			8.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	230	1270	88	0	0	0	0	1311	472	263	780	0
Shared Lane Traffic (%)			10%									
Lane Group Flow (vph)	230	1279	79	0	0	0	0	1783	0	263	780	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2		1	2	
Detector Template	Left	Thru	Right					Thru		Left	Thru	
Leading Detector (ft)	20	100	20					100		20	100	
Trailing Detector (ft)	0	0	0					0		0	0	
Detector 1 Position(ft)	0	0	0					0		0	0	
Detector 1 Size(ft)	20	6	20					6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA		Prot	NA	
Protected Phases		4						2		11	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4									
Detector Phase	4	4	4					2		11	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0					10.0		5.0	10.0	
Minimum Split (s)	35.0	35.0	35.0					50.0		15.0	65.0	
Total Split (s)	35.0	35.0	35.0					90.0		25.0	90.0	
Total Split (%)	23.3%	23.3%	23.3%					60.0%		16.7%	60.0%	
Maximum Green (s)	30.0	30.0	30.0					85.0		20.0	85.0	
Yellow Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0					1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0					5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0	3.0	
Recall Mode	Min	Min	Min					C-Max		Min	C-Max	
Walk Time (s)	7.0	7.0	7.0								10.0	
Flash Dont Walk (s)	20.0	20.0	20.0								20.0	
Pedestrian Calls (#/hr)	0	0	0								0	
Act Effct Green (s)	30.0	30.0	30.0					85.0		20.0	110.0	
Actuated g/C Ratio	0.20	0.20	0.20					0.57		0.13	0.73	
v/c Ratio	0.64	1.05	0.25					0.91		1.11	0.30	
Control Delay	64.5	96.7	16.1					36.8		142.1	4.2	
Queue Delay	0.0	0.0	0.0					0.0		0.0	0.3	
Total Delay	64.5	96.7	16.1					36.8		142.1	4.5	
LOS	E	F	B					D		F	A	
Approach Delay		88.0						36.8			39.2	
Approach LOS		F						D			D	
Queue Length 50th (ft)	209	~419	11					785		~300	72	
Queue Length 95th (ft)	305	#502	70					913		#491	84	
Internal Link Dist (ft)		373			342			198			347	
Turn Bay Length (ft)										140		
Base Capacity (vph)	357	1218	313					1958		238	2620	
Starvation Cap Reductn	0	0	0					0		0	1160	
Spillback Cap Reductn	0	0	0					0		0	0	
Storage Cap Reductn	0	0	0					0		0	0	
Reduced v/c Ratio	0.64	1.05	0.25					0.91		1.11	0.53	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 149 (99%), Referenced to phase 2:NBT and 6:SBT, Start of Red	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay: 55.8	Intersection LOS: E
Intersection Capacity Utilization 94.8%	ICU Level of Service F
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Lamar Blvd & 5th St

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø7
Lane Configurations							
Traffic Volume (vph)	239	1932	1463	113	71	137	
Future Volume (vph)	239	1932	1463	113	71	137	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	250			100	0	155	
Storage Lanes	1			1	1	1	
Taper Length (ft)	100				25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	
Frt				0.850		0.850	
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1787	3574	3574	1599	1787	1599	
Flt Permitted	0.096				0.950		
Satd. Flow (perm)	181	3574	3574	1599	1787	1599	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)				47		22	
Link Speed (mph)		35	35		30		
Link Distance (ft)		912	521		444		
Travel Time (s)		17.8	10.1		10.1		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	
Adj. Flow (vph)	249	2013	1524	118	74	143	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	249	2013	1524	118	74	143	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2	1	1	1	
Detector Template	Left	Thru	Thru	Right	Left	Right	
Leading Detector (ft)	20	100	100	20	20	20	
Trailing Detector (ft)	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	6	20	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA	Perm	Prot	pt+ov	
Protected Phases	5	2	6		3	5 7	7

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø7
Permitted Phases	2			6		3	
Detector Phase	5	2	6	6	3	5 7	
Switch Phase							
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0		4.0
Minimum Split (s)	10.0	20.0	27.0	27.0	21.0		8.0
Total Split (s)	21.0	90.0	69.0	69.0	30.0		30.0
Total Split (%)	17.5%	75.0%	57.5%	57.5%	25.0%		25%
Maximum Green (s)	16.0	85.0	64.0	64.0	25.0		26.0
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0		3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	2.0		0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0
Recall Mode	None	C-Max	C-Max	C-Max	None		None
Walk Time (s)			5.0	5.0			
Flash Dont Walk (s)			17.0	17.0			
Pedestrian Calls (#/hr)			0	0			
Act Effct Green (s)	98.6	98.6	76.2	76.2	11.3	33.8	
Actuated g/C Ratio	0.82	0.82	0.64	0.64	0.09	0.28	
v/c Ratio	0.65	0.69	0.67	0.11	0.44	0.31	
Control Delay	24.2	6.2	25.4	10.7	58.5	28.2	
Queue Delay	0.0	0.2	6.8	0.0	0.1	0.0	
Total Delay	24.2	6.4	32.2	10.7	58.6	28.2	
LOS	C	A	C	B	E	C	
Approach Delay		8.4	30.7		38.6		
Approach LOS		A	C		D		
Queue Length 50th (ft)	76	263	491	42	55	73	
Queue Length 95th (ft)	163	396	633	m90	101	113	
Internal Link Dist (ft)		832	441		364		
Turn Bay Length (ft)	250			100		155	
Base Capacity (vph)	402	2936	2269	1032	372	486	
Starvation Cap Reductn	0	0	699	0	0	0	
Spillback Cap Reductn	0	204	0	0	21	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.62	0.74	0.97	0.11	0.21	0.29	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 9 (8%), Referenced to phase 2:EBTL and 6:WBT, Start of Red	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 18.8	Intersection LOS: B
Intersection Capacity Utilization 70.3%	ICU Level of Service C
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Cesar Chavez St & BR Reynolds Dr

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4	Ø5	Ø7
Lane Configurations									
Traffic Volume (vph)	0	2044	1082	27	79	479			
Future Volume (vph)	0	2044	1082	27	79	479			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00			
Frt			0.996			0.850			
Flt Protected					0.950				
Satd. Flow (prot)	0	3539	3525	0	1770	1583			
Flt Permitted					0.950				
Satd. Flow (perm)	0	3539	3525	0	1770	1583			
Right Turn on Red				Yes		Yes			
Satd. Flow (RTOR)			3			72			
Link Speed (mph)		35	35		30				
Link Distance (ft)		521	2492		303				
Travel Time (s)		10.1	48.5		6.9				
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98			
Adj. Flow (vph)	0	2086	1104	28	81	489			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	2086	1132	0	81	489			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Left	Left	Right	Left	Right			
Median Width(ft)		12	12		12				
Link Offset(ft)		0	0		0				
Crosswalk Width(ft)		16	16		16				
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Turning Speed (mph)	15			9	15	9			
Number of Detectors		2	2		1	1			
Detector Template		Thru	Thru		Left	Right			
Leading Detector (ft)		100	100		20	20			
Trailing Detector (ft)		0	0		0	0			
Detector 1 Position(ft)		0	0		0	0			
Detector 1 Size(ft)		6	6		20	20			
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			
Detector 1 Channel									
Detector 1 Extend (s)		0.0	0.0		0.0	0.0			
Detector 1 Queue (s)		0.0	0.0		0.0	0.0			
Detector 1 Delay (s)		0.0	0.0		0.0	0.0			
Detector 2 Position(ft)		94	94						
Detector 2 Size(ft)		6	6						
Detector 2 Type		Cl+Ex	Cl+Ex						
Detector 2 Channel									
Detector 2 Extend (s)		0.0	0.0						
Turn Type		NA	NA		pm+pt	custom			
Protected Phases		2	6		3	7 5	4	5	7
Permitted Phases					7				
Detector Phase		2	6		3	7 5			
Switch Phase									
Minimum Initial (s)		15.0	15.0		5.0		1.0	5.0	5.0

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4	Ø5	Ø7
Minimum Split (s)		21.0	22.0		10.0		24.0	10.0	21.0
Total Split (s)		91.0	70.0		10.0		19.0	21.0	29.0
Total Split (%)		75.8%	58.3%		8.3%		16%	18%	24%
Maximum Green (s)		86.0	65.0		5.0		14.0	16.0	24.0
Yellow Time (s)		4.0	4.0		3.0		3.0	4.0	3.0
All-Red Time (s)		1.0	1.0		2.0		2.0	1.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0				
Total Lost Time (s)		5.0	5.0		5.0				
Lead/Lag			Lag		Lag		Lead	Lead	
Lead-Lag Optimize?			Yes		Yes		Yes	Yes	
Vehicle Extension (s)		2.0	2.0		2.0		3.0	2.0	2.0
Recall Mode		C-Max	C-Max		None		None	Max	None
Walk Time (s)			5.0				7.0		
Flash Dont Walk (s)			12.0				12.0		
Pedestrian Calls (#/hr)			0				0		
Act Effct Green (s)		86.7	65.0		23.3	45.0			
Actuated g/C Ratio		0.72	0.54		0.19	0.38			
v/c Ratio		0.82	0.59		0.24	0.77			
Control Delay		13.7	28.4		42.5	37.1			
Queue Delay		3.2	48.0		0.0	1.4			
Total Delay		16.9	76.5		42.5	38.5			
LOS		B	E		D	D			
Approach Delay		16.9	76.5		39.1				
Approach LOS		B	E		D				
Queue Length 50th (ft)		457	481		53	285			
Queue Length 95th (ft)		580	542		100	426			
Internal Link Dist (ft)		441	2412		223				
Turn Bay Length (ft)									
Base Capacity (vph)		2558	1910		343	635			
Starvation Cap Reductn		368	0		0	0			
Spillback Cap Reductn		0	877		0	44			
Storage Cap Reductn		0	0		0	0			
Reduced v/c Ratio		0.95	1.10		0.24	0.83			

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 77 (64%), Referenced to phase 2:EBT and 6:WBT, Start of Red	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 38.0	Intersection LOS: D
Intersection Capacity Utilization 69.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 4: Cesar Chavez St & Sandra Muraida Way

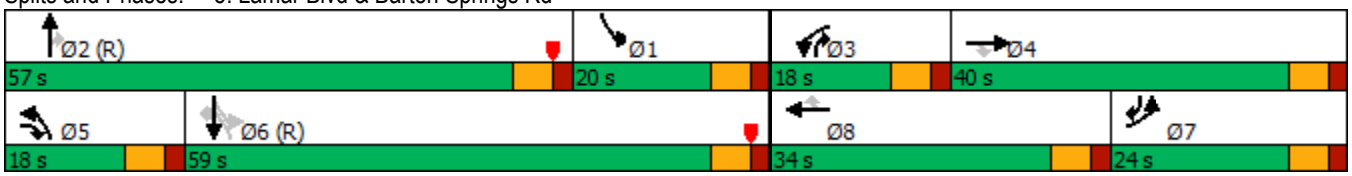
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	374	476	75	84	512	342	122	1269	308	202	460	120
Future Volume (vph)	374	476	75	84	512	342	122	1269	308	202	460	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		100	290		320	185		165	230		0
Storage Lanes	2		1	2		1	1		2	1		1
Taper Length (ft)	90			90			50			110		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3467	3574	1599	3467	3574	1599	1787	5136	1599	1787	3574	1599
Flt Permitted	0.950			0.950			0.421			0.149		
Satd. Flow (perm)	3467	3574	1599	3467	3574	1599	792	5136	1599	280	3574	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			121			207			121			128
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2543			2792			875			732	
Travel Time (s)		49.5			54.4			17.0			14.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	398	506	80	89	545	364	130	1350	328	215	489	128
Shared Lane Traffic (%)												
Lane Group Flow (vph)	398	506	80	89	545	364	130	1350	328	215	489	128
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			16	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	D.P+P	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	7	4	5	3	8		5	2	3	1	6	7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4			8	6		2	6		6
Detector Phase	7	4	5	3	8	8	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	15.0	5.0	5.0	15.0	15.0	5.0	20.0	5.0	5.0	20.0	5.0
Minimum Split (s)	24.0	40.0	18.0	18.0	30.0	30.0	18.0	57.0	18.0	20.0	59.0	24.0
Total Split (s)	24.0	40.0	18.0	18.0	34.0	34.0	18.0	57.0	18.0	20.0	59.0	24.0
Total Split (%)	17.8%	29.6%	13.3%	13.3%	25.2%	25.2%	13.3%	42.2%	13.3%	14.8%	43.7%	17.8%
Maximum Green (s)	18.0	34.0	12.0	12.0	28.0	28.0	12.0	51.0	12.0	14.0	53.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.5	2.0	2.0	2.0	1.5	2.0	2.0	1.5	2.0	2.0
Recall Mode	None	None	Min	None	None	None	Min	C-Max	None	Min	C-Max	None
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		24.0			24.0	24.0		22.0			22.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	17.9	34.0	48.9	8.8	25.0	25.0	68.1	54.1	63.0	59.3	59.3	77.1
Actuated g/C Ratio	0.13	0.25	0.36	0.07	0.19	0.19	0.50	0.40	0.47	0.44	0.44	0.57
v/c Ratio	0.87	0.56	0.12	0.39	0.82	0.78	0.28	0.66	0.40	0.77	0.31	0.13
Control Delay	76.9	46.5	1.5	67.9	73.2	46.7	17.5	35.3	9.5	65.3	26.4	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.9	46.5	1.5	67.9	73.2	46.7	17.5	35.3	9.5	65.3	26.4	1.7
LOS	E	D	A	E	E	D	B	D	A	E	C	A
Approach Delay		55.1			63.1			29.4			32.7	
Approach LOS		E			E			C			C	
Queue Length 50th (ft)	176	197	0	40	255	169	57	363	72	124	151	0
Queue Length 95th (ft)	#261	263	10	69	316	272	93	418	113	#240	204	18
Internal Link Dist (ft)		2463			2712			795			652	
Turn Bay Length (ft)	230		100	290		320	185		165	230		
Base Capacity (vph)	472	930	690	308	741	495	505	2059	844	279	1569	973
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.54	0.12	0.29	0.74	0.74	0.26	0.66	0.39	0.77	0.31	0.13

Intersection Summary	
Area Type:	Other
Cycle Length: 135	
Actuated Cycle Length: 135	
Offset: 71 (53%), Referenced to phase 2:NBT and 6:NBSB, Start of Red	
Natural Cycle: 135	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 42.7	Intersection LOS: D
Intersection Capacity Utilization 80.5%	ICU Level of Service D
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Lamar Blvd & Barton Springs Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1184	231	0	1082	0	0	0	0	101	294	115
Future Volume (vph)	0	1184	231	0	1082	0	0	0	0	101	294	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		100	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		0	0		1
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Frt			0.850									0.850
Flt Protected											0.987	
Satd. Flow (prot)	0	6346	1568	0	3505	0	0	0	0	0	4970	1568
Flt Permitted											0.987	
Satd. Flow (perm)	0	6346	1568	0	3505	0	0	0	0	0	4970	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			200									136
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		2492			289			254			305	
Travel Time (s)		48.5			5.6			5.8			6.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	1260	246	0	1151	0	0	0	0	107	313	122
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1260	246	0	1151	0	0	0	0	0	420	122
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1		2					1	2	1
Detector Template		Thru	Right		Thru					Left	Thru	Right
Leading Detector (ft)		100	20		100					20	100	20
Trailing Detector (ft)		0	0		0					0	0	0
Detector 1 Position(ft)		0	0		0					0	0	0
Detector 1 Size(ft)		6	20		6					20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0		0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0		0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0		0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm		NA					Perm	NA	Perm
Protected Phases		2			1 2						4 12	

Lane Group	Ø1	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16
Lane Configurations							
Traffic Volume (vph)							
Future Volume (vph)							
Ideal Flow (vphpl)							
Storage Length (ft)							
Storage Lanes							
Taper Length (ft)							
Lane Util. Factor							
Frt							
Flt Protected							
Satd. Flow (prot)							
Flt Permitted							
Satd. Flow (perm)							
Right Turn on Red							
Satd. Flow (RTOR)							
Link Speed (mph)							
Link Distance (ft)							
Travel Time (s)							
Peak Hour Factor							
Heavy Vehicles (%)							
Adj. Flow (vph)							
Shared Lane Traffic (%)							
Lane Group Flow (vph)							
Enter Blocked Intersection							
Lane Alignment							
Median Width(ft)							
Link Offset(ft)							
Crosswalk Width(ft)							
Two way Left Turn Lane							
Headway Factor							
Turning Speed (mph)							
Number of Detectors							
Detector Template							
Leading Detector (ft)							
Trailing Detector (ft)							
Detector 1 Position(ft)							
Detector 1 Size(ft)							
Detector 1 Type							
Detector 1 Channel							
Detector 1 Extend (s)							
Detector 1 Queue (s)							
Detector 1 Delay (s)							
Detector 2 Position(ft)							
Detector 2 Size(ft)							
Detector 2 Type							
Detector 2 Channel							
Detector 2 Extend (s)							
Turn Type							
Protected Phases	1	4	5	6	8	12	16

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			2							4 12		4 12
Detector Phase		2	2		1 2					4 12	4 12	4 12
Switch Phase												
Minimum Initial (s)		10.0	10.0									
Minimum Split (s)		22.0	22.0									
Total Split (s)		48.0	48.0									
Total Split (%)		40.0%	40.0%									
Maximum Green (s)		42.0	42.0									
Yellow Time (s)		4.0	4.0									
All-Red Time (s)		2.0	2.0									
Lost Time Adjust (s)		0.0	0.0									
Total Lost Time (s)		6.0	6.0									
Lead/Lag		Lag	Lag									
Lead-Lag Optimize?		Yes	Yes									
Vehicle Extension (s)		1.0	1.0									
Recall Mode		C-Max	C-Max									
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		42.0	42.0		64.0						44.0	44.0
Actuated g/C Ratio		0.35	0.35		0.53						0.37	0.37
v/c Ratio		0.57	0.36		0.62						0.23	0.18
Control Delay		22.9	6.2		12.7						26.7	4.0
Queue Delay		0.0	0.0		0.3						0.0	0.0
Total Delay		22.9	6.2		13.1						26.7	4.0
LOS		C	A		B						C	A
Approach Delay		20.2			13.1						21.6	
Approach LOS		C			B						C	
Queue Length 50th (ft)		189	48		245						81	0
Queue Length 95th (ft)		245	m55		279						109	32
Internal Link Dist (ft)		2412			209			174			225	
Turn Bay Length (ft)			100									
Base Capacity (vph)		2221	678		1869						1822	661
Starvation Cap Reductn		0	0		243						0	0
Spillback Cap Reductn		55	0		0						0	0
Storage Cap Reductn		0	0		0						0	0
Reduced v/c Ratio		0.58	0.36		0.71						0.23	0.18

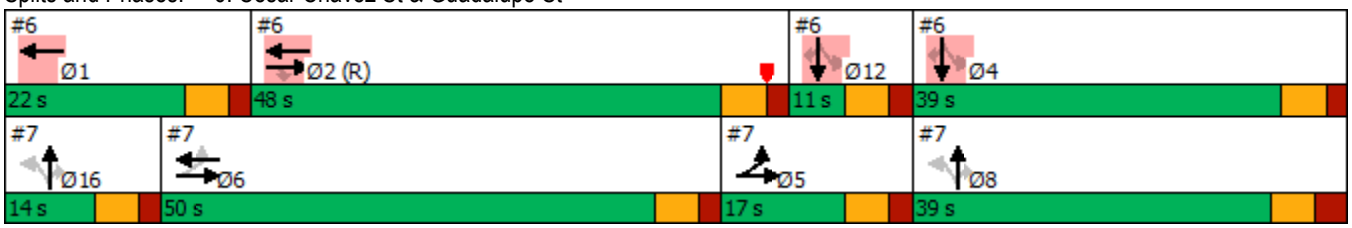
Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 118 (98%), Referenced to phase 2:EBWB, Start of Red	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 17.9	Intersection LOS: B
Intersection Capacity Utilization 85.7%	ICU Level of Service E
Analysis Period (min) 15	

Lane Group	Ø1	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16
Permitted Phases							
Detector Phase							
Switch Phase							
Minimum Initial (s)	10.0	4.0	4.0	10.0	10.0	4.0	4.0
Minimum Split (s)	22.0	22.0	10.0	27.0	30.0	11.0	14.0
Total Split (s)	22.0	39.0	17.0	50.0	39.0	11.0	14.0
Total Split (%)	18%	33%	14%	42%	33%	9%	12%
Maximum Green (s)	16.0	33.0	11.0	44.0	32.0	5.0	8.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	3.0	2.0	2.0
Lost Time Adjust (s)							
Total Lost Time (s)							
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.0	3.0	3.0	1.0	1.0	3.0	3.0
Recall Mode	Max	None	None	Max	Max	None	None
Walk Time (s)		5.0		7.0	5.0		
Flash Dont Walk (s)		11.0		14.0	18.0		
Pedestrian Calls (#/hr)		0		0	0		
Act Effct Green (s)							
Actuated g/C Ratio							
v/c Ratio							
Control Delay							
Queue Delay							
Total Delay							
LOS							
Approach Delay							
Approach LOS							
Queue Length 50th (ft)							
Queue Length 95th (ft)							
Internal Link Dist (ft)							
Turn Bay Length (ft)							
Base Capacity (vph)							
Starvation Cap Reductn							
Spillback Cap Reductn							
Storage Cap Reductn							
Reduced v/c Ratio							

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Cesar Chavez St & Guadalupe St



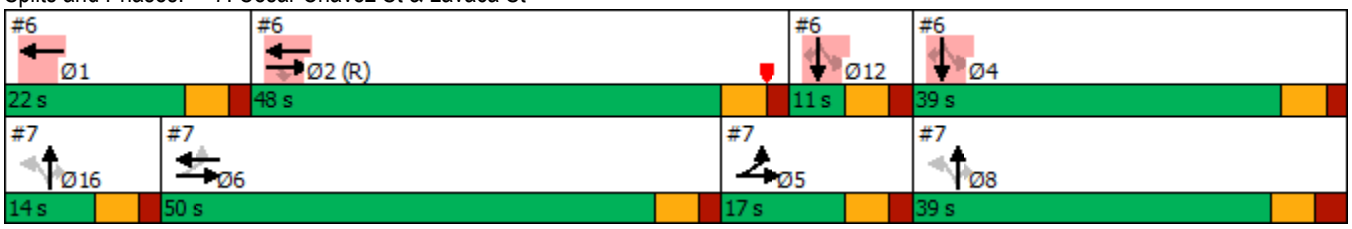
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	1123	0	0	566	57	518	1104	327	0	0	0
Future Volume (vph)	200	1123	0	0	566	57	518	1104	327	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	0.95	0.91	0.91	1.00	1.00	1.00	1.00
Frt					0.986				0.850			
Flt Protected	0.950							0.984				
Satd. Flow (prot)	3433	3539	0	0	3490	0	0	5004	1583	0	0	0
Flt Permitted	0.304							0.984				
Satd. Flow (perm)	1099	3539	0	0	3490	0	0	5004	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					10				136			
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		289			846			218			325	
Travel Time (s)		5.6			16.5			5.0			7.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.92	0.92	0.92
Adj. Flow (vph)	204	1146	0	0	578	58	529	1127	334	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	204	1146	0	0	636	0	0	1656	334	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			12			0			0	
Link Offset(ft)		0			0			0			-36	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2	1			
Detector Template	Left	Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	20	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Detector 1 Position(ft)	0	0			0		0	0	0			
Detector 1 Size(ft)	20	6			6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	D.P+P	NA			NA		Perm	NA	Perm			
Protected Phases	5	5 6			6			8 16				
Permitted Phases	6						8 16		8 16			
Detector Phase	5	5 6			6		8 16	8 16	8 16			
Switch Phase												
Minimum Initial (s)	4.0				10.0							

Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø16
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Detector 2 Position(ft)						
Detector 2 Size(ft)						
Detector 2 Type						
Detector 2 Channel						
Detector 2 Extend (s)						
Turn Type						
Protected Phases	1	2	4	8	12	16
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	10.0	10.0	4.0	10.0	4.0	4.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	10.0				27.0							
Total Split (s)	17.0				50.0							
Total Split (%)	14.2%				41.7%							
Maximum Green (s)	11.0				44.0							
Yellow Time (s)	4.0				4.0							
All-Red Time (s)	2.0				2.0							
Lost Time Adjust (s)	0.0				0.0							
Total Lost Time (s)	6.0				6.0							
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0				1.0							
Recall Mode	None				Max							
Walk Time (s)					7.0							
Flash Dont Walk (s)					14.0							
Pedestrian Calls (#/hr)					0							
Act Effct Green (s)	55.0	61.0			44.0			46.0	46.0			
Actuated g/C Ratio	0.46	0.51			0.37			0.38	0.38			
v/c Ratio	0.28	0.64			0.49			0.86	0.48			
Control Delay	5.1	8.9			23.1			39.9	18.7			
Queue Delay	0.0	0.2			0.0			3.0	0.0			
Total Delay	5.1	9.2			23.1			42.9	18.7			
LOS	A	A			C			D	B			
Approach Delay		8.6			23.1			38.8				
Approach LOS		A			C			D				
Queue Length 50th (ft)	6	118			230			428	111			
Queue Length 95th (ft)	10	161			m302			495	199			
Internal Link Dist (ft)		209			766			138			245	
Turn Bay Length (ft)												
Base Capacity (vph)	717	1798			1286			1918	690			
Starvation Cap Reductn	0	159			0			0	0			
Spillback Cap Reductn	0	0			1			172	0			
Storage Cap Reductn	0	0			0			0	0			
Reduced v/c Ratio	0.28	0.70			0.49			0.95	0.48			

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 118 (98%), Referenced to phase 2:EBWB, Start of Red	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 26.0	Intersection LOS: C
Intersection Capacity Utilization 85.7%	ICU Level of Service E
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 7: Cesar Chavez St & Lavaca St



Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø16
Minimum Split (s)	22.0	22.0	22.0	30.0	11.0	14.0
Total Split (s)	22.0	48.0	39.0	39.0	11.0	14.0
Total Split (%)	18%	40%	33%	33%	9%	12%
Maximum Green (s)	16.0	42.0	33.0	32.0	5.0	8.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	3.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.0	1.0	3.0	1.0	3.0	3.0
Recall Mode	Max	C-Max	None	Max	None	None
Walk Time (s)			5.0	5.0		
Flash Dont Walk (s)			11.0	18.0		
Pedestrian Calls (#/hr)			0	0		
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

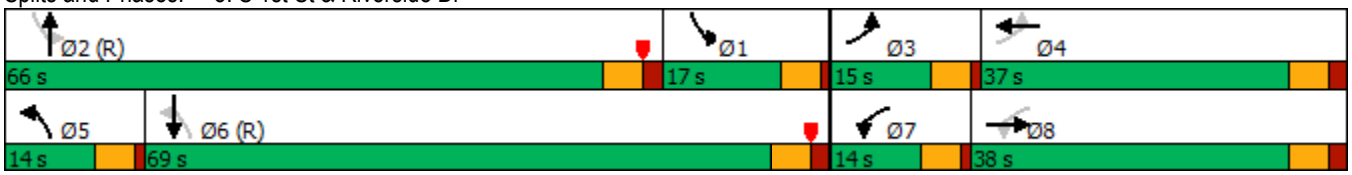
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	104	40	10	37	272	352	52	1354	4	134	358	44
Future Volume (vph)	104	40	10	37	272	352	52	1354	4	134	358	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	125		0	150		0	300		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	60			90			25			120		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91
Frt		0.971			0.915						0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3403	0	1752	3207	0	1752	5036	0	1752	4955	0
Flt Permitted	0.161			0.722			0.503			0.125		
Satd. Flow (perm)	297	3403	0	1332	3207	0	928	5036	0	231	4955	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			211						21	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		485			516			580			1524	
Travel Time (s)		9.4			10.1			13.2			34.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	106	41	10	38	278	359	53	1382	4	137	365	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	106	51	0	38	637	0	53	1386	0	137	410	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes			Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	3	8		7	4		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			6			2		
Detector Phase	3	8		7	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		6.0	15.0		5.0	15.0	
Minimum Split (s)	15.0	38.0		14.0	37.0		14.0	66.0		17.0	69.0	
Total Split (s)	15.0	38.0		14.0	37.0		14.0	66.0		17.0	69.0	
Total Split (%)	11.1%	28.1%		10.4%	27.4%		10.4%	48.9%		12.6%	51.1%	
Maximum Green (s)	10.0	32.0		9.0	31.0		9.0	60.0		12.0	63.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	6.0		5.0	6.0		5.0	6.0		5.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0		1.0	1.0		2.0	2.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			23.0			23.0			23.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	33.6	28.7		34.6	23.8		82.4	68.4		81.4	76.4	
Actuated g/C Ratio	0.25	0.21		0.26	0.18		0.61	0.51		0.60	0.57	
v/c Ratio	0.63	0.07		0.11	0.86		0.09	0.54		0.50	0.15	
Control Delay	51.8	34.2		12.3	28.3		7.9	15.4		34.2	14.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.1		0.0	0.0	
Total Delay	51.8	34.2		12.3	28.3		7.9	15.5		34.2	14.8	
LOS	D	C		B	C		A	B		C	B	
Approach Delay		46.1			27.4			15.2			19.7	
Approach LOS		D			C			B			B	
Queue Length 50th (ft)	70	15		9	164		12	157		46	60	
Queue Length 95th (ft)	110	32		18	310		m22	173		85	91	
Internal Link Dist (ft)		405			436			500			1444	
Turn Bay Length (ft)	290			125			150			300		
Base Capacity (vph)	184	821		391	898		636	2551		274	2814	
Starvation Cap Reductn	0	0		0	0		0	154		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.58	0.06		0.10	0.71		0.08	0.58		0.50	0.15	

Intersection Summary	
Area Type:	Other
Cycle Length: 135	
Actuated Cycle Length: 135	
Offset: 58 (43%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red	
Natural Cycle: 135	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 20.7	Intersection LOS: C
Intersection Capacity Utilization 76.6%	ICU Level of Service D
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: S 1st St & Riverside Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	364	571	40	66	399	4	127	1149	90	39	226	70
Future Volume (vph)	364	571	40	66	399	4	127	1149	90	39	226	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	165		0	125		0	80		65	85		0
Storage Lanes	2		0	1		0	1		1	1		1
Taper Length (ft)	175			120			50			50		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.95	1.00
Frt		0.990			0.999			0.989				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3467	3539	0	1787	3571	0	1787	5079	0	1787	3574	1599
Flt Permitted	0.950			0.413			0.606			0.154		
Satd. Flow (perm)	3467	3539	0	777	3571	0	1140	5079	0	290	3574	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			1			12				137
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		2792			516			310			580	
Travel Time (s)		54.4			10.1			7.0			13.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	375	589	41	68	411	4	131	1185	93	40	233	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	375	630	0	68	415	0	131	1278	0	40	233	72
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		pm+pt	NA		D.P+P	NA		D.P+P	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	

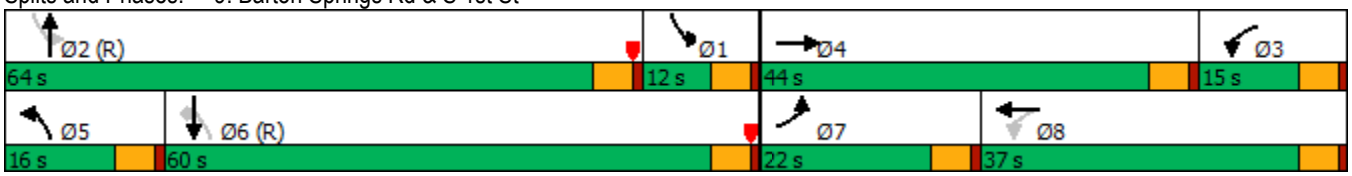
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				8			6			2		6
Detector Phase	7	4		3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	6.0	5.0		3.0	10.0		3.0	15.0		3.0	10.0	10.0
Minimum Split (s)	11.0	31.0		8.0	37.0		8.0	40.0		8.0	40.0	40.0
Total Split (s)	22.0	44.0		15.0	37.0		16.0	64.0		12.0	60.0	60.0
Total Split (%)	16.3%	32.6%		11.1%	27.4%		11.9%	47.4%		8.9%	44.4%	44.4%
Maximum Green (s)	17.0	39.0		10.0	32.0		11.0	59.0		7.0	55.0	55.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	Min		None	C-Max		None	C-Max	C-Max
Walk Time (s)		7.0			8.0			9.0			9.0	9.0
Flash Dont Walk (s)		19.0			26.0			26.0			26.0	26.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	16.7	32.8		21.1	21.1		77.2	72.6		78.2	67.3	67.3
Actuated g/C Ratio	0.12	0.24		0.16	0.16		0.57	0.54		0.58	0.50	0.50
v/c Ratio	0.87	0.73		0.39	0.74		0.19	0.47		0.17	0.13	0.08
Control Delay	72.2	52.9		37.7	41.0		12.8	20.9		11.9	11.5	0.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	72.2	52.9		37.7	41.0		12.8	20.9		11.9	11.5	0.3
LOS	E	D		D	D		B	C		B	B	A
Approach Delay		60.1			40.5			20.1			9.2	
Approach LOS		E			D			C			A	
Queue Length 50th (ft)	176	291		44	170		46	253		8	27	0
Queue Length 95th (ft)	#255	350		74	197		85	323		18	38	0
Internal Link Dist (ft)		2712			436			230			500	
Turn Bay Length (ft)	165			125			80			85		
Base Capacity (vph)	436	1025		207	847		719	2735		245	1782	866
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.86	0.61		0.33	0.49		0.18	0.47		0.16	0.13	0.08

Intersection Summary

Area Type: Other
Cycle Length: 135
Actuated Cycle Length: 135
Offset: 59 (44%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 34.4 Intersection LOS: C
Intersection Capacity Utilization 65.7% ICU Level of Service C
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Barton Springs Rd & S 1st St



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	14	173	2	307	545	11	40	296	311	10	131	85
Future Volume (vph)	14	173	2	307	545	11	40	296	311	10	131	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	220		0	150		0	0		385
Storage Lanes	1		0	1		0	1		1	0		1
Taper Length (ft)	90			100			130			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95
Frt		0.998			0.997				0.850		0.944	
Flt Protected	0.950			0.950				0.994			0.998	
Satd. Flow (prot)	1719	3431	0	1719	3428	0	0	3417	1538	0	3239	0
Flt Permitted	0.412			0.636				0.877			0.930	
Satd. Flow (perm)	746	3431	0	1151	3428	0	0	3015	1538	0	3018	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			3				327		89	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		516			738			516			744	
Travel Time (s)		10.1			14.4			10.1			14.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	15	182	2	323	574	12	42	312	327	11	138	89
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	184	0	323	586	0	0	354	327	0	238	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.Pm	NA		D.P+P	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases		8		7	4			2	7		6	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	4			8			2		2	6		
Detector Phase	4	8		7	4		2	2	7	6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0	10.0		5.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	30.5	30.5		8.0	30.5		35.0	35.0	8.0	30.5	30.5	
Total Split (s)	77.0	55.0		40.0	77.0		40.0	40.0	40.0	40.0	40.0	
Total Split (%)	57.0%	40.7%		29.6%	57.0%		29.6%	29.6%	29.6%	29.6%	29.6%	
Maximum Green (s)	71.5	49.5		35.0	71.5		34.5	34.5	35.0	34.5	34.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.5	1.5		1.0	1.5		1.5	1.5	1.0	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	5.5	5.5		5.0	5.5			5.5	5.0		5.5	
Lead/Lag		Lead		Lag					Lag			
Lead-Lag Optimize?		Yes		Yes					Yes			
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	C-Max	C-Max		Min	C-Max		Max	Max	Min	None	None	
Walk Time (s)	10.0	10.0			10.0		10.0	10.0		10.0	10.0	
Flash Dont Walk (s)	15.0	15.0			15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0			0		0	0		0	0	
Act Effct Green (s)	89.5	49.5		85.0	89.5			34.5	75.0		34.5	
Actuated g/C Ratio	0.66	0.37		0.63	0.66			0.26	0.56		0.26	
v/c Ratio	0.03	0.15		0.37	0.26			0.46	0.33		0.28	
Control Delay	8.6	25.5		21.7	17.8			65.1	20.5		28.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.8		0.0	
Total Delay	8.6	25.5		21.7	17.8			65.1	21.2		28.3	
LOS	A	C		C	B			E	C		C	
Approach Delay		24.3			19.2			44.0			28.3	
Approach LOS		C			B			D			C	
Queue Length 50th (ft)	6	63		167	161			168	196		76	
Queue Length 95th (ft)	m9	58		m215	m194			220	264		124	
Internal Link Dist (ft)		436			658			436			664	
Turn Bay Length (ft)	105			220								
Base Capacity (vph)	494	1258		871	2273			770	999		837	
Starvation Cap Reductn	0	0		0	0			0	391		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.03	0.15		0.37	0.26			0.46	0.54		0.28	

Intersection Summary	
Area Type:	Other
Cycle Length: 135	
Actuated Cycle Length: 135	
Offset: 118.5 (88%), Referenced to phase 4:NWSE and 8:NWSE, Start of Red	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.46	
Intersection Signal Delay: 29.1	Intersection LOS: C
Intersection Capacity Utilization 59.2%	ICU Level of Service B
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Barton Springs Rd & Riverside Dr

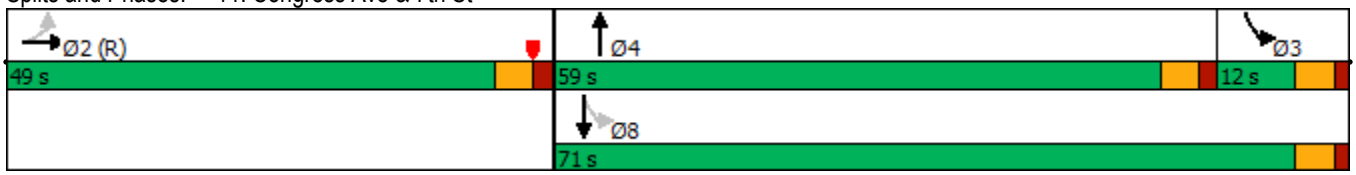
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	400	25	0	0	0	0	499	242	61	288	0
Future Volume (vph)	12	400	25	0	0	0	0	499	242	61	288	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.86	0.86	0.86	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	1.00
Frt		0.991						0.951				
Flt Protected		0.999									0.991	
Satd. Flow (prot)	0	6222	0	0	0	0	0	4743	0	0	4943	0
Flt Permitted		0.999									0.753	
Satd. Flow (perm)	0	6222	0	0	0	0	0	4743	0	0	3756	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12						133				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		673			575			360			249	
Travel Time (s)		15.3			13.1			8.2			5.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	12	408	26	0	0	0	0	509	247	62	294	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	446	0	0	0	0	0	756	0	0	356	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA		pm+pt	NA	
Protected Phases		2						4		3	8	
Permitted Phases	2									8		
Detector Phase	2	2						4		3	8	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0						10.0		5.0	10.0	
Minimum Split (s)	49.0	49.0						59.0		12.0	71.0	
Total Split (s)	49.0	49.0						59.0		12.0	71.0	
Total Split (%)	40.8%	40.8%						49.2%		10.0%	59.2%	
Maximum Green (s)	43.5	43.5						54.0		7.0	66.0	
Yellow Time (s)	3.5	3.5						3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0						1.5		1.5	1.5	
Lost Time Adjust (s)		0.0						0.0			0.0	
Total Lost Time (s)		5.5						5.0			5.0	
Lead/Lag								Lead		Lag		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	1.0	1.0						1.0		1.0	1.0	
Recall Mode	C-Max	C-Max						Max		None	Max	
Walk Time (s)	7.0	7.0						7.0			7.0	
Flash Dont Walk (s)	17.0	17.0						12.0			12.0	
Pedestrian Calls (#/hr)	0	0						0			0	
Act Effct Green (s)		43.5						66.0			66.0	
Actuated g/C Ratio		0.36						0.55			0.55	
v/c Ratio		0.20						0.28			0.17	
Control Delay		25.8						1.2			13.7	
Queue Delay		0.0						0.2			0.0	
Total Delay		25.8						1.5			13.7	
LOS		C						A			B	
Approach Delay		25.8						1.5			13.7	
Approach LOS		C						A			B	
Queue Length 50th (ft)		66						0			47	
Queue Length 95th (ft)		87						2			66	
Internal Link Dist (ft)		593			495			280			169	
Turn Bay Length (ft)												
Base Capacity (vph)		2263						2668			2065	
Starvation Cap Reductn		0						1053			0	
Spillback Cap Reductn		0						0			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.20						0.47			0.17	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 116 (97%), Referenced to phase 2:EBTL, Start of Red
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.28
Intersection Signal Delay: 11.2 — Intersection LOS: B
Intersection Capacity Utilization 44.6% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 11: Congress Ave & 7th St



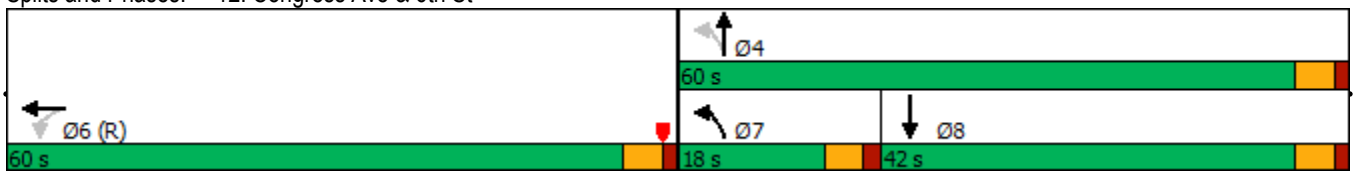
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	113	1177	62	234	716	0	0	184	90
Future Volume (vph)	0	0	0	113	1177	62	234	716	0	0	184	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.86	0.86	0.86	0.91	0.91	1.00	1.00	0.91	0.91
Frt					0.993						0.951	
Flt Protected					0.996			0.988				
Satd. Flow (prot)	0	0	0	0	6338	0	0	5024	0	0	4836	0
Flt Permitted					0.996			0.748				
Satd. Flow (perm)	0	0	0	0	6338	0	0	3804	0	0	4836	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					10						97	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		654			528			358			360	
Travel Time (s)		14.9			12.0			8.1			8.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.25	0.93	0.93	0.93
Adj. Flow (vph)	0	0	0	122	1266	67	252	770	0	0	198	97
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1455	0	0	1022	0	0	295	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2			2	
Detector Template				Left	Thru		Left	Thru			Thru	
Leading Detector (ft)				20	100		20	100			100	
Trailing Detector (ft)				0	0		0	0			0	
Detector 1 Position(ft)				0	0		0	0			0	
Detector 1 Size(ft)				20	6		20	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA		pm+pt	NA			NA	
Protected Phases					6		7	4			8	
Permitted Phases				6			4					
Detector Phase				6	6		7	4			8	
Switch Phase												
Minimum Initial (s)				10.0	10.0		5.0	10.0			10.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)				60.0	60.0		10.0	60.0			42.0	
Total Split (s)				60.0	60.0		18.0	60.0			42.0	
Total Split (%)				50.0%	50.0%		15.0%	50.0%			35.0%	
Maximum Green (s)				55.0	55.0		13.0	55.0			37.0	
Yellow Time (s)				3.5	3.5		3.5	3.5			3.5	
All-Red Time (s)				1.5	1.5		1.5	1.5			1.5	
Lost Time Adjust (s)					0.0			0.0			0.0	
Total Lost Time (s)					5.0			5.0			5.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				3.0	3.0		3.0	3.0			3.0	
Recall Mode				C-Max	C-Max		Max	Max			Max	
Walk Time (s)				7.0	7.0			7.0			7.0	
Flash Dont Walk (s)				18.0	18.0			12.0			12.0	
Pedestrian Calls (#/hr)				0	0			0			0	
Act Effct Green (s)					55.0			55.0			37.0	
Actuated g/C Ratio					0.46			0.46			0.31	
v/c Ratio					0.50			0.55			0.19	
Control Delay					23.4			11.0			10.4	
Queue Delay					0.0			0.0			0.0	
Total Delay					23.4			11.0			10.4	
LOS					C			B			B	
Approach Delay					23.4			11.0			10.4	
Approach LOS					C			B			B	
Queue Length 50th (ft)					223			71			12	
Queue Length 95th (ft)					257			78			19	
Internal Link Dist (ft)		574			448			278			280	
Turn Bay Length (ft)												
Base Capacity (vph)					2910			1875			1558	
Starvation Cap Reductn					0			2			0	
Spillback Cap Reductn					0			0			0	
Storage Cap Reductn					0			0			0	
Reduced v/c Ratio					0.50			0.55			0.19	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 103 (86%), Referenced to phase 6:WBTL, Start of Red
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.55
Intersection Signal Delay: 17.4 Intersection LOS: B
Intersection Capacity Utilization 59.2% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 12: Congress Ave & 6th St

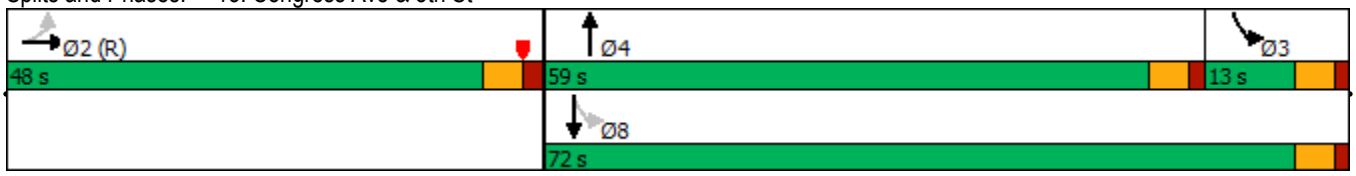


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	653	89	0	0	0	0	825	184	52	258	0
Future Volume (vph)	83	653	89	0	0	0	0	825	184	52	258	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	1.00
Frt		0.982						0.973				
Flt Protected	0.950										0.992	
Satd. Flow (prot)	1770	4994	0	0	0	0	0	4948	0	0	5045	0
Flt Permitted	0.950										0.747	
Satd. Flow (perm)	1770	4994	0	0	0	0	0	4948	0	0	3799	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23						54				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		447			446			1388			358	
Travel Time (s)		10.2			10.1			31.5			8.1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	85	666	91	0	0	0	0	842	188	53	263	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	85	757	0	0	0	0	0	1030	0	0	316	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA		pm+pt	NA	
Protected Phases		2						4		3	8	
Permitted Phases	2									8		
Detector Phase	2	2						4		3	8	
Switch Phase												
Minimum Initial (s)	10.0	10.0						10.0		5.0	10.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	48.0	48.0						59.0		13.0	72.0	
Total Split (s)	48.0	48.0						59.0		13.0	72.0	
Total Split (%)	40.0%	40.0%						49.2%		10.8%	60.0%	
Maximum Green (s)	42.5	42.5						54.0		8.0	67.0	
Yellow Time (s)	3.5	3.5						3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0						1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0						0.0			0.0	
Total Lost Time (s)	5.5	5.5						5.0			5.0	
Lead/Lag								Lead		Lag		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	3.0	3.0						3.0		3.0	3.0	
Recall Mode	C-Max	C-Max						Max		Max	Max	
Walk Time (s)	7.0	7.0						7.0			7.0	
Flash Dont Walk (s)	18.0	18.0						13.0			13.0	
Pedestrian Calls (#/hr)	0	0						0			0	
Act Effct Green (s)	42.5	42.5						54.0			67.0	
Actuated g/C Ratio	0.35	0.35						0.45			0.56	
v/c Ratio	0.14	0.42						0.46			0.14	
Control Delay	27.1	29.4						8.3			12.9	
Queue Delay	0.0	0.0						0.0			0.0	
Total Delay	27.1	29.4						8.3			12.9	
LOS	C	C						A			B	
Approach Delay		29.2						8.3			12.9	
Approach LOS		C						A			B	
Queue Length 50th (ft)	44	156						135			32	
Queue Length 95th (ft)	82	195						148			43	
Internal Link Dist (ft)		367			366			1308			278	
Turn Bay Length (ft)												
Base Capacity (vph)	626	1783						2256			2204	
Starvation Cap Reductn	0	0						0			0	
Spillback Cap Reductn	0	0						0			0	
Storage Cap Reductn	0	0						0			0	
Reduced v/c Ratio	0.14	0.42						0.46			0.14	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 113 (94%), Referenced to phase 2:EBTL, Start of Red	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.46	
Intersection Signal Delay: 17.0	Intersection LOS: B
Intersection Capacity Utilization 55.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 13: Congress Ave & 5th St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	730	225	153	597	98	88	1240	379	22	240	36
Future Volume (vph)	190	730	225	153	597	98	88	1240	379	22	240	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		180	135		0	0		125	0		0
Storage Lanes	1		1	1		0	0		1	0		0
Taper Length (ft)	175			80			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.95	0.95	0.91	0.86	0.86	0.91	0.91	0.91
Ped Bike Factor			0.92	0.98	0.99			0.99	0.92		0.99	
Frt			0.850		0.979			0.996	0.850		0.982	
Flt Protected	0.950			0.950				0.997			0.996	
Satd. Flow (prot)	1770	5085	1583	1770	3425	0	0	4762	1362	0	4925	0
Flt Permitted	0.222			0.342				0.873			0.778	
Satd. Flow (perm)	414	5085	1453	621	3425	0	0	4157	1258	0	3847	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			227		17			4	64		24	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		846			2606			1721			1388	
Travel Time (s)		16.5			50.8			39.1			31.5	
Confl. Peds. (#/hr)	38		38	38		38	38		38	38		38
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	192	737	227	155	603	99	89	1253	383	22	242	36
Shared Lane Traffic (%)									10%			
Lane Group Flow (vph)	192	737	227	155	702	0	0	1380	345	0	300	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	pm+ov	Perm	NA	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6			4	1		8	
Permitted Phases	2		2	6			4		4	8		
Detector Phase	5	2	2	1	6		4	4	1	8	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	11.0	28.0	28.0	16.0	47.0		52.0	52.0	16.0	52.0	52.0	
Total Split (s)	21.0	52.0	52.0	16.0	47.0		52.0	52.0	16.0	52.0	52.0	
Total Split (%)	17.5%	43.3%	43.3%	13.3%	39.2%		43.3%	43.3%	13.3%	43.3%	43.3%	
Maximum Green (s)	15.0	46.0	46.0	10.0	41.0		46.0	46.0	10.0	46.0	46.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0			6.0	6.0		6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Recall Mode	Max	C-Max	C-Max	Max	C-Max		Max	Max	Max	Max	Max	
Walk Time (s)		5.0	5.0		5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		14.0	14.0		14.0		16.0	16.0		14.0	14.0	
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	
Act Effct Green (s)	61.0	46.0	46.0	51.0	41.0			46.0	56.0		46.0	
Actuated g/C Ratio	0.51	0.38	0.38	0.42	0.34			0.38	0.47		0.38	
v/c Ratio	0.51	0.38	0.33	0.43	0.59			0.87	0.55		0.20	
Control Delay	19.5	31.3	13.6	23.0	41.0			41.0	19.1		21.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Delay	19.5	31.3	13.6	23.0	41.0			41.0	19.1		21.6	
LOS	B	C	B	C	D			D	B		C	
Approach Delay		25.8			37.8			36.6			21.6	
Approach LOS		C			D			D			C	
Queue Length 50th (ft)	117	190	75	70	261			377	153		55	
Queue Length 95th (ft)	165	228	134	m117	m323			448	247		81	
Internal Link Dist (ft)		766			2526			1641			1308	
Turn Bay Length (ft)	140		180	135					125			
Base Capacity (vph)	379	1949	696	359	1181			1595	629		1489	
Starvation Cap Reductn	0	0	0	0	0			0	0		0	
Spillback Cap Reductn	0	0	0	0	0			0	0		0	
Storage Cap Reductn	0	0	0	0	0			0	0		0	
Reduced v/c Ratio	0.51	0.38	0.33	0.43	0.59			0.87	0.55		0.20	

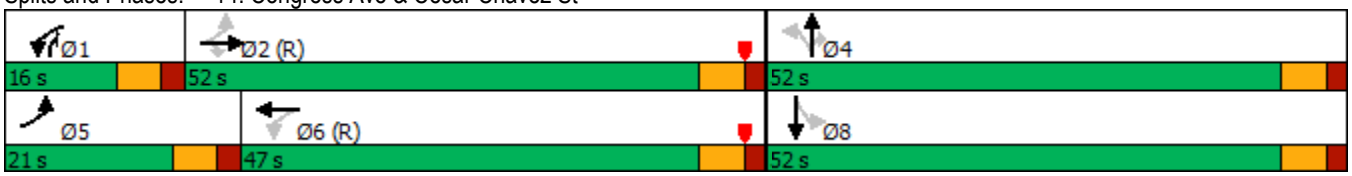
Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 68 (57%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 32.7 Intersection LOS: C
Intersection Capacity Utilization 95.3% ICU Level of Service F

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: Congress Ave & Cesar Chavez St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	222	9	31	2	4	12	78	1660	13	30	418	154
Future Volume (vph)	222	9	31	2	4	12	78	1660	13	30	418	154
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		120	0		0	50		140	70		0
Storage Lanes	2		1	0		1	1		1	1		0
Taper Length (ft)	25			25			25			65		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	0.91
Ped Bike Factor	0.97	0.97			0.99	0.96	0.98		0.96		0.98	
Frt		0.884				0.850			0.850		0.960	
Flt Protected	0.950				0.984		0.950			0.950		
Satd. Flow (prot)	3433	1601	0	0	1833	1583	1770	5085	1583	1770	4783	0
Flt Permitted	0.950				0.872		0.378			0.090		
Satd. Flow (perm)	3338	1601	0	0	1612	1521	689	5085	1519	168	4783	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34				154			158		102	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		744			261			663			1721	
Travel Time (s)		14.5			5.1			12.9			33.5	
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	244	10	34	2	4	13	86	1824	14	33	459	169
Shared Lane Traffic (%)												
Lane Group Flow (vph)	244	44	0	0	6	13	86	1824	14	33	628	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		pm+pt	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases				8		8	6		2	2		
Detector Phase	7	4		3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	6.0	5.0		3.0	5.0	5.0	3.0	25.0	25.0	3.0	25.0	
Minimum Split (s)	20.0	32.0		10.0	18.0	18.0	15.0	45.0	45.0	15.0	45.0	
Total Split (s)	24.0	32.0		10.0	18.0	18.0	18.0	75.0	75.0	18.0	75.0	
Total Split (%)	17.8%	23.7%		7.4%	13.3%	13.3%	13.3%	55.6%	55.6%	13.3%	55.6%	
Maximum Green (s)	18.5	26.5		4.0	12.0	12.0	12.5	69.5	69.5	12.5	69.5	
Yellow Time (s)	4.0	4.0		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.5	1.5		2.5	2.5	2.5	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5			6.0	6.0	5.5	5.5	5.5	5.5	5.5	
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0		1.5	2.0	2.0	1.5	2.0	2.0	1.5	2.0	
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		26.0			22.0	22.0		21.0	21.0		17.0	
Pedestrian Calls (#/hr)		0			0	0		0	0		0	
Act Effct Green (s)	13.9	20.8			5.3	5.3	97.7	96.8	96.8	99.9	73.1	
Actuated g/C Ratio	0.10	0.15			0.04	0.04	0.72	0.72	0.72	0.74	0.54	
v/c Ratio	0.69	0.16			0.10	0.06	0.12	0.50	0.01	0.18	0.24	
Control Delay	32.2	16.8			65.6	0.6	5.1	11.8	0.0	7.8	17.1	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.4	0.0	0.0	0.0	
Total Delay	32.2	16.8			65.6	0.6	5.1	12.2	0.0	7.8	17.1	
LOS	C	B			E	A	A	B	A	A	B	
Approach Delay		29.9			21.1			11.8			16.6	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	116	23			5	0	3	327	0	7	85	
Queue Length 95th (ft)	159	71			21	0	m35	m509	m0	19	164	
Internal Link Dist (ft)		664			181			583			1641	
Turn Bay Length (ft)							50		140	70		
Base Capacity (vph)	470	350			143	275	695	3646	1134	276	2882	
Starvation Cap Reductn	0	0			0	0	0	1109	0	0	0	
Spillback Cap Reductn	0	0			0	0	0	0	0	0	0	
Storage Cap Reductn	0	0			0	0	0	0	0	0	0	
Reduced v/c Ratio	0.52	0.13			0.04	0.05	0.12	0.72	0.01	0.12	0.22	

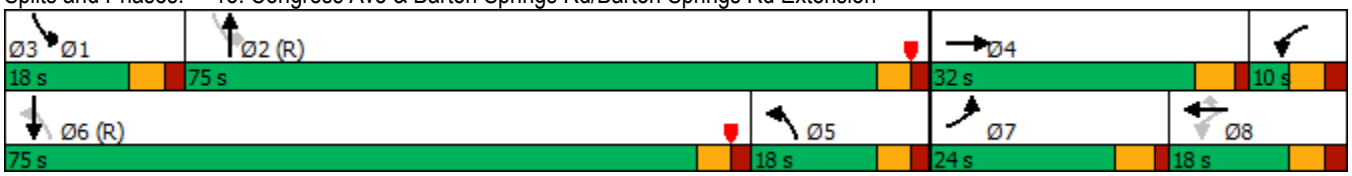
Intersection Summary

Area Type: Other
Cycle Length: 135
Actuated Cycle Length: 135
Offset: 70 (52%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red
Natural Cycle: 105
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 14.8 Intersection LOS: B
Intersection Capacity Utilization 76.8% ICU Level of Service D

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Congress Ave & Barton Springs Rd/Barton Springs Rd Extension



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	447	45	109	641	374	299	1408	143	138	225	26
Future Volume (vph)	57	447	45	109	641	374	299	1408	143	138	225	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		0	140		0	270		525	180		0
Storage Lanes	1		1	1		0	2		1	2		0
Taper Length (ft)	115			50			190			150		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.91	0.91	0.97	0.91	0.91
Ped Bike Factor	1.00		0.96	0.99	0.99		0.92	1.00		0.99	1.00	
Frt			0.850		0.945			0.986			0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	1752	3268	0	3400	4952	0	3400	4939	0
Flt Permitted	0.132			0.421			0.950			0.950		
Satd. Flow (perm)	243	3505	1511	768	3268	0	3133	4952	0	3350	4939	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			97		104			13			15	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		738			912			704			663	
Travel Time (s)		14.4			17.8			13.7			12.9	
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	59	461	46	112	661	386	308	1452	147	142	232	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	461	46	112	1047	0	308	1599	0	142	259	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	D.P+P	NA	pm+ov	D.P+P	NA		Prot	NA		Prot	NA	
Protected Phases	3	8	5	7	4		5	2		1	6	
Permitted Phases	4		8	8								
Detector Phase	3	8	5	7	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	10.0	3.0	3.0	10.0		3.0	5.0		3.0	5.0	
Minimum Split (s)	13.0	38.0	8.0	8.0	38.0		8.0	10.0		8.0	10.0	
Total Split (s)	13.0	50.0	17.0	22.0	59.0		17.0	48.0		15.0	46.0	
Total Split (%)	9.6%	37.0%	12.6%	16.3%	43.7%		12.6%	35.6%		11.1%	34.1%	
Maximum Green (s)	8.0	45.0	12.0	17.0	54.0		12.0	43.0		10.0	41.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag	Lead	Lead	Lead		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.5	1.0	1.0	2.5		1.0	2.0		1.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	Min		None	Min	
Walk Time (s)		5.0			5.0							
Flash Dont Walk (s)		28.0			28.0							
Pedestrian Calls (#/hr)		0			0							
Act Effct Green (s)	64.4	55.4	67.4	63.4	58.0		12.0	43.0		8.6	39.6	
Actuated g/C Ratio	0.48	0.41	0.50	0.47	0.43		0.09	0.32		0.06	0.29	
v/c Ratio	0.29	0.32	0.06	0.27	0.72		1.02	1.01		0.66	0.18	
Control Delay	38.9	37.8	1.3	31.0	46.2		116.7	69.8		70.5	31.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	38.9	37.8	1.3	31.0	46.2		116.7	69.8		70.5	31.2	
LOS	D	D	A	C	D		F	E		E	C	
Approach Delay		35.0			44.7			77.4			45.1	
Approach LOS		C			D			E			D	
Queue Length 50th (ft)	29	205	2	73	487		~147	~519		63	31	
Queue Length 95th (ft)	52	255	9	137	559		#243	#633		74	72	
Internal Link Dist (ft)		658			832			624			583	
Turn Bay Length (ft)	170			140			270			180		
Base Capacity (vph)	205	1437	807	513	1464		302	1586		251	1510	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.29	0.32	0.06	0.22	0.72		1.02	1.01		0.57	0.17	

Intersection Summary

Area Type: Other
Cycle Length: 135
Actuated Cycle Length: 135
Offset: 59 (44%), Referenced to phase 4:EBWB and 8:EBWB, Start of Red
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.02
Intersection Signal Delay: 58.8 Intersection LOS: E

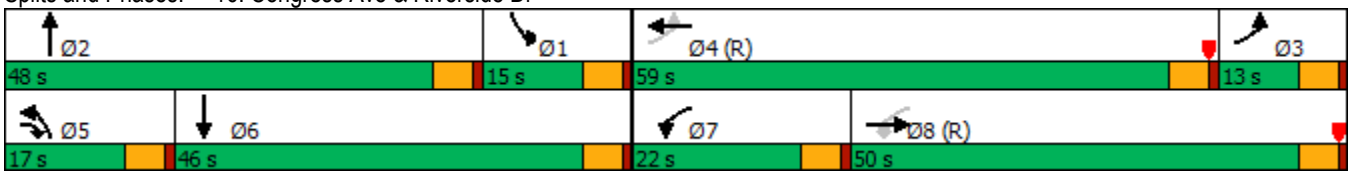
Intersection Capacity Utilization 88.2% ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 16: Congress Ave & Riverside Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	1567	18	13	287	11	19	32	40	12	11	13
Future Volume (vph)	15	1567	18	13	287	11	19	32	40	12	11	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.998			0.995			0.916			0.919	
Flt Protected					0.998		0.950			0.950		
Satd. Flow (prot)	0	1859	0	0	1850	0	1770	3242	0	1770	3253	0
Flt Permitted		0.976			0.861		0.739			0.703		
Satd. Flow (perm)	0	1814	0	0	1596	0	1377	3242	0	1310	3253	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					1			44			14	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		1628			208			250			375	
Travel Time (s)		44.4			5.7			5.7			8.5	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	16	1722	20	14	315	12	21	35	44	13	12	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1758	0	0	341	0	21	79	0	13	26	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		D.Pm	NA		D.P+P	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			6			2		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		6	2		1	6	
Switch Phase												
Minimum Initial (s)	19.0	19.0		19.0	19.0		20.0	20.0		5.0	20.0	
Minimum Split (s)	31.0	31.0		31.0	31.0		104.0	94.0		10.0	104.0	
Total Split (s)	31.0	31.0		31.0	31.0		104.0	94.0		10.0	104.0	
Total Split (%)	23.0%	23.0%		23.0%	23.0%		77.0%	69.6%		7.4%	77.0%	
Maximum Green (s)	26.0	26.0		26.0	26.0		99.0	89.0		5.0	99.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		C-Max	C-Max		Min	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0			7.0	
Flash Dont Walk (s)	19.0	19.0		19.0	19.0		9.0	9.0			9.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0			0	
Act Effct Green (s)		26.0			26.0		99.0	89.0		94.0	99.0	
Actuated g/C Ratio		0.19			0.19		0.73	0.66		0.70	0.73	
v/c Ratio		5.04			1.11		0.02	0.04		0.01	0.01	
Control Delay		1834.9			132.5		4.9	4.1		5.0	3.0	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		1834.9			132.5		4.9	4.1		5.0	3.0	
LOS		F			F		A	A		A	A	
Approach Delay		1834.9			132.5			4.2			3.6	
Approach LOS		F			F			A			A	
Queue Length 50th (ft)		~2882			~340		4	5		3	1	
Queue Length 95th (ft)		#3146			#538		12	14		9	5	
Internal Link Dist (ft)		1548			128			170			295	
Turn Bay Length (ft)							100			100		
Base Capacity (vph)		349			308		1009	2152		929	2389	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		5.04			1.11		0.02	0.04		0.01	0.01	

Intersection Summary

Area Type: Other
Cycle Length: 135
Actuated Cycle Length: 135
Offset: 8 (6%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 5.04
Intersection Signal Delay: 1461.8 Intersection LOS: F
Intersection Capacity Utilization 113.9% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 17: Congress Ave & Monroe St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	590	4	2	1251	91	2	1	2	19	1	5
Future Volume (vph)	58	590	4	2	1251	91	2	1	2	19	1	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	100			100			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.990			0.946			0.974	
Flt Protected	0.950			0.950				0.980			0.963	
Satd. Flow (prot)	1752	3501	0	1752	3470	0	0	1710	0	0	1730	0
Flt Permitted	0.155			0.410				0.858			0.773	
Satd. Flow (perm)	286	3501	0	756	3470	0	0	1497	0	0	1389	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			10			2			5	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		912			2164			151			600	
Travel Time (s)		17.8			42.2			3.4			13.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	62	634	4	2	1345	98	2	1	2	20	1	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	638	0	2	1443	0	0	5	0	0	26	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		D.Pm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			4			8	

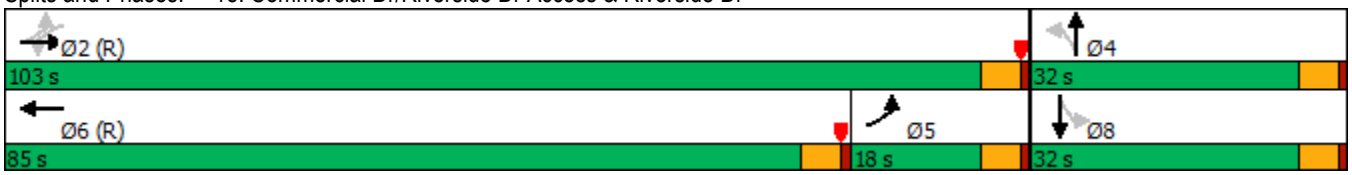
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			2			4			8		
Detector Phase	5	2		2	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	8.0	22.0		22.0	24.0		28.0	28.0		28.0	28.0	
Total Split (s)	18.0	103.0		103.0	85.0		32.0	32.0		32.0	32.0	
Total Split (%)	13.3%	76.3%		76.3%	63.0%		23.7%	23.7%		23.7%	23.7%	
Maximum Green (s)	13.0	98.0		98.0	80.0		27.0	27.0		27.0	27.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lead/Lag	Lag				Lead							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	1.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	
Walk Time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		12.0		12.0	14.0		18.0	18.0		18.0	18.0	
Pedestrian Calls (#/hr)		0		0	0		0	0		0	0	
Act Effct Green (s)	123.4	124.4		124.4	109.0			7.0			7.0	
Actuated g/C Ratio	0.91	0.92		0.92	0.81			0.05			0.05	
v/c Ratio	0.16	0.20		0.00	0.51			0.06			0.34	
Control Delay	9.1	4.8		1.5	6.9			51.4			64.2	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	9.1	4.8		1.5	6.9			51.4			64.2	
LOS	A	A		A	A			D			E	
Approach Delay		5.2			6.9			51.4			64.2	
Approach LOS		A			A			D			E	
Queue Length 50th (ft)	25	180		0	253			3			18	
Queue Length 95th (ft)	m37	m207		1	333			17			49	
Internal Link Dist (ft)		832			2084			71			520	
Turn Bay Length (ft)	100			100								
Base Capacity (vph)	400	3225		696	2802			301			281	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.15	0.20		0.00	0.51			0.02			0.09	

Intersection Summary

Area Type: Other
Cycle Length: 135
Actuated Cycle Length: 135
Offset: 15 (11%), Referenced to phase 2:EBWB and 6:WBT, Start of Red
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.51
Intersection Signal Delay: 7.1 Intersection LOS: A
Intersection Capacity Utilization 58.3% ICU Level of Service B
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 18: Commercial Dr/Riverside Dr Access & Riverside Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	404	105	0	0	0	0	0	0	402	1393	0
Future Volume (vph)	0	404	105	0	0	0	0	0	0	402	1393	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
Frt		0.969										
Flt Protected										0.950		
Satd. Flow (prot)	0	6149	0	0	0	0	0	0	0	1752	5036	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	6149	0	0	0	0	0	0	0	1752	5036	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)		18								309		
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		288			235			357			333	
Travel Time (s)		6.5			5.3			5.4			5.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	421	109	0	0	0	0	0	0	419	1451	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	530	0	0	0	0	0	0	0	419	1451	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			12	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2								1	2	
Detector Template		Thru								Left	Thru	
Leading Detector (ft)		100								20	100	
Trailing Detector (ft)		0								0	0	
Detector 1 Position(ft)		0								0	0	
Detector 1 Size(ft)		6								20	6	
Detector 1 Type		Cl+Ex								Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0								0.0	0.0	
Detector 1 Queue (s)		0.0								0.0	0.0	
Detector 1 Delay (s)		0.0								0.0	0.0	
Detector 2 Position(ft)		94									94	
Detector 2 Size(ft)		6									6	
Detector 2 Type		Cl+Ex									Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0									0.0	
Turn Type		NA								Perm	NA	
Protected Phases		2 6									4 8	
Permitted Phases										4 8		
Detector Phase		2 6								4 8	4 8	
Switch Phase												

Lane Group	Ø2	Ø4	Ø6	Ø8
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Lane Util. Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Peak Hour Factor				
Heavy Vehicles (%)				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(ft)				
Link Offset(ft)				
Crosswalk Width(ft)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (mph)				
Number of Detectors				
Detector Template				
Leading Detector (ft)				
Trailing Detector (ft)				
Detector 1 Position(ft)				
Detector 1 Size(ft)				
Detector 1 Type				
Detector 1 Channel				
Detector 1 Extend (s)				
Detector 1 Queue (s)				
Detector 1 Delay (s)				
Detector 2 Position(ft)				
Detector 2 Size(ft)				
Detector 2 Type				
Detector 2 Channel				
Detector 2 Extend (s)				
Turn Type				
Protected Phases	2	4	6	8
Permitted Phases				
Detector Phase				
Switch Phase				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)		52.0								58.0	58.0	
Actuated g/C Ratio		0.43								0.48	0.48	
v/c Ratio		0.20								0.42	0.60	
Control Delay		20.6								6.4	23.8	
Queue Delay		0.0								0.0	0.1	
Total Delay		20.6								6.4	23.9	
LOS		C								A	C	
Approach Delay		20.6									19.9	
Approach LOS		C									B	
Queue Length 50th (ft)		69								46	290	
Queue Length 95th (ft)		90								113	338	
Internal Link Dist (ft)		208			155			277			253	
Turn Bay Length (ft)												
Base Capacity (vph)		2674								1006	2434	
Starvation Cap Reductn		0								0	0	
Spillback Cap Reductn		37								1	148	
Storage Cap Reductn		0								0	0	
Reduced v/c Ratio		0.20								0.42	0.63	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 101 (84%), Referenced to phase 2:EBT, Start of Red
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 20.1 — Intersection LOS: C
Intersection Capacity Utilization 84.9% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 19: IH 35 SB FR & 7th St

Lane Group	Ø2	Ø4	Ø6	Ø8
Minimum Initial (s)	3.0	5.0	10.0	10.0
Minimum Split (s)	28.0	10.0	29.0	49.0
Total Split (s)	28.0	14.0	29.0	49.0
Total Split (%)	23%	12%	24%	41%
Maximum Green (s)	23.0	9.0	24.0	44.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag				
Lead-Lag Optimize?				
Vehicle Extension (s)	1.0	1.0	1.0	1.0
Recall Mode	C-Max	Max	Max	Max
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Queue Length 50th (ft)				
Queue Length 95th (ft)				
Internal Link Dist (ft)				
Turn Bay Length (ft)				
Base Capacity (vph)				
Starvation Cap Reductn				
Spillback Cap Reductn				
Storage Cap Reductn				
Reduced v/c Ratio				

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	227	579	0	0	0	611	0	1096	124	0	0	0
Future Volume (vph)	227	579	0	0	0	611	0	1096	124	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	0.88	1.00	0.91	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950											
Satd. Flow (prot)	3433	3539	0	0	0	2787	0	5085	1583	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	3433	3539	0	0	0	2787	0	5085	1583	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	64					312			131			
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		235			293			361			209	
Travel Time (s)		5.3			6.7			5.5			3.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92
Adj. Flow (vph)	239	609	0	0	0	643	0	1154	131	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	239	609	0	0	0	643	0	1154	131	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			0			0			0	
Link Offset(ft)		0			-12			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2				1		2	1			
Detector Template	Left	Thru				Right		Thru	Right			
Leading Detector (ft)	20	100				20		100	20			
Trailing Detector (ft)	0	0				0		0	0			
Detector 1 Position(ft)	0	0				0		0	0			
Detector 1 Size(ft)	20	6				20		6	20			
Detector 1 Type	Cl+Ex	Cl+Ex				Cl+Ex		Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0				0.0		0.0	0.0			
Detector 1 Queue (s)	0.0	0.0				0.0		0.0	0.0			
Detector 1 Delay (s)	0.0	0.0				0.0		0.0	0.0			
Detector 2 Position(ft)		94						94				
Detector 2 Size(ft)		6						6				
Detector 2 Type		Cl+Ex						Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				
Turn Type	Prot	NA				Prot		NA	Perm			
Protected Phases	2 4	2 4 6				6		8				
Permitted Phases									8			
Detector Phase	2 4	2 4 6				6		8	8			
Switch Phase												
Minimum Initial (s)						10.0		10.0	10.0			

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	3.0	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)						29.0		49.0	49.0			
Total Split (s)						29.0		49.0	49.0			
Total Split (%)						24.2%		40.8%	40.8%			
Maximum Green (s)						24.0		44.0	44.0			
Yellow Time (s)						4.0		4.0	4.0			
All-Red Time (s)						1.0		1.0	1.0			
Lost Time Adjust (s)						0.0		0.0	0.0			
Total Lost Time (s)						5.0		5.0	5.0			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)						1.0		1.0	1.0			
Recall Mode						Max		Max	Max			
Act Effct Green (s)	37.0	66.0				24.0		44.0	44.0			
Actuated g/C Ratio	0.31	0.55				0.20		0.37	0.37			
v/c Ratio	0.22	0.31				0.80		0.62	0.20			
Control Delay	18.6	9.9				31.4		46.3	18.3			
Queue Delay	0.8	0.7				0.0		3.3	0.0			
Total Delay	19.4	10.7				31.4		49.6	18.3			
LOS	B	B				C		D	B			
Approach Delay		13.1			31.4			46.4				
Approach LOS		B			C			D				
Queue Length 50th (ft)	53	66				143		269	16			
Queue Length 95th (ft)	92	105				223		320	78			
Internal Link Dist (ft)		155			213			281			129	
Turn Bay Length (ft)												
Base Capacity (vph)	1102	1946				807		1864	663			
Starvation Cap Reductn	597	955				0		591	0			
Spillback Cap Reductn	0	0				0		0	0			
Storage Cap Reductn	0	0				0		0	0			
Reduced v/c Ratio	0.47	0.61				0.80		0.91	0.20			

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 101 (84%), Referenced to phase 2:EBT, Start of Red
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 32.8 — Intersection LOS: C
Intersection Capacity Utilization 84.9% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 20: IH 35 NB FR & 7th St

Lane Group	Ø2	Ø4
Minimum Split (s)	28.0	10.0
Total Split (s)	28.0	14.0
Total Split (%)	23%	12%
Maximum Green (s)	23.0	9.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	1.0	1.0
Recall Mode	C-Max	Max
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	200	913	0	0	0	0	82	628	814
Future Volume (vph)	0	0	0	200	913	0	0	0	0	82	628	814
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt												0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	0	0	1770	3539	0	0	0	0	1770	3539	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	0	0	1770	3539	0	0	0	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												64
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		271			245			217			357	
Travel Time (s)		6.2			5.6			3.3			5.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	206	941	0	0	0	0	85	647	839
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	206	941	0	0	0	0	85	647	839
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		12			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2					1	2	1
Detector Template				Left	Thru					Left	Thru	Right
Leading Detector (ft)				20	100					20	100	20
Trailing Detector (ft)				0	0					0	0	0
Detector 1 Position(ft)				0	0					0	0	0
Detector 1 Size(ft)				20	6					20	6	20
Detector 1 Type				Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)				0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)				0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)					94						94	
Detector 2 Size(ft)					6						6	
Detector 2 Type					Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0						0.0	
Turn Type				Perm	NA					Perm	NA	Perm
Protected Phases					1 12						8 5	
Permitted Phases				1 12						8 5		8 5

Lane Group	Ø1	Ø5	Ø8	Ø12
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Storage Length (ft)				
Storage Lanes				
Taper Length (ft)				
Lane Util. Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Peak Hour Factor				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(ft)				
Link Offset(ft)				
Crosswalk Width(ft)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (mph)				
Number of Detectors				
Detector Template				
Leading Detector (ft)				
Trailing Detector (ft)				
Detector 1 Position(ft)				
Detector 1 Size(ft)				
Detector 1 Type				
Detector 1 Channel				
Detector 1 Extend (s)				
Detector 1 Queue (s)				
Detector 1 Delay (s)				
Detector 2 Position(ft)				
Detector 2 Size(ft)				
Detector 2 Type				
Detector 2 Channel				
Detector 2 Extend (s)				
Turn Type				
Protected Phases	1	5	8	12
Permitted Phases				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				1 12	1 12					8 5	8 5	8 5
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)				42.0	42.0					68.0	68.0	68.0
Actuated g/C Ratio				0.35	0.35					0.57	0.57	0.57
v/c Ratio				0.33	0.76					0.08	0.32	0.91
Control Delay				28.4	38.1					27.2	34.3	63.4
Queue Delay				2.6	11.9					0.0	4.5	50.5
Total Delay				31.1	50.0					27.2	38.8	113.9
LOS				C	D					C	D	F
Approach Delay					46.6						78.3	
Approach LOS					D						E	
Queue Length 50th (ft)				91	383					59	263	0
Queue Length 95th (ft)				157	460					m102	326	#827
Internal Link Dist (ft)		191			165			137			277	
Turn Bay Length (ft)				100								
Base Capacity (vph)				617	1234					1003	2005	924
Starvation Cap Reductn				299	281					0	1264	472
Spillback Cap Reductn				0	0					0	0	0
Storage Cap Reductn				0	0					0	0	0
Reduced v/c Ratio				0.65	0.99					0.08	0.87	1.86

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 100 (83%), Referenced to phase 8:SBTL, Start of Red
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 64.9 Intersection LOS: E
Intersection Capacity Utilization 107.6% ICU Level of Service G
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 21: IH 35 SB FR & 6th St

Lane Group	Ø1	Ø5	Ø8	Ø12
Detector Phase				
Switch Phase				
Minimum Initial (s)	3.0	1.0	10.0	10.0
Minimum Split (s)	8.0	6.0	21.0	21.0
Total Split (s)	8.0	6.0	67.0	39.0
Total Split (%)	7%	5%	56%	33%
Maximum Green (s)	3.0	1.0	62.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag				
Lead-Lag Optimize?				
Vehicle Extension (s)	1.0	1.0	2.0	2.0
Recall Mode	None	None	C-Max	None
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Queue Length 50th (ft)				
Queue Length 95th (ft)				
Internal Link Dist (ft)				
Turn Bay Length (ft)				
Base Capacity (vph)				
Starvation Cap Reductn				
Spillback Cap Reductn				
Storage Cap Reductn				
Reduced v/c Ratio				

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	77	0	0	575	51	538	1201	97	0	0	0
Future Volume (vph)	5	77	0	0	575	51	538	1201	97	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.86	0.86	0.86	1.00	1.00	1.00
Frt					0.988			0.992				
Flt Protected	0.950							0.986				
Satd. Flow (prot)	1770	1863	0	0	3497	0	0	6268	0	0	0	0
Flt Permitted	0.267							0.986				
Satd. Flow (perm)	497	1863	0	0	3497	0	0	6268	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					8			16				
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		245			294			209			361	
Travel Time (s)		5.6			6.7			3.2			5.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.92	0.92	0.92
Adj. Flow (vph)	5	79	0	0	587	52	549	1226	99	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	79	0	0	639	0	0	1874	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2				
Detector Template	Left	Thru			Thru		Left	Thru				
Leading Detector (ft)	20	100			100		20	100				
Trailing Detector (ft)	0	0			0		0	0				
Detector 1 Position(ft)	0	0			0		0	0				
Detector 1 Size(ft)	20	6			6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		5 12			5 12			1 8				
Permitted Phases	5 12						1 8					

Lane Group	Ø1	Ø5	Ø8	Ø12
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Storage Length (ft)				
Storage Lanes				
Taper Length (ft)				
Lane Util. Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Peak Hour Factor				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(ft)				
Link Offset(ft)				
Crosswalk Width(ft)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (mph)				
Number of Detectors				
Detector Template				
Leading Detector (ft)				
Trailing Detector (ft)				
Detector 1 Position(ft)				
Detector 1 Size(ft)				
Detector 1 Type				
Detector 1 Channel				
Detector 1 Extend (s)				
Detector 1 Queue (s)				
Detector 1 Delay (s)				
Detector 2 Position(ft)				
Detector 2 Size(ft)				
Detector 2 Type				
Detector 2 Channel				
Detector 2 Extend (s)				
Turn Type				
Protected Phases	1	5	8	12
Permitted Phases				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5 12	5 12			5 12		1 8	1 8				
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	39.1	39.1			39.1			70.9				
Actuated g/C Ratio	0.33	0.33			0.33			0.59				
v/c Ratio	0.03	0.13			0.56			0.51				
Control Delay	59.4	59.9			34.9			14.9				
Queue Delay	0.0	0.0			2.0			0.1				
Total Delay	59.4	59.9			36.9			15.0				
LOS	E	E			D			B				
Approach Delay		59.9			36.9			15.0				
Approach LOS		E			D			B				
Queue Length 50th (ft)	4	66			208			235				
Queue Length 95th (ft)	19	120			268			265				
Internal Link Dist (ft)		165			214			129			281	
Turn Bay Length (ft)	100											
Base Capacity (vph)	165	621			1171			3709				
Starvation Cap Reductn	0	0			0			0				
Spillback Cap Reductn	0	0			369			405				
Storage Cap Reductn	0	0			0			0				
Reduced v/c Ratio	0.03	0.13			0.80			0.57				

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 100 (83%), Referenced to phase 8:SBTL, Start of Red
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 21.8 — Intersection LOS: C
Intersection Capacity Utilization 98.3% — ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 22: IH 35 NB FR & 6th St

Lane Group	Ø1	Ø5	Ø8	Ø12
Detector Phase				
Switch Phase				
Minimum Initial (s)	3.0	1.0	10.0	10.0
Minimum Split (s)	8.0	6.0	21.0	21.0
Total Split (s)	8.0	6.0	67.0	39.0
Total Split (%)	7%	5%	56%	33%
Maximum Green (s)	3.0	1.0	62.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag				
Lead-Lag Optimize?				
Vehicle Extension (s)	1.0	1.0	2.0	2.0
Recall Mode	None	None	C-Max	None
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Queue Length 50th (ft)				
Queue Length 95th (ft)				
Internal Link Dist (ft)				
Turn Bay Length (ft)				
Base Capacity (vph)				
Starvation Cap Reductn				
Spillback Cap Reductn				
Storage Cap Reductn				
Reduced v/c Ratio				

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	687	161	194	787	0	0	0	0	157	224	546
Future Volume (vph)	0	687	161	194	787	0	0	0	0	157	224	546
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.91	0.91
Frt			0.850								0.940	0.850
Flt Protected					0.990						0.988	
Satd. Flow (prot)	0	3539	1583	0	3504	0	0	0	0	0	3149	1441
Flt Permitted					0.700						0.988	
Satd. Flow (perm)	0	3539	1583	0	2477	0	0	0	0	0	3149	1441
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			191								98	229
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		2606			301			310			247	
Travel Time (s)		50.8			5.9			4.7			3.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.92	0.92	0.92	0.98	0.98	0.98
Adj. Flow (vph)	0	701	164	198	803	0	0	0	0	160	229	557
Shared Lane Traffic (%)												46%
Lane Group Flow (vph)	0	701	164	0	1001	0	0	0	0	0	645	301
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1	2	1
Detector Template		Thru	Right	Left	Thru					Left	Thru	Right
Leading Detector (ft)		100	20	20	100					20	100	20
Trailing Detector (ft)		0	0	0	0					0	0	0
Detector 1 Position(ft)		0	0	0	0					0	0	0
Detector 1 Size(ft)		6	20	20	6					20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm	custom	NA					Perm	NA	Perm
Protected Phases		12 13		11 9 11	12 13						4 8	
Permitted Phases			12 13	11	9					4 8		4 8

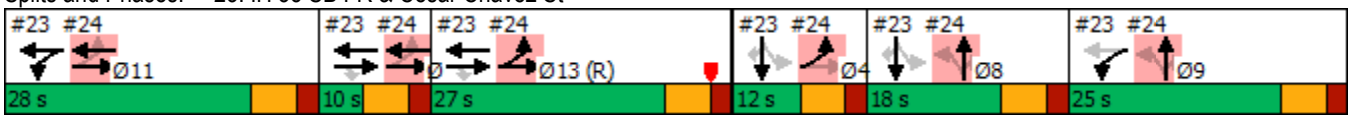
Lane Group	Ø4	Ø8	Ø9	Ø11	Ø12	Ø13
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Detector 2 Position(ft)						
Detector 2 Size(ft)						
Detector 2 Type						
Detector 2 Channel						
Detector 2 Extend (s)						
Turn Type						
Protected Phases	4	8	9	11	12	13
Permitted Phases						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		12 13	12 13	11 9 11	12 13					4 8	4 8	4 8
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)		31.0	31.0		78.0						24.0	24.0
Actuated g/C Ratio		0.26	0.26		0.65						0.20	0.20
v/c Ratio		0.77	0.30		0.47						0.91	0.64
Control Delay		47.0	8.8		5.1						58.0	18.4
Queue Delay		1.2	0.0		1.0						48.1	2.6
Total Delay		48.2	8.8		6.1						106.1	21.0
LOS		D	A		A						F	C
Approach Delay		40.7			6.1						79.0	
Approach LOS		D			A						E	
Queue Length 50th (ft)		301	57		91						233	51
Queue Length 95th (ft)		m367	m98		m88						#348	160
Internal Link Dist (ft)		2526			221			230			167	
Turn Bay Length (ft)			100									
Base Capacity (vph)		914	550		2114						708	471
Starvation Cap Reductn		0	0		791						209	83
Spillback Cap Reductn		73	0		0						1	0
Storage Cap Reductn		0	0		0						0	0
Reduced v/c Ratio		0.83	0.30		0.76						1.29	0.78

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 5 (4%), Referenced to phase 13:EBWB, Start of Red
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.13
Intersection Signal Delay: 41.3 Intersection LOS: D
Intersection Capacity Utilization 78.0% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 23: IH 35 SB FR & Cesar Chavez St



Lane Group	Ø4	Ø8	Ø9	Ø11	Ø12	Ø13
Detector Phase						
Switch Phase						
Minimum Initial (s)	3.0	5.0	1.0	5.0	3.0	5.0
Minimum Split (s)	10.0	11.0	8.0	11.0	10.0	11.0
Total Split (s)	12.0	18.0	25.0	28.0	10.0	27.0
Total Split (%)	10%	15%	21%	23%	8%	23%
Maximum Green (s)	6.0	12.0	19.0	22.0	4.0	21.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	1.0	1.0	1.0	1.0	1.0
Recall Mode	Max	Max	Max	Max	Max	C-Max
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	431	349	0	0	516	186	465	1121	221	0	0	0
Future Volume (vph)	431	349	0	0	516	186	465	1121	221	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.91	0.91	1.00	1.00	1.00	1.00
Frt					0.960				0.850			
Flt Protected	0.950						0.950	0.998				
Satd. Flow (prot)	1770	1863	0	0	3398	0	1610	3383	1583	0	0	0
Flt Permitted	0.179						0.950	0.998				
Satd. Flow (perm)	333	1863	0	0	3398	0	1610	3383	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					42				191			
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		301			331			361			347	
Travel Time (s)		5.9			6.4			5.5			5.3	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.92	0.92	0.92
Adj. Flow (vph)	435	353	0	0	521	188	470	1132	223	0	0	0
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	435	353	0	0	709	0	423	1179	223	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2	1			
Detector Template	Left	Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	20	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Detector 1 Position(ft)	0	0			0		0	0	0			
Detector 1 Size(ft)	20	6			6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	D.P+P	NA			NA		Perm	NA	Perm			
Protected Phases	4 13 11	12 13			11 12			8 9				
Permitted Phases	11 12	4					8 9		8 9			
Detector Phase	4 13 11	12 13			11 12		8 9	8 9	8 9			
Switch Phase												
Minimum Initial (s)												

Lane Group	Ø4	Ø8	Ø9	Ø11	Ø12	Ø13
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Detector 2 Position(ft)						
Detector 2 Size(ft)						
Detector 2 Type						
Detector 2 Channel						
Detector 2 Extend (s)						
Turn Type						
Protected Phases	4	8	9	11	12	13
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	3.0	5.0	1.0	5.0	3.0	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	65.0	71.0			32.0		37.0	37.0	37.0			
Actuated g/C Ratio	0.54	0.59			0.27		0.31	0.31	0.31			
v/c Ratio	0.76	0.32			0.76		0.85	1.13	0.36			
Control Delay	18.1	7.1			44.0		56.6	109.7	8.4			
Queue Delay	0.0	0.9			0.0		0.0	0.0	0.0			
Total Delay	18.1	7.9			44.0		56.6	109.7	8.4			
LOS	B	A			D		E	F	A			
Approach Delay		13.5			44.0			85.0				
Approach LOS		B			D			F				
Queue Length 50th (ft)	61	49			251		337	~582	17			
Queue Length 95th (ft)	m77	m63			323		#529	#724	78			
Internal Link Dist (ft)		221			251			281			267	
Turn Bay Length (ft)												
Base Capacity (vph)	575	1102			936		496	1043	620			
Starvation Cap Reductn	0	471			0		0	0	0			
Spillback Cap Reductn	0	0			0		0	0	0			
Storage Cap Reductn	0	0			0		0	0	0			
Reduced v/c Ratio	0.76	0.56			0.76		0.85	1.13	0.36			

Intersection Summary

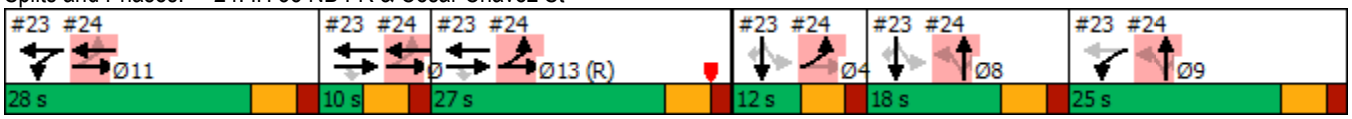
Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 5 (4%), Referenced to phase 13:EBWB, Start of Red
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.13
Intersection Signal Delay: 59.3 Intersection LOS: E
Intersection Capacity Utilization 90.1% ICU Level of Service E
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 24: IH 35 NB FR & Cesar Chavez St



Lane Group	Ø4	Ø8	Ø9	Ø11	Ø12	Ø13
Minimum Split (s)	10.0	11.0	8.0	11.0	10.0	11.0
Total Split (s)	12.0	18.0	25.0	28.0	10.0	27.0
Total Split (%)	10%	15%	21%	23%	8%	23%
Maximum Green (s)	6.0	12.0	19.0	22.0	4.0	21.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	1.0	1.0	1.0	1.0	1.0
Recall Mode	Max	Max	Max	Max	Max	C-Max
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	808	181	288	947	0	0	0	0	468	227	411
Future Volume (vph)	0	808	181	288	947	0	0	0	0	468	227	411
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	0		0	0		0	0		200
Storage Lanes	1		0	1		0	0		0	1		1
Taper Length (ft)	70			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Frt		0.973										0.850
Flt Protected				0.950						0.950	0.975	
Satd. Flow (prot)	0	4853	0	1736	3471	0	0	0	0	1579	3242	1553
Flt Permitted				0.125						0.950	0.975	
Satd. Flow (perm)	0	4853	0	228	3471	0	0	0	0	1579	3242	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35										175
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		544			302			548			667	
Travel Time (s)		10.6			5.9			8.3			10.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.92	0.92	0.92	0.96	0.96	0.96
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	0	842	189	300	986	0	0	0	0	488	236	428
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	0	1031	0	300	986	0	0	0	0	244	480	428
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	1
Detector Template		Thru		Left	Thru					Left	Thru	Right
Leading Detector (ft)		100		20	100					20	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		6		20	6					20	6	20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA		D.P+P	NA					Perm	NA	Perm
Protected Phases		1 2		6 7	1 2 6 7						4 5	

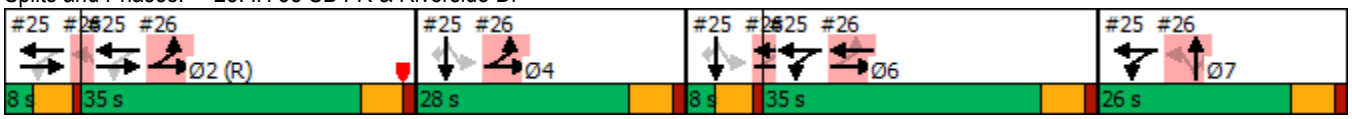
Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Heavy Vehicles (%)						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Detector 2 Position(ft)						
Detector 2 Size(ft)						
Detector 2 Type						
Detector 2 Channel						
Detector 2 Extend (s)						
Turn Type						
Protected Phases	1	2	4	5	6	7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				1 2						4 5		4 5
Detector Phase		1 2		6 7	1 2 6 7					4 5	4 5	4 5
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)		38.0		92.0	99.0					30.0	30.0	30.0
Actuated g/C Ratio		0.27		0.66	0.71					0.21	0.21	0.21
v/c Ratio		0.77		0.40	0.40					0.72	0.69	0.91
Control Delay		49.8		2.5	3.3					64.5	56.7	56.0
Queue Delay		0.1		0.2	2.4					0.0	0.0	0.0
Total Delay		49.9		2.6	5.7					64.5	56.7	56.0
LOS		D		A	A					E	E	E
Approach Delay		49.9			5.0						58.1	
Approach LOS		D			A						E	
Queue Length 50th (ft)		308		6	2					228	223	242
Queue Length 95th (ft)		364		m26	m3					340	290	#446
Internal Link Dist (ft)		464			222			468			587	
Turn Bay Length (ft)												200
Base Capacity (vph)		1342		742	2454					338	694	470
Starvation Cap Reductn		0		73	1293					0	0	0
Spillback Cap Reductn		15		0	0					0	0	0
Storage Cap Reductn		0		0	0					0	0	0
Reduced v/c Ratio		0.78		0.45	0.85					0.72	0.69	0.91

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 112.5 (80%), Referenced to phase 2:EBWB, Start of Red
Natural Cycle: 105
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.28
Intersection Signal Delay: 36.0 Intersection LOS: D
Intersection Capacity Utilization 92.3% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 25: IH 35 SB FR & Riverside Dr



Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	8.0	22.0	22.0	8.0	22.0	11.0
Total Split (s)	8.0	35.0	28.0	8.0	35.0	26.0
Total Split (%)	6%	25%	20%	6%	25%	19%
Maximum Green (s)	3.0	29.0	22.0	3.0	29.0	20.0
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	1.0	1.5	1.5	1.0	1.5	1.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	0.2	2.0	1.5	0.2	2.0	1.5
Recall Mode	Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	481	795	0	0	949	1935	286	851	80	0	0	0
Future Volume (vph)	481	795	0	0	949	1935	286	851	80	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950	0.998				
Satd. Flow (prot)	1770	3539	0	0	5085	1583	1610	3383	1583	0	0	0
Flt Permitted	0.125						0.950	0.998				
Satd. Flow (perm)	233	3539	0	0	5085	1583	1610	3383	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						398			156			
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		302			867			448			495	
Travel Time (s)		5.9			16.9			6.8			7.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.92	0.92	0.92
Adj. Flow (vph)	491	811	0	0	968	1974	292	868	82	0	0	0
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	491	811	0	0	968	1974	263	897	82	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	6			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	D.P+P	NA			NA	Free	Perm	NA	Perm			
Protected Phases	2 4	2 4 5 6			5 6			1 7				
Permitted Phases	5 6					Free	1 7		1 7			
Detector Phase	2 4	2 4 5 6			5 6		1 7	1 7	1 7			
Switch Phase												
Minimum Initial (s)												

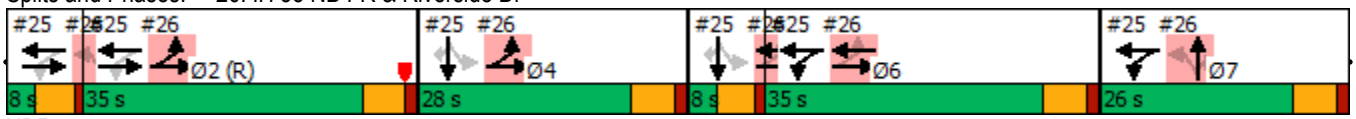
Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Detector 2 Position(ft)						
Detector 2 Size(ft)						
Detector 2 Type						
Detector 2 Channel						
Detector 2 Extend (s)						
Turn Type						
Protected Phases	1	2	4	5	6	7
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	3.0	5.0	5.0	3.0	5.0	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	94.0	100.0			38.0	140.0	29.0	29.0	29.0			
Actuated g/C Ratio	0.67	0.71			0.27	1.00	0.21	0.21	0.21			
v/c Ratio	0.63	0.32			0.70	1.25	0.79	1.28	0.18			
Control Delay	6.4	0.5			49.1	126.2	70.4	181.5	0.9			
Queue Delay	0.3	0.9			0.4	0.0	0.0	0.0	0.0			
Total Delay	6.7	1.5			49.5	126.2	70.4	181.5	0.9			
LOS	A	A			D	F	E	F	A			
Approach Delay		3.4			100.9			146.0				
Approach LOS		A			F			F				
Queue Length 50th (ft)	3	2			291	~739	251	~567	0			
Queue Length 95th (ft)	82	2			344	#998	#396	#707	0			
Internal Link Dist (ft)		222			787			368			415	
Turn Bay Length (ft)												
Base Capacity (vph)	782	2527			1380	1583	333	700	451			
Starvation Cap Reductn	43	1358			0	0	0	0	0			
Spillback Cap Reductn	0	0			102	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.66	0.69			0.76	1.25	0.79	1.28	0.18			

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 112.5 (80%), Referenced to phase 2:EBWB, Start of Red
Natural Cycle: 105
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.28
Intersection Signal Delay: 88.0 Intersection LOS: F
Intersection Capacity Utilization 92.3% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 26: IH 35 NB FR & Riverside Dr



HDR

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Minimum Split (s)	8.0	22.0	22.0	8.0	22.0	11.0
Total Split (s)	8.0	35.0	28.0	8.0	35.0	26.0
Total Split (%)	6%	25%	20%	6%	25%	19%
Maximum Green (s)	3.0	29.0	22.0	3.0	29.0	20.0
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	1.0	1.5	1.5	1.0	1.5	1.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	0.2	2.0	1.5	0.2	2.0	1.5
Recall Mode	Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	1	16	4	5	33	41	1777	20	7	293	21
Future Volume (vph)	14	1	16	4	5	33	41	1777	20	7	293	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.930			0.893			0.998			0.990	
Flt Protected		0.978			0.995			0.999			0.999	
Satd. Flow (prot)	0	1711	0	0	1672	0	0	3564	0	0	3535	0
Flt Permitted		0.978			0.995			0.999			0.999	
Satd. Flow (perm)	0	1711	0	0	1672	0	0	3564	0	0	3535	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		219			1628			278			409	
Travel Time (s)		6.0			44.4			5.4			8.0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	15	1	17	4	5	35	44	1911	22	8	315	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	33	0	0	44	0	0	1977	0	0	346	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		-35			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 75.5%	ICU Level of Service D
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	1	16	4	5	33	41	1777	20	7	293	21
Future Vol, veh/h	14	1	16	4	5	33	41	1777	20	7	293	21
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	15	1	17	4	5	35	44	1911	22	8	315	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1389	2364	169	2184	2364	967	338	0	0	1933	0	0
Stage 1	343	343	-	2010	2010	-	-	-	-	-	-	-
Stage 2	1046	2021	-	174	354	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.52	6.52	6.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	3.31	3.51	4.01	3.31	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	103	35	849	26	35	256	1225	-	-	305	-	-
Stage 1	648	638	-	61	103	-	-	-	-	-	-	-
Stage 2	246	102	-	814	631	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	76	34	849	24	34	256	1225	-	-	305	-	-
Mov Cap-2 Maneuver	76	34	-	24	34	-	-	-	-	-	-	-
Stage 1	648	618	-	61	103	-	-	-	-	-	-	-
Stage 2	201	102	-	771	611	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	40.9	73.3	0.2	0.6
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1225	-	-	133	95	305	-	-
HCM Lane V/C Ratio	0.036	-	-	0.251	0.475	0.025	-	-
HCM Control Delay (s)	8	0	-	40.9	73.3	17.1	0.3	-
HCM Lane LOS	A	A	-	E	F	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9	2	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	250	833	182	197	1126	0	0	862	41
Future Volume (vph)	0	0	0	250	833	182	197	1126	0	0	862	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	140		0	0		0
Storage Lanes	0		0	2		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.993	
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	3467	5136	1599	1787	3574	0	0	3549	0
Flt Permitted				0.950			0.163					
Satd. Flow (perm)	0	0	0	3467	5136	1599	307	3574	0	0	3549	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						96					4	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		423			486			427			261	
Travel Time (s)		9.6			11.0			8.3			5.1	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	0	0	0	284	947	207	224	1280	0	0	980	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	284	947	207	224	1280	0	0	1027	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm	NA	Perm	custom	NA			NA	
Protected Phases					4		5 3	2 3			6	
Permitted Phases				4		4	2					
Minimum Split (s)				21.0	21.0	21.0					27.0	
Total Split (s)				40.0	40.0	40.0					78.0	
Total Split (%)				26.7%	26.7%	26.7%					52.0%	
Maximum Green (s)				35.0	35.0	35.0					73.0	
Yellow Time (s)				4.0	4.0	4.0					4.0	
All-Red Time (s)				1.0	1.0	1.0					1.0	
Lost Time Adjust (s)				0.0	0.0	0.0					0.0	
Total Lost Time (s)				5.0	5.0	5.0					5.0	
Lead/Lag				Lag	Lag	Lag					Lag	
Lead-Lag Optimize?				Yes	Yes	Yes					Yes	
Walk Time (s)											10.0	
Flash Dont Walk (s)											12.0	
Pedestrian Calls (#/hr)											0	
Act Effct Green (s)				35.0	35.0	35.0	102.0	105.0			73.0	
Actuated g/C Ratio				0.23	0.23	0.23	0.68	0.70			0.49	

Lane Group	Ø2	Ø3	Ø5
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Turn Type			
Protected Phases	2	3	5
Permitted Phases			
Minimum Split (s)	31.0	8.0	8.0
Total Split (s)	95.0	15.0	17.0
Total Split (%)	63%	10%	11%
Maximum Green (s)	90.0	11.0	13.0
Yellow Time (s)	4.0	3.5	3.5
All-Red Time (s)	1.0	0.5	0.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lead
Lead-Lag Optimize?		Yes	Yes
Walk Time (s)	10.0		
Flash Dont Walk (s)	16.0		
Pedestrian Calls (#/hr)	0		
Act Effct Green (s)			
Actuated g/C Ratio			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio				0.35	0.79	0.46	0.50	0.51			0.59	
Control Delay				49.5	59.7	29.6	19.7	24.0			29.5	
Queue Delay				0.0	0.0	0.0	0.8	49.5			0.0	
Total Delay				49.5	59.7	29.6	20.5	73.5			29.5	
LOS				D	E	C	C	E			C	
Approach Delay					53.3			65.6			29.5	
Approach LOS					D			E			C	
Queue Length 50th (ft)				120	321	92	128	489			373	
Queue Length 95th (ft)				161	367	168	m188	589			428	
Internal Link Dist (ft)		343			406			347			181	
Turn Bay Length (ft)							140					
Base Capacity (vph)				808	1198	446	445	2501			1729	
Starvation Cap Reductn				0	0	0	65	1371			0	
Spillback Cap Reductn				0	0	0	0	0			0	
Storage Cap Reductn				0	0	0	0	0			0	
Reduced v/c Ratio				0.35	0.79	0.46	0.59	1.13			0.59	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 11 (7%), Referenced to phase 6:SBT, Start of Red
Natural Cycle: 65
Control Type: Pretimed
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 51.8 Intersection LOS: D
Intersection Capacity Utilization 66.4% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Lamar Blvd & 6th St

Lane Group	Ø2	Ø3	Ø5
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

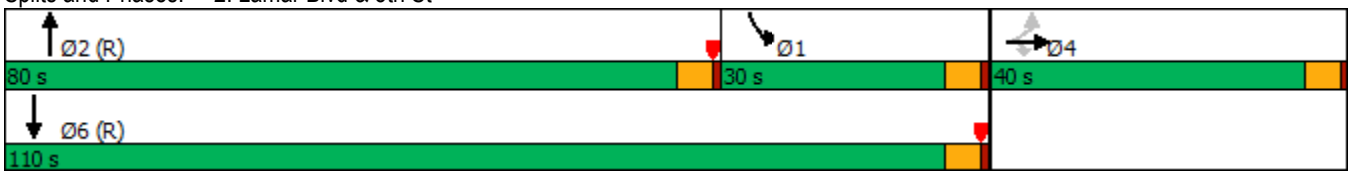
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	667	461	0	0	0	0	1055	268	71	1116	0
Future Volume (vph)	190	667	461	0	0	0	0	1055	268	71	1116	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	140		0
Storage Lanes	1		1	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.81	0.81	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.962	0.850					0.970				
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1787	5863	1295	0	0	0	0	3467	0	1787	3574	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1787	5863	1295	0	0	0	0	3467	0	1787	3574	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		54	116					30				
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		453			422			278			427	
Travel Time (s)		10.3			9.6			5.4			8.3	
Peak Hour Factor	0.94	0.94	0.94	0.92	0.92	0.92	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	202	710	490	0	0	0	0	1122	285	76	1187	0
Shared Lane Traffic (%)			50%									
Lane Group Flow (vph)	202	955	245	0	0	0	0	1407	0	76	1187	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2		1	2	
Detector Template	Left	Thru	Right					Thru		Left	Thru	
Leading Detector (ft)	20	100	20					100		20	100	
Trailing Detector (ft)	0	0	0					0		0	0	
Detector 1 Position(ft)	0	0	0					0		0	0	
Detector 1 Size(ft)	20	6	20					6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA		Prot	NA	
Protected Phases		4						2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4									
Detector Phase	4	4	4					2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0					10.0		3.0	10.0	
Minimum Split (s)	30.0	30.0	30.0					21.0		8.0	35.0	
Total Split (s)	40.0	40.0	40.0					80.0		30.0	110.0	
Total Split (%)	26.7%	26.7%	26.7%					53.3%		20.0%	73.3%	
Maximum Green (s)	35.0	35.0	35.0					75.0		25.0	105.0	
Yellow Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0					1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0					5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0	1.0					1.0		1.0	3.0	
Recall Mode	None	None	None					C-Max		None	C-Max	
Walk Time (s)	7.0	7.0	7.0					0.0			10.0	
Flash Dont Walk (s)	18.0	18.0	18.0					0.0			20.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)	29.1	29.1	29.1					80.9		25.0	110.9	
Actuated g/C Ratio	0.19	0.19	0.19					0.54		0.17	0.74	
v/c Ratio	0.58	0.81	0.71					0.75		0.26	0.45	
Control Delay	61.4	60.1	40.5					29.9		54.0	11.1	
Queue Delay	0.0	0.0	0.0					49.0		0.0	0.6	
Total Delay	61.4	60.1	40.5					78.9		54.0	11.7	
LOS	E	E	D					E		D	B	
Approach Delay		56.9						78.9			14.3	
Approach LOS		E						E			B	
Queue Length 50th (ft)	181	263	149					535		46	227	
Queue Length 95th (ft)	257	294	266					683		m86	304	
Internal Link Dist (ft)		373			342			198			347	
Turn Bay Length (ft)										140		
Base Capacity (vph)	416	1409	391					1883		297	2642	
Starvation Cap Reductn	0	0	0					0		0	965	
Spillback Cap Reductn	0	0	0					786		0	0	
Storage Cap Reductn	0	0	0					0		0	0	
Reduced v/c Ratio	0.49	0.68	0.63					1.28		0.26	0.71	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 90 (60%), Referenced to phase 2:NBT and 6:SBT, Start of Red	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 51.3	Intersection LOS: D
Intersection Capacity Utilization 66.4%	ICU Level of Service C
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Lamar Blvd & 5th St



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø7
Lane Configurations							
Traffic Volume (vph)	301	201	1797	204	58	153	
Future Volume (vph)	301	201	1797	204	58	153	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	250			100	0	155	
Storage Lanes	1			1	1	1	
Taper Length (ft)	100				25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	
Frt				0.850		0.850	
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1770	3539	3539	1583	1770	1583	
Flt Permitted	0.058				0.950		
Satd. Flow (perm)	108	3539	3539	1583	1770	1583	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)				90		29	
Link Speed (mph)		35	35		30		
Link Distance (ft)		912	521		444		
Travel Time (s)		17.8	10.1		10.1		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	
Adj. Flow (vph)	320	214	1912	217	62	163	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	320	214	1912	217	62	163	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2	1	1	1	
Detector Template	Left	Thru	Thru	Right	Left	Right	
Leading Detector (ft)	20	100	100	20	20	20	
Trailing Detector (ft)	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	6	20	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA	Perm	Prot	pt+ov	
Protected Phases	5	2	6		3	5 7	7
Permitted Phases	2			6		3	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø7
Detector Phase	5	2	6	6	3	5 7	
Switch Phase							
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0		5.0
Minimum Split (s)	18.0	21.0	27.0	27.0	20.0		20.0
Total Split (s)	18.0	130.0	112.0	112.0	20.0		20.0
Total Split (%)	12.0%	86.7%	74.7%	74.7%	13.3%		13%
Maximum Green (s)	12.0	125.0	107.0	107.0	15.0		14.0
Yellow Time (s)	5.0	4.0	4.0	4.0	3.0		5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	2.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	5.0	5.0	5.0	5.0		
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0
Recall Mode	None	C-Max	C-Max	C-Max	None		None
Walk Time (s)			5.0	5.0			
Flash Dont Walk (s)			17.0	17.0			
Pedestrian Calls (#/hr)			0	0			
Act Effct Green (s)	125.3	126.3	107.0	107.0	13.7	32.0	
Actuated g/C Ratio	0.84	0.84	0.71	0.71	0.09	0.21	
v/c Ratio	1.35	0.07	0.76	0.19	0.39	0.45	
Control Delay	214.2	2.1	9.2	2.6	70.8	46.5	
Queue Delay	0.0	0.0	0.4	0.0	0.0	0.0	
Total Delay	214.2	2.1	9.6	2.6	70.8	46.5	
LOS	F	A	A	A	E	D	
Approach Delay		129.2	8.9		53.2		
Approach LOS		F	A		D		
Queue Length 50th (ft)	~342	15	309	14	58	115	
Queue Length 95th (ft)	#544	22	327	m30	108	191	
Internal Link Dist (ft)		832	441		364		
Turn Bay Length (ft)	250			100		155	
Base Capacity (vph)	237	2980	2524	1155	177	349	
Starvation Cap Reductn	0	0	207	0	0	0	
Spillback Cap Reductn	0	26	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	1.35	0.07	0.83	0.19	0.35	0.47	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 149 (99%), Referenced to phase 2:EBTL and 6:WBT, Start of Red
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.35
Intersection Signal Delay: 34.6 Intersection LOS: C
Intersection Capacity Utilization 83.0% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Cesar Chavez St & BR Reynolds Dr

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4	Ø5	Ø7
Lane Configurations									
Traffic Volume (vph)	0	1308	1558	30	33	406			
Future Volume (vph)	0	1308	1558	30	33	406			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00			
Frt			0.997			0.850			
Flt Protected					0.950				
Satd. Flow (prot)	0	3539	3529	0	1770	1583			
Flt Permitted					0.950				
Satd. Flow (perm)	0	3539	3529	0	1770	1583			
Right Turn on Red				Yes		Yes			
Satd. Flow (RTOR)			2			24			
Link Speed (mph)		35	35		30				
Link Distance (ft)		521	2492		303				
Travel Time (s)		10.1	48.5		6.9				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96			
Adj. Flow (vph)	0	1363	1623	31	34	423			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	1363	1654	0	34	423			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Left	Left	Right	Left	Right			
Median Width(ft)		12	12		12				
Link Offset(ft)		0	0		0				
Crosswalk Width(ft)		16	16		16				
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Turning Speed (mph)	15			9	15	9			
Number of Detectors		2	2		1	1			
Detector Template		Thru	Thru		Left	Right			
Leading Detector (ft)		100	100		20	20			
Trailing Detector (ft)		0	0		0	0			
Detector 1 Position(ft)		0	0		0	0			
Detector 1 Size(ft)		6	6		20	20			
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			
Detector 1 Channel									
Detector 1 Extend (s)		0.0	0.0		0.0	0.0			
Detector 1 Queue (s)		0.0	0.0		0.0	0.0			
Detector 1 Delay (s)		0.0	0.0		0.0	0.0			
Detector 2 Position(ft)		94	94						
Detector 2 Size(ft)		6	6						
Detector 2 Type		Cl+Ex	Cl+Ex						
Detector 2 Channel									
Detector 2 Extend (s)		0.0	0.0						
Turn Type		NA	NA		pm+pt	custom			
Protected Phases		2	6		3	5 7	4	5	7
Permitted Phases					7				
Detector Phase		2	6		3	5 7			
Switch Phase									
Minimum Initial (s)		15.0	15.0		5.0		5.0	5.0	5.0

Lanes, Volumes, Timings
4: Cesar Chavez St & Sandra Muraida Way

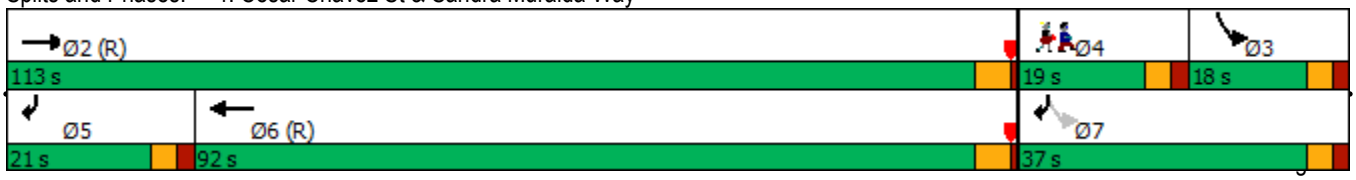
05/20/2020

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4	Ø5	Ø7
Minimum Split (s)		21.0	22.0		21.0		24.0	21.0	21.0
Total Split (s)		113.0	92.0		18.0		19.0	21.0	37.0
Total Split (%)		75.3%	61.3%		12.0%		13%	14%	25%
Maximum Green (s)		108.0	87.0		13.0		14.0	16.0	32.0
Yellow Time (s)		4.0	4.0		3.0		3.0	3.0	3.0
All-Red Time (s)		1.0	1.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0				
Total Lost Time (s)		5.0	5.0		5.0				
Lead/Lag			Lag		Lag		Lead	Lead	
Lead-Lag Optimize?			Yes		Yes		Yes	Yes	
Vehicle Extension (s)		2.0	2.0		2.0		1.0	2.0	2.0
Recall Mode		C-Max	C-Max		None		None	None	None
Walk Time (s)			5.0				7.0		
Flash Dont Walk (s)			12.0				12.0		
Pedestrian Calls (#/hr)			0				0		
Act Effct Green (s)		108.7	92.9		31.3	47.1			
Actuated g/C Ratio		0.72	0.62		0.21	0.31			
v/c Ratio		0.53	0.76		0.09	0.82			
Control Delay		12.0	24.2		48.3	58.6			
Queue Delay		1.4	0.0		0.0	0.0			
Total Delay		13.4	24.2		48.3	58.6			
LOS		B	C		D	E			
Approach Delay		13.4	24.2		57.8				
Approach LOS		B	C		E				
Queue Length 50th (ft)		325	591		27	362			
Queue Length 95th (ft)		377	751		59	479			
Internal Link Dist (ft)		441	2412		223				
Turn Bay Length (ft)									
Base Capacity (vph)		2564	2186		369	564			
Starvation Cap Reductn		933	0		0	0			
Spillback Cap Reductn		0	0		0	0			
Storage Cap Reductn		0	0		0	0			
Reduced v/c Ratio		0.84	0.76		0.09	0.75			

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 9 (6%), Referenced to phase 2:EBT and 6:WBT, Start of Red
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 24.4 — Intersection LOS: C
Intersection Capacity Utilization 77.5% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 4: Cesar Chavez St & Sandra Muraida Way



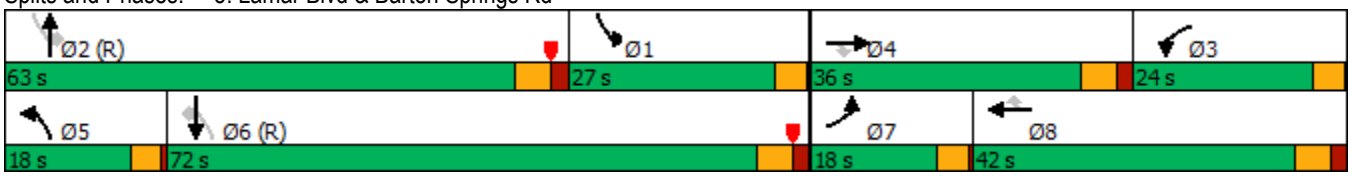
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	266	469	238	342	701	230	144	818	200	157	1362	554
Future Volume (vph)	266	469	238	342	701	230	144	818	200	157	1362	554
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		100	290		320	185		165	230		0
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	90			90			50			110		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3467	3574	1599	3467	3574	1599	1787	5136	1599	1787	3574	1599
Flt Permitted	0.950			0.950			0.065			0.261		
Satd. Flow (perm)	3467	3574	1599	3467	3574	1599	122	5136	1599	491	3574	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			145			232			196			331
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2543			2792			875			732	
Travel Time (s)		49.5			54.4			17.0			14.3	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	269	474	240	345	708	232	145	826	202	159	1376	560
Shared Lane Traffic (%)												
Lane Group Flow (vph)	269	474	240	345	708	232	145	826	202	159	1376	560
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			16	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4			8	6		2	2		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	15.0	15.0	4.0	15.0	15.0	4.0	20.0	20.0	4.0	20.0	20.0
Minimum Split (s)	8.0	37.0	37.0	8.0	37.0	37.0	8.0	35.0	35.0	8.0	35.0	35.0
Total Split (s)	18.0	36.0	36.0	24.0	42.0	42.0	18.0	63.0	63.0	27.0	72.0	72.0
Total Split (%)	12.0%	24.0%	24.0%	16.0%	28.0%	28.0%	12.0%	42.0%	42.0%	18.0%	48.0%	48.0%
Maximum Green (s)	14.0	30.0	30.0	20.0	36.0	36.0	14.0	57.0	57.0	23.0	66.0	66.0
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0	4.0	3.5	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	0.5	2.0	2.0	0.5	2.0	2.0	0.5	2.0	2.0	0.5	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		24.0	24.0		24.0	24.0		22.0	22.0		22.0	22.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	13.8	24.6	24.6	22.8	33.6	33.6	84.6	59.6	59.6	84.6	70.8	70.8
Actuated g/C Ratio	0.09	0.16	0.16	0.15	0.22	0.22	0.56	0.40	0.40	0.56	0.47	0.47
v/c Ratio	0.85	0.81	0.63	0.65	0.89	0.43	0.72	0.40	0.27	0.33	0.82	0.60
Control Delay	89.9	71.7	29.7	66.7	69.9	7.9	49.6	33.6	5.2	23.1	39.9	14.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	89.9	71.7	29.7	66.7	69.9	7.9	49.6	33.6	5.2	23.1	39.9	14.7
LOS	F	E	C	E	E	A	D	C	A	C	D	B
Approach Delay		66.4			57.9			30.7			31.9	
Approach LOS		E			E			C			C	
Queue Length 50th (ft)	135	237	85	163	350	0	80	216	4	70	627	167
Queue Length 95th (ft)	#208	291	176	227	426	70	159	258	57	109	743	300
Internal Link Dist (ft)		2463			2712			795			652	
Turn Bay Length (ft)	230		100	290		320	185		165	230		
Base Capacity (vph)	323	714	435	527	857	560	225	2041	753	475	1685	928
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.66	0.55	0.65	0.83	0.41	0.64	0.40	0.27	0.33	0.82	0.60

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 119 (79%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 43.8	Intersection LOS: D
Intersection Capacity Utilization 89.3%	ICU Level of Service E
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Lamar Blvd & Barton Springs Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	671	798	0	799	0	0	0	0	97	1758	203
Future Volume (vph)	0	671	798	0	799	0	0	0	0	97	1758	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		100	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		0	0		1
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Frt			0.850									0.850
Flt Protected											0.997	
Satd. Flow (prot)	0	6408	1583	0	3539	0	0	0	0	0	5070	1583
Flt Permitted											0.997	
Satd. Flow (perm)	0	6408	1583	0	3539	0	0	0	0	0	5070	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			91									136
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		2492			289			254			305	
Travel Time (s)		48.5			5.6			5.8			6.9	
Peak Hour Factor	0.98	0.98	0.98	0.92	0.98	0.92	0.92	0.92	0.92	0.98	0.98	0.98
Adj. Flow (vph)	0	685	814	0	815	0	0	0	0	99	1794	207
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	685	814	0	815	0	0	0	0	0	1893	207
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1		2					1	2	1
Detector Template		Thru	Right		Thru					Left	Thru	Right
Leading Detector (ft)		100	20		100					20	100	20
Trailing Detector (ft)		0	0		0					0	0	0
Detector 1 Position(ft)		0	0		0					0	0	0
Detector 1 Size(ft)		6	20		6					20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0		0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0		0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0		0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm		NA					Perm	NA	Perm
Protected Phases		2			2						4	
Permitted Phases			2							4		4

Lane Group	Ø5	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	5	6	8
Permitted Phases			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		2	2		2					4	4	4
Switch Phase												
Minimum Initial (s)		10.0	10.0		10.0					8.0	8.0	8.0
Minimum Split (s)		16.0	16.0		16.0					37.0	37.0	37.0
Total Split (s)		68.0	68.0		68.0					52.0	52.0	52.0
Total Split (%)		56.7%	56.7%		56.7%					43.3%	43.3%	43.3%
Maximum Green (s)		62.0	62.0		62.0					46.0	46.0	46.0
Yellow Time (s)		4.0	4.0		4.0					4.0	4.0	4.0
All-Red Time (s)		2.0	2.0		2.0					2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0						0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0						6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		1.0	1.0		1.0					1.0	1.0	1.0
Recall Mode		C-Max	C-Max		C-Max					None	None	None
Walk Time (s)										7.0	7.0	7.0
Flash Dont Walk (s)										24.0	24.0	24.0
Pedestrian Calls (#/hr)										0	0	0
Act Effct Green (s)		62.0	62.0		62.0						46.0	46.0
Actuated g/C Ratio		0.52	0.52		0.52						0.38	0.38
v/c Ratio		0.21	0.95		0.45						0.97	0.30
Control Delay		15.9	45.2		8.3						51.8	10.4
Queue Delay		0.0	0.0		1.5						0.0	0.0
Total Delay		15.9	45.2		9.9						51.8	10.4
LOS		B	D		A						D	B
Approach Delay		31.8			9.9						47.8	
Approach LOS		C			A						D	
Queue Length 50th (ft)		80	530		51						522	35
Queue Length 95th (ft)		100	#825		115						#640	91
Internal Link Dist (ft)		2412			209			174			225	
Turn Bay Length (ft)			100									
Base Capacity (vph)		3310	861		1828						1943	690
Starvation Cap Reductn		0	0		781						0	0
Spillback Cap Reductn		147	0		0						0	0
Storage Cap Reductn		0	0		0						0	0
Reduced v/c Ratio		0.22	0.95		0.78						0.97	0.30

Intersection Summary

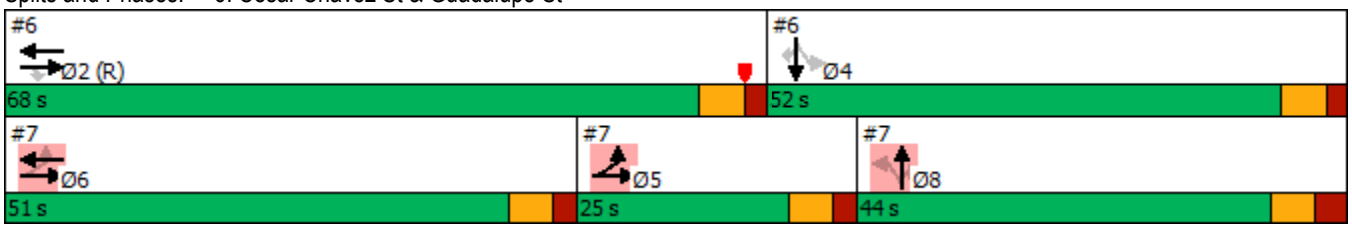
Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 38 (32%), Referenced to phase 2:EBWB, Start of Red
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 35.3 Intersection LOS: D
Intersection Capacity Utilization 95.3% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Lane Group	Ø5	Ø6	Ø8
Detector Phase			
Switch Phase			
Minimum Initial (s)	1.0	10.0	10.0
Minimum Split (s)	8.0	27.0	30.0
Total Split (s)	25.0	51.0	44.0
Total Split (%)	21%	43%	37%
Maximum Green (s)	19.0	45.0	37.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	3.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	1.0	1.0	1.0
Recall Mode	None	None	None
Walk Time (s)		7.0	5.0
Flash Dont Walk (s)		14.0	18.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

Queue shown is maximum after two cycles.

Splits and Phases: 6: Cesar Chavez St & Guadalupe St



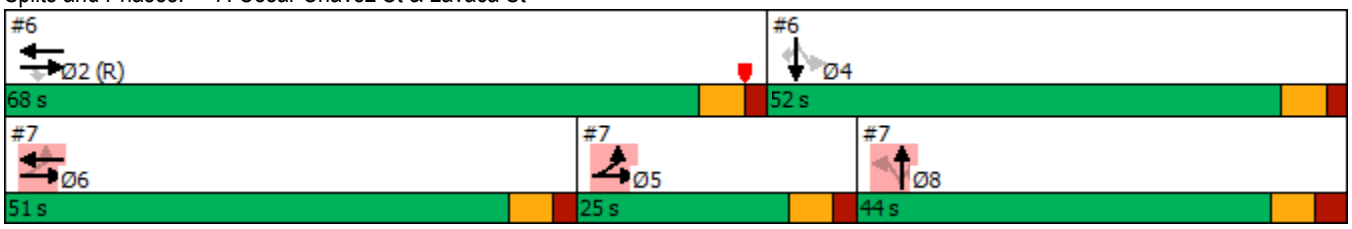
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	697	0	0	573	91	220	627	122	0	0	0
Future Volume (vph)	102	697	0	0	573	91	220	627	122	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	0.95	0.91	0.91	1.00	1.00	1.00	1.00
Frt					0.979				0.850			
Flt Protected	0.950							0.987				
Satd. Flow (prot)	3433	3539	0	0	3465	0	0	5019	1583	0	0	0
Flt Permitted	0.173							0.987				
Satd. Flow (perm)	625	3539	0	0	3465	0	0	5019	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					17				136			
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		289			846			219			325	
Travel Time (s)		5.6			16.5			5.0			7.4	
Peak Hour Factor	0.99	0.99	0.99	0.92	0.99	0.99	0.99	0.99	0.99	0.92	0.92	0.92
Adj. Flow (vph)	103	704	0	0	579	92	222	633	123	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	103	704	0	0	671	0	0	855	123	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			12			0			0	
Link Offset(ft)		0			0			0			-36	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2	1			
Detector Template	Left	Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	20	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Detector 1 Position(ft)	0	0			0		0	0	0			
Detector 1 Size(ft)	20	6			6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	D.P+P	NA			NA		Perm	NA	Perm			
Protected Phases	5	5 6			6			8				
Permitted Phases	6						8		8			
Detector Phase	5	5 6			6		8	8	8			
Switch Phase												
Minimum Initial (s)	1.0				10.0		10.0	10.0	10.0			

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	10.0	8.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	8.0				27.0		30.0	30.0	30.0			
Total Split (s)	25.0				51.0		44.0	44.0	44.0			
Total Split (%)	20.8%				42.5%		36.7%	36.7%	36.7%			
Maximum Green (s)	19.0				45.0		37.0	37.0	37.0			
Yellow Time (s)	4.0				4.0		4.0	4.0	4.0			
All-Red Time (s)	2.0				2.0		3.0	3.0	3.0			
Lost Time Adjust (s)	0.0				0.0			0.0	0.0			
Total Lost Time (s)	6.0				6.0			7.0	7.0			
Lead/Lag	Lag				Lead							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	1.0				1.0		1.0	1.0	1.0			
Recall Mode	None				None		None	None	None			
Walk Time (s)					7.0		5.0	5.0	5.0			
Flash Dont Walk (s)					14.0		18.0	18.0	18.0			
Pedestrian Calls (#/hr)					0		0	0	0			
Act Effct Green (s)	34.2	40.2			28.8			66.8	66.8			
Actuated g/C Ratio	0.28	0.34			0.24			0.56	0.56			
v/c Ratio	0.34	0.59			0.79			0.31	0.13			
Control Delay	21.4	21.8			50.2			15.4	2.5			
Queue Delay	0.0	0.2			0.0			0.0	0.0			
Total Delay	21.4	22.0			50.3			15.4	2.5			
LOS	C	C			D			B	A			
Approach Delay		22.0			50.3			13.7				
Approach LOS		C			D			B				
Queue Length 50th (ft)	14	249			264			121	0			
Queue Length 95th (ft)	m18	m276			m310			178	26			
Internal Link Dist (ft)		209			766			139			245	
Turn Bay Length (ft)												
Base Capacity (vph)	693	1587			1310			2795	941			
Starvation Cap Reductn	0	264			0			0	0			
Spillback Cap Reductn	0	0			23			0	0			
Storage Cap Reductn	0	0			0			0	0			
Reduced v/c Ratio	0.15	0.53			0.52			0.31	0.13			

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 38 (32%), Referenced to phase 2:EBWB, Start of Red	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 26.4	Intersection LOS: C
Intersection Capacity Utilization 95.3%	ICU Level of Service F
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 7: Cesar Chavez St & Lavaca St



Lane Group	Ø2	Ø4
Minimum Split (s)	16.0	37.0
Total Split (s)	68.0	52.0
Total Split (%)	57%	43%
Maximum Green (s)	62.0	46.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	1.0	1.0
Recall Mode	C-Max	None
Walk Time (s)		7.0
Flash Dont Walk (s)		24.0
Pedestrian Calls (#/hr)		0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	84	52	25	341	207	123	703	6	505	1951	263
Future Volume (vph)	33	84	52	25	341	207	123	703	6	505	1951	263
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	125		0	100		0	300		80
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	60			90			160			120		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91
Frt		0.943			0.943			0.999			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3337	0	1770	3337	0	1770	5080	0	1770	4994	0
Flt Permitted	0.950			0.664			0.950			0.950		
Satd. Flow (perm)	1770	3337	0	1237	3337	0	1770	5080	0	1770	4994	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		53			80			1			30	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		485			516			580			1524	
Travel Time (s)		9.4			10.1			13.2			34.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	34	86	53	26	348	211	126	717	6	515	1991	268
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	139	0	26	559	0	126	723	0	515	2259	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes			Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases	3	8			4		5	2		1	6	
Permitted Phases				4								

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	8		4	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0		4.0	25.0		5.0	25.0	
Minimum Split (s)	10.0	41.0		31.0	31.0		11.0	41.0		10.0	41.0	
Total Split (s)	10.0	41.0		31.0	31.0		11.0	57.0		42.0	88.0	
Total Split (%)	7.1%	29.3%		22.1%	22.1%		7.9%	40.7%		30.0%	62.9%	
Maximum Green (s)	5.0	35.0		25.0	25.0		6.0	51.0		37.0	82.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0		2.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	6.0		6.0	6.0		5.0	6.0		5.0	6.0	
Lead/Lag	Lag			Lead	Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		2.0	2.0		1.0	1.0		2.0	2.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		6.0		6.0	6.0			6.0			6.0	
Flash Dont Walk (s)		29.0		29.0	29.0			23.0			23.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effct Green (s)	5.0	31.3		23.3	23.3		9.7	51.0		40.7	82.0	
Actuated g/C Ratio	0.04	0.22		0.17	0.17		0.07	0.36		0.29	0.59	
v/c Ratio	0.54	0.18		0.13	0.90		1.03	0.39		1.00	0.77	
Control Delay	95.9	26.1		55.9	72.3		159.5	32.8		89.9	23.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.3	
Total Delay	95.9	26.1		55.9	72.3		159.5	32.8		89.9	24.1	
LOS	F	C		E	E		F	C		F	C	
Approach Delay		39.8			71.5			51.6			36.3	
Approach LOS		D			E			D			D	
Queue Length 50th (ft)	31	32		22	225		~172	210		~531	537	
Queue Length 95th (ft)	#82	61		m49	#296		m#301	254		#756	598	
Internal Link Dist (ft)		405			436			500			1444	
Turn Bay Length (ft)	290			125			100			300		
Base Capacity (vph)	63	874		220	661		122	1851		514	2937	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	1		0	0		0	0		0	214	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.54	0.16		0.12	0.85		1.03	0.39		1.00	0.83	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 59 (42%), Referenced to phase 2:NBT and 6:SBT, Start of Red
Natural Cycle: 115
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.03
Intersection Signal Delay: 44.1 Intersection LOS: D
Intersection Capacity Utilization 88.9% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: S 1st St & Riverside Dr

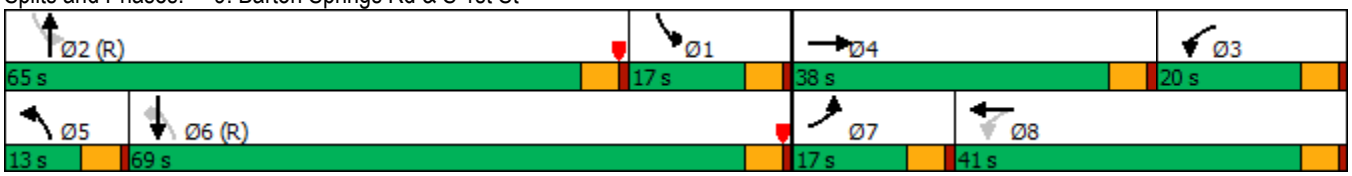
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	207	403	165	180	637	5	156	657	58	27	1528	453
Future Volume (vph)	207	403	165	180	637	5	156	657	58	27	1528	453
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	165		0	125		0	80		65	85		0
Storage Lanes	2		0	1		0	1		1	1		1
Taper Length (ft)	175			120			50			50		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.95	1.00
Frt		0.956			0.999			0.988				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3467	3417	0	1787	3571	0	1787	5074	0	1787	3574	1599
Flt Permitted	0.950			0.375			0.060			0.328		
Satd. Flow (perm)	3467	3417	0	705	3571	0	113	5074	0	617	3574	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		41			1			13				293
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		2792			516			310			580	
Travel Time (s)		54.4			10.1			7.0			13.2	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	211	411	168	184	650	5	159	670	59	28	1559	462
Shared Lane Traffic (%)												
Lane Group Flow (vph)	211	579	0	184	655	0	159	729	0	28	1559	462
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		pm+pt	NA		D.P+P	NA		D.P+P	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				8			6			2		6
Detector Phase	7	4		3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	6.0	5.0		3.0	10.0		3.0	10.0		3.0	10.0	10.0
Minimum Split (s)	11.0	31.0		8.0	39.0		8.0	40.0		8.0	40.0	40.0
Total Split (s)	17.0	38.0		20.0	41.0		13.0	65.0		17.0	69.0	69.0
Total Split (%)	12.1%	27.1%		14.3%	29.3%		9.3%	46.4%		12.1%	49.3%	49.3%
Maximum Green (s)	12.0	33.0		15.0	36.0		8.0	60.0		12.0	64.0	64.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	1.0	2.0		1.0	2.0		1.0	1.0		1.0	1.0	1.0
Recall Mode	None	None		None	Min		None	C-Max		None	C-Max	C-Max
Walk Time (s)		7.0			8.0			9.0			9.0	9.0
Flash Dont Walk (s)		19.0			26.0			26.0			26.0	26.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	10.9	26.8		30.2	30.2		78.8	73.6		80.8	67.0	67.0
Actuated g/C Ratio	0.08	0.19		0.22	0.22		0.56	0.53		0.58	0.48	0.48
v/c Ratio	0.78	0.84		0.70	0.85		0.78	0.27		0.07	0.91	0.50
Control Delay	83.0	62.1		42.9	38.2		56.6	20.4		7.9	21.9	2.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.9	0.5
Total Delay	83.0	62.1		42.9	38.2		56.6	20.4		7.9	22.8	2.6
LOS	F	E		D	D		E	C		A	C	A
Approach Delay		67.7			39.3			26.9			18.1	
Approach LOS		E			D			C			B	
Queue Length 50th (ft)	97	253		71	182		91	146		4	712	14
Queue Length 95th (ft)	#143	306		m97	218		#257	191		m6	#878	25
Internal Link Dist (ft)		2712			436			230			500	
Turn Bay Length (ft)	165			125			80			85		
Base Capacity (vph)	297	836		275	919		205	2675		456	1709	917
Starvation Cap Reductn	0	0		0	0		0	0		0	38	165
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.71	0.69		0.67	0.71		0.78	0.27		0.06	0.93	0.61

Intersection Summary	
Area Type:	Other
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 37 (26%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 32.3	Intersection LOS: C
Intersection Capacity Utilization 93.9%	ICU Level of Service F
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: Barton Springs Rd & S 1st St



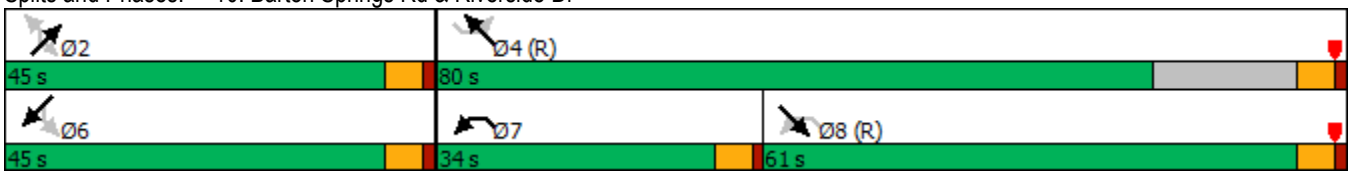
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	7	576	5	259	425	12	9	128	357	11	524	125
Future Volume (vph)	7	576	5	259	425	12	9	128	357	11	524	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	291		0	150		0	0		385
Storage Lanes	1		0	1		0	1		1	0		1
Taper Length (ft)	90			25			120			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95
Frt		0.999			0.996				0.850		0.972	
Flt Protected	0.950			0.950				0.997			0.999	
Satd. Flow (prot)	1770	3536	0	1770	3525	0	0	3529	1583	0	3437	0
Flt Permitted	0.477			0.369				0.905			0.950	
Satd. Flow (perm)	889	3536	0	687	3525	0	0	3203	1583	0	3268	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			4				372		20	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		516			738			516			744	
Travel Time (s)		10.1			14.4			10.1			14.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	7	600	5	270	443	13	9	133	372	11	546	130
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	605	0	270	456	0	0	142	372	0	687	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.Pm	NA		D.P+P	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			2			6	
Permitted Phases	4			8			2		2	6		

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	4	8		7	4		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0	10.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	30.5	30.5		20.0	30.5		30.5	30.5	30.5	30.5	30.5	
Total Split (s)	80.0	61.0		34.0	80.0		45.0	45.0	45.0	45.0	45.0	
Total Split (%)	57.1%	43.6%		24.3%	57.1%		32.1%	32.1%	32.1%	32.1%	32.1%	
Maximum Green (s)	74.5	55.5		29.0	74.5		39.5	39.5	39.5	39.5	39.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.5	1.5		1.0	1.5		1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	5.5	5.5		5.0	5.5			5.5	5.5		5.5	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Recall Mode	C-Max	C-Max		None	C-Max		Max	Max	Max	None	None	
Walk Time (s)	10.0	10.0		0.0	10.0		10.0	10.0	10.0	10.0	10.0	
Flash Dont Walk (s)	15.0	15.0		0.0	15.0		15.0	15.0	15.0	15.0	15.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0	0	0	
Act Effct Green (s)	89.5	71.9		85.0	89.5			39.5	39.5		39.5	
Actuated g/C Ratio	0.64	0.51		0.61	0.64			0.28	0.28		0.28	
v/c Ratio	0.01	0.33		0.53	0.20			0.16	0.52		0.73	
Control Delay	3.9	17.4		13.8	6.2			13.4	3.4		39.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.8		0.0	
Total Delay	3.9	17.4		13.8	6.2			13.4	4.2		39.6	
LOS	A	B		B	A			B	A		D	
Approach Delay		17.3			9.0			6.7			39.6	
Approach LOS		B			A			A			D	
Queue Length 50th (ft)	1	224		53	45			16	23		295	
Queue Length 95th (ft)	m1	m313		83	52			m23	39		371	
Internal Link Dist (ft)		436			658			436			664	
Turn Bay Length (ft)	105			291								
Base Capacity (vph)	568	1816		665	2254			903	713		936	
Starvation Cap Reductn	0	0		0	0			0	129		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.01	0.33		0.41	0.20			0.16	0.64		0.73	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 62.5 (45%), Referenced to phase 4:NWSE and 8:NWSE, Start of Red
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.73
Intersection Signal Delay: 18.8 Intersection LOS: B
Intersection Capacity Utilization 70.7% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Barton Springs Rd & Riverside Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	547	170	0	0	0	0	300	185	63	814	0
Future Volume (vph)	36	547	170	0	0	0	0	300	185	63	814	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	1.00
Frt		0.964						0.943				
Flt Protected	0.950										0.996	
Satd. Flow (prot)	1770	4902	0	0	0	0	0	4795	0	0	5065	0
Flt Permitted	0.950										0.842	
Satd. Flow (perm)	1770	4902	0	0	0	0	0	4795	0	0	4282	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		73						168				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		673			575			360			249	
Travel Time (s)		15.3			13.1			8.2			5.7	
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	40	601	187	0	0	0	0	330	203	69	895	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	788	0	0	0	0	0	533	0	0	964	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA		pm+pt	NA	
Protected Phases		2						4		3	8	
Permitted Phases	2									8		
Detector Phase	2	2						4		3	8	
Switch Phase												
Minimum Initial (s)	10.0	10.0						10.0		5.0	10.0	

Lanes, Volumes, Timings
11: Congress Ave & 7th St

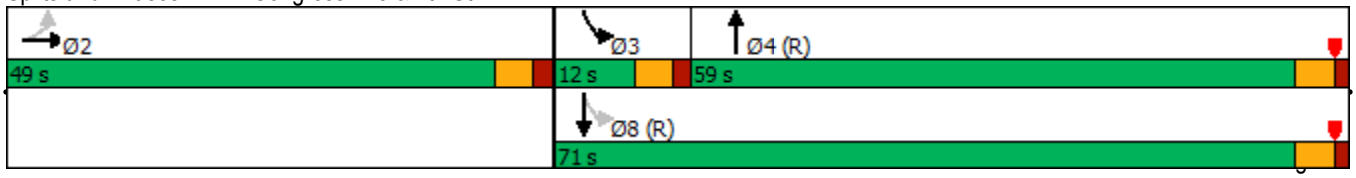
05/20/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	29.5	29.5						24.0		10.0	24.0	
Total Split (s)	49.0	49.0						59.0		12.0	71.0	
Total Split (%)	40.8%	40.8%						49.2%		10.0%	59.2%	
Maximum Green (s)	43.5	43.5						54.0		7.0	66.0	
Yellow Time (s)	3.5	3.5						3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0						1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0						0.0			0.0	
Total Lost Time (s)	5.5	5.5						5.0			5.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	1.0	1.0						1.0		0.2	1.0	
Recall Mode	Max	Max						C-Max		None	C-Max	
Walk Time (s)	7.0	7.0						7.0			7.0	
Flash Dont Walk (s)	17.0	17.0						12.0			12.0	
Pedestrian Calls (#/hr)	0	0						0			0	
Act Effct Green (s)	43.5	43.5						66.0			66.0	
Actuated g/C Ratio	0.36	0.36						0.55			0.55	
v/c Ratio	0.06	0.43						0.20			0.41	
Control Delay	25.4	26.9						8.2			16.3	
Queue Delay	0.0	0.0						0.0			0.0	
Total Delay	25.4	26.9						8.2			16.3	
LOS	C	C						A			B	
Approach Delay		26.8						8.2			16.3	
Approach LOS		C						A			B	
Queue Length 50th (ft)	20	151						107			152	
Queue Length 95th (ft)	45	190						118			185	
Internal Link Dist (ft)		593			495			280			169	
Turn Bay Length (ft)												
Base Capacity (vph)	641	1823						2712			2355	
Starvation Cap Reductn	0	0						0			0	
Spillback Cap Reductn	0	0						0			0	
Storage Cap Reductn	0	0						0			0	
Reduced v/c Ratio	0.06	0.43						0.20			0.41	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 117 (98%), Referenced to phase 4:NBT and 8:SBTL, Start of Red
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.43
Intersection Signal Delay: 18.2 — Intersection LOS: B
Intersection Capacity Utilization 54.2% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 11: Congress Ave & 7th St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	322	677	88	150	426	0	0	899	67
Future Volume (vph)	0	0	0	322	677	88	150	426	0	0	899	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.86	0.86	0.86	0.91	0.91	1.00	1.00	0.91	0.91
Frt					0.988						0.990	
Flt Protected					0.985			0.987				
Satd. Flow (prot)	0	0	0	0	6236	0	0	5019	0	0	5034	0
Flt Permitted					0.985			0.647				
Satd. Flow (perm)	0	0	0	0	6236	0	0	3290	0	0	5034	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					21						10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		654			528			358			360	
Travel Time (s)		14.9			12.0			8.1			8.2	
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
Adj. Flow (vph)	0	0	0	350	736	96	163	463	0	0	977	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1182	0	0	626	0	0	1050	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2			2	
Detector Template				Left	Thru		Left	Thru			Thru	
Leading Detector (ft)				20	100		20	100			100	
Trailing Detector (ft)				0	0		0	0			0	
Detector 1 Position(ft)				0	0		0	0			0	
Detector 1 Size(ft)				20	6		20	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA		pm+pt	NA			NA	
Protected Phases					6		7	4			8	
Permitted Phases				6			4					
Detector Phase				6	6		7	4			8	
Switch Phase												
Minimum Initial (s)				10.0	10.0		5.0	10.0			10.0	

Lanes, Volumes, Timings
12: Congress Ave & 6th St

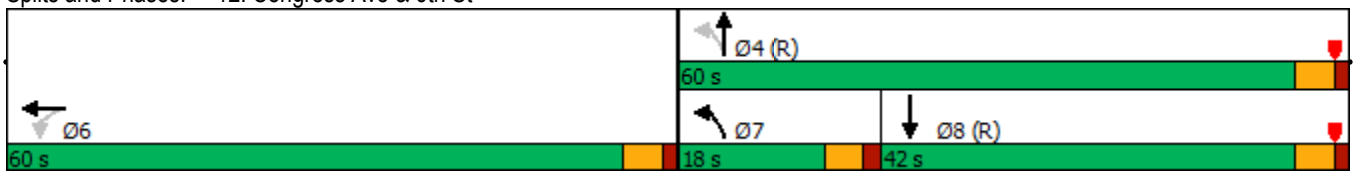
05/20/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)				30.0	30.0		10.0	24.0			24.0	
Total Split (s)				60.0	60.0		18.0	60.0			42.0	
Total Split (%)				50.0%	50.0%		15.0%	50.0%			35.0%	
Maximum Green (s)				55.0	55.0		13.0	55.0			37.0	
Yellow Time (s)				3.5	3.5		3.5	3.5			3.5	
All-Red Time (s)				1.5	1.5		1.5	1.5			1.5	
Lost Time Adjust (s)					0.0			0.0			0.0	
Total Lost Time (s)					5.0			5.0			5.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				1.0	1.0		0.2	1.0			1.0	
Recall Mode				Max	Max		None	C-Max			C-Max	
Walk Time (s)				7.0	7.0		0.0	7.0			7.0	
Flash Dont Walk (s)				18.0	18.0		0.0	12.0			12.0	
Pedestrian Calls (#/hr)				0	0		0	0			0	
Act Effct Green (s)					55.0			55.0			55.0	
Actuated g/C Ratio					0.46			0.46			0.46	
v/c Ratio					0.41			0.96dl			0.45	
Control Delay					21.8			8.1			17.5	
Queue Delay					0.0			0.0			0.5	
Total Delay					21.8			8.1			18.0	
LOS					C			A			B	
Approach Delay					21.8			8.1			18.0	
Approach LOS					C			A			B	
Queue Length 50th (ft)					170			31			142	
Queue Length 95th (ft)					200			41			167	
Internal Link Dist (ft)		574			448			278			280	
Turn Bay Length (ft)												
Base Capacity (vph)					2869			1507			2312	
Starvation Cap Reductn					0			0			735	
Spillback Cap Reductn					0			0			0	
Storage Cap Reductn					0			0			0	
Reduced v/c Ratio					0.41			0.42			0.67	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 79.5 (66%), Referenced to phase 4:NBTL and 8:SBT, Start of Red
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.45
Intersection Signal Delay: 17.4 Intersection LOS: B
Intersection Capacity Utilization 60.5% ICU Level of Service B
Analysis Period (min) 15
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 12: Congress Ave & 6th St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	71	682	147	0	0	0	0	496	138	55	1149	0
Future Volume (vph)	71	682	147	0	0	0	0	496	138	55	1149	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	1.00
Frt		0.973						0.967				
Flt Protected	0.950										0.998	
Satd. Flow (prot)	1770	4948	0	0	0	0	0	4917	0	0	5075	0
Flt Permitted	0.950										0.856	
Satd. Flow (perm)	1770	4948	0	0	0	0	0	4917	0	0	4353	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		44						72				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		447			446			1388			358	
Travel Time (s)		10.2			10.1			31.5			8.1	
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	76	733	158	0	0	0	0	533	148	59	1235	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	891	0	0	0	0	0	681	0	0	1294	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA		pm+pt	NA	
Protected Phases		2						4		3	8	
Permitted Phases	2									8		
Detector Phase	2	2						4		3	8	
Switch Phase												
Minimum Initial (s)	10.0	10.0						10.0		5.0	10.0	

Lanes, Volumes, Timings
13: Congress Ave & 5th St

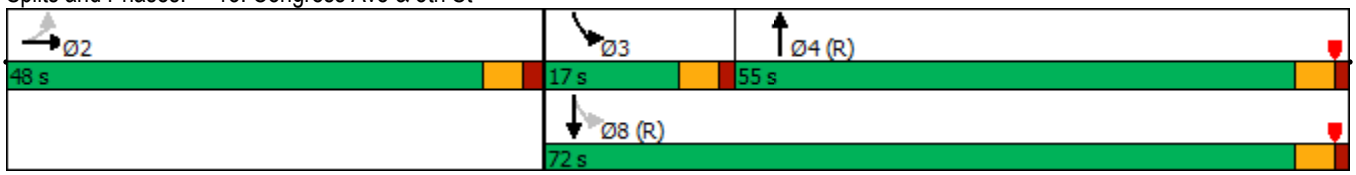
05/20/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	30.5	30.5						30.0		10.0	25.0	
Total Split (s)	48.0	48.0						55.0		17.0	72.0	
Total Split (%)	40.0%	40.0%						45.8%		14.2%	60.0%	
Maximum Green (s)	42.5	42.5						50.0		12.0	67.0	
Yellow Time (s)	3.5	3.5						3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0						1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0						0.0			0.0	
Total Lost Time (s)	5.5	5.5						5.0			5.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	0.2	0.2						0.2		0.2	0.2	
Recall Mode	Max	Max						C-Max		None	C-Max	
Walk Time (s)	7.0	7.0						7.0			7.0	
Flash Dont Walk (s)	18.0	18.0						13.0			13.0	
Pedestrian Calls (#/hr)	0	0						0			0	
Act Effct Green (s)	42.5	42.5						67.0			67.0	
Actuated g/C Ratio	0.35	0.35						0.56			0.56	
v/c Ratio	0.12	0.50						0.25			0.53	
Control Delay	26.9	30.0						10.6			10.8	
Queue Delay	0.0	0.0						0.0			0.0	
Total Delay	26.9	30.0						10.6			10.8	
LOS	C	C						B			B	
Approach Delay		29.7						10.6			10.8	
Approach LOS		C						B			B	
Queue Length 50th (ft)	39	187						170			102	
Queue Length 95th (ft)	76	229						m202			116	
Internal Link Dist (ft)		367			366			1308			278	
Turn Bay Length (ft)												
Base Capacity (vph)	626	1780						2777			2430	
Starvation Cap Reductn	0	0						0			122	
Spillback Cap Reductn	0	0						0			0	
Storage Cap Reductn	0	0						0			0	
Reduced v/c Ratio	0.12	0.50						0.25			0.56	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 89 (74%), Referenced to phase 4:NBT and 8:SBTL, Start of Red
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.53
Intersection Signal Delay: 17.0 — Intersection LOS: B
Intersection Capacity Utilization 65.4% — ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 13: Congress Ave & 5th St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	534	357	385	376	44	27	564	235	50	1427	97
Future Volume (vph)	59	534	357	385	376	44	27	564	235	50	1427	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		180	135		0	0		125	0		0
Storage Lanes	1		1	2		0	0		1	0		0
Taper Length (ft)	175			80			25			25		
Lane Util. Factor	1.00	0.91	1.00	0.97	1.00	1.00	0.91	0.86	0.86	0.91	0.91	0.91
Ped Bike Factor			0.92	0.97	0.99			1.00	0.92		0.99	
Frt			0.850		0.984			0.994	0.850		0.991	
Flt Protected	0.950			0.950				0.998			0.998	
Satd. Flow (prot)	1770	5085	1583	3433	1817	0	0	4754	1362	0	5004	0
Flt Permitted	0.257			0.950				0.767			0.820	
Satd. Flow (perm)	479	5085	1453	3321	1817	0	0	3652	1258	0	4109	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			191		5			4	224		11	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		846			2606			1721			1388	
Travel Time (s)		16.5			50.8			39.1			31.5	
Confl. Peds. (#/hr)	38		38	38		38	38		38	38		38
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	63	568	380	410	400	47	29	600	250	53	1518	103
Shared Lane Traffic (%)									10%			
Lane Group Flow (vph)	63	568	380	410	447	0	0	654	225	0	1674	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA	Perm	Prot	NA		Perm	NA	Perm	pm+pt	NA	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6			4		3	8	
Permitted Phases	6		2				4		4	8		
Detector Phase	5	2	2	1	6		4	4	4	3	8	
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0		10.0	10.0	10.0	4.0	10.0	
Minimum Split (s)	10.0	25.0	25.0	10.0	25.0		27.0	27.0	27.0	10.0	25.0	
Total Split (s)	15.0	38.0	38.0	24.0	47.0		31.0	31.0	31.0	27.0	58.0	
Total Split (%)	12.5%	31.7%	31.7%	20.0%	39.2%		25.8%	25.8%	25.8%	22.5%	48.3%	
Maximum Green (s)	9.0	32.0	32.0	18.0	41.0		25.0	25.0	25.0	21.0	52.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0			6.0	6.0		6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes		
Vehicle Extension (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Recall Mode	Max	C-Max	C-Max	Max	C-Max		Max	Max	Max	Max	Max	
Walk Time (s)		5.0	5.0		5.0		5.0	5.0	5.0	0.0	5.0	
Flash Dont Walk (s)		14.0	14.0		14.0		16.0	16.0	16.0	0.0	14.0	
Pedestrian Calls (#/hr)		0	0		0		0	0	0	0	0	
Act Effct Green (s)	50.0	32.0	32.0	18.0	41.0			25.0	25.0		52.0	
Actuated g/C Ratio	0.42	0.27	0.27	0.15	0.34			0.21	0.21		0.43	
v/c Ratio	0.21	0.42	0.72	0.80	0.72			0.86	0.51		0.86	
Control Delay	10.5	33.3	30.9	67.9	46.6			57.7	9.7		22.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Delay	10.5	33.3	30.9	67.9	46.6			57.7	9.7		22.3	
LOS	B	C	C	E	D			E	A		C	
Approach Delay		31.0			56.8			45.4			22.3	
Approach LOS		C			E			D			C	
Queue Length 50th (ft)	22	162	213	168	267			189	1		339	
Queue Length 95th (ft)	40	196	307	m#230	m359			#258	82		380	
Internal Link Dist (ft)		766			2526			1641			1308	
Turn Bay Length (ft)	140		180	135					125			
Base Capacity (vph)	296	1356	527	514	624			764	439		1943	
Starvation Cap Reductn	0	0	0	0	0			0	0		0	
Spillback Cap Reductn	0	0	0	0	0			0	0		0	
Storage Cap Reductn	0	0	0	0	0			0	0		0	
Reduced v/c Ratio	0.21	0.42	0.72	0.80	0.72			0.86	0.51		0.86	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 62 (52%), Referenced to phase 2:EBT and 6:EBWB, Start of Red
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 35.6 Intersection LOS: D
Intersection Capacity Utilization 95.3% ICU Level of Service F

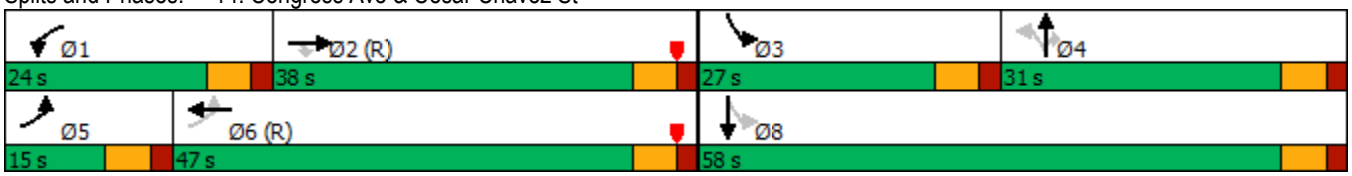
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: Congress Ave & Cesar Chavez St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	144	6	84	19	10	24	76	675	11	15	1577	458
Future Volume (vph)	144	6	84	19	10	24	76	675	11	15	1577	458
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		120	0		0	150		100	75		0
Storage Lanes	2		1	0		1	1		1	1		0
Taper Length (ft)	25			25			25			65		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	0.91
Ped Bike Factor	0.96	0.96			0.95	0.91			0.96	0.99	0.98	
Frt		0.861				0.850			0.850		0.966	
Flt Protected	0.950				0.968		0.950			0.950		
Satd. Flow (prot)	3433	1540	0	0	1803	1583	1770	5085	1583	1770	4838	0
Flt Permitted	0.950				0.743		0.048			0.354		
Satd. Flow (perm)	3298	1540	0	0	1317	1434	89	5085	1518	653	4838	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		73				148			152		87	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		744			261			663			1721	
Travel Time (s)		14.5			5.1			12.9			33.5	
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
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
Adj. Flow (vph)	157	7	91	21	11	26	83	734	12	16	1714	498
Shared Lane Traffic (%)												
Lane Group Flow (vph)	157	98	0	0	32	26	83	734	12	16	2212	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		pm+pt	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases				8		8	6		2	2		
Detector Phase	7	4		3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	6.0	5.0		3.0	5.0	5.0	3.0	25.0	25.0	3.0	25.0	
Minimum Split (s)	11.5	10.5		9.0	11.0	11.0	8.5	33.5	33.5	8.5	34.5	
Total Split (s)	26.0	32.0		10.0	16.0	16.0	13.0	87.0	87.0	6.5	85.0	
Total Split (%)	18.6%	22.9%		7.1%	11.4%	11.4%	9.3%	62.1%	62.1%	4.6%	60.7%	
Maximum Green (s)	20.5	26.5		4.0	10.0	10.0	7.5	81.5	81.5	1.0	79.5	
Yellow Time (s)	4.0	4.0		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.5	1.5		2.5	2.5	2.5	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5			6.0	6.0	5.5	5.5	5.5	5.5	5.5	
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0		1.5	2.0	2.0	1.5	2.0	2.0	1.5	2.0	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)								7.0	7.0		7.0	
Flash Dont Walk (s)								21.0	21.0		22.0	
Pedestrian Calls (#/hr)								0	0		0	
Act Effct Green (s)	10.8	22.6			8.0	8.0	100.9	102.3	102.3	104.2	94.0	
Actuated g/C Ratio	0.08	0.16			0.06	0.06	0.72	0.73	0.73	0.74	0.67	
v/c Ratio	0.59	0.32			0.43	0.12	0.56	0.20	0.01	0.03	0.68	
Control Delay	47.5	8.1			79.7	1.1	28.2	16.1	0.0	5.9	16.1	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	47.5	8.1			79.7	1.1	28.2	16.1	0.0	5.9	16.1	
LOS	D	A			E	A	C	B	A	A	B	
Approach Delay		32.4			44.4			17.1			16.1	
Approach LOS		C			D			B			B	
Queue Length 50th (ft)	65	26			29	0	46	161	0	3	410	
Queue Length 95th (ft)	96	57			64	0	82	233	m0	12	590	
Internal Link Dist (ft)		664			181			583			1641	
Turn Bay Length (ft)							150		100	75		
Base Capacity (vph)	502	363			97	242	164	3715	1149	520	3275	
Starvation Cap Reductn	0	0			0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0			0	0	0	0	0	0	0	
Storage Cap Reductn	0	0			0	0	0	0	0	0	0	
Reduced v/c Ratio	0.31	0.27			0.33	0.11	0.51	0.20	0.01	0.03	0.68	

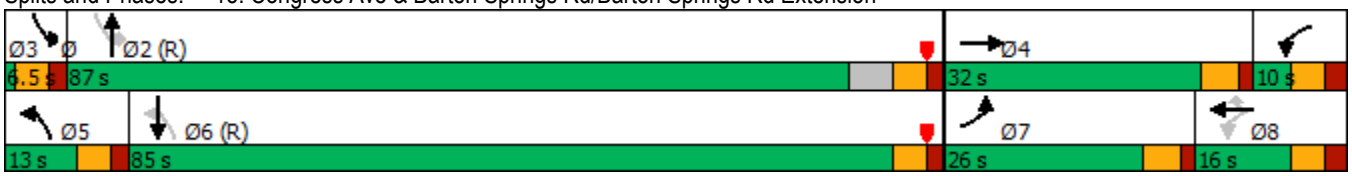
Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 94 (67%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 18.0 Intersection LOS: B
Intersection Capacity Utilization 69.9% ICU Level of Service C

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Congress Ave & Barton Springs Rd/Barton Springs Rd Extension



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	809	195	160	561	205	98	448	148	542	965	46
Future Volume (vph)	20	809	195	160	561	205	98	448	148	542	965	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		0	140		0	270		525	180		0
Storage Lanes	1		1	1		0	2		1	2		0
Taper Length (ft)	115			50			190			150		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.91	0.91	0.97	0.91	0.91
Ped Bike Factor	0.99		0.96	1.00	0.99		0.97	0.99		0.98	1.00	
Frt			0.850		0.960			0.963			0.993	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	1752	3331	0	3400	4808	0	3400	4994	0
Flt Permitted	0.269			0.230			0.950			0.950		
Satd. Flow (perm)	493	3505	1510	422	3331	0	3308	4808	0	3319	4994	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			94		42			57			6	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		738			912			572			663	
Travel Time (s)		14.4			17.8			11.1			12.9	
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	21	843	203	167	584	214	102	467	154	565	1005	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	843	203	167	798	0	102	621	0	565	1053	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

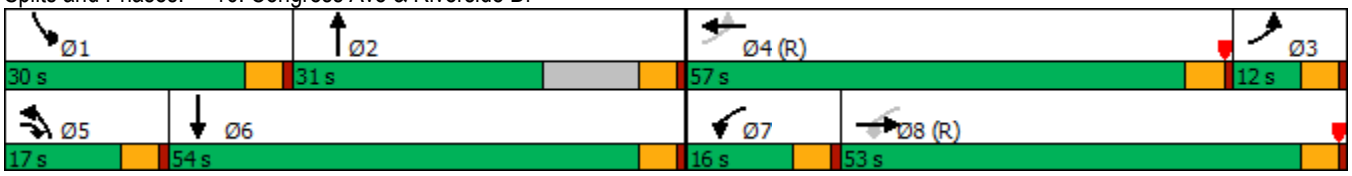
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	D.P+P	NA	pm+ov	D.P+P	NA		Prot	NA		Prot	NA	
Protected Phases	3	8	5	7	4		5	2		1	6	
Permitted Phases	4		8	8								
Detector Phase	3	8	5	7	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	10.0	3.0	3.0	10.0		3.0	5.0		3.0	3.0	
Minimum Split (s)	13.0	38.0	8.0	10.0	38.0		8.0	10.0		8.0	8.0	
Total Split (s)	12.0	53.0	17.0	16.0	57.0		17.0	31.0		30.0	54.0	
Total Split (%)	8.6%	37.9%	12.1%	11.4%	40.7%		12.1%	22.1%		21.4%	38.6%	
Maximum Green (s)	7.0	48.0	12.0	11.0	52.0		12.0	26.0		25.0	49.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag	Lead	Lead	Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.5	1.0	1.0	2.5		1.0	2.0		1.0	1.0	
Recall Mode	None	C-Max	None	None	C-Max		None	Min		None	None	
Walk Time (s)		5.0			5.0							
Flash Dont Walk (s)		28.0			28.0							
Pedestrian Calls (#/hr)		0			0							
Act Effct Green (s)	76.3	63.8	71.4	74.3	72.1		7.6	21.2		24.4	38.1	
Actuated g/C Ratio	0.54	0.46	0.51	0.53	0.52		0.05	0.15		0.17	0.27	
v/c Ratio	0.06	0.53	0.25	0.52	0.46		0.55	0.80		0.95	0.77	
Control Delay	9.7	18.9	8.4	23.1	23.6		75.6	60.0		66.9	42.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	9.7	18.9	8.4	23.1	23.6		75.6	60.0		66.9	42.8	
LOS	A	B	A	C	C		E	E		E	D	
Approach Delay		16.7			23.5			62.2			51.2	
Approach LOS		B			C			E			D	
Queue Length 50th (ft)	7	151	35	115	332		47	185		265	342	
Queue Length 95th (ft)	m15	388	m62	197	452		77	222		#368	404	
Internal Link Dist (ft)		658			832			492			583	
Turn Bay Length (ft)	170			140			270			180		
Base Capacity (vph)	331	1598	866	343	1736		291	1278		607	1751	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	47		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.06	0.53	0.23	0.49	0.46		0.35	0.50		0.93	0.60	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 46 (33%), Referenced to phase 4:EBWB and 8:EBWB, Start of Red
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 38.5 Intersection LOS: D

Intersection Capacity Utilization 80.9% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 16: Congress Ave & Riverside Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	28	26	7	43	65	24	568	33	29	1599	4
Future Volume (vph)	28	28	26	7	43	65	24	568	33	29	1599	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.957			0.923			0.992				
Flt Protected		0.983			0.997		0.950			0.950		
Satd. Flow (prot)	0	1752	0	0	1714	0	1770	3511	0	1770	3539	0
Flt Permitted		0.887			0.985		0.085			0.393		
Satd. Flow (perm)	0	1581	0	0	1694	0	158	3511	0	732	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			43			9				
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		1628			208			250			375	
Travel Time (s)		44.4			5.7			5.7			8.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	29	29	27	7	44	67	25	586	34	30	1648	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	85	0	0	118	0	25	620	0	30	1652	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		D.P+P	NA		D.P+P	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			6			2		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	19.0	19.0		19.0	19.0		5.0	20.0		5.0	20.0	
Minimum Split (s)	31.0	31.0		31.0	31.0		10.0	25.0		10.0	25.0	
Total Split (s)	31.0	31.0		31.0	31.0		10.0	94.0		10.0	94.0	
Total Split (%)	23.0%	23.0%		23.0%	23.0%		7.4%	69.6%		7.4%	69.6%	
Maximum Green (s)	26.0	26.0		26.0	26.0		5.0	89.0		5.0	89.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lead		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	1.0		1.0	1.0		1.5	2.0		1.0	2.0	
Recall Mode	Max	Max		Max	Max		Min	C-Max		Min	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	19.0	19.0		19.0	19.0			9.0			9.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		26.0			26.0		94.0	89.0		94.0	89.0	
Actuated g/C Ratio		0.19			0.19		0.70	0.66		0.70	0.66	
v/c Ratio		0.27			0.33		0.15	0.27		0.05	0.71	
Control Delay		40.7			32.3		6.9	9.7		5.4	16.8	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		40.7			32.3		6.9	9.7		5.4	16.8	
LOS		D			C		A	A		A	B	
Approach Delay		40.7			32.3			9.6			16.6	
Approach LOS		D			C			A			B	
Queue Length 50th (ft)		52			56		5	108		6	453	
Queue Length 95th (ft)		103			116		13	137		15	533	
Internal Link Dist (ft)		1548			128			170			295	
Turn Bay Length (ft)							100			100		
Base Capacity (vph)		316			360		169	2317		548	2333	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.27			0.33		0.15	0.27		0.05	0.71	

Intersection Summary	
Area Type: Other	
Cycle Length: 135	
Actuated Cycle Length: 135	
Offset: 132 (98%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 16.4	Intersection LOS: B
Intersection Capacity Utilization 68.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 17: Congress Ave & Monroe St

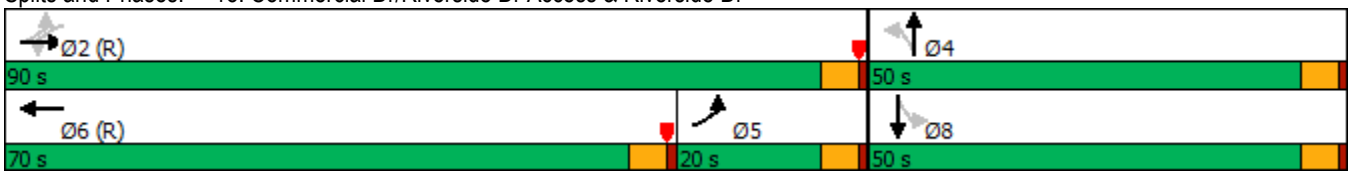
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	1502	7	3	868	8	12	2	5	178	0	39
Future Volume (vph)	13	1502	7	3	868	8	12	2	5	178	0	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	100			100			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.999			0.964			0.975	
Flt Protected	0.950			0.950				0.969			0.961	
Satd. Flow (prot)	1770	3536	0	1770	3536	0	0	1740	0	0	1745	0
Flt Permitted	0.282			0.130				0.867			0.752	
Satd. Flow (perm)	525	3536	0	242	3536	0	0	1557	0	0	1366	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			1			5			55	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		912			2164			174			600	
Travel Time (s)		17.8			42.2			4.0			13.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.96
Adj. Flow (vph)	13	1548	7	3	895	8	12	2	5	184	0	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	1555	0	3	903	0	0	19	0	0	225	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		D.Pm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			4			8	
Permitted Phases	2			2			4			8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		2	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	8.0	22.0		22.0	24.0		28.0	28.0		28.0	28.0	
Total Split (s)	20.0	90.0		90.0	70.0		50.0	50.0		50.0	50.0	
Total Split (%)	14.3%	64.3%		64.3%	50.0%		35.7%	35.7%		35.7%	35.7%	
Maximum Green (s)	15.0	85.0		85.0	65.0		45.0	45.0		45.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lead/Lag	Lag				Lead							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	1.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	
Walk Time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		12.0		12.0	14.0		18.0	18.0		18.0	18.0	
Pedestrian Calls (#/hr)		0		0	0		0	0		0	0	
Act Effct Green (s)	107.2	107.2		107.2	99.2			22.8			22.8	
Actuated g/C Ratio	0.77	0.77		0.77	0.71			0.16			0.16	
v/c Ratio	0.03	0.57		0.02	0.36			0.07			0.84	
Control Delay	11.5	17.5		2.3	3.0			36.6			67.1	
Queue Delay	0.0	0.6		0.0	0.0			0.0			0.0	
Total Delay	11.5	18.1		2.3	3.0			36.6			67.1	
LOS	B	B		A	A			D			E	
Approach Delay		18.0			3.0			36.6			67.1	
Approach LOS		B			A			D			E	
Queue Length 50th (ft)	5	326		0	33			11			154	
Queue Length 95th (ft)	m9	m819		m1	86			32			233	
Internal Link Dist (ft)		832			2084			94			520	
Turn Bay Length (ft)	100			100								
Base Capacity (vph)	535	2706		185	2504			503			476	
Starvation Cap Reductn	0	698		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.02	0.77		0.02	0.36			0.04			0.47	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:WBT, Start of Red, Master Intersection
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 17.2 Intersection LOS: B
Intersection Capacity Utilization 66.1% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 18: Commercial Dr/Riverside Dr Access & Riverside Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1092	149	0	0	0	0	0	0	157	833	0
Future Volume (vph)	0	1092	149	0	0	0	0	0	0	157	833	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
Frt		0.982										
Flt Protected										0.950		
Satd. Flow (prot)	0	6355	0	0	0	0	0	0	0	1787	5136	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	6355	0	0	0	0	0	0	0	1787	5136	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)		36								64		
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		288			235			357			333	
Travel Time (s)		6.5			5.3			5.4			5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	0	1187	162	0	0	0	0	0	0	171	905	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1349	0	0	0	0	0	0	0	171	905	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			12	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2								1	2	
Detector Template		Thru								Left	Thru	
Leading Detector (ft)		100								20	100	
Trailing Detector (ft)		0								0	0	
Detector 1 Position(ft)		0								0	0	
Detector 1 Size(ft)		6								20	6	
Detector 1 Type		Cl+Ex								Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0								0.0	0.0	
Detector 1 Queue (s)		0.0								0.0	0.0	
Detector 1 Delay (s)		0.0								0.0	0.0	
Detector 2 Position(ft)		94									94	
Detector 2 Size(ft)		6									6	
Detector 2 Type		Cl+Ex									Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0									0.0	
Turn Type		NA								Perm	NA	
Protected Phases		2 6									4 8	
Permitted Phases										4 8		
Detector Phase		2 6								4 8	4 8	
Switch Phase												

Lane Group	Ø2	Ø4	Ø6	Ø8
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Lane Util. Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Peak Hour Factor				
Heavy Vehicles (%)				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(ft)				
Link Offset(ft)				
Crosswalk Width(ft)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (mph)				
Number of Detectors				
Detector Template				
Leading Detector (ft)				
Trailing Detector (ft)				
Detector 1 Position(ft)				
Detector 1 Size(ft)				
Detector 1 Type				
Detector 1 Channel				
Detector 1 Extend (s)				
Detector 1 Queue (s)				
Detector 1 Delay (s)				
Detector 2 Position(ft)				
Detector 2 Size(ft)				
Detector 2 Type				
Detector 2 Channel				
Detector 2 Extend (s)				
Turn Type				
Protected Phases	2	4	6	8
Permitted Phases				
Detector Phase				
Switch Phase				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)		62.1								47.9	47.9	
Actuated g/C Ratio		0.52								0.40	0.40	
v/c Ratio		0.41								0.23	0.44	
Control Delay		18.2								14.5	26.6	
Queue Delay		0.0								0.0	0.2	
Total Delay		18.2								14.5	26.8	
LOS		B								B	C	
Approach Delay		18.2									24.9	
Approach LOS		B									C	
Queue Length 50th (ft)		175								52	183	
Queue Length 95th (ft)		226								92	202	
Internal Link Dist (ft)		208			155			277			253	
Turn Bay Length (ft)												
Base Capacity (vph)		3297								896	2482	
Starvation Cap Reductn		0								0	0	
Spillback Cap Reductn		203								1	764	
Storage Cap Reductn		0								0	0	
Reduced v/c Ratio		0.44								0.19	0.53	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 101 (84%), Referenced to phase 2:EBT, Start of Red
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 21.2 Intersection LOS: C
Intersection Capacity Utilization 61.6% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 19: IH 35 SB FR & 7th St

Lane Group	Ø2	Ø4	Ø6	Ø8
Minimum Initial (s)	3.0	5.0	10.0	10.0
Minimum Split (s)	8.0	10.0	15.0	15.0
Total Split (s)	28.0	14.0	29.0	49.0
Total Split (%)	23%	12%	24%	41%
Maximum Green (s)	23.0	9.0	24.0	44.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag				
Lead-Lag Optimize?				
Vehicle Extension (s)	1.0	0.2	1.0	0.2
Recall Mode	C-Max	None	None	None
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Queue Length 50th (ft)				
Queue Length 95th (ft)				
Internal Link Dist (ft)				
Turn Bay Length (ft)				
Base Capacity (vph)				
Starvation Cap Reductn				
Spillback Cap Reductn				
Storage Cap Reductn				
Reduced v/c Ratio				

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	511	739	0	0	0	329	0	1189	146	0	0	0
Future Volume (vph)	511	739	0	0	0	329	0	1189	146	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	0.88	1.00	0.91	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950											
Satd. Flow (prot)	3433	3539	0	0	0	2787	0	5085	1583	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	3433	3539	0	0	0	2787	0	5085	1583	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	93					109			151			
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		235			293			361			209	
Travel Time (s)		5.3			6.7			5.5			3.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	527	762	0	0	0	339	0	1226	151	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	527	762	0	0	0	339	0	1226	151	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			0			0			0	
Link Offset(ft)		0			-12			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2				1		2	1			
Detector Template	Left	Thru				Right		Thru	Right			
Leading Detector (ft)	20	100				20		100	20			
Trailing Detector (ft)	0	0				0		0	0			
Detector 1 Position(ft)	0	0				0		0	0			
Detector 1 Size(ft)	20	6				20		6	20			
Detector 1 Type	Cl+Ex	Cl+Ex				Cl+Ex		Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0				0.0		0.0	0.0			
Detector 1 Queue (s)	0.0	0.0				0.0		0.0	0.0			
Detector 1 Delay (s)	0.0	0.0				0.0		0.0	0.0			
Detector 2 Position(ft)		94						94				
Detector 2 Size(ft)		6						6				
Detector 2 Type		Cl+Ex						Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				
Turn Type	Prot	NA				Perm		NA	Perm			
Protected Phases	2 4	2 4 6						8				
Permitted Phases						6			8			
Detector Phase	2 4	2 4 6				6		8	8			
Switch Phase												
Minimum Initial (s)						10.0		10.0	10.0			

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	3.0	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)						15.0		15.0	15.0			
Total Split (s)						29.0		49.0	49.0			
Total Split (%)						24.2%		40.8%	40.8%			
Maximum Green (s)						24.0		44.0	44.0			
Yellow Time (s)						4.0		4.0	4.0			
All-Red Time (s)						1.0		1.0	1.0			
Lost Time Adjust (s)						0.0		0.0	0.0			
Total Lost Time (s)						5.0		5.0	5.0			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)						1.0		0.2	0.2			
Recall Mode						None		None	None			
Act Effct Green (s)	44.2	76.1				26.9		33.9	33.9			
Actuated g/C Ratio	0.37	0.63				0.22		0.28	0.28			
v/c Ratio	0.40	0.34				0.48		0.85	0.27			
Control Delay	16.5	2.4				28.8		63.1	23.1			
Queue Delay	0.8	0.2				0.0		1.1	0.0			
Total Delay	17.2	2.5				28.8		64.3	23.1			
LOS	B	A				C		E	C			
Approach Delay		8.5			28.8			59.8				
Approach LOS		A			C			E				
Queue Length 50th (ft)	144	20				84		315	16			
Queue Length 95th (ft)	211	34				137		368	96			
Internal Link Dist (ft)		155			213			281			129	
Turn Bay Length (ft)												
Base Capacity (vph)	1324	2239				727		1864	676			
Starvation Cap Reductn	477	603				0		380	0			
Spillback Cap Reductn	0	0				0		0	0			
Storage Cap Reductn	0	0				0		0	0			
Reduced v/c Ratio	0.62	0.47				0.47		0.83	0.22			

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 101 (84%), Referenced to phase 2:EBT, Start of Red
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 34.3 Intersection LOS: C
Intersection Capacity Utilization 61.6% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 20: IH 35 NB FR & 7th St

Lane Group	Ø2	Ø4
Minimum Split (s)	8.0	10.0
Total Split (s)	28.0	14.0
Total Split (%)	23%	12%
Maximum Green (s)	23.0	9.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	1.0	0.2
Recall Mode	C-Max	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	327	328	0	0	0	0	23	915	94
Future Volume (vph)	0	0	0	327	328	0	0	0	0	23	915	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt												0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	0	0	1787	3574	0	0	0	0	1787	3574	1599
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	0	0	1787	3574	0	0	0	0	1787	3574	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												102
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		271			245			217			357	
Travel Time (s)		6.2			5.6			3.3			5.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	0	0	0	355	357	0	0	0	0	25	995	102
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	355	357	0	0	0	0	25	995	102
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		12			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2					1	2	1
Detector Template				Left	Thru					Left	Thru	Right
Leading Detector (ft)				20	100					20	100	20
Trailing Detector (ft)				0	0					0	0	0
Detector 1 Position(ft)				0	0					0	0	0
Detector 1 Size(ft)				20	6					20	6	20
Detector 1 Type				Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)				0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)				0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)					94						94	
Detector 2 Size(ft)					6						6	
Detector 2 Type					Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0						0.0	
Turn Type				Perm	NA					Perm	NA	Perm
Protected Phases					1 12						8 5	

Lane Group	Ø1	Ø5	Ø8	Ø12
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Storage Length (ft)				
Storage Lanes				
Taper Length (ft)				
Lane Util. Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Peak Hour Factor				
Heavy Vehicles (%)				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(ft)				
Link Offset(ft)				
Crosswalk Width(ft)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (mph)				
Number of Detectors				
Detector Template				
Leading Detector (ft)				
Trailing Detector (ft)				
Detector 1 Position(ft)				
Detector 1 Size(ft)				
Detector 1 Type				
Detector 1 Channel				
Detector 1 Extend (s)				
Detector 1 Queue (s)				
Detector 1 Delay (s)				
Detector 2 Position(ft)				
Detector 2 Size(ft)				
Detector 2 Type				
Detector 2 Channel				
Detector 2 Extend (s)				
Turn Type				
Protected Phases	1	5	8	12

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				1 12						8 5		8 5
Detector Phase				1 12	1 12					8 5	8 5	8 5
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)				40.8	40.8					69.2	69.2	69.2
Actuated g/C Ratio				0.34	0.34					0.58	0.58	0.58
v/c Ratio				0.58	0.29					0.02	0.48	0.11
Control Delay				25.4	17.7					26.7	39.8	18.6
Queue Delay				2.8	1.1					0.0	35.3	0.0
Total Delay				28.1	18.8					26.7	75.1	18.6
LOS				C	B					C	E	B
Approach Delay					23.4						68.9	
Approach LOS					C						E	
Queue Length 50th (ft)				251	50					16	406	31
Queue Length 95th (ft)				356	74					m40	465	81
Internal Link Dist (ft)		191			165			137			277	
Turn Bay Length (ft)				100								
Base Capacity (vph)				594	1188					1030	2060	965
Starvation Cap Reductn				140	583					0	1123	0
Spillback Cap Reductn				0	0					0	0	0
Storage Cap Reductn				0	0					0	0	0
Reduced v/c Ratio				0.78	0.59					0.02	1.06	0.11

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 100 (83%), Referenced to phase 8:SBTL, Start of Red
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 51.3 Intersection LOS: D
Intersection Capacity Utilization 52.4% ICU Level of Service A
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 21: IH 35 SB FR & 6th St

Lane Group	Ø1	Ø5	Ø8	Ø12
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	3.0	1.0	10.0	10.0
Minimum Split (s)	8.0	6.0	20.0	20.0
Total Split (s)	8.0	6.0	67.0	39.0
Total Split (%)	7%	5%	56%	33%
Maximum Green (s)	3.0	1.0	62.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes
Vehicle Extension (s)	0.2	0.2	2.0	2.0
Recall Mode	None	None	C-Max	None
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Queue Length 50th (ft)				
Queue Length 95th (ft)				
Internal Link Dist (ft)				
Turn Bay Length (ft)				
Base Capacity (vph)				
Starvation Cap Reductn				
Spillback Cap Reductn				
Storage Cap Reductn				
Reduced v/c Ratio				

Intersection Summary

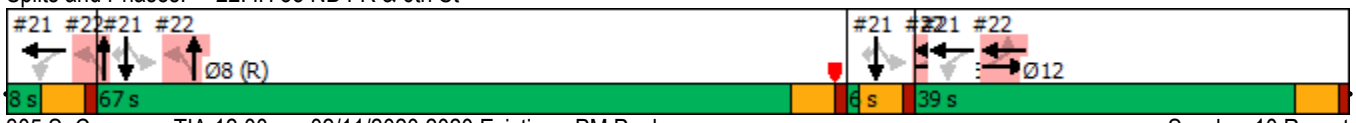
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	17	0	0	439	40	220	1293	62	0	0	0
Future Volume (vph)	6	17	0	0	439	40	220	1293	62	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.86	0.86	0.86	1.00	1.00	1.00
Frt					0.987			0.994				
Flt Protected	0.950							0.993				
Satd. Flow (prot)	1770	1863	0	0	3493	0	0	6325	0	0	0	0
Flt Permitted	0.338							0.993				
Satd. Flow (perm)	630	1863	0	0	3493	0	0	6325	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					9			11				
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		245			294			209			361	
Travel Time (s)		5.6			6.7			3.2			5.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	6	17	0	0	448	41	224	1319	63	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	6	17	0	0	489	0	0	1606	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2				
Detector Template	Left	Thru			Thru		Left	Thru				
Leading Detector (ft)	20	100			100		20	100				
Trailing Detector (ft)	0	0			0		0	0				
Detector 1 Position(ft)	0	0			0		0	0				
Detector 1 Size(ft)	20	6			6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		5 12			5 12			8 1				
Permitted Phases	5 12						8 1					

Lane Group	Ø1	Ø5	Ø8	Ø12
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Storage Length (ft)				
Storage Lanes				
Taper Length (ft)				
Lane Util. Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Peak Hour Factor				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(ft)				
Link Offset(ft)				
Crosswalk Width(ft)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (mph)				
Number of Detectors				
Detector Template				
Leading Detector (ft)				
Trailing Detector (ft)				
Detector 1 Position(ft)				
Detector 1 Size(ft)				
Detector 1 Type				
Detector 1 Channel				
Detector 1 Extend (s)				
Detector 1 Queue (s)				
Detector 1 Delay (s)				
Detector 2 Position(ft)				
Detector 2 Size(ft)				
Detector 2 Type				
Detector 2 Channel				
Detector 2 Extend (s)				
Turn Type				
Protected Phases	1	5	8	12
Permitted Phases				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5 12	5 12			5 12		8 1	8 1				
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	33.2	33.2			33.2			76.8				
Actuated g/C Ratio	0.28	0.28			0.28			0.64				
v/c Ratio	0.03	0.03			0.50			0.40				
Control Delay	57.8	57.7			36.8			11.4				
Queue Delay	0.0	0.0			1.5			0.0				
Total Delay	57.8	57.7			38.3			11.4				
LOS	E	E			D			B				
Approach Delay		57.7			38.3			11.4				
Approach LOS		E			D			B				
Queue Length 50th (ft)	5	14			163			163				
Queue Length 95th (ft)	21	41			200			217				
Internal Link Dist (ft)		165			214			129			281	
Turn Bay Length (ft)	100											
Base Capacity (vph)	210	621			1170			4050				
Starvation Cap Reductn	0	0			0			0				
Spillback Cap Reductn	0	0			477			277				
Storage Cap Reductn	0	0			0			0				
Reduced v/c Ratio	0.03	0.03			0.71			0.43				

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 100 (83%), Referenced to phase 8:SBTL, Start of Red	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 18.1	Intersection LOS: B
Intersection Capacity Utilization 52.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 22: IH 35 NB FR & 6th St



Lane Group	Ø1	Ø5	Ø8	Ø12
Detector Phase				
Switch Phase				
Minimum Initial (s)	3.0	1.0	10.0	10.0
Minimum Split (s)	8.0	6.0	20.0	20.0
Total Split (s)	8.0	6.0	67.0	39.0
Total Split (%)	7%	5%	56%	33%
Maximum Green (s)	3.0	1.0	62.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes
Vehicle Extension (s)	0.2	0.2	2.0	2.0
Recall Mode	None	None	C-Max	None
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Queue Length 50th (ft)				
Queue Length 95th (ft)				
Internal Link Dist (ft)				
Turn Bay Length (ft)				
Base Capacity (vph)				
Starvation Cap Reductn				
Spillback Cap Reductn				
Storage Cap Reductn				
Reduced v/c Ratio				

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	783	574	367	425	0	0	0	0	48	581	122
Future Volume (vph)	0	783	574	367	425	0	0	0	0	48	581	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.91	0.91
Frt			0.850								0.997	0.850
Flt Protected					0.977						0.996	
Satd. Flow (prot)	0	3539	1583	0	3458	0	0	0	0	0	3367	1441
Flt Permitted					0.530						0.996	
Satd. Flow (perm)	0	3539	1583	0	1876	0	0	0	0	0	3367	1441
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			328								1	191
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		2606			301			310			250	
Travel Time (s)		50.8			5.9			4.7			3.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.92	0.92	0.92	0.97	0.97	0.97
Adj. Flow (vph)	0	807	592	378	438	0	0	0	0	49	599	126
Shared Lane Traffic (%)												10%
Lane Group Flow (vph)	0	807	592	0	816	0	0	0	0	0	661	113
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1	2	1
Detector Template		Thru	Right	Left	Thru					Left	Thru	Right
Leading Detector (ft)		100	20	20	100					20	100	20
Trailing Detector (ft)		0	0	0	0					0	0	0
Detector 1 Position(ft)		0	0	0	0					0	0	0
Detector 1 Size(ft)		6	20	20	6					20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm	custom	NA					Perm	NA	Perm
Protected Phases		12 13		11 9 11 12 13							4 8	
Permitted Phases			12 13	11						4 8		4 8

Lane Group	Ø4	Ø8	Ø9	Ø11	Ø12	Ø13
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Detector 2 Position(ft)						
Detector 2 Size(ft)						
Detector 2 Type						
Detector 2 Channel						
Detector 2 Extend (s)						
Turn Type						
Protected Phases	4	8	9	11	12	13
Permitted Phases						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		12 13	12 13	11 9 11	12 13					4 8	4 8	4 8
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		42.0	42.0		79.4						22.6	22.6
Actuated g/C Ratio		0.35	0.35		0.66						0.19	0.19
v/c Ratio		0.65	0.77		0.47						1.04	0.27
Control Delay		49.5	38.8		3.1						95.2	1.5
Queue Delay		0.2	0.0		0.3						23.2	0.5
Total Delay		49.7	38.8		3.3						118.4	2.0
LOS		D	D		A						F	A
Approach Delay		45.0			3.3						101.4	
Approach LOS		D			A						F	
Queue Length 50th (ft)		319	262		17						~306	0
Queue Length 95th (ft)		m322	m342		m14						#504	0
Internal Link Dist (ft)		2526			221			230			170	
Turn Bay Length (ft)			100									
Base Capacity (vph)		1403	825		1867						633	426
Starvation Cap Reductn		0	0		418						174	105
Spillback Cap Reductn		121	0		0						0	0
Storage Cap Reductn		0	0		0						0	0
Reduced v/c Ratio		0.63	0.72		0.56						1.44	0.35

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 34 (28%), Referenced to phase 0:, Start of Red
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.35
Intersection Signal Delay: 48.2 Intersection LOS: D
Intersection Capacity Utilization 91.7% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.

Lane Group	Ø4	Ø8	Ø9	Ø11	Ø12	Ø13
Detector Phase						
Switch Phase						
Minimum Initial (s)	3.0	5.0	1.0	5.0	3.0	5.0
Minimum Split (s)	9.0	11.0	9.0	11.0	9.0	11.0
Total Split (s)	10.0	13.0	17.0	28.0	10.0	42.0
Total Split (%)	8%	11%	14%	23%	8%	35%
Maximum Green (s)	4.0	7.0	11.0	22.0	4.0	36.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	0.2	0.2	0.2	0.2	0.2	0.2
Recall Mode	None	None	None	None	None	None
Walk Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Flash Dont Walk (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 23: IH 35 SB FR & Cesar Chavez St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	549	280	0	0	525	79	262	857	245	0	0	0
Future Volume (vph)	549	280	0	0	525	79	262	857	245	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.91	0.91	1.00	1.00	1.00	1.00
Frt					0.980				0.850			
Flt Protected	0.950						0.950	0.999				
Satd. Flow (prot)	1770	1863	0	0	3468	0	1610	3387	1583	0	0	0
Flt Permitted	0.240						0.950	0.999				
Satd. Flow (perm)	447	1863	0	0	3468	0	1610	3387	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					13				208			
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		301			331			361			347	
Travel Time (s)		5.9			6.4			5.5			5.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.92	0.92	0.92
Adj. Flow (vph)	566	289	0	0	541	81	270	884	253	0	0	0
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	566	289	0	0	622	0	243	911	253	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2	1			
Detector Template	Left	Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	20	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Detector 1 Position(ft)	0	0			0		0	0	0			
Detector 1 Size(ft)	20	6			6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	D.P+P	NA			NA		Perm	NA	Perm			
Protected Phases	4 13 11 12 13				11 12			8 9				
Permitted Phases	11 12	4					8 9		8 9			
Detector Phase	4 13 11 12 13				11 12		8 9	8 9	8 9			
Switch Phase												
Minimum Initial (s)												

Lane Group	Ø4	Ø8	Ø9	Ø11	Ø12	Ø13
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Detector 2 Position(ft)						
Detector 2 Size(ft)						
Detector 2 Type						
Detector 2 Channel						
Detector 2 Extend (s)						
Turn Type						
Protected Phases	4	8	9	11	12	13
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	3.0	5.0	1.0	5.0	3.0	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	78.0	84.0			32.0		24.0	24.0	24.0			
Actuated g/C Ratio	0.65	0.70			0.27		0.20	0.20	0.20			
v/c Ratio	0.71	0.22			0.67		0.75	1.35	0.52			
Control Delay	13.9	1.6			42.5		61.2	203.2	13.8			
Queue Delay	2.0	0.5			0.0		0.0	0.0	0.0			
Total Delay	15.8	2.1			42.5		61.2	203.2	13.8			
LOS	B	A			D		E	F	B			
Approach Delay		11.2			42.5			144.6				
Approach LOS		B			D			F				
Queue Length 50th (ft)	430	12			222		196	~506	29			
Queue Length 95th (ft)	m454	m19			287		#326	#643	108			
Internal Link Dist (ft)		221			251			281			267	
Turn Bay Length (ft)												
Base Capacity (vph)	795	1289			910		322	677	483			
Starvation Cap Reductn	111	619			0		0	0	0			
Spillback Cap Reductn	0	0			0		0	0	0			
Storage Cap Reductn	0	0			0		0	0	0			
Reduced v/c Ratio	0.83	0.43			0.68		0.75	1.35	0.52			

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 34 (28%), Referenced to phase 0:, Start of Red	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.35	
Intersection Signal Delay: 83.0	Intersection LOS: F
Intersection Capacity Utilization 86.1%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	Ø4	Ø8	Ø9	Ø11	Ø12	Ø13
Minimum Split (s)	9.0	11.0	9.0	11.0	9.0	11.0
Total Split (s)	10.0	13.0	17.0	28.0	10.0	42.0
Total Split (%)	8%	11%	14%	23%	8%	35%
Maximum Green (s)	4.0	7.0	11.0	22.0	4.0	36.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	0.2	0.2	0.2	0.2	0.2	0.2
Recall Mode	None	None	None	None	None	None
Walk Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Flash Dont Walk (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 24: IH 35 NB FR & Cesar Chavez St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1046	480	413	666	0	0	0	0	580	699	180
Future Volume (vph)	0	1046	480	413	666	0	0	0	0	580	699	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		100	0		0	0		0	0		200
Storage Lanes	1		0	1		0	0		0	1		1
Taper Length (ft)	70			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Frt		0.953										0.850
Flt Protected				0.950						0.950	0.991	
Satd. Flow (prot)	0	4846	0	1770	3539	0	0	0	0	1610	3360	1583
Flt Permitted				0.108						0.950	0.991	
Satd. Flow (perm)	0	4846	0	201	3539	0	0	0	0	1610	3360	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		85										156
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		544			302			548			667	
Travel Time (s)		10.6			5.9			8.3			10.1	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	0	1057	485	417	673	0	0	0	0	586	706	182
Shared Lane Traffic (%)										28%		
Lane Group Flow (vph)	0	1542	0	417	673	0	0	0	0	422	870	182
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	1
Detector Template		Thru		Left	Thru					Left	Thru	Right
Leading Detector (ft)		100		20	100					20	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		6		20	6					20	6	20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA		D.P+P	NA					Perm	NA	Perm
Protected Phases		1 2		6 7	1 2 6 7						4 5	
Permitted Phases				1 2						4 5		4 5

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Detector 2 Position(ft)						
Detector 2 Size(ft)						
Detector 2 Type						
Detector 2 Channel						
Detector 2 Extend (s)						
Turn Type						
Protected Phases	1	2	4	5	6	7
Permitted Phases						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		1 2		6 7	1 2 6 7					4 5	4 5	4 5
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)		43.0		91.0	98.0					31.0	31.0	31.0
Actuated g/C Ratio		0.31		0.65	0.70					0.22	0.22	0.22
v/c Ratio		1.00		0.61	0.27					1.19	1.17	0.39
Control Delay		66.0		5.5	0.7					154.8	137.5	12.4
Queue Delay		0.6		11.5	1.7					0.0	0.0	0.0
Total Delay		66.6		17.1	2.4					154.8	137.5	12.4
LOS		E		B	A					F	F	B
Approach Delay		66.6			8.0						127.0	
Approach LOS		E			A						F	
Queue Length 50th (ft)		464		0	0					~506	~517	19
Queue Length 95th (ft)		#627		m14	m0					#738	#656	87
Internal Link Dist (ft)		464			222			468			587	
Turn Bay Length (ft)												200
Base Capacity (vph)		1547		679	2477					356	744	471
Starvation Cap Reductn		0		235	1579					0	0	0
Spillback Cap Reductn		4		0	0					0	0	0
Storage Cap Reductn		0		0	0					0	0	0
Reduced v/c Ratio		1.00		0.94	0.75					1.19	1.17	0.39

Intersection Summary

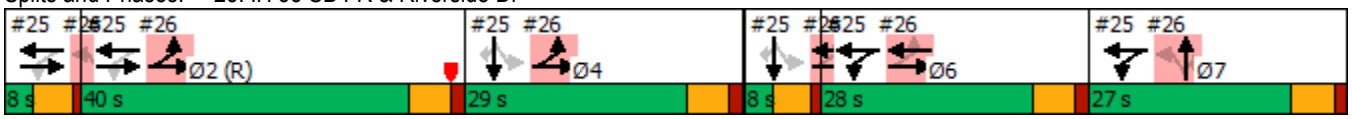
Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 99.5 (71%), Referenced to phase 2:EBWB, Start of Red
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.19
Intersection Signal Delay: 72.7 Intersection LOS: E
Intersection Capacity Utilization 101.7% ICU Level of Service G
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Detector Phase						
Switch Phase						
Minimum Initial (s)	3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	8.0	11.0	11.0	8.0	11.0	11.0
Total Split (s)	8.0	40.0	29.0	8.0	28.0	27.0
Total Split (%)	6%	29%	21%	6%	20%	19%
Maximum Green (s)	3.0	34.0	23.0	3.0	22.0	21.0
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	1.0	1.5	1.5	1.0	1.5	1.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag		Lead	Lag	Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	
Vehicle Extension (s)	0.2	2.0	1.5	0.2	2.0	1.5
Recall Mode	None	C-Max	None	None	None	None
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 25: IH 35 SB FR & Riverside Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	387	1239	0	0	872	1039	207	715	358	0	0	0
Future Volume (vph)	387	1239	0	0	872	1039	207	715	358	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950	0.999				
Satd. Flow (prot)	1770	3539	0	0	5085	1583	1610	3387	1583	0	0	0
Flt Permitted	0.160						0.950	0.999				
Satd. Flow (perm)	298	3539	0	0	5085	1583	1610	3387	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						418			156			
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		302			867			448			495	
Travel Time (s)		5.9			16.9			7.6			8.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.92	0.92	0.92
Adj. Flow (vph)	403	1291	0	0	908	1082	216	745	373	0	0	0
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	403	1291	0	0	908	1082	194	767	373	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	6			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	D.P+P	NA			NA	Free	Perm	NA	Perm			
Protected Phases	2 4	2 4 5 6			5 6			1 7				
Permitted Phases	5 6					Free	1 7		1 7			
Detector Phase	2 4	2 4 5 6			5 6		1 7	1 7	1 7			
Switch Phase												
Minimum Initial (s)												

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Detector 2 Position(ft)						
Detector 2 Size(ft)						
Detector 2 Type						
Detector 2 Channel						
Detector 2 Extend (s)						
Turn Type						
Protected Phases	1	2	4	5	6	7
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	3.0	5.0	5.0	3.0	5.0	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	93.0	99.0			31.0	140.0	30.0	30.0	30.0			
Actuated g/C Ratio	0.66	0.71			0.22	1.00	0.21	0.21	0.21			
v/c Ratio	0.47	0.52			0.81	0.68	0.56	1.06	0.81			
Control Delay	4.2	0.8			58.2	2.4	56.4	101.7	44.6			
Queue Delay	2.1	18.2			0.5	0.0	0.0	0.0	0.0			
Total Delay	6.3	19.0			58.7	2.4	56.4	101.7	44.6			
LOS	A	B			E	A	E	F	D			
Approach Delay		15.9			28.1			79.2				
Approach LOS		B			C			E				
Queue Length 50th (ft)	40	11			289	0	174	~419	197			
Queue Length 95th (ft)	m37	m10			343	0	268	#555	#354			
Internal Link Dist (ft)		222			787			368			415	
Turn Bay Length (ft)												
Base Capacity (vph)	860	2502			1125	1583	345	725	461			
Starvation Cap Reductn	310	1233			0	0	0	0	0			
Spillback Cap Reductn	0	0			42	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.73	1.02			0.84	0.68	0.56	1.06	0.81			

Intersection Summary

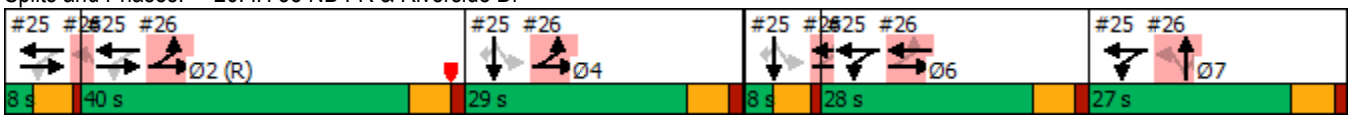
Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 99.5 (71%), Referenced to phase 2:EBWB, Start of Red
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.19
Intersection Signal Delay: 37.6 Intersection LOS: D
Intersection Capacity Utilization 101.7% ICU Level of Service G
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 26: IH 35 NB FR & Riverside Dr



Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Minimum Split (s)	8.0	11.0	11.0	8.0	11.0	11.0
Total Split (s)	8.0	40.0	29.0	8.0	28.0	27.0
Total Split (%)	6%	29%	21%	6%	20%	19%
Maximum Green (s)	3.0	34.0	23.0	3.0	22.0	21.0
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	1.0	1.5	1.5	1.0	1.5	1.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag		Lead	Lag	Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	
Vehicle Extension (s)	0.2	2.0	1.5	0.2	2.0	1.5
Recall Mode	None	C-Max	None	None	None	None
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	1	20	9	2	41	13	911	36	74	1588	35
Future Volume (vph)	6	1	20	9	2	41	13	911	36	74	1588	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.900			0.894			0.994			0.997	
Flt Protected		0.989			0.991			0.999			0.998	
Satd. Flow (prot)	0	1674	0	0	1667	0	0	3549	0	0	3556	0
Flt Permitted		0.989			0.991			0.999			0.998	
Satd. Flow (perm)	0	1674	0	0	1667	0	0	3549	0	0	3556	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		219			1628			278			409	
Travel Time (s)		6.0			44.4			5.4			8.0	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	6	1	20	9	2	41	13	920	36	75	1604	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	52	0	0	969	0	0	1714	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		-35			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 87.8%	ICU Level of Service E
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	1	20	9	2	41	13	911	36	74	1588	35
Future Vol, veh/h	6	1	20	9	2	41	13	911	36	74	1588	35
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	6	1	20	9	2	41	13	920	36	75	1604	35

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2259	2754	820	1917	2753	478	1639	0	0	956	0	0
Stage 1	1772	1772	-	964	964	-	-	-	-	-	-	-
Stage 2	487	982	-	953	1789	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.52	6.52	6.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	3.31	3.51	4.01	3.31	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	23	20	320	41	20	536	396	-	-	721	-	-
Stage 1	87	136	-	276	334	-	-	-	-	-	-	-
Stage 2	533	328	-	280	133	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	0	320	-	0	536	396	-	-	721	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-
Stage 1	81	0	-	256	310	-	-	-	-	-	-	-
Stage 2	454	305	-	-	0	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.7	5
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	396	-	-	-	-	721	-	-
HCM Lane V/C Ratio	0.033	-	-	-	-	0.104	-	-
HCM Control Delay (s)	14.4	0.5	-	-	-	10.6	4.8	-
HCM Lane LOS	B	A	-	-	-	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.3	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	174	621	103	217	1303	0	0	859	133
Future Volume (vph)	0	0	0	174	621	103	217	1303	0	0	859	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	140		0	0		0
Storage Lanes	0		0	2		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.980	
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	3400	4988	1524	1787	3574	0	0	3459	0
Flt Permitted				0.950			0.127					
Satd. Flow (perm)	0	0	0	3400	4988	1524	239	3574	0	0	3459	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						100					14	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		423			486			427			261	
Travel Time (s)		9.6			11.0			8.3			5.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	3%	4%	6%	1%	1%	0%	0%	2%	4%
Adj. Flow (vph)	0	0	0	181	647	107	226	1357	0	0	895	139
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	181	647	107	226	1357	0	0	1034	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)				20	100	20	20	100			100	
Trailing Detector (ft)				0	0	0	0	0			0	
Detector 1 Position(ft)				0	0	0	0	0			0	
Detector 1 Size(ft)				20	6	20	20	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	custom	NA			NA	
Protected Phases					4		5 3	2 3			6	

Lane Group	Ø2	Ø3	Ø5
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	2	3	5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				4		4	2					
Detector Phase				4	4	4	5 3	2 3			6	
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0					10.0	
Minimum Split (s)				32.0	32.0	32.0					69.0	
Total Split (s)				32.0	32.0	32.0					69.0	
Total Split (%)				21.3%	21.3%	21.3%					46.0%	
Maximum Green (s)				27.0	27.0	27.0					64.0	
Yellow Time (s)				4.0	4.0	4.0					4.0	
All-Red Time (s)				1.0	1.0	1.0					1.0	
Lost Time Adjust (s)				0.0	0.0	0.0					0.0	
Total Lost Time (s)				5.0	5.0	5.0					5.0	
Lead/Lag				Lag	Lag	Lag					Lag	
Lead-Lag Optimize?				Yes	Yes	Yes					Yes	
Vehicle Extension (s)				2.0	2.0	2.0					1.0	
Recall Mode				Max	Max	Max					C-Max	
Walk Time (s)											10.0	
Flash Dont Walk (s)											16.0	
Pedestrian Calls (#/hr)											0	
Act Effct Green (s)				27.0	27.0	27.0	108.0	113.0			64.0	
Actuated g/C Ratio				0.18	0.18	0.18	0.72	0.75			0.43	
v/c Ratio				0.30	0.72	0.30	0.39	0.50			0.70	
Control Delay				54.8	63.2	13.3	14.4	3.5			37.7	
Queue Delay				0.0	0.0	0.0	0.2	1.2			0.0	
Total Delay				54.8	63.2	13.3	14.6	4.7			37.7	
LOS				D	E	B	B	A			D	
Approach Delay					55.9			6.1			37.7	
Approach LOS					E			A			D	
Queue Length 50th (ft)				79	221	6	59	118			425	
Queue Length 95th (ft)				118	269	61	m84	130			506	
Internal Link Dist (ft)		343			406			347			181	
Turn Bay Length (ft)							140					
Base Capacity (vph)				612	897	356	574	2692			1483	
Starvation Cap Reductn				0	0	0	57	1031			0	
Spillback Cap Reductn				0	0	0	0	0			0	
Storage Cap Reductn				0	0	0	0	0			0	
Reduced v/c Ratio				0.30	0.72	0.30	0.44	0.82			0.70	

Intersection Summary

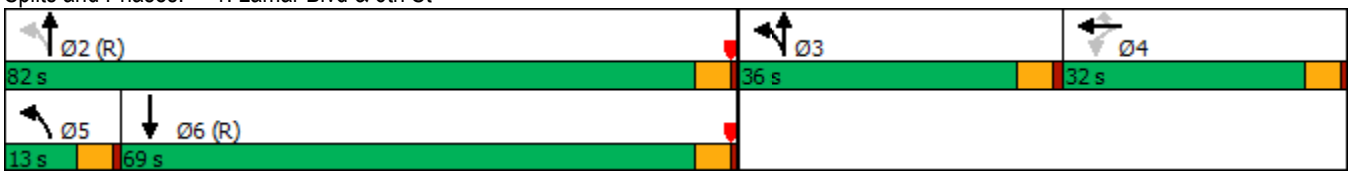
Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 139 (93%), Referenced to phase 2:NBTL and 6:SBT, Start of Red
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 28.4 Intersection LOS: C
Intersection Capacity Utilization 94.0% ICU Level of Service F
Analysis Period (min) 15

Lane Group	Ø2	Ø3	Ø5
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	10.0	3.0	3.0
Minimum Split (s)	82.0	36.0	13.0
Total Split (s)	82.0	36.0	13.0
Total Split (%)	55%	24%	9%
Maximum Green (s)	77.0	31.0	8.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lead
Lead-Lag Optimize?		Yes	Yes
Vehicle Extension (s)	1.0	1.0	1.0
Recall Mode	C-Max	Max	Max
Walk Time (s)	10.0		
Flash Dont Walk (s)	16.0		
Pedestrian Calls (#/hr)	0		
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Lamar Blvd & 6th St



HCM 6th Edition methodology does not support custom phasing.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	223	1232	85	0	0	0	0	1245	458	255	757	0
Future Volume (vph)	223	1232	85	0	0	0	0	1245	458	255	757	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	140		0
Storage Lanes	1		1	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.81	0.81	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.999	0.850					0.960				
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1805	6030	1295	0	0	0	0	3440	0	1787	3539	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1805	6030	1295	0	0	0	0	3440	0	1787	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1	68					32				
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		453			422			278			427	
Travel Time (s)		10.3			9.6			5.4			8.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	2%	1%	0%	0%	0%	0%	1%	0%	1%	2%	0%
Adj. Flow (vph)	230	1270	88	0	0	0	0	1284	472	263	780	0
Shared Lane Traffic (%)			10%									
Lane Group Flow (vph)	230	1279	79	0	0	0	0	1756	0	263	780	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2		1	2	
Detector Template	Left	Thru	Right					Thru		Left	Thru	
Leading Detector (ft)	20	100	20					100		20	100	
Trailing Detector (ft)	0	0	0					0		0	0	
Detector 1 Position(ft)	0	0	0					0		0	0	
Detector 1 Size(ft)	20	6	20					6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA		Prot	NA	
Protected Phases		4						2		11	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4									
Detector Phase	4	4	4					2		11	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0					10.0		5.0	10.0	
Minimum Split (s)	35.0	35.0	35.0					50.0		15.0	65.0	
Total Split (s)	35.0	35.0	35.0					90.0		25.0	90.0	
Total Split (%)	23.3%	23.3%	23.3%					60.0%		16.7%	60.0%	
Maximum Green (s)	30.0	30.0	30.0					85.0		20.0	85.0	
Yellow Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0					1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0					5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0	3.0	
Recall Mode	Min	Min	Min					C-Max		Min	C-Max	
Walk Time (s)	7.0	7.0	7.0								10.0	
Flash Dont Walk (s)	20.0	20.0	20.0								20.0	
Pedestrian Calls (#/hr)	0	0	0								0	
Act Effct Green (s)	30.0	30.0	30.0					85.0		20.0	110.0	
Actuated g/C Ratio	0.20	0.20	0.20					0.57		0.13	0.73	
v/c Ratio	0.64	1.06	0.25					0.89		1.11	0.30	
Control Delay	64.1	99.8	16.1					35.3		141.9	4.2	
Queue Delay	0.0	0.0	0.0					0.0		0.0	0.3	
Total Delay	64.1	99.8	16.1					35.3		141.9	4.5	
LOS	E	F	B					D		F	A	
Approach Delay		90.4						35.3			39.2	
Approach LOS		F						D			D	
Queue Length 50th (ft)	209	~423	11					758		~300	72	
Queue Length 95th (ft)	304	#506	70					883		#492	84	
Internal Link Dist (ft)		373			342			198			347	
Turn Bay Length (ft)										140		
Base Capacity (vph)	361	1206	313					1963		238	2595	
Starvation Cap Reductn	0	0	0					0		0	1141	
Spillback Cap Reductn	0	0	0					0		0	0	
Storage Cap Reductn	0	0	0					0		0	0	
Reduced v/c Ratio	0.64	1.06	0.25					0.89		1.11	0.54	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 149 (99%), Referenced to phase 2:NBT and 6:SBT, Start of Red
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.11
Intersection Signal Delay: 56.2 Intersection LOS: E
Intersection Capacity Utilization 94.0% ICU Level of Service F
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Lamar Blvd & 5th St

HCM 6th Edition methodology does not support non-NEMA phasing.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø7
Lane Configurations							
Traffic Volume (vph)	239	1932	1463	113	71	137	
Future Volume (vph)	239	1932	1463	113	71	137	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	250			100	0	155	
Storage Lanes	1			1	1	1	
Taper Length (ft)	100				25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	
Frt				0.850		0.850	
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1787	3574	3539	1495	1805	1553	
Flt Permitted	0.095				0.950		
Satd. Flow (perm)	179	3574	3539	1495	1805	1553	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)				47		22	
Link Speed (mph)		35	35		30		
Link Distance (ft)		912	521		444		
Travel Time (s)		17.8	10.1		10.1		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	1%	1%	2%	8%	0%	4%	
Adj. Flow (vph)	249	2013	1524	118	74	143	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	249	2013	1524	118	74	143	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2	1	1	1	
Detector Template	Left	Thru	Thru	Right	Left	Right	
Leading Detector (ft)	20	100	100	20	20	20	
Trailing Detector (ft)	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	6	20	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA	Perm	Prot	pt+ov	
Protected Phases	5	2	6		3	5 7	7

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø7
Permitted Phases	2			6		3	
Detector Phase	5	2	6	6	3	5 7	
Switch Phase							
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0		4.0
Minimum Split (s)	10.0	20.0	27.0	27.0	21.0		8.0
Total Split (s)	21.0	90.0	69.0	69.0	30.0		30.0
Total Split (%)	17.5%	75.0%	57.5%	57.5%	25.0%		25%
Maximum Green (s)	16.0	85.0	64.0	64.0	25.0		26.0
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0		3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	2.0		0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0
Recall Mode	None	C-Max	C-Max	C-Max	None		None
Walk Time (s)			5.0	5.0			
Flash Dont Walk (s)			17.0	17.0			
Pedestrian Calls (#/hr)			0	0			
Act Effct Green (s)	98.3	98.3	75.9	75.9	11.6	34.1	
Actuated g/C Ratio	0.82	0.82	0.63	0.63	0.10	0.28	
v/c Ratio	0.66	0.69	0.68	0.12	0.43	0.31	
Control Delay	24.7	6.4	25.7	10.9	57.6	28.1	
Queue Delay	0.0	0.2	6.1	0.0	0.0	0.0	
Total Delay	24.7	6.5	31.9	10.9	57.6	28.1	
LOS	C	A	C	B	E	C	
Approach Delay		8.5	30.4		38.2		
Approach LOS		A	C		D		
Queue Length 50th (ft)	77	268	491	43	55	73	
Queue Length 95th (ft)	165	405	638	m92	101	113	
Internal Link Dist (ft)		832	441		364		
Turn Bay Length (ft)	250			100		155	
Base Capacity (vph)	401	2928	2239	962	376	476	
Starvation Cap Reductn	0	0	660	0	0	0	
Spillback Cap Reductn	0	205	0	0	16	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.62	0.74	0.97	0.12	0.21	0.30	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 9 (8%), Referenced to phase 2:EBTL and 6:WBT, Start of Red	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 18.8	Intersection LOS: B
Intersection Capacity Utilization 70.3%	ICU Level of Service C
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Cesar Chavez St & BR Reynolds Dr

HCM 6th Edition methodology does not support current ring-barrier structure.

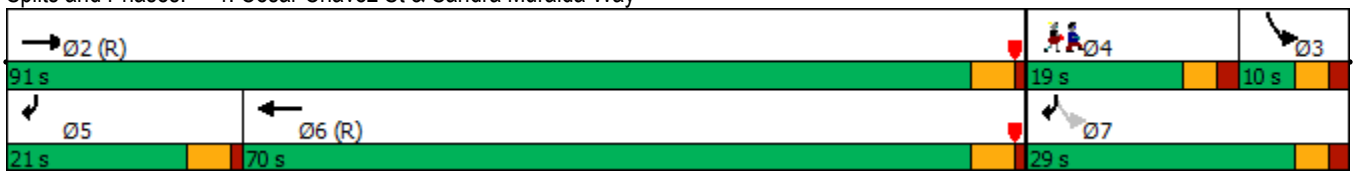
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4	Ø5	Ø7
Lane Configurations									
Traffic Volume (vph)	0	2044	1082	27	79	479			
Future Volume (vph)	0	2044	1082	27	79	479			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00			
Frt			0.996			0.850			
Flt Protected					0.950				
Satd. Flow (prot)	0	3574	3490	0	1641	1615			
Flt Permitted					0.950				
Satd. Flow (perm)	0	3574	3490	0	1641	1615			
Right Turn on Red				Yes		Yes			
Satd. Flow (RTOR)			3			72			
Link Speed (mph)		35	35		30				
Link Distance (ft)		521	2492		303				
Travel Time (s)		10.1	48.5		6.9				
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98			
Heavy Vehicles (%)	0%	1%	3%	4%	10%	0%			
Adj. Flow (vph)	0	2086	1104	28	81	489			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	2086	1132	0	81	489			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Left	Left	Right	Left	Right			
Median Width(ft)		12	12		12				
Link Offset(ft)		0	0		0				
Crosswalk Width(ft)		16	16		16				
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Turning Speed (mph)	15			9	15	9			
Number of Detectors		2	2		1	1			
Detector Template		Thru	Thru		Left	Right			
Leading Detector (ft)		100	100		20	20			
Trailing Detector (ft)		0	0		0	0			
Detector 1 Position(ft)		0	0		0	0			
Detector 1 Size(ft)		6	6		20	20			
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			
Detector 1 Channel									
Detector 1 Extend (s)		0.0	0.0		0.0	0.0			
Detector 1 Queue (s)		0.0	0.0		0.0	0.0			
Detector 1 Delay (s)		0.0	0.0		0.0	0.0			
Detector 2 Position(ft)		94	94						
Detector 2 Size(ft)		6	6						
Detector 2 Type		Cl+Ex	Cl+Ex						
Detector 2 Channel									
Detector 2 Extend (s)		0.0	0.0						
Turn Type		NA	NA		pm+pt	custom			
Protected Phases		2	6		3	7 5	4	5	7
Permitted Phases					7				
Detector Phase		2	6		3	7 5			
Switch Phase									

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4	Ø5	Ø7
Minimum Initial (s)		15.0	15.0		5.0		1.0	5.0	5.0
Minimum Split (s)		21.0	22.0		10.0		24.0	10.0	21.0
Total Split (s)		91.0	70.0		10.0		19.0	21.0	29.0
Total Split (%)		75.8%	58.3%		8.3%		16%	18%	24%
Maximum Green (s)		86.0	65.0		5.0		14.0	16.0	24.0
Yellow Time (s)		4.0	4.0		3.0		3.0	4.0	3.0
All-Red Time (s)		1.0	1.0		2.0		2.0	1.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0				
Total Lost Time (s)		5.0	5.0		5.0				
Lead/Lag			Lag		Lag		Lead	Lead	
Lead-Lag Optimize?			Yes		Yes		Yes	Yes	
Vehicle Extension (s)		2.0	2.0		2.0		3.0	2.0	2.0
Recall Mode		C-Max	C-Max		None		None	Max	None
Walk Time (s)			5.0				7.0		
Flash Dont Walk (s)			12.0				12.0		
Pedestrian Calls (#/hr)			0				0		
Act Effct Green (s)		86.8	65.0		23.2	45.0			
Actuated g/C Ratio		0.72	0.54		0.19	0.38			
v/c Ratio		0.81	0.60		0.26	0.75			
Control Delay		13.3	28.7		43.1	36.1			
Queue Delay		3.1	47.1		0.0	1.3			
Total Delay		16.5	75.9		43.1	37.5			
LOS		B	E		D	D			
Approach Delay		16.5	75.9		38.3				
Approach LOS		B	E		D				
Queue Length 50th (ft)		457	481		53	282			
Queue Length 95th (ft)		584	542		100	420			
Internal Link Dist (ft)		441	2412		223				
Turn Bay Length (ft)									
Base Capacity (vph)		2586	1891		316	648			
Starvation Cap Reductn		391	0		0	0			
Spillback Cap Reductn		0	856		0	49			
Storage Cap Reductn		0	0		0	0			
Reduced v/c Ratio		0.95	1.09		0.26	0.82			

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 77 (64%), Referenced to phase 2:EBT and 6:WBT, Start of Red
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 37.5 — Intersection LOS: D
Intersection Capacity Utilization 69.2% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 4: Cesar Chavez St & Sandra Muraida Way



HCM 6th Edition methodology does not support exclusive ped or hold phases.

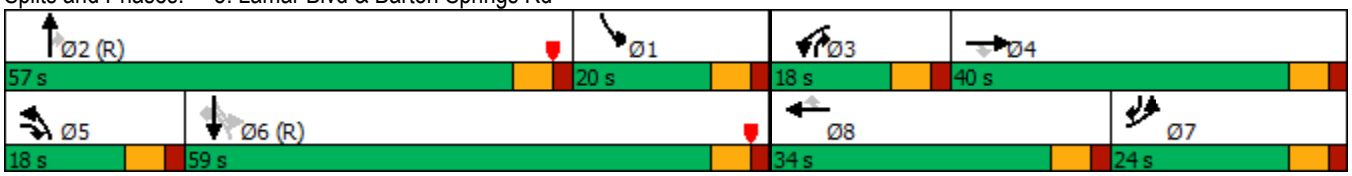
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	374	476	75	84	512	342	122	1269	308	202	460	120
Future Volume (vph)	374	476	75	84	512	342	122	1269	308	202	460	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		100	290		320	185		165	230		0
Storage Lanes	2		1	2		1	1		2	1		1
Taper Length (ft)	90			90			50			110		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3502	3574	1553	3367	3574	1615	1787	5085	1615	1770	3505	1568
Flt Permitted	0.950			0.950			0.421			0.149		
Satd. Flow (perm)	3502	3574	1553	3367	3574	1615	792	5085	1615	278	3505	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			121			207			121			128
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2543			2792			875			732	
Travel Time (s)		49.5			54.4			17.0			14.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	4%	4%	1%	0%	1%	2%	0%	2%	3%	3%
Adj. Flow (vph)	398	506	80	89	545	364	130	1350	328	215	489	128
Shared Lane Traffic (%)												
Lane Group Flow (vph)	398	506	80	89	545	364	130	1350	328	215	489	128
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			16	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	D.P+P	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	7	4	5	3	8		5	2	3	1	6	7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4			8	6		2	6		6
Detector Phase	7	4	5	3	8	8	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	15.0	5.0	5.0	15.0	15.0	5.0	20.0	5.0	5.0	20.0	5.0
Minimum Split (s)	24.0	40.0	18.0	18.0	30.0	30.0	18.0	57.0	18.0	20.0	59.0	24.0
Total Split (s)	24.0	40.0	18.0	18.0	34.0	34.0	18.0	57.0	18.0	20.0	59.0	24.0
Total Split (%)	17.8%	29.6%	13.3%	13.3%	25.2%	25.2%	13.3%	42.2%	13.3%	14.8%	43.7%	17.8%
Maximum Green (s)	18.0	34.0	12.0	12.0	28.0	28.0	12.0	51.0	12.0	14.0	53.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.5	2.0	2.0	2.0	1.5	2.0	2.0	1.5	2.0	2.0
Recall Mode	None	None	Min	None	None	None	Min	C-Max	None	Min	C-Max	None
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		24.0			24.0	24.0		22.0			22.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	17.8	34.0	48.9	8.7	25.0	25.0	68.2	54.2	63.0	59.4	59.4	77.1
Actuated g/C Ratio	0.13	0.25	0.36	0.06	0.19	0.19	0.51	0.40	0.47	0.44	0.44	0.57
v/c Ratio	0.86	0.56	0.13	0.41	0.82	0.78	0.28	0.66	0.40	0.78	0.32	0.13
Control Delay	76.3	46.5	1.6	67.8	72.5	45.5	17.5	35.5	9.5	66.0	26.5	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.3	46.5	1.6	67.8	72.5	45.5	17.5	35.5	9.5	66.0	26.5	1.7
LOS	E	D	A	E	E	D	B	D	A	E	C	A
Approach Delay		54.9			62.2			29.5			32.9	
Approach LOS		D			E			C			C	
Queue Length 50th (ft)	176	197	0	40	254	168	57	364	72	124	151	0
Queue Length 95th (ft)	#259	263	10	69	316	272	93	420	113	#243	204	18
Internal Link Dist (ft)		2463			2712			795			652	
Turn Bay Length (ft)	230		100	290		320	185		165	230		
Base Capacity (vph)	475	932	672	299	741	499	506	2042	853	277	1541	956
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.54	0.12	0.30	0.74	0.73	0.26	0.66	0.38	0.78	0.32	0.13

Intersection Summary	
Area Type:	Other
Cycle Length: 135	
Actuated Cycle Length: 135	
Offset: 71 (53%), Referenced to phase 2:NBT and 6:NBSB, Start of Red	
Natural Cycle: 135	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 42.6	Intersection LOS: D
Intersection Capacity Utilization 80.5%	ICU Level of Service D
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Lamar Blvd & Barton Springs Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	374	476	75	84	512	342	122	1269	308	202	460	120
Future Volume (veh/h)	374	476	75	84	512	342	122	1269	308	202	460	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1841	1841	1885	1900	1885	1870	1900	1870	1856	1856
Adj Flow Rate, veh/h	398	506	80	89	545	0	130	1350	328	215	489	128
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	1	4	4	1	0	1	2	0	2	3	3
Cap, veh/h	446	932	488	135	619		460	1929	672	352	1657	939
Arrive On Green	0.13	0.26	0.26	0.04	0.17	0.00	0.05	0.38	0.38	0.14	0.47	0.47
Sat Flow, veh/h	3510	3582	1560	3401	3582	1610	1795	5106	1610	1781	3526	1572
Grp Volume(v), veh/h	398	506	80	89	545	0	130	1350	328	215	489	128
Grp Sat Flow(s),veh/h/ln	1755	1791	1560	1700	1791	1610	1795	1702	1610	1781	1763	1572
Q Serve(g_s), s	15.1	16.4	5.0	3.5	20.0	0.0	5.0	30.2	11.7	7.7	11.5	1.2
Cycle Q Clear(g_c), s	15.1	16.4	5.0	3.5	20.0	0.0	5.0	30.2	11.7	7.7	11.5	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	446	932	488	135	619		460	1929	672	352	1657	939
V/C Ratio(X)	0.89	0.54	0.16	0.66	0.88		0.28	0.70	0.49	0.61	0.30	0.14
Avail Cap(c_a), veh/h	468	932	488	302	743		525	1929	672	352	1657	939
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.88	0.88	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.0	43.0	33.6	63.9	54.5	0.0	17.2	35.5	12.7	49.2	22.0	4.2
Incr Delay (d2), s/veh	17.6	0.4	0.1	1.8	8.4	0.0	0.1	2.1	2.5	2.3	0.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	7.3	1.9	1.5	9.7	0.0	2.1	12.7	4.4	6.8	4.9	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.6	43.4	33.7	65.8	62.8	0.0	17.3	37.7	15.2	51.5	22.5	4.5
LnGrp LOS	E	D	C	E	E		B	D	B	D	C	A
Approach Vol, veh/h		984			634	A		1808			832	
Approach Delay, s/veh		55.6			63.2			32.1			27.2	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.5	57.0	11.3	41.1	13.1	69.4	23.2	29.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	14.0	51.0	12.0	34.0	12.0	53.0	18.0	28.0
Max Q Clear Time (g_c+I1), s	9.7	32.2	5.5	18.4	7.0	13.5	17.1	22.0
Green Ext Time (p_c), s	0.1	7.3	0.1	2.1	0.0	2.4	0.1	1.3

Intersection Summary	
HCM 6th Ctrl Delay	41.2
HCM 6th LOS	D

Notes

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

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1184	231	0	1082	0	0	0	0	101	294	115
Future Volume (vph)	0	1184	231	0	1082	0	0	0	0	101	294	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		100	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		0	0		1
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Frt			0.850									0.850
Flt Protected											0.987	
Satd. Flow (prot)	0	6471	1599	0	3539	0	0	0	0	0	4603	1442
Flt Permitted											0.987	
Satd. Flow (perm)	0	6471	1599	0	3539	0	0	0	0	0	4603	1442
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			200									136
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		2492			289			254			305	
Travel Time (s)		48.5			5.6			5.8			6.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	1%	0%	2%	0%	0%	0%	0%	6%	13%	12%
Adj. Flow (vph)	0	1260	246	0	1151	0	0	0	0	107	313	122
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1260	246	0	1151	0	0	0	0	0	420	122
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1		2					1	2	1
Detector Template		Thru	Right		Thru					Left	Thru	Right
Leading Detector (ft)		100	20		100					20	100	20
Trailing Detector (ft)		0	0		0					0	0	0
Detector 1 Position(ft)		0	0		0					0	0	0
Detector 1 Size(ft)		6	20		6					20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0		0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0		0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0		0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm		NA					Perm	NA	Perm
Protected Phases		2			1 2						4 12	

Lane Group	Ø1	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16
Lane Configurations							
Traffic Volume (vph)							
Future Volume (vph)							
Ideal Flow (vphpl)							
Storage Length (ft)							
Storage Lanes							
Taper Length (ft)							
Lane Util. Factor							
Frt							
Flt Protected							
Satd. Flow (prot)							
Flt Permitted							
Satd. Flow (perm)							
Right Turn on Red							
Satd. Flow (RTOR)							
Link Speed (mph)							
Link Distance (ft)							
Travel Time (s)							
Peak Hour Factor							
Heavy Vehicles (%)							
Adj. Flow (vph)							
Shared Lane Traffic (%)							
Lane Group Flow (vph)							
Enter Blocked Intersection							
Lane Alignment							
Median Width(ft)							
Link Offset(ft)							
Crosswalk Width(ft)							
Two way Left Turn Lane							
Headway Factor							
Turning Speed (mph)							
Number of Detectors							
Detector Template							
Leading Detector (ft)							
Trailing Detector (ft)							
Detector 1 Position(ft)							
Detector 1 Size(ft)							
Detector 1 Type							
Detector 1 Channel							
Detector 1 Extend (s)							
Detector 1 Queue (s)							
Detector 1 Delay (s)							
Detector 2 Position(ft)							
Detector 2 Size(ft)							
Detector 2 Type							
Detector 2 Channel							
Detector 2 Extend (s)							
Turn Type							
Protected Phases	1	4	5	6	8	12	16

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			2							4 12		4 12
Detector Phase		2	2		1 2					4 12	4 12	4 12
Switch Phase												
Minimum Initial (s)		10.0	10.0									
Minimum Split (s)		22.0	22.0									
Total Split (s)		48.0	48.0									
Total Split (%)		40.0%	40.0%									
Maximum Green (s)		42.0	42.0									
Yellow Time (s)		4.0	4.0									
All-Red Time (s)		2.0	2.0									
Lost Time Adjust (s)		0.0	0.0									
Total Lost Time (s)		6.0	6.0									
Lead/Lag		Lag	Lag									
Lead-Lag Optimize?		Yes	Yes									
Vehicle Extension (s)		1.0	1.0									
Recall Mode		C-Max	C-Max									
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		42.0	42.0		64.0						44.0	44.0
Actuated g/C Ratio		0.35	0.35		0.53						0.37	0.37
v/c Ratio		0.56	0.36		0.61						0.25	0.20
Control Delay		22.9	6.3		11.1						27.0	4.1
Queue Delay		0.0	0.0		0.3						0.0	0.0
Total Delay		23.0	6.3		11.5						27.0	4.1
LOS		C	A		B						C	A
Approach Delay		20.2			11.5						21.8	
Approach LOS		C			B						C	
Queue Length 50th (ft)		190	48		245						82	0
Queue Length 95th (ft)		245	m58		m246						110	33
Internal Link Dist (ft)		2412			209			174			225	
Turn Bay Length (ft)			100									
Base Capacity (vph)		2264	689		1887						1687	614
Starvation Cap Reductn		0	0		258						0	0
Spillback Cap Reductn		56	0		0						0	0
Storage Cap Reductn		0	0		0						0	0
Reduced v/c Ratio		0.57	0.36		0.71						0.25	0.20

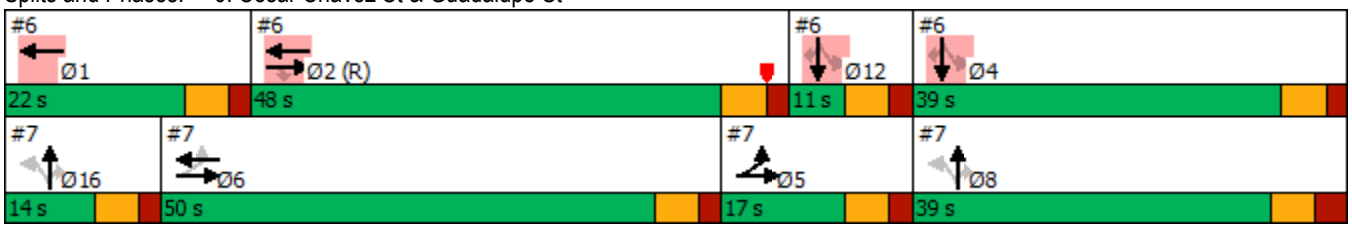
Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 118 (98%), Referenced to phase 2:EBWB, Start of Red	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.18	
Intersection Signal Delay: 17.4	Intersection LOS: B
Intersection Capacity Utilization 97.3%	ICU Level of Service F
Analysis Period (min) 15	

Lane Group	Ø1	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16
Permitted Phases							
Detector Phase							
Switch Phase							
Minimum Initial (s)	10.0	4.0	4.0	10.0	10.0	4.0	4.0
Minimum Split (s)	22.0	22.0	10.0	27.0	30.0	11.0	14.0
Total Split (s)	22.0	39.0	17.0	50.0	39.0	11.0	14.0
Total Split (%)	18%	33%	14%	42%	33%	9%	12%
Maximum Green (s)	16.0	33.0	11.0	44.0	32.0	5.0	8.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	3.0	2.0	2.0
Lost Time Adjust (s)							
Total Lost Time (s)							
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.0	3.0	3.0	1.0	1.0	3.0	3.0
Recall Mode	Max	None	None	Max	Max	None	None
Walk Time (s)		5.0		7.0	5.0		
Flash Dont Walk (s)		11.0		14.0	18.0		
Pedestrian Calls (#/hr)		0		0	0		
Act Effct Green (s)							
Actuated g/C Ratio							
v/c Ratio							
Control Delay							
Queue Delay							
Total Delay							
LOS							
Approach Delay							
Approach LOS							
Queue Length 50th (ft)							
Queue Length 95th (ft)							
Internal Link Dist (ft)							
Turn Bay Length (ft)							
Base Capacity (vph)							
Starvation Cap Reductn							
Spillback Cap Reductn							
Storage Cap Reductn							
Reduced v/c Ratio							

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Cesar Chavez St & Guadalupe St



HCM 6th Edition methodology does not support clustered intersections.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	1123	0	0	566	57	518	1704	327	0	0	0
Future Volume (vph)	200	1123	0	0	566	57	518	1704	327	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	0.95	0.91	0.91	1.00	1.00	1.00	1.00
Frt					0.986				0.850			
Flt Protected	0.950							0.988				
Satd. Flow (prot)	3303	3574	0	0	3474	0	0	5024	1568	0	0	0
Flt Permitted	0.304							0.988				
Satd. Flow (perm)	1057	3574	0	0	3474	0	0	5024	1568	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					10				136			
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		289			846			218			325	
Travel Time (s)		5.6			16.5			5.0			7.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.92	0.92	0.92
Heavy Vehicles (%)	6%	1%	0%	0%	2%	7%	2%	2%	3%	0%	0%	0%
Adj. Flow (vph)	204	1146	0	0	578	58	529	1739	334	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	204	1146	0	0	636	0	0	2268	334	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			12			0			0	
Link Offset(ft)		0			0			0			-36	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2	1			
Detector Template	Left	Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	20	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Detector 1 Position(ft)	0	0			0		0	0	0			
Detector 1 Size(ft)	20	6			6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	D.P+P	NA			NA		Perm	NA	Perm			
Protected Phases	5	5 6			6			8 16				
Permitted Phases	6						8 16		8 16			
Detector Phase	5	5 6			6		8 16	8 16	8 16			
Switch Phase												

Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø16
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Heavy Vehicles (%)						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Detector 2 Position(ft)						
Detector 2 Size(ft)						
Detector 2 Type						
Detector 2 Channel						
Detector 2 Extend (s)						
Turn Type						
Protected Phases	1	2	4	8	12	16
Permitted Phases						
Detector Phase						
Switch Phase						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0				10.0							
Minimum Split (s)	10.0				27.0							
Total Split (s)	17.0				50.0							
Total Split (%)	14.2%				41.7%							
Maximum Green (s)	11.0				44.0							
Yellow Time (s)	4.0				4.0							
All-Red Time (s)	2.0				2.0							
Lost Time Adjust (s)	0.0				0.0							
Total Lost Time (s)	6.0				6.0							
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0				1.0							
Recall Mode	None				Max							
Walk Time (s)					7.0							
Flash Dont Walk (s)					14.0							
Pedestrian Calls (#/hr)					0							
Act Effct Green (s)	55.0	61.0			44.0			46.0	46.0			
Actuated g/C Ratio	0.46	0.51			0.37			0.38	0.38			
v/c Ratio	0.30	0.63			0.50			1.18	0.49			
Control Delay	5.3	8.8			23.0			120.3	18.8			
Queue Delay	0.0	0.2			0.0			0.2	0.0			
Total Delay	5.3	9.1			23.0			120.5	18.8			
LOS	A	A			C			F	B			
Approach Delay		8.5			23.0			107.4				
Approach LOS		A			C			F				
Queue Length 50th (ft)	6	118			230			~770	112			
Queue Length 95th (ft)	10	162			m303			#864	199			
Internal Link Dist (ft)		209			766			138			245	
Turn Bay Length (ft)												
Base Capacity (vph)	690	1816			1280			1925	684			
Starvation Cap Reductn	0	161			0			0	0			
Spillback Cap Reductn	0	0			0			124	0			
Storage Cap Reductn	0	0			0			0	0			
Reduced v/c Ratio	0.30	0.69			0.50			1.26	0.49			

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 118 (98%), Referenced to phase 2:EBWB, Start of Red
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.18
Intersection Signal Delay: 66.6 Intersection LOS: E
Intersection Capacity Utilization 97.3% ICU Level of Service F
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.

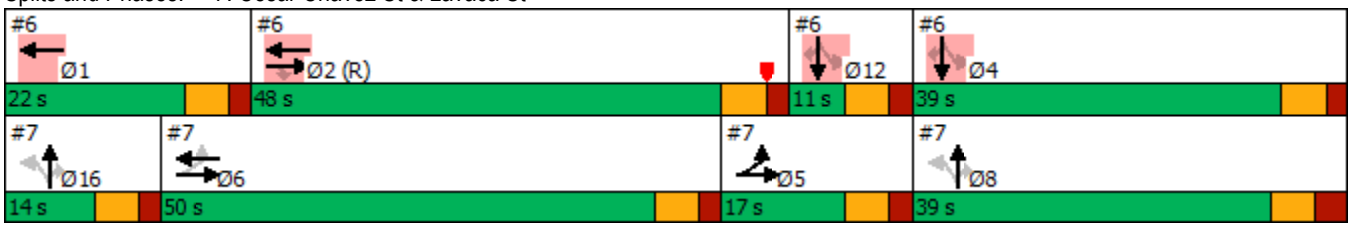
Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø16
Minimum Initial (s)	10.0	10.0	4.0	10.0	4.0	4.0
Minimum Split (s)	22.0	22.0	22.0	30.0	11.0	14.0
Total Split (s)	22.0	48.0	39.0	39.0	11.0	14.0
Total Split (%)	18%	40%	33%	33%	9%	12%
Maximum Green (s)	16.0	42.0	33.0	32.0	5.0	8.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	3.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.0	1.0	3.0	1.0	3.0	3.0
Recall Mode	Max	C-Max	None	Max	None	None
Walk Time (s)			5.0	5.0		
Flash Dont Walk (s)			11.0	18.0		
Pedestrian Calls (#/hr)			0	0		
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Cesar Chavez St & Lavaca St



HCM 6th Edition methodology does not support clustered intersections.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	104	40	10	37	272	352	52	1954	4	134	358	44
Future Volume (vph)	104	40	10	37	272	352	52	1954	4	134	358	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	125		0	150		0	300		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	60			90			25			120		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91
Frt		0.971			0.915						0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3505	0	1480	3105	0	1805	5136	0	1530	4971	0
Flt Permitted	0.156			0.722			0.503			0.061		
Satd. Flow (perm)	293	3505	0	1124	3105	0	956	5136	0	98	4971	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			200						21	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		485			516			580			1524	
Travel Time (s)		9.4			10.1			13.2			34.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	0%	0%	22%	3%	9%	0%	1%	0%	18%	3%	0%
Adj. Flow (vph)	106	41	10	38	278	359	53	1994	4	137	365	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	106	51	0	38	637	0	53	1998	0	137	410	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes			Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	3	8		7	4		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			6			2		
Detector Phase	3	8		7	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		6.0	15.0		5.0	15.0	
Minimum Split (s)	15.0	38.0		14.0	37.0		14.0	66.0		17.0	69.0	
Total Split (s)	15.0	38.0		14.0	37.0		14.0	66.0		17.0	69.0	
Total Split (%)	11.1%	28.1%		10.4%	27.4%		10.4%	48.9%		12.6%	51.1%	
Maximum Green (s)	10.0	32.0		9.0	31.0		9.0	60.0		12.0	63.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	6.0		5.0	6.0		5.0	6.0		5.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0		1.0	1.0		2.0	2.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			23.0			23.0			23.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	34.3	29.0		35.3	24.6		81.7	67.7		80.7	75.7	
Actuated g/C Ratio	0.25	0.21		0.26	0.18		0.61	0.50		0.60	0.56	
v/c Ratio	0.62	0.07		0.12	0.87		0.09	0.78		0.74	0.15	
Control Delay	50.5	34.1		12.0	30.2		5.8	17.9		67.3	15.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.2		0.0	0.0	
Total Delay	50.5	34.1		12.0	30.2		5.8	18.1		67.3	15.1	
LOS	D	C		B	C		A	B		E	B	
Approach Delay		45.2			29.2			17.8			28.1	
Approach LOS		D			C			B			C	
Queue Length 50th (ft)	69	15		9	190		9	183		72	61	
Queue Length 95th (ft)	110	33		18	315		m11	274		#181	90	
Internal Link Dist (ft)		405			436			500			1444	
Turn Bay Length (ft)	290			125			150			300		
Base Capacity (vph)	188	841		333	867		650	2574		185	2797	
Starvation Cap Reductn	0	0		0	0		0	113		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.56	0.06		0.11	0.73		0.08	0.81		0.74	0.15	

Intersection Summary	
Area Type:	Other
Cycle Length: 135	
Actuated Cycle Length: 135	
Offset: 58 (43%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red	
Natural Cycle: 135	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 23.0	Intersection LOS: C
Intersection Capacity Utilization 88.2%	ICU Level of Service E
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: S 1st St & Riverside Dr

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	40	10	37	272	352	52	1954	4	134	358	44
Future Volume (veh/h)	104	40	10	37	272	352	52	1954	4	134	358	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1900	1900	1574	1856	1767	1900	1885	1900	1633	1856	1900
Adj Flow Rate, veh/h	106	41	10	38	278	359	53	1994	4	137	365	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	0	0	22	3	9	0	1	0	18	3	0
Cap, veh/h	160	754	177	379	405	361	611	2357	5	225	2587	
Arrive On Green	0.06	0.26	0.26	0.03	0.23	0.23	0.04	0.44	0.44	0.10	0.51	0.00
Sat Flow, veh/h	1795	2900	682	1499	1763	1572	1810	5304	11	1555	5233	0
Grp Volume(v), veh/h	106	25	26	38	278	359	53	1290	708	137	365	0
Grp Sat Flow(s),veh/h/ln	1795	1805	1777	1499	1763	1572	1810	1716	1883	1555	1689	0
Q Serve(g_s), s	6.0	1.4	1.5	2.5	19.5	30.8	1.8	45.2	45.2	4.7	5.1	0.0
Cycle Q Clear(g_c), s	6.0	1.4	1.5	2.5	19.5	30.8	1.8	45.2	45.2	4.7	5.1	0.0
Prop In Lane	1.00		0.38	1.00		1.00	1.00		0.01	1.00		0.00
Lane Grp Cap(c), veh/h	160	469	462	379	405	361	611	1525	837	225	2587	
V/C Ratio(X)	0.66	0.05	0.06	0.10	0.69	0.99	0.09	0.85	0.85	0.61	0.14	
Avail Cap(c_a), veh/h	188	469	462	437	405	361	662	1525	837	225	2587	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	0.56	0.56	0.56	1.00	1.00	0.00
Uniform Delay (d), s/veh	39.9	37.5	37.5	35.1	47.6	51.9	14.2	33.4	33.4	54.8	17.4	0.0
Incr Delay (d2), s/veh	4.3	0.0	0.0	0.0	3.9	45.0	0.0	3.5	6.1	3.4	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	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.6	0.7	0.9	8.9	16.5	0.8	19.3	21.8	4.6	2.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.2	37.5	37.5	35.2	51.5	96.9	14.3	36.8	39.5	58.2	17.5	0.0
LnGrp LOS	D	D	D	D	D	F	B	D	D	E	B	
Approach Vol, veh/h		157			675			2051			502	A
Approach Delay, s/veh		42.1			74.7			37.2			28.6	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.1	66.0	12.9	37.0	10.2	74.9	8.8	41.1
Change Period (Y+Rc), s	6.0	* 6	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	12.0	* 60	10.0	31.0	9.0	63.0	9.0	32.0
Max Q Clear Time (g_c+I1), s	6.7	47.2	8.0	32.8	3.8	7.1	4.5	3.5
Green Ext Time (p_c), s	0.1	5.3	0.0	0.0	0.0	1.8	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	43.6
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	364	571	40	166	399	4	127	1749	90	39	226	70
Future Volume (vph)	364	571	40	166	399	4	127	1749	90	39	226	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	165		0	125		0	80		65	85		0
Storage Lanes	2		0	1		0	1		1	1		1
Taper Length (ft)	175			120			50			50		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.95	1.00
Frt		0.990			0.999			0.993				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3467	3541	0	1671	3536	0	1787	5100	0	1641	3505	1553
Flt Permitted	0.950			0.413			0.604			0.060		
Satd. Flow (perm)	3467	3541	0	727	3536	0	1136	5100	0	104	3505	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			1			7				137
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		2792			516			310			580	
Travel Time (s)		54.4			10.1			7.0			13.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	0%	8%	2%	0%	1%	1%	1%	10%	3%	4%
Adj. Flow (vph)	375	589	41	171	411	4	131	1803	93	40	233	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	375	630	0	171	415	0	131	1896	0	40	233	72
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		pm+pt	NA		D.P+P	NA		D.P+P	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	

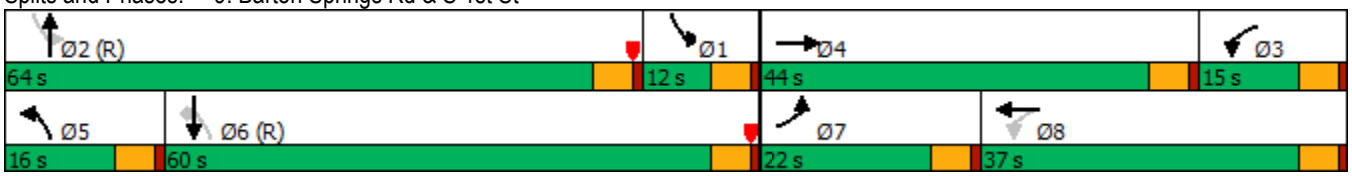
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				8			6			2		6
Detector Phase	7	4		3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	6.0	5.0		3.0	10.0		3.0	15.0		3.0	10.0	10.0
Minimum Split (s)	11.0	31.0		8.0	37.0		8.0	40.0		8.0	40.0	40.0
Total Split (s)	22.0	44.0		15.0	37.0		16.0	64.0		12.0	60.0	60.0
Total Split (%)	16.3%	32.6%		11.1%	27.4%		11.9%	47.4%		8.9%	44.4%	44.4%
Maximum Green (s)	17.0	39.0		10.0	32.0		11.0	59.0		7.0	55.0	55.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	Min		None	C-Max		None	C-Max	C-Max
Walk Time (s)		7.0			8.0			9.0			9.0	9.0
Flash Dont Walk (s)		19.0			26.0			26.0			26.0	26.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	16.7	30.1		25.7	25.7		72.5	67.9		73.5	62.9	62.9
Actuated g/C Ratio	0.12	0.22		0.19	0.19		0.54	0.50		0.54	0.47	0.47
v/c Ratio	0.87	0.79		0.76	0.61		0.20	0.74		0.30	0.14	0.09
Control Delay	72.2	56.7		55.7	34.1		15.4	30.4		28.0	12.8	0.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	72.2	56.7		55.7	34.1		15.4	30.4		28.0	12.8	0.3
LOS	E	E		E	C		B	C		C	B	A
Approach Delay		62.5			40.4			29.4			11.9	
Approach LOS		E			D			C			B	
Queue Length 50th (ft)	176	291		106	140		52	494		9	27	0
Queue Length 95th (ft)	m#255	350		181	195		93	602		18	38	0
Internal Link Dist (ft)		2712			436			230			500	
Turn Bay Length (ft)	165			125			80			85		
Base Capacity (vph)	436	1026		227	838		676	2570		136	1632	796
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	40		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.86	0.61		0.75	0.50		0.19	0.75		0.29	0.14	0.09

Intersection Summary	
Area Type:	Other
Cycle Length: 135	
Actuated Cycle Length: 135	
Offset: 59 (44%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 37.9	Intersection LOS: D
Intersection Capacity Utilization 82.0%	ICU Level of Service E
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: Barton Springs Rd & S 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	364	571	40	166	399	4	127	1749	90	39	226	70
Future Volume (veh/h)	364	571	40	166	399	4	127	1749	90	39	226	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1900	1781	1870	1900	1885	1885	1885	1752	1856	1841
Adj Flow Rate, veh/h	375	589	41	171	411	4	131	1803	93	40	233	72
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	0	8	2	0	1	1	1	10	3	4
Cap, veh/h	427	712	49	194	574	6	645	2190	113	302	1836	813
Arrive On Green	0.04	0.07	0.07	0.07	0.16	0.16	0.05	0.44	0.44	0.04	0.17	0.17
Sat Flow, veh/h	3483	3397	236	1697	3606	35	1795	5012	258	1668	3526	1560
Grp Volume(v), veh/h	375	310	320	171	202	213	131	1233	663	40	233	72
Grp Sat Flow(s),veh/h/ln	1742	1791	1843	1697	1777	1864	1795	1716	1839	1668	1763	1560
Q Serve(g_s), s	14.5	23.1	23.1	7.8	14.6	14.6	4.6	42.7	42.8	0.0	7.6	5.2
Cycle Q Clear(g_c), s	14.5	23.1	23.1	7.8	14.6	14.6	4.6	42.7	42.8	0.0	7.6	5.2
Prop In Lane	1.00		0.13	1.00		0.02	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	427	375	386	194	283	297	645	1499	804	302	1836	813
V/C Ratio(X)	0.88	0.83	0.83	0.88	0.72	0.72	0.20	0.82	0.82	0.13	0.13	0.09
Avail Cap(c_a), veh/h	439	517	532	197	421	442	703	1499	804	302	1836	813
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.81	0.81	0.81	0.91	0.91	0.91	1.00	1.00	1.00	0.99	0.99	0.99
Uniform Delay (d), s/veh	63.8	60.4	60.4	59.9	53.8	53.9	13.7	33.4	33.4	50.5	29.9	28.9
Incr Delay (d2), s/veh	15.0	6.3	6.3	31.8	3.1	2.9	0.2	5.2	9.4	0.2	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	11.8	12.2	7.4	6.7	7.1	1.9	18.6	21.0	1.3	3.5	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.7	66.7	66.7	91.7	56.9	56.8	13.9	38.6	42.8	50.7	30.0	29.2
LnGrp LOS	E	E	E	F	E	E	B	D	D	D	C	C
Approach Vol, veh/h		1005			586			2027			345	
Approach Delay, s/veh		71.2			67.0			38.4			32.3	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	64.0	14.7	33.3	11.6	75.3	21.5	26.5
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	59.0	10.0	39.0	11.0	55.0	17.0	32.0
Max Q Clear Time (g_c+I1), s	2.0	44.8	9.8	25.1	6.6	9.6	16.5	16.6
Green Ext Time (p_c), s	0.0	10.5	0.0	3.2	0.1	1.9	0.1	2.0

Intersection Summary	
HCM 6th Ctrl Delay	50.4
HCM 6th LOS	D

Notes

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

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	14	173	2	407	545	11	40	296	311	10	131	85
Future Volume (vph)	14	173	2	407	545	11	40	296	311	10	131	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	220		0	150		0	0		385
Storage Lanes	1		0	1		0	1		1	0		1
Taper Length (ft)	90			100			130			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95
Frt		0.998			0.997				0.850		0.944	
Flt Protected	0.950			0.950				0.994			0.998	
Satd. Flow (prot)	1805	2983	0	1736	3338	0	0	3536	1568	0	3217	0
Flt Permitted	0.412			0.636				0.877			0.930	
Satd. Flow (perm)	783	2983	0	1162	3338	0	0	3120	1568	0	2998	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			3				327		89	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		516			738			516			744	
Travel Time (s)		10.1			14.4			10.1			14.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	21%	0%	4%	8%	0%	5%	1%	3%	0%	6%	6%
Adj. Flow (vph)	15	182	2	428	574	12	42	312	327	11	138	89
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	184	0	428	586	0	0	354	327	0	238	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.Pm	NA		D.P+P	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases		8		7	4			2	7		6	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	4			8			2		2	6		
Detector Phase	4	8		7	4		2	2	7	6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0	10.0		5.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	30.5	30.5		8.0	30.5		35.0	35.0	8.0	30.5	30.5	
Total Split (s)	77.0	55.0		40.0	77.0		40.0	40.0	40.0	40.0	40.0	
Total Split (%)	57.0%	40.7%		29.6%	57.0%		29.6%	29.6%	29.6%	29.6%	29.6%	
Maximum Green (s)	71.5	49.5		35.0	71.5		34.5	34.5	35.0	34.5	34.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.5	1.5		1.0	1.5		1.5	1.5	1.0	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	5.5	5.5		5.0	5.5			5.5	5.0		5.5	
Lead/Lag		Lead		Lag					Lag			
Lead-Lag Optimize?		Yes		Yes					Yes			
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	C-Max	C-Max		Min	C-Max		Max	Max	Min	None	None	
Walk Time (s)	10.0	10.0			10.0		10.0	10.0		10.0	10.0	
Flash Dont Walk (s)	15.0	15.0			15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0			0		0	0		0	0	
Act Effct Green (s)	89.5	49.5		85.0	89.5			34.5	75.0		34.5	
Actuated g/C Ratio	0.66	0.37		0.63	0.66			0.26	0.56		0.26	
v/c Ratio	0.03	0.17		0.49	0.26			0.44	0.32		0.29	
Control Delay	4.6	16.0		27.4	18.5			64.5	20.3		28.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.9		0.0	
Total Delay	4.6	16.0		27.4	18.5			64.5	21.2		28.7	
LOS	A	B		C	B			E	C		C	
Approach Delay		15.1			22.3			43.7			28.7	
Approach LOS		B			C			D			C	
Queue Length 50th (ft)	3	31		238	173			163	196		77	
Queue Length 95th (ft)	m4	m34		m297	m207			215	263		124	
Internal Link Dist (ft)		436			658			436			664	
Turn Bay Length (ft)	105			220								
Base Capacity (vph)	519	1094		880	2213			797	1016		832	
Starvation Cap Reductn	0	0		0	0			0	423		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.03	0.17		0.49	0.26			0.44	0.55		0.29	

Intersection Summary	
Area Type:	Other
Cycle Length: 135	
Actuated Cycle Length: 135	
Offset: 118.5 (88%), Referenced to phase 4:NWSE and 8:NWSE, Start of Red	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.49	
Intersection Signal Delay: 29.2	Intersection LOS: C
Intersection Capacity Utilization 64.8%	ICU Level of Service C
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Barton Springs Rd & Riverside Dr

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	14	173	2	407	545	11	40	296	311	10	131	85
Future Volume (veh/h)	14	173	2	407	545	11	40	296	311	10	131	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1589	1900	1841	1781	1900	1826	1885	1856	1900	1811	1811
Adj Flow Rate, veh/h	15	182	2	428	574	12	42	312	327	11	138	89
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	21	0	4	8	0	5	1	3	0	6	6
Cap, veh/h	187	1121	12	501	1858	39	108	748	804	47	492	295
Arrive On Green	0.07	0.37	0.37	0.26	0.55	0.55	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1810	3059	34	1753	3390	71	294	2928	1572	72	1925	1155
Grp Volume(v), veh/h	15	90	94	428	286	300	177	177	327	127	0	111
Grp Sat Flow(s),veh/h/ln	1810	1509	1583	1753	1692	1769	1593	1630	1572	1712	0	1440
Q Serve(g_s), s	1.0	5.4	5.4	27.0	12.4	12.4	5.0	12.2	0.0	0.0	0.0	8.4
Cycle Q Clear(g_c), s	1.0	5.4	5.4	27.0	12.4	12.4	13.4	12.2	0.0	7.6	0.0	8.4
Prop In Lane	1.00		0.02	1.00		0.04	0.24		1.00	0.09		0.80
Lane Grp Cap(c), veh/h	0	553	580	501	928	970	440	416	804	466	0	368
V/C Ratio(X)	0.00	0.16	0.16	0.85	0.31	0.31	0.40	0.42	0.41	0.27	0.00	0.30
Avail Cap(c_a), veh/h	0	553	580	508	928	970	440	416	804	466	0	368
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	0.43	0.43	0.43	0.56	0.56	0.56	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	28.8	28.8	45.8	16.6	16.6	42.1	42.0	20.4	40.2	0.0	40.5
Incr Delay (d2), s/veh	0.0	0.5	0.5	6.2	0.4	0.4	1.5	1.8	0.9	0.3	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.0	2.1	13.6	4.9	5.1	5.2	5.1	6.5	3.4	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	29.3	29.3	52.0	17.0	16.9	43.6	43.7	21.2	40.5	0.0	41.0
LnGrp LOS	A	C	C	D	B	B	D	D	C	D	A	D
Approach Vol, veh/h		199			1014			681			238	
Approach Delay, s/veh		27.1			31.7			32.9			40.7	
Approach LOS		C			C			C			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		40.0	15.5	79.5		40.0	40.0	55.0				
Change Period (Y+Rc), s		5.5	5.5	5.5		5.5	5.5	* 5.5				
Max Green Setting (Gmax), s		34.5	71.5	71.5		34.5	35.0	* 50				
Max Q Clear Time (g_c+I1), s		15.4	3.0	14.4		10.4	29.0	7.4				
Green Ext Time (p_c), s		3.1	0.0	3.9		1.4	0.8	1.1				

Intersection Summary	
HCM 6th Ctrl Delay	32.7
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

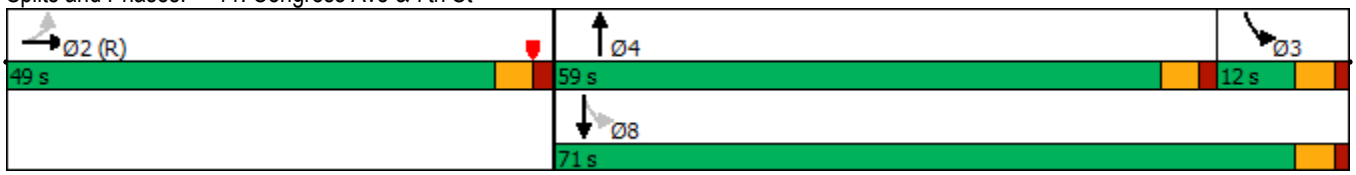
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	400	25	0	0	0	0	499	242	61	288	0
Future Volume (vph)	12	400	25	0	0	0	0	499	242	61	288	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.86	0.86	0.86	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	1.00
Frt		0.991						0.951				
Flt Protected		0.999									0.991	
Satd. Flow (prot)	0	5831	0	0	0	0	0	4790	0	0	4997	0
Flt Permitted		0.999									0.753	
Satd. Flow (perm)	0	5831	0	0	0	0	0	4790	0	0	3797	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12						133				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		673			575			360			249	
Travel Time (s)		15.3			13.1			8.2			5.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	8%	11%	12%	0%	0%	0%	0%	2%	5%	7%	2%	0%
Adj. Flow (vph)	12	408	26	0	0	0	0	509	247	62	294	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	446	0	0	0	0	0	756	0	0	356	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA		pm+pt	NA	
Protected Phases		2						4		3	8	
Permitted Phases	2									8		
Detector Phase	2	2						4		3	8	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0						10.0		5.0	10.0	
Minimum Split (s)	49.0	49.0						59.0		12.0	71.0	
Total Split (s)	49.0	49.0						59.0		12.0	71.0	
Total Split (%)	40.8%	40.8%						49.2%		10.0%	59.2%	
Maximum Green (s)	43.5	43.5						54.0		7.0	66.0	
Yellow Time (s)	3.5	3.5						3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0						1.5		1.5	1.5	
Lost Time Adjust (s)		0.0						0.0			0.0	
Total Lost Time (s)		5.5						5.0			5.0	
Lead/Lag								Lead		Lag		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	1.0	1.0						1.0		1.0	1.0	
Recall Mode	C-Max	C-Max						Max		None	Max	
Walk Time (s)	7.0	7.0						7.0			7.0	
Flash Dont Walk (s)	17.0	17.0						12.0			12.0	
Pedestrian Calls (#/hr)	0	0						0			0	
Act Effct Green (s)		43.5						66.0			66.0	
Actuated g/C Ratio		0.36						0.55			0.55	
v/c Ratio		0.21						0.28			0.17	
Control Delay		26.0						1.2			13.7	
Queue Delay		0.0						0.2			0.0	
Total Delay		26.0						1.5			13.7	
LOS		C						A			B	
Approach Delay		26.0						1.5			13.7	
Approach LOS		C						A			B	
Queue Length 50th (ft)		66						1			47	
Queue Length 95th (ft)		88						2			65	
Internal Link Dist (ft)		593			495			280			169	
Turn Bay Length (ft)												
Base Capacity (vph)		2121						2694			2088	
Starvation Cap Reductn		0						1076			0	
Spillback Cap Reductn		0						0			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.21						0.47			0.17	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 116 (97%), Referenced to phase 2:EBTL, Start of Red
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.28
Intersection Signal Delay: 11.3 — Intersection LOS: B
Intersection Capacity Utilization 44.6% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 11: Congress Ave & 7th St



HCM 6th Edition methodology does not support a perm + prot left-turn type from a shared lane. Left-turn bay is needed for phases 3.

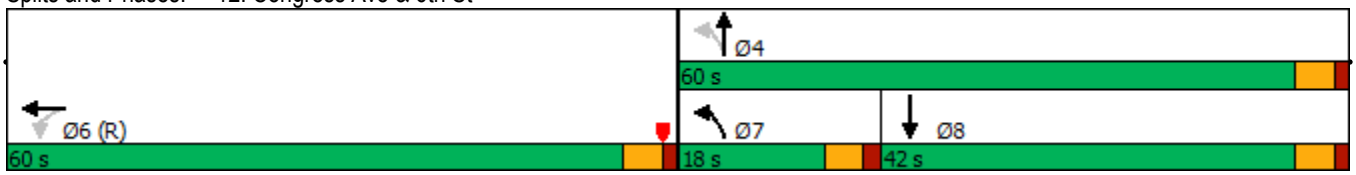
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	113	1177	62	234	716	0	0	184	90
Future Volume (vph)	0	0	0	113	1177	62	234	716	0	0	184	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.86	0.86	0.86	0.91	0.91	1.00	1.00	0.91	0.91
Frt					0.993						0.951	
Flt Protected					0.996			0.988				
Satd. Flow (prot)	0	0	0	0	6221	0	0	4999	0	0	4773	0
Flt Permitted					0.996			0.748				
Satd. Flow (perm)	0	0	0	0	6221	0	0	3785	0	0	4773	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					10						97	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		654			528			358			360	
Travel Time (s)		14.9			12.0			8.1			8.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.25	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	4%	4%	2%	1%	3%	0%	0%	4%	2%
Adj. Flow (vph)	0	0	0	122	1266	67	252	770	0	0	198	97
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1455	0	0	1022	0	0	295	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2			2	
Detector Template				Left	Thru		Left	Thru			Thru	
Leading Detector (ft)				20	100		20	100			100	
Trailing Detector (ft)				0	0		0	0			0	
Detector 1 Position(ft)				0	0		0	0			0	
Detector 1 Size(ft)				20	6		20	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA		pm+pt	NA			NA	
Protected Phases					6		7	4			8	
Permitted Phases				6			4					
Detector Phase				6	6		7	4			8	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)				10.0	10.0		5.0	10.0			10.0	
Minimum Split (s)				60.0	60.0		10.0	60.0			42.0	
Total Split (s)				60.0	60.0		18.0	60.0			42.0	
Total Split (%)				50.0%	50.0%		15.0%	50.0%			35.0%	
Maximum Green (s)				55.0	55.0		13.0	55.0			37.0	
Yellow Time (s)				3.5	3.5		3.5	3.5			3.5	
All-Red Time (s)				1.5	1.5		1.5	1.5			1.5	
Lost Time Adjust (s)					0.0			0.0			0.0	
Total Lost Time (s)					5.0			5.0			5.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				3.0	3.0		3.0	3.0			3.0	
Recall Mode				C-Max	C-Max		Max	Max			Max	
Walk Time (s)				7.0	7.0			7.0			7.0	
Flash Dont Walk (s)				18.0	18.0			12.0			12.0	
Pedestrian Calls (#/hr)				0	0			0			0	
Act Effct Green (s)					55.0			55.0			37.0	
Actuated g/C Ratio					0.46			0.46			0.31	
v/c Ratio					0.51			0.55			0.19	
Control Delay					23.6			11.0			10.5	
Queue Delay					0.0			0.0			0.0	
Total Delay					23.6			11.0			10.5	
LOS					C			B			B	
Approach Delay					23.6			11.0			10.5	
Approach LOS					C			B			B	
Queue Length 50th (ft)					224			70			12	
Queue Length 95th (ft)					259			79			19	
Internal Link Dist (ft)		574			448			278			280	
Turn Bay Length (ft)												
Base Capacity (vph)					2856			1866			1538	
Starvation Cap Reductn					0			0			0	
Spillback Cap Reductn					0			0			0	
Storage Cap Reductn					0			0			0	
Reduced v/c Ratio					0.51			0.55			0.19	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 103 (86%), Referenced to phase 6:WBTL, Start of Red
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.55
Intersection Signal Delay: 17.6 — Intersection LOS: B
Intersection Capacity Utilization 59.2% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 12: Congress Ave & 6th St



HCM 6th Edition methodology does not support a perm + prot left-turn type from a shared lane. Left-turn bay is needed for phases 7.

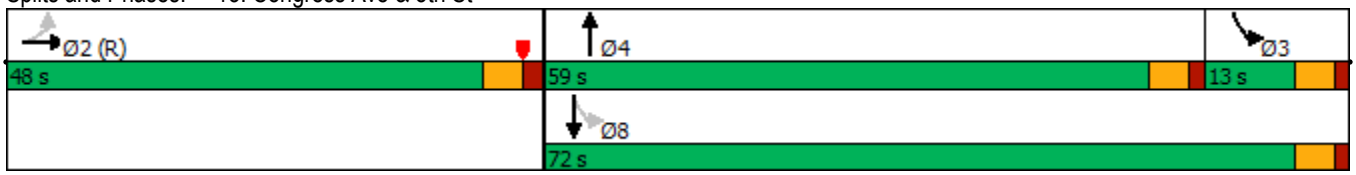
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	653	89	0	0	0	0	825	184	52	258	0
Future Volume (vph)	83	653	89	0	0	0	0	825	184	52	258	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	1.00
Frt		0.982						0.973				
Flt Protected	0.950										0.992	
Satd. Flow (prot)	1703	4909	0	0	0	0	0	4948	0	0	4971	0
Flt Permitted	0.950										0.747	
Satd. Flow (perm)	1703	4909	0	0	0	0	0	4948	0	0	3744	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23						54				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		447			446			1388			358	
Travel Time (s)		10.2			10.1			31.5			8.1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	6%	4%	2%	0%	0%	0%	0%	2%	2%	6%	3%	0%
Adj. Flow (vph)	85	666	91	0	0	0	0	842	188	53	263	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	85	757	0	0	0	0	0	1030	0	0	316	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA		pm+pt	NA	
Protected Phases		2						4		3	8	
Permitted Phases	2									8		
Detector Phase	2	2						4		3	8	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0						10.0		5.0	10.0	
Minimum Split (s)	48.0	48.0						59.0		13.0	72.0	
Total Split (s)	48.0	48.0						59.0		13.0	72.0	
Total Split (%)	40.0%	40.0%						49.2%		10.8%	60.0%	
Maximum Green (s)	42.5	42.5						54.0		8.0	67.0	
Yellow Time (s)	3.5	3.5						3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0						1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0						0.0			0.0	
Total Lost Time (s)	5.5	5.5						5.0			5.0	
Lead/Lag								Lead		Lag		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	3.0	3.0						3.0		3.0	3.0	
Recall Mode	C-Max	C-Max						Max		Max	Max	
Walk Time (s)	7.0	7.0						7.0			7.0	
Flash Dont Walk (s)	18.0	18.0						13.0			13.0	
Pedestrian Calls (#/hr)	0	0						0			0	
Act Effct Green (s)	42.5	42.5						54.0			67.0	
Actuated g/C Ratio	0.35	0.35						0.45			0.56	
v/c Ratio	0.14	0.43						0.46			0.15	
Control Delay	27.2	29.5						8.3			13.0	
Queue Delay	0.0	0.0						0.0			0.0	
Total Delay	27.2	29.5						8.3			13.0	
LOS	C	C						A			B	
Approach Delay		29.3						8.3			13.0	
Approach LOS		C						A			B	
Queue Length 50th (ft)	44	157						137			33	
Queue Length 95th (ft)	82	196						148			44	
Internal Link Dist (ft)		367			366			1308			278	
Turn Bay Length (ft)												
Base Capacity (vph)	603	1753						2256			2172	
Starvation Cap Reductn	0	0						0			0	
Spillback Cap Reductn	0	0						0			0	
Storage Cap Reductn	0	0						0			0	
Reduced v/c Ratio	0.14	0.43						0.46			0.15	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 113 (94%), Referenced to phase 2:EBTL, Start of Red
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.46
Intersection Signal Delay: 17.1 — Intersection LOS: B
Intersection Capacity Utilization 55.9% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 13: Congress Ave & 5th St



HCM 6th Edition methodology does not support a perm + prot left-turn type from a shared lane. Left-turn bay is needed for phases 3.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	730	225	153	597	98	88	1240	379	22	240	36
Future Volume (vph)	190	730	225	153	597	98	88	1240	379	22	240	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		180	135		0	0		125	0		0
Storage Lanes	1		1	1		0	0		1	0		0
Taper Length (ft)	175			80			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.95	0.95	0.91	0.86	0.86	0.91	0.91	0.91
Ped Bike Factor			0.92	0.98	0.99			0.99	0.92		0.99	
Frt			0.850		0.979			0.996	0.850		0.982	
Flt Protected	0.950			0.950				0.997			0.996	
Satd. Flow (prot)	1787	5085	1615	1719	3391	0	0	4811	1362	0	4761	0
Flt Permitted	0.222			0.342				0.873			0.778	
Satd. Flow (perm)	418	5085	1482	604	3391	0	0	4200	1258	0	3719	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			227		17			4	64		24	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		846			2606			1721			1388	
Travel Time (s)		16.5			50.8			39.1			31.5	
Confl. Peds. (#/hr)	38		38	38		38	38		38	38		38
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	1%	2%	0%	5%	3%	3%	0%	1%	2%	9%	6%	0%
Adj. Flow (vph)	192	737	227	155	603	99	89	1253	383	22	242	36
Shared Lane Traffic (%)									10%			
Lane Group Flow (vph)	192	737	227	155	702	0	0	1380	345	0	300	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	5	2		1	6			4	1		8	
Permitted Phases	2		2	6			4		4	8		
Detector Phase	5	2	2	1	6		4	4	1	8	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	11.0	28.0	28.0	16.0	47.0		52.0	52.0	16.0	52.0	52.0	
Total Split (s)	21.0	52.0	52.0	16.0	47.0		52.0	52.0	16.0	52.0	52.0	
Total Split (%)	17.5%	43.3%	43.3%	13.3%	39.2%		43.3%	43.3%	13.3%	43.3%	43.3%	
Maximum Green (s)	15.0	46.0	46.0	10.0	41.0		46.0	46.0	10.0	46.0	46.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0			6.0	6.0		6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Recall Mode	Max	C-Max	C-Max	Max	C-Max		Max	Max	Max	Max	Max	
Walk Time (s)		5.0	5.0		5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		14.0	14.0		14.0		16.0	16.0		14.0	14.0	
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	
Act Effct Green (s)	61.0	46.0	46.0	51.0	41.0			46.0	56.0		46.0	
Actuated g/C Ratio	0.51	0.38	0.38	0.42	0.34			0.38	0.47		0.38	
v/c Ratio	0.50	0.38	0.32	0.44	0.60			0.86	0.55		0.21	
Control Delay	19.4	31.3	13.6	23.4	41.1			40.3	19.1		21.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Delay	19.4	31.3	13.6	23.4	41.1			40.3	19.1		21.9	
LOS	B	C	B	C	D			D	B		C	
Approach Delay		25.9			37.9			36.1			21.9	
Approach LOS		C			D			D			C	
Queue Length 50th (ft)	117	190	75	71	261			375	153		55	
Queue Length 95th (ft)	166	228	135	m117	m322			446	247		82	
Internal Link Dist (ft)		766			2526			1641			1308	
Turn Bay Length (ft)	140		180	135					125			
Base Capacity (vph)	383	1949	708	349	1169			1612	629		1440	
Starvation Cap Reductn	0	0	0	0	0			0	0		0	
Spillback Cap Reductn	0	0	0	0	0			0	0		0	
Storage Cap Reductn	0	0	0	0	0			0	0		0	
Reduced v/c Ratio	0.50	0.38	0.32	0.44	0.60			0.86	0.55		0.21	

Intersection Summary

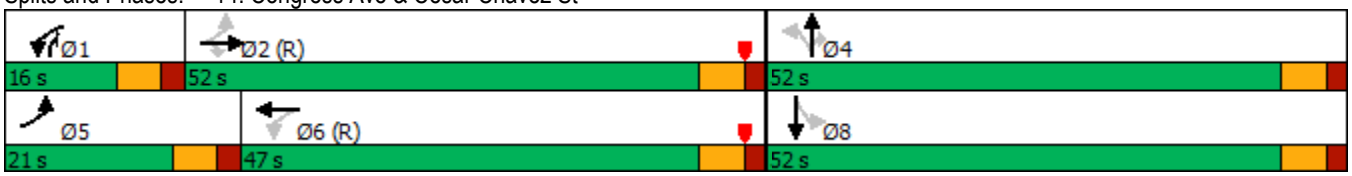
Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 68 (57%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 32.5 Intersection LOS: C

Intersection Capacity Utilization 95.3% ICU Level of Service F

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: Congress Ave & Cesar Chavez St



HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	222	9	31	2	4	12	78	1660	13	30	418	154
Future Volume (vph)	222	9	31	2	4	12	78	1660	13	30	418	154
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		120	0		0	50		140	70		0
Storage Lanes	2		1	0		1	1		1	1		0
Taper Length (ft)	25			25			25			65		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	0.91
Ped Bike Factor	0.97	0.97			0.99	0.96	0.98		0.96		0.98	
Frt		0.884				0.850			0.850		0.960	
Flt Protected	0.950				0.984		0.950			0.950		
Satd. Flow (prot)	3433	1596	0	0	1870	1615	1736	5136	1615	1805	4724	0
Flt Permitted	0.950				0.872		0.378			0.090		
Satd. Flow (perm)	3338	1596	0	0	1644	1551	676	5136	1550	171	4724	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34				154			158		102	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		744			261			663			1721	
Travel Time (s)		14.5			5.1			12.9			33.5	
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	0%	3%	0%	0%	0%	4%	1%	0%	0%	3%	4%
Adj. Flow (vph)	244	10	34	2	4	13	86	1824	14	33	459	169
Shared Lane Traffic (%)												
Lane Group Flow (vph)	244	44	0	0	6	13	86	1824	14	33	628	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

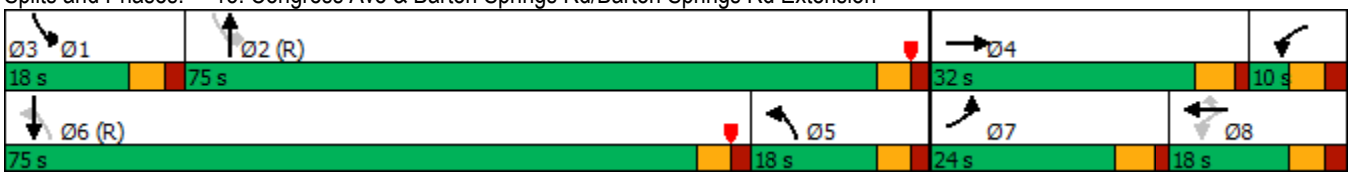
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA		pm+pt	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases				8		8	6		2	2		
Detector Phase	7	4		3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	6.0	5.0		3.0	5.0	5.0	3.0	25.0	25.0	3.0	25.0	
Minimum Split (s)	20.0	32.0		10.0	18.0	18.0	15.0	45.0	45.0	15.0	45.0	
Total Split (s)	24.0	32.0		10.0	18.0	18.0	18.0	75.0	75.0	18.0	75.0	
Total Split (%)	17.8%	23.7%		7.4%	13.3%	13.3%	13.3%	55.6%	55.6%	13.3%	55.6%	
Maximum Green (s)	18.5	26.5		4.0	12.0	12.0	12.5	69.5	69.5	12.5	69.5	
Yellow Time (s)	4.0	4.0		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.5	1.5		2.5	2.5	2.5	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5			6.0	6.0	5.5	5.5	5.5	5.5	5.5	
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0		1.5	2.0	2.0	1.5	2.0	2.0	1.5	2.0	
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		26.0			22.0	22.0		21.0	21.0		17.0	
Pedestrian Calls (#/hr)		0			0	0		0	0		0	
Act Effct Green (s)	13.9	20.8			5.3	5.3	97.7	96.8	96.8	99.9	73.4	
Actuated g/C Ratio	0.10	0.15			0.04	0.04	0.72	0.72	0.72	0.74	0.54	
v/c Ratio	0.69	0.16			0.09	0.06	0.13	0.50	0.01	0.18	0.24	
Control Delay	32.8	16.6			65.4	0.6	5.4	12.2	0.0	7.7	16.9	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.4	0.0	0.0	0.0	
Total Delay	32.8	16.6			65.4	0.6	5.4	12.6	0.0	7.7	16.9	
LOS	C	B			E	A	A	B	A	A	B	
Approach Delay		30.4			21.1			12.2			16.5	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	115	23			5	0	4	383	0	7	85	
Queue Length 95th (ft)	158	70			21	0	m34	m515	m0	19	163	
Internal Link Dist (ft)		664			181			583			1641	
Turn Bay Length (ft)							50		140	70		
Base Capacity (vph)	470	349			146	278	679	3683	1156	281	2849	
Starvation Cap Reductn	0	0			0	0	0	1163	0	0	0	
Spillback Cap Reductn	0	0			0	0	0	0	0	0	0	
Storage Cap Reductn	0	0			0	0	0	0	0	0	0	
Reduced v/c Ratio	0.52	0.13			0.04	0.05	0.13	0.72	0.01	0.12	0.22	

Intersection Summary

Area Type: Other
Cycle Length: 135
Actuated Cycle Length: 135
Offset: 70 (52%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red
Natural Cycle: 105
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 15.1 Intersection LOS: B

Intersection Capacity Utilization 76.8%	ICU Level of Service D
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 15: Congress Ave & Barton Springs Rd/Barton Springs Rd Extension



HCM 6th Edition methodology does not support a perm + prot left-turn type from a shared lane. Left-turn bay is needed for phases 3.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	447	45	109	741	374	299	1408	143	138	225	26
Future Volume (vph)	57	447	45	109	741	374	299	1408	143	138	225	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		0	140		0	270		525	180		0
Storage Lanes	1		1	1		0	2		1	2		0
Taper Length (ft)	115			50			190			150		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.91	0.91	0.97	0.91	0.91
Ped Bike Factor			0.96	0.99	0.99		0.92	1.00		0.99	1.00	
Frt			0.850		0.950			0.986			0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3374	1417	1703	3311	0	3335	5036	0	3467	4836	0
Flt Permitted	0.098			0.421			0.950			0.950		
Satd. Flow (perm)	186	3374	1366	746	3311	0	3073	5036	0	3416	4836	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			97		78			13			15	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		738			912			704			663	
Travel Time (s)		14.4			17.8			13.7			12.9	
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	7%	14%	6%	3%	1%	5%	1%	4%	1%	3%	24%
Adj. Flow (vph)	59	461	46	112	764	386	308	1452	147	142	232	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	461	46	112	1150	0	308	1599	0	142	259	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	D.P+P	NA	pm+ov	D.P+P	NA		Prot	NA		Prot	NA	
Protected Phases	3	8	5	7	4		5	2		1	6	
Permitted Phases	4		8	8								
Detector Phase	3	8	5	7	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	10.0	3.0	3.0	10.0		3.0	5.0		3.0	5.0	
Minimum Split (s)	13.0	38.0	8.0	8.0	38.0		8.0	10.0		8.0	10.0	
Total Split (s)	13.0	50.0	17.0	22.0	59.0		17.0	48.0		15.0	46.0	
Total Split (%)	9.6%	37.0%	12.6%	16.3%	43.7%		12.6%	35.6%		11.1%	34.1%	
Maximum Green (s)	8.0	45.0	12.0	17.0	54.0		12.0	43.0		10.0	41.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag	Lead	Lead	Lead		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.5	1.0	1.0	2.5		1.0	2.0		1.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	Min		None	Min	
Walk Time (s)		5.0			5.0							
Flash Dont Walk (s)		28.0			28.0							
Pedestrian Calls (#/hr)		0			0							
Act Effct Green (s)	64.5	55.2	67.2	63.5	58.1		12.0	43.0		8.5	39.5	
Actuated g/C Ratio	0.48	0.41	0.50	0.47	0.43		0.09	0.32		0.06	0.29	
v/c Ratio	0.32	0.33	0.06	0.27	0.78		1.04	0.99		0.65	0.18	
Control Delay	45.2	37.9	2.0	30.9	49.5		121.8	65.9		69.0	30.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	45.2	37.9	2.0	30.9	49.5		121.8	65.9		69.0	30.6	
LOS	D	D	A	C	D		F	E		E	C	
Approach Delay		35.8			47.9			74.9			44.2	
Approach LOS		D			D			E			D	
Queue Length 50th (ft)	29	200	2	74	546		~150	508		64	31	
Queue Length 95th (ft)	64	257	10	137	617		#246	#624		71	69	
Internal Link Dist (ft)		658			832			624			583	
Turn Bay Length (ft)	170			140			270			180		
Base Capacity (vph)	184	1380	733	498	1469		296	1612		256	1479	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.32	0.33	0.06	0.22	0.78		1.04	0.99		0.55	0.18	

Intersection Summary

Area Type: Other
Cycle Length: 135
Actuated Cycle Length: 135
Offset: 59 (44%), Referenced to phase 4:EBWB and 8:EBWB, Start of Red
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.04
Intersection Signal Delay: 58.3 Intersection LOS: E

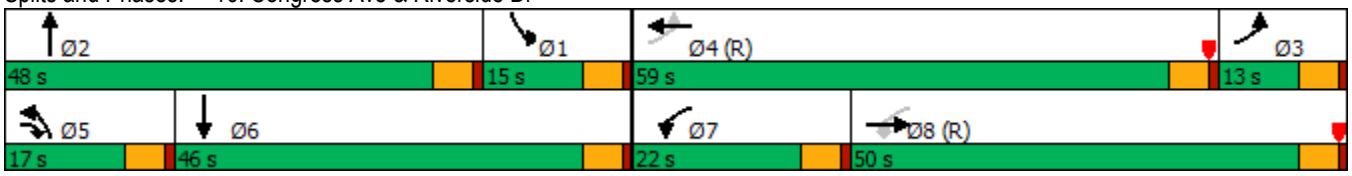
Intersection Capacity Utilization 90.9% ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 16: Congress Ave & Riverside Dr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	447	45	109	741	374	299	1408	143	138	225	26
Future Volume (veh/h)	57	447	45	109	741	374	299	1408	143	138	225	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1796	1693	1811	1856	1885	1826	1885	1841	1885	1856	1544
Adj Flow Rate, veh/h	59	461	46	112	764	386	308	1452	147	142	232	27
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	7	14	6	3	1	5	1	4	1	3	24
Cap, veh/h	241	1461	733	432	903	455	300	1507	153	193	1309	148
Arrive On Green	0.08	0.43	0.43	0.05	0.40	0.40	0.09	0.32	0.32	0.02	0.09	0.09
Sat Flow, veh/h	1810	3413	1414	1725	2257	1137	3374	4739	480	3483	4605	521
Grp Volume(v), veh/h	59	461	46	112	596	554	308	1051	548	142	168	91
Grp Sat Flow(s),veh/h/ln	1810	1706	1414	1725	1763	1631	1687	1716	1788	1742	1689	1749
Q Serve(g_s), s	0.0	12.1	2.2	4.9	41.4	41.7	12.0	40.7	40.7	5.5	6.2	6.5
Cycle Q Clear(g_c), s	0.0	12.1	2.2	4.9	41.4	41.7	12.0	40.7	40.7	5.5	6.2	6.5
Prop In Lane	1.00		1.00	1.00		0.70	1.00		0.27	1.00		0.30
Lane Grp Cap(c), veh/h	241	1461	733	432	705	652	300	1091	569	193	960	497
V/C Ratio(X)	0.24	0.32	0.06	0.26	0.85	0.85	1.03	0.96	0.96	0.74	0.18	0.18
Avail Cap(c_a), veh/h	241	1461	733	562	705	652	300	1093	569	258	1026	531
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.97	0.97	0.97	0.82	0.82	0.82	1.00	1.00	1.00	0.98	0.98	0.98
Uniform Delay (d), s/veh	52.6	25.5	16.3	20.2	36.7	36.8	61.5	45.3	45.3	65.3	46.6	46.7
Incr Delay (d2), s/veh	0.2	0.5	0.2	0.1	10.0	11.0	59.1	18.8	28.5	4.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	5.0	0.7	2.0	19.4	18.2	7.6	19.9	22.3	2.6	2.7	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.7	26.1	16.4	20.3	46.7	47.8	120.6	64.1	73.8	69.6	46.6	46.8
LnGrp LOS	D	C	B	C	D	D	F	E	E	E	D	D
Approach Vol, veh/h		566			1262			1907			401	
Approach Delay, s/veh		28.1			44.8			76.0			54.8	
Approach LOS		C			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.5	47.9	15.6	59.0	17.0	43.4	11.8	62.8
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	10.0	43.0	8.0	54.0	12.0	41.0	17.0	45.0
Max Q Clear Time (g_c+I1), s	7.5	42.7	2.0	43.7	14.0	8.5	6.9	14.1
Green Ext Time (p_c), s	0.0	0.2	0.0	4.7	0.0	1.0	0.0	2.7

Intersection Summary	
HCM 6th Ctrl Delay	57.9
HCM 6th LOS	E

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	11	12	19	32	40	15	1567	18	13	287	11
Future Volume (vph)	12	11	12	19	32	40	15	1567	18	13	287	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.954			0.941			0.998			0.994	
Flt Protected		0.983			0.990		0.950			0.950		
Satd. Flow (prot)	0	1695	0	0	1714	0	1805	3533	0	1671	3351	0
Flt Permitted		0.908			0.935		0.554			0.084		
Satd. Flow (perm)	0	1566	0	0	1619	0	1053	3533	0	148	3351	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			26			2			8	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		1628			208			250			375	
Travel Time (s)		44.4			5.7			5.7			8.5	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	15%	5%	0%	5%	0%	2%	0%	8%	7%	9%
Adj. Flow (vph)	13	12	13	21	35	44	16	1722	20	14	315	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	38	0	0	100	0	16	1742	0	14	327	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		D.Pm	NA		D.P+P	NA	
Protected Phases		4			8			2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		6	2		1	6	
Switch Phase												
Minimum Initial (s)	19.0	19.0		19.0	19.0		20.0	20.0		5.0	20.0	
Minimum Split (s)	31.0	31.0		31.0	31.0		104.0	94.0		10.0	104.0	
Total Split (s)	31.0	31.0		31.0	31.0		104.0	94.0		10.0	104.0	
Total Split (%)	23.0%	23.0%		23.0%	23.0%		77.0%	69.6%		7.4%	77.0%	
Maximum Green (s)	26.0	26.0		26.0	26.0		99.0	89.0		5.0	99.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		C-Max	C-Max		Min	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0			7.0	
Flash Dont Walk (s)	19.0	19.0		19.0	19.0		9.0	9.0			9.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0			0	
Act Effct Green (s)		19.0			19.0		106.0	95.3		101.0	106.0	
Actuated g/C Ratio		0.14			0.14		0.79	0.71		0.75	0.79	
v/c Ratio		0.16			0.40		0.02	0.70		0.08	0.12	
Control Delay		39.1			44.1		3.3	13.5		4.2	3.5	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		39.1			44.1		3.3	13.5		4.2	3.5	
LOS		D			D		A	B		A	A	
Approach Delay		39.1			44.1			13.4			3.5	
Approach LOS		D			D			B			A	
Queue Length 50th (ft)		19			59		3	422		2	29	
Queue Length 95th (ft)		54			119		8	504		7	41	
Internal Link Dist (ft)		1548			128			170			295	
Turn Bay Length (ft)							100			100		
Base Capacity (vph)		312			332		826	2493		175	2632	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.12			0.30		0.02	0.70		0.08	0.12	

Intersection Summary

Area Type: Other
Cycle Length: 135
Actuated Cycle Length: 135
Offset: 8 (6%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red
Natural Cycle: 135
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 13.7 Intersection LOS: B
Intersection Capacity Utilization 68.1% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 17: Congress Ave & Monroe St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	11	12	19	32	40	15	1567	18	13	287	11
Future Volume (veh/h)	12	11	12	19	32	40	15	1567	18	13	287	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1678	1826	1900	1826	1900	1870	1900	1781	1796	1767
Adj Flow Rate, veh/h	13	12	13	21	35	44	16	1722	20	14	315	12
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	15	5	0	5	0	2	0	8	7	9
Cap, veh/h	99	91	80	64	102	105	174	9999	137	116	9999	414
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.07	1.00	1.00	0.04	1.00	1.00
Sat Flow, veh/h	449	649	571	224	722	743	1810	3598	42	1697	3352	127
Grp Volume(v), veh/h	38	0	0	100	0	0	16	849	893	14	160	167
Grp Sat Flow(s),veh/h/ln	1669	0	0	1688	0	0	1810	1777	1863	1697	1706	1773
Q Serve(g_s), s	0.0	0.0	0.0	0.3	0.0	0.0	1.2	0.0	0.0	0.3	0.0	0.0
Cycle Q Clear(g_c), s	2.5	0.0	0.0	7.0	0.0	0.0	1.2	0.0	0.0	0.3	0.0	0.0
Prop In Lane	0.34		0.34	0.21		0.44	1.00		0.02	1.00		0.07
Lane Grp Cap(c), veh/h	271	0	0	270	0	0	0	5829	6111	116	5547	5765
V/C Ratio(X)	0.14	0.00	0.00	0.37	0.00	0.00	0.00	0.15	0.15	0.12	0.03	0.03
Avail Cap(c_a), veh/h	353	0	0	355	0	0	0	5829	6111	116	5547	5765
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.9	0.0	0.0	52.8	0.0	0.0	0.0	0.0	0.0	39.9	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.8	0.0	0.0	0.0	0.1	0.1	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	3.2	0.0	0.0	0.0	0.1	0.1	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.2	0.0	0.0	53.7	0.0	0.0	0.0	0.1	0.1	40.3	0.0	0.0
LnGrp LOS	D	A	A	D	A	A	A	A	A	D	A	A
Approach Vol, veh/h		38			100			1758			341	
Approach Delay, s/veh		51.2			53.7			0.1			1.7	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.0	454.9		24.0	14.0	450.9		24.0
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s	5.0	89.0		26.0	99.0	99.0		26.0
Max Q Clear Time (g_c+I1), s	2.3	2.0		4.5	3.2	2.0		9.0
Green Ext Time (p_c), s	0.0	25.9		0.1	0.0	2.1		0.4

Intersection Summary	
HCM 6th Ctrl Delay	3.6
HCM 6th LOS	A

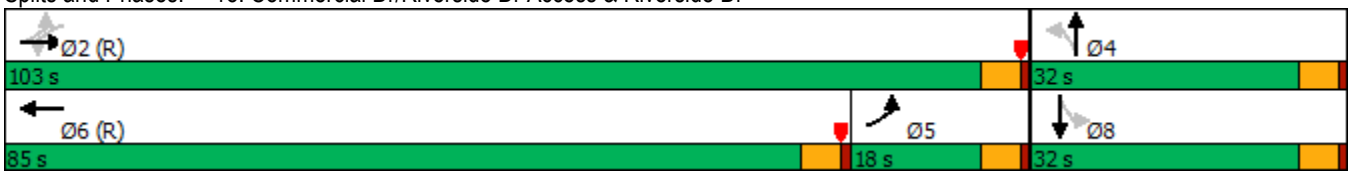
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	590	4	2	1351	91	2	1	2	19	1	5
Future Volume (vph)	58	590	4	2	1351	91	2	1	2	19	1	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	100			100			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.991			0.946			0.974	
Flt Protected	0.950			0.950				0.980			0.963	
Satd. Flow (prot)	1805	3403	0	1805	3480	0	0	1468	0	0	1782	0
Flt Permitted	0.135			0.410				0.858			0.773	
Satd. Flow (perm)	256	3403	0	779	3480	0	0	1285	0	0	1431	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			9			2			5	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		912			2164			151			600	
Travel Time (s)		17.8			42.2			3.4			13.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	6%	0%	0%	3%	0%	50%	0%	0%	0%	0%	0%
Adj. Flow (vph)	62	634	4	2	1453	98	2	1	2	20	1	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	638	0	2	1551	0	0	5	0	0	26	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		D.Pm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			4			8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			2			4			8		
Detector Phase	5	2		2	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	8.0	22.0		22.0	24.0		28.0	28.0		28.0	28.0	
Total Split (s)	18.0	103.0		103.0	85.0		32.0	32.0		32.0	32.0	
Total Split (%)	13.3%	76.3%		76.3%	63.0%		23.7%	23.7%		23.7%	23.7%	
Maximum Green (s)	13.0	98.0		98.0	80.0		27.0	27.0		27.0	27.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lead/Lag	Lag				Lead							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	1.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	
Walk Time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		12.0		12.0	14.0		18.0	18.0		18.0	18.0	
Pedestrian Calls (#/hr)		0		0	0		0	0		0	0	
Act Effct Green (s)	123.4	124.4		124.4	109.0			7.0			7.0	
Actuated g/C Ratio	0.91	0.92		0.92	0.81			0.05			0.05	
v/c Ratio	0.17	0.20		0.00	0.55			0.07			0.33	
Control Delay	9.8	4.6		1.5	7.3			52.0			63.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	9.8	4.6		1.5	7.3			52.0			63.5	
LOS	A	A		A	A			D			E	
Approach Delay		5.1			7.3			52.0			63.5	
Approach LOS		A			A			D			E	
Queue Length 50th (ft)	24	177		0	287			3			18	
Queue Length 95th (ft)	m36	m209		1	376			17			49	
Internal Link Dist (ft)		832			2084			71			520	
Turn Bay Length (ft)	100			100								
Base Capacity (vph)	381	3136		718	2811			258			290	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.16	0.20		0.00	0.55			0.02			0.09	

Intersection Summary	
Area Type:	Other
Cycle Length: 135	
Actuated Cycle Length: 135	
Offset: 15 (11%), Referenced to phase 2:EBWB and 6:WBT, Start of Red	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay: 7.4	Intersection LOS: A
Intersection Capacity Utilization 61.1%	ICU Level of Service B
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 18: Commercial Dr/Riverside Dr Access & Riverside Dr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	590	4	2	1351	91	2	1	2	19	1	5
Future Volume (veh/h)	58	590	4	2	1351	91	2	1	2	19	1	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1811	1900	1900	1856	1900	1159	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	62	634	4	2	1453	98	2	1	2	20	1	5
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	6	0	0	3	0	50	0	0	0	0	0
Cap, veh/h	534	2749	17	187	1987	133	50	18	21	83	2	9
Arrive On Green	0.27	0.78	0.78	0.07	0.59	0.59	0.03	0.03	0.03	0.03	0.03	0.03
Sat Flow, veh/h	1810	3506	22	1810	3353	225	426	595	681	1159	62	291
Grp Volume(v), veh/h	62	311	327	2	761	790	5	0	0	26	0	0
Grp Sat Flow(s),veh/h/ln	1810	1721	1807	1810	1763	1815	1702	0	0	1512	0	0
Q Serve(g_s), s	0.0	6.4	6.4	0.2	41.8	42.4	0.0	0.0	0.0	1.9	0.0	0.0
Cycle Q Clear(g_c), s	0.0	6.4	6.4	0.2	41.8	42.4	0.4	0.0	0.0	2.3	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.12	0.40		0.40	0.77		0.19
Lane Grp Cap(c), veh/h	534	1349	1417	0	1045	1076	89	0	0	93	0	0
V/C Ratio(X)	0.12	0.23	0.23	0.00	0.73	0.73	0.06	0.00	0.00	0.28	0.00	0.00
Avail Cap(c_a), veh/h	534	1349	1417	0	1045	1076	357	0	0	344	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	36.4	3.8	3.8	0.0	19.7	19.8	63.6	0.0	0.0	64.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.3	0.0	4.5	4.5	0.1	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	2.0	2.1	0.0	17.6	18.3	0.2	0.0	0.0	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.4	4.2	4.2	0.0	24.2	24.3	63.7	0.0	0.0	65.1	0.0	0.0
LnGrp LOS	D	A	A	A	C	C	E	A	A	E	A	A
Approach Vol, veh/h		700			1553			5			26	
Approach Delay, s/veh		7.0			24.2			63.7			65.1	
Approach LOS		A			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.0	110.9		9.1	40.9	85.0		9.1
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s	98.0	98.0		27.0	13.0	80.0		27.0
Max Q Clear Time (g_c+I1), s	2.2	8.4		2.4	2.0	44.4		4.3
Green Ext Time (p_c), s	0.0	2.5		0.0	0.0	8.9		0.0

Intersection Summary	
HCM 6th Ctrl Delay	19.5
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	804	105	0	0	0	0	0	0	802	1393	0
Future Volume (vph)	0	804	105	0	0	0	0	0	0	802	1393	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
Frt		0.983										
Flt Protected										0.950		
Satd. Flow (prot)	0	5859	0	0	0	0	0	0	0	1719	5036	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	5859	0	0	0	0	0	0	0	1719	5036	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)		18								83		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		288			235			357			333	
Travel Time (s)		6.5			5.3			8.1			7.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	10%	7%	0%	0%	0%	0%	0%	0%	5%	3%	0%
Adj. Flow (vph)	0	838	109	0	0	0	0	0	0	835	1451	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	947	0	0	0	0	0	0	0	835	1451	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			12	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2								1	2	
Detector Template		Thru								Left	Thru	
Leading Detector (ft)		100								20	100	
Trailing Detector (ft)		0								0	0	
Detector 1 Position(ft)		0								0	0	
Detector 1 Size(ft)		6								20	6	
Detector 1 Type		Cl+Ex								Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0								0.0	0.0	
Detector 1 Queue (s)		0.0								0.0	0.0	
Detector 1 Delay (s)		0.0								0.0	0.0	
Detector 2 Position(ft)		94									94	
Detector 2 Size(ft)		6									6	
Detector 2 Type		Cl+Ex									Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0									0.0	
Turn Type		NA								Perm	NA	
Protected Phases		2 6									4 8	
Permitted Phases										4 8		
Detector Phase		2 6								4 8	4 8	
Switch Phase												

Lane Group	Ø2	Ø4	Ø6	Ø8
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Lane Util. Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Peak Hour Factor				
Heavy Vehicles (%)				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(ft)				
Link Offset(ft)				
Crosswalk Width(ft)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (mph)				
Number of Detectors				
Detector Template				
Leading Detector (ft)				
Trailing Detector (ft)				
Detector 1 Position(ft)				
Detector 1 Size(ft)				
Detector 1 Type				
Detector 1 Channel				
Detector 1 Extend (s)				
Detector 1 Queue (s)				
Detector 1 Delay (s)				
Detector 2 Position(ft)				
Detector 2 Size(ft)				
Detector 2 Type				
Detector 2 Channel				
Detector 2 Extend (s)				
Turn Type				
Protected Phases	2	4	6	8
Permitted Phases				
Detector Phase				
Switch Phase				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)		52.0								58.0	58.0	
Actuated g/C Ratio		0.43								0.48	0.48	
v/c Ratio		0.37								0.96	0.60	
Control Delay		23.0								49.1	23.8	
Queue Delay		0.1								42.6	0.4	
Total Delay		23.2								91.7	24.2	
LOS		C								F	C	
Approach Delay		23.2									48.8	
Approach LOS		C									D	
Queue Length 50th (ft)		138								562	290	
Queue Length 95th (ft)		166								#852	338	
Internal Link Dist (ft)		208			155			277			253	
Turn Bay Length (ft)												
Base Capacity (vph)		2549								873	2434	
Starvation Cap Reductn		0								0	0	
Spillback Cap Reductn		629								117	436	
Storage Cap Reductn		0								0	0	
Reduced v/c Ratio		0.49								1.10	0.73	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 101 (84%), Referenced to phase 2:EBT, Start of Red
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.03
Intersection Signal Delay: 41.3 — Intersection LOS: D
Intersection Capacity Utilization 108.2% — ICU Level of Service G
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 19: IH 35 SB FR & 7th St

Lane Group	Ø2	Ø4	Ø6	Ø8
Minimum Initial (s)	3.0	5.0	10.0	10.0
Minimum Split (s)	28.0	10.0	29.0	49.0
Total Split (s)	28.0	14.0	29.0	49.0
Total Split (%)	23%	12%	24%	41%
Maximum Green (s)	23.0	9.0	24.0	44.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag				
Lead-Lag Optimize?				
Vehicle Extension (s)	1.0	1.0	1.0	1.0
Recall Mode	C-Max	Max	Max	Max
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Queue Length 50th (ft)				
Queue Length 95th (ft)				
Internal Link Dist (ft)				
Turn Bay Length (ft)				
Base Capacity (vph)				
Starvation Cap Reductn				
Spillback Cap Reductn				
Storage Cap Reductn				
Reduced v/c Ratio				

Intersection Summary

HCM 6th Edition methodology does not support clustered intersections.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	627	979	0	0	0	611	0	1096	124	0	0	0
Future Volume (vph)	627	979	0	0	0	611	0	1096	124	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	0.88	1.00	0.91	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950											
Satd. Flow (prot)	3367	3343	0	0	0	2682	0	5085	1538	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	3367	3343	0	0	0	2682	0	5085	1538	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	64					109			109			
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		235			293			361			209	
Travel Time (s)		5.3			6.7			5.5			3.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92
Heavy Vehicles (%)	4%	8%	0%	0%	0%	6%	0%	2%	5%	0%	0%	0%
Adj. Flow (vph)	660	1031	0	0	0	643	0	1154	131	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	660	1031	0	0	0	643	0	1154	131	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			0			0			0	
Link Offset(ft)		0			-12			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2				1		2	1			
Detector Template	Left	Thru				Right		Thru	Right			
Leading Detector (ft)	20	100				20		100	20			
Trailing Detector (ft)	0	0				0		0	0			
Detector 1 Position(ft)	0	0				0		0	0			
Detector 1 Size(ft)	20	6				20		6	20			
Detector 1 Type	Cl+Ex	Cl+Ex				Cl+Ex		Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0				0.0		0.0	0.0			
Detector 1 Queue (s)	0.0	0.0				0.0		0.0	0.0			
Detector 1 Delay (s)	0.0	0.0				0.0		0.0	0.0			
Detector 2 Position(ft)		94						94				
Detector 2 Size(ft)		6						6				
Detector 2 Type		Cl+Ex						Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				
Turn Type	Prot	NA				Prot		NA	Perm			
Protected Phases	2 4	2 4 6				6		8				
Permitted Phases									8			
Detector Phase	2 4	2 4 6				6		8	8			
Switch Phase												

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		
Detector Phase		
Switch Phase		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)						10.0		10.0	10.0			
Minimum Split (s)						29.0		49.0	49.0			
Total Split (s)						29.0		49.0	49.0			
Total Split (%)						24.2%		40.8%	40.8%			
Maximum Green (s)						24.0		44.0	44.0			
Yellow Time (s)						4.0		4.0	4.0			
All-Red Time (s)						1.0		1.0	1.0			
Lost Time Adjust (s)						0.0		0.0	0.0			
Total Lost Time (s)						5.0		5.0	5.0			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)						1.0		1.0	1.0			
Recall Mode						Max		Max	Max			
Act Effct Green (s)	37.0	66.0				24.0		44.0	44.0			
Actuated g/C Ratio	0.31	0.55				0.20		0.37	0.37			
v/c Ratio	0.61	0.56				1.03		0.62	0.21			
Control Delay	38.9	21.7				83.7		46.4	21.8			
Queue Delay	34.5	1.3				0.0		3.3	0.0			
Total Delay	73.4	23.0				83.7		49.7	21.8			
LOS	E	C				F		D	C			
Approach Delay		42.7			83.7			46.9				
Approach LOS		D			F			D				
Queue Length 50th (ft)	235	366				~262		269	33			
Queue Length 95th (ft)	m274	m414				#393		320	87			
Internal Link Dist (ft)		155			213			281			129	
Turn Bay Length (ft)												
Base Capacity (vph)	1082	1838				623		1864	632			
Starvation Cap Reductn	455	554				0		591	0			
Spillback Cap Reductn	0	0				0		0	0			
Storage Cap Reductn	0	0				0		0	0			
Reduced v/c Ratio	1.05	0.80				1.03		0.91	0.21			

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 101 (84%), Referenced to phase 2:EBT, Start of Red
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.03
Intersection Signal Delay: 51.5 Intersection LOS: D
Intersection Capacity Utilization 108.2% ICU Level of Service G
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: IH 35 NB FR & 7th St

Lane Group	Ø2	Ø4
Minimum Initial (s)	3.0	5.0
Minimum Split (s)	28.0	10.0
Total Split (s)	28.0	14.0
Total Split (%)	23%	12%
Maximum Green (s)	23.0	9.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	1.0	1.0
Recall Mode	C-Max	Max
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

HCM 6th Edition methodology does not support clustered intersections.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	200	913	0	0	0	0	82	628	814
Future Volume (vph)	0	0	0	200	913	0	0	0	0	82	628	814
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt												0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	0	0	1752	3505	0	0	0	0	1752	3471	1553
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	0	0	1752	3505	0	0	0	0	1752	3471	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												64
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		271			245			217			357	
Travel Time (s)		6.2			5.6			4.9			8.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	3%	3%	0%	0%	0%	0%	3%	4%	4%
Adj. Flow (vph)	0	0	0	206	941	0	0	0	0	85	647	839
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	206	941	0	0	0	0	85	647	839
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		12			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2					1	2	1
Detector Template				Left	Thru					Left	Thru	Right
Leading Detector (ft)				20	100					20	100	20
Trailing Detector (ft)				0	0					0	0	0
Detector 1 Position(ft)				0	0					0	0	0
Detector 1 Size(ft)				20	6					20	6	20
Detector 1 Type				Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)				0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)				0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)					94						94	
Detector 2 Size(ft)					6						6	
Detector 2 Type					Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0						0.0	
Turn Type				Perm	NA					Perm	NA	Perm
Protected Phases					1 12						8 5	

Lane Group	Ø1	Ø5	Ø8	Ø12
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Storage Length (ft)				
Storage Lanes				
Taper Length (ft)				
Lane Util. Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Peak Hour Factor				
Heavy Vehicles (%)				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(ft)				
Link Offset(ft)				
Crosswalk Width(ft)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (mph)				
Number of Detectors				
Detector Template				
Leading Detector (ft)				
Trailing Detector (ft)				
Detector 1 Position(ft)				
Detector 1 Size(ft)				
Detector 1 Type				
Detector 1 Channel				
Detector 1 Extend (s)				
Detector 1 Queue (s)				
Detector 1 Delay (s)				
Detector 2 Position(ft)				
Detector 2 Size(ft)				
Detector 2 Type				
Detector 2 Channel				
Detector 2 Extend (s)				
Turn Type				
Protected Phases	1	5	8	12

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				1 12						8 5		8 5
Detector Phase				1 12	1 12					8 5	8 5	8 5
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)				42.0	42.0					68.0	68.0	68.0
Actuated g/C Ratio				0.35	0.35					0.57	0.57	0.57
v/c Ratio				0.34	0.77					0.09	0.33	0.93
Control Delay				28.5	38.4					24.9	32.0	63.0
Queue Delay				2.8	16.2					0.0	4.6	49.4
Total Delay				31.3	54.6					24.9	36.5	112.4
LOS				C	D					C	D	F
Approach Delay					50.4						76.4	
Approach LOS					D						E	
Queue Length 50th (ft)				91	384					58	264	673
Queue Length 95th (ft)				156	460					m100	322	#847
Internal Link Dist (ft)		191			165			137			277	
Turn Bay Length (ft)				100								
Base Capacity (vph)				611	1221					992	1966	907
Starvation Cap Reductn				297	286					0	1226	454
Spillback Cap Reductn				0	0					0	0	0
Storage Cap Reductn				0	0					0	0	0
Reduced v/c Ratio				0.66	1.01					0.09	0.87	1.85

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 100 (83%), Referenced to phase 8:SBTL, Start of Red
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 65.5 Intersection LOS: E
Intersection Capacity Utilization 107.6% ICU Level of Service G
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 21: IH 35 SB FR & 6th St

Lane Group	Ø1	Ø5	Ø8	Ø12
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	3.0	1.0	10.0	10.0
Minimum Split (s)	8.0	6.0	21.0	21.0
Total Split (s)	8.0	6.0	67.0	39.0
Total Split (%)	7%	5%	56%	33%
Maximum Green (s)	3.0	1.0	62.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag				
Lead-Lag Optimize?				
Vehicle Extension (s)	1.0	1.0	2.0	2.0
Recall Mode	None	None	C-Max	None
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Queue Length 50th (ft)				
Queue Length 95th (ft)				
Internal Link Dist (ft)				
Turn Bay Length (ft)				
Base Capacity (vph)				
Starvation Cap Reductn				
Spillback Cap Reductn				
Storage Cap Reductn				
Reduced v/c Ratio				

Intersection Summary

HCM 6th Edition methodology does not support clustered intersections.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	77	0	0	575	51	538	1201	97	0	0	0
Future Volume (vph)	5	77	0	0	575	51	538	1201	97	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.86	0.86	0.86	1.00	1.00	1.00
Frt					0.988			0.992				
Flt Protected	0.950							0.986				
Satd. Flow (prot)	1504	1900	0	0	3410	0	0	6264	0	0	0	0
Flt Permitted	0.268							0.986				
Satd. Flow (perm)	424	1900	0	0	3410	0	0	6264	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					8			16				
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		245			294			209			361	
Travel Time (s)		5.6			6.7			3.2			5.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.92	0.92	0.92
Heavy Vehicles (%)	20%	0%	0%	0%	5%	0%	2%	2%	3%	0%	0%	0%
Adj. Flow (vph)	5	79	0	0	587	52	549	1226	99	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	79	0	0	639	0	0	1874	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2				
Detector Template	Left	Thru			Thru		Left	Thru				
Leading Detector (ft)	20	100			100		20	100				
Trailing Detector (ft)	0	0			0		0	0				
Detector 1 Position(ft)	0	0			0		0	0				
Detector 1 Size(ft)	20	6			6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		5 12			5 12			1 8				

Lane Group	Ø1	Ø5	Ø8	Ø12
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Storage Length (ft)				
Storage Lanes				
Taper Length (ft)				
Lane Util. Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Peak Hour Factor				
Heavy Vehicles (%)				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(ft)				
Link Offset(ft)				
Crosswalk Width(ft)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (mph)				
Number of Detectors				
Detector Template				
Leading Detector (ft)				
Trailing Detector (ft)				
Detector 1 Position(ft)				
Detector 1 Size(ft)				
Detector 1 Type				
Detector 1 Channel				
Detector 1 Extend (s)				
Detector 1 Queue (s)				
Detector 1 Delay (s)				
Detector 2 Position(ft)				
Detector 2 Size(ft)				
Detector 2 Type				
Detector 2 Channel				
Detector 2 Extend (s)				
Turn Type				
Protected Phases	1	5	8	12

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	5 12						1 8					
Detector Phase	5 12	5 12			5 12		1 8	1 8				
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	39.2	39.2			39.2			70.8				
Actuated g/C Ratio	0.33	0.33			0.33			0.59				
v/c Ratio	0.04	0.13			0.57			0.51				
Control Delay	61.0	59.5			35.2			14.9				
Queue Delay	0.0	0.0			2.4			0.1				
Total Delay	61.0	59.5			37.7			15.0				
LOS	E	E			D			B				
Approach Delay		59.6			37.7			15.0				
Approach LOS		E			D			B				
Queue Length 50th (ft)	4	66			210			235				
Queue Length 95th (ft)	19	119			270			265				
Internal Link Dist (ft)		165			214			129			281	
Turn Bay Length (ft)	100											
Base Capacity (vph)	141	633			1142			3704				
Starvation Cap Reductn	0	0			0			0				
Spillback Cap Reductn	0	0			362			405				
Storage Cap Reductn	0	0			0			0				
Reduced v/c Ratio	0.04	0.12			0.82			0.57				

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 100 (83%), Referenced to phase 8:SBTL, Start of Red
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 22.0 — Intersection LOS: C
Intersection Capacity Utilization 98.3% — ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 22: IH 35 NB FR & 6th St

HDR

Lane Group	Ø1	Ø5	Ø8	Ø12
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	3.0	1.0	10.0	10.0
Minimum Split (s)	8.0	6.0	21.0	21.0
Total Split (s)	8.0	6.0	67.0	39.0
Total Split (%)	7%	5%	56%	33%
Maximum Green (s)	3.0	1.0	62.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag				
Lead-Lag Optimize?				
Vehicle Extension (s)	1.0	1.0	2.0	2.0
Recall Mode	None	None	C-Max	None
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Queue Length 50th (ft)				
Queue Length 95th (ft)				
Internal Link Dist (ft)				
Turn Bay Length (ft)				
Base Capacity (vph)				
Starvation Cap Reductn				
Spillback Cap Reductn				
Storage Cap Reductn				
Reduced v/c Ratio				

Intersection Summary

HCM 6th Edition methodology does not support clustered intersections.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	687	161	194	787	0	0	0	0	157	224	546
Future Volume (vph)	0	687	161	194	787	0	0	0	0	157	224	546
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.91	0.91
Frt			0.850								0.940	0.850
Flt Protected					0.990						0.988	
Satd. Flow (prot)	0	3539	1568	0	3443	0	0	0	0	0	3087	1441
Flt Permitted					0.700						0.988	
Satd. Flow (perm)	0	3539	1568	0	2435	0	0	0	0	0	3087	1441
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			191								98	229
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		2606			301			310			247	
Travel Time (s)		50.8			5.9			4.7			3.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.92	0.92	0.92	0.98	0.98	0.98
Heavy Vehicles (%)	0%	2%	3%	7%	3%	0%	0%	0%	0%	3%	7%	2%
Adj. Flow (vph)	0	701	164	198	803	0	0	0	0	160	229	557
Shared Lane Traffic (%)												46%
Lane Group Flow (vph)	0	701	164	0	1001	0	0	0	0	0	645	301
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1	2	1
Detector Template		Thru	Right	Left	Thru					Left	Thru	Right
Leading Detector (ft)		100	20	20	100					20	100	20
Trailing Detector (ft)		0	0	0	0					0	0	0
Detector 1 Position(ft)		0	0	0	0					0	0	0
Detector 1 Size(ft)		6	20	20	6					20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm	custom	NA					Perm	NA	Perm
Protected Phases		12 13			11 9 11 12 13						4 8	

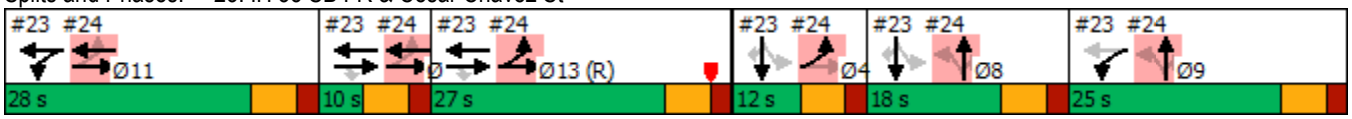
Lane Group	Ø4	Ø8	Ø9	Ø11	Ø12	Ø13
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Heavy Vehicles (%)						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Detector 2 Position(ft)						
Detector 2 Size(ft)						
Detector 2 Type						
Detector 2 Channel						
Detector 2 Extend (s)						
Turn Type						
Protected Phases	4	8	9	11	12	13

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			12 13	11	9					4 8		4 8
Detector Phase		12 13	12 13	11 9 11	12 13					4 8	4 8	4 8
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)		31.0	31.0		78.0						24.0	24.0
Actuated g/C Ratio		0.26	0.26		0.65						0.20	0.20
v/c Ratio		0.77	0.30		0.48						0.93	0.64
Control Delay		47.0	8.8		5.2						60.7	18.4
Queue Delay		1.2	0.0		1.1						46.8	2.6
Total Delay		48.2	8.8		6.3						107.5	21.0
LOS		D	A		A						F	C
Approach Delay		40.7			6.3						80.0	
Approach LOS		D			A						E	
Queue Length 50th (ft)		302	57		91						234	51
Queue Length 95th (ft)		m367	m98		m90						#354	160
Internal Link Dist (ft)		2526			221			230			167	
Turn Bay Length (ft)			100									
Base Capacity (vph)		914	546		2078						695	471
Starvation Cap Reductn		0	0		770						198	83
Spillback Cap Reductn		73	0		0						1	0
Storage Cap Reductn		0	0		0						0	0
Reduced v/c Ratio		0.83	0.30		0.77						1.30	0.78

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 5 (4%), Referenced to phase 13:EBWB, Start of Red
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.12
Intersection Signal Delay: 41.7 Intersection LOS: D
Intersection Capacity Utilization 78.0% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 23: IH 35 SB FR & Cesar Chavez St



Lane Group	Ø4	Ø8	Ø9	Ø11	Ø12	Ø13
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	3.0	5.0	1.0	5.0	3.0	5.0
Minimum Split (s)	10.0	11.0	8.0	11.0	10.0	11.0
Total Split (s)	12.0	18.0	25.0	28.0	10.0	27.0
Total Split (%)	10%	15%	21%	23%	8%	23%
Maximum Green (s)	6.0	12.0	19.0	22.0	4.0	21.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	1.0	1.0	1.0	1.0	1.0
Recall Mode	Max	Max	Max	Max	Max	C-Max
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

HCM 6th Edition methodology does not support clustered intersections.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	431	349	0	0	516	186	465	1121	221	0	0	0
Future Volume (vph)	431	349	0	0	516	186	465	1121	221	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.91	0.91	1.00	1.00	1.00	1.00
Frt					0.960				0.850			
Flt Protected	0.950						0.950	0.998				
Satd. Flow (prot)	1770	1845	0	0	3382	0	1595	3414	1583	0	0	0
Flt Permitted	0.179						0.950	0.998				
Satd. Flow (perm)	333	1845	0	0	3382	0	1595	3414	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					42				191			
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		301			331			361			347	
Travel Time (s)		5.9			6.4			5.5			5.3	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.92	0.92	0.92
Heavy Vehicles (%)	2%	3%	0%	0%	3%	1%	3%	1%	2%	0%	0%	0%
Adj. Flow (vph)	435	353	0	0	521	188	470	1132	223	0	0	0
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	435	353	0	0	709	0	423	1179	223	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2	1			
Detector Template	Left	Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	20	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Detector 1 Position(ft)	0	0			0		0	0	0			
Detector 1 Size(ft)	20	6			6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	D.P+P	NA			NA		Perm	NA	Perm			
Protected Phases	4 13 11	12 13			11 12			8 9				
Permitted Phases	11 12	4					8 9		8 9			
Detector Phase	4 13 11	12 13			11 12		8 9	8 9	8 9			
Switch Phase												

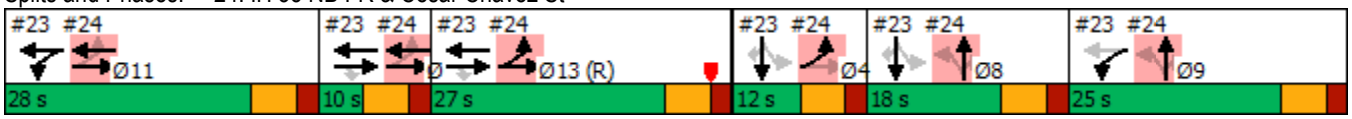
Lane Group	Ø4	Ø8	Ø9	Ø11	Ø12	Ø13
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Heavy Vehicles (%)						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Detector 2 Position(ft)						
Detector 2 Size(ft)						
Detector 2 Type						
Detector 2 Channel						
Detector 2 Extend (s)						
Turn Type						
Protected Phases	4	8	9	11	12	13
Permitted Phases						
Detector Phase						
Switch Phase						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	65.0	71.0			32.0		37.0	37.0	37.0			
Actuated g/C Ratio	0.54	0.59			0.27		0.31	0.31	0.31			
v/c Ratio	0.76	0.32			0.76		0.86	1.12	0.36			
Control Delay	18.0	7.0			44.2		57.7	106.0	8.4			
Queue Delay	0.0	0.9			0.0		0.0	0.0	0.0			
Total Delay	18.0	7.9			44.2		57.7	106.0	8.4			
LOS	B	A			D		E	F	A			
Approach Delay		13.5			44.2			82.9				
Approach LOS		B			D			F				
Queue Length 50th (ft)	61	49			251		338	~578	17			
Queue Length 95th (ft)	m77	m63			324		#532	#719	78			
Internal Link Dist (ft)		221			251			281			267	
Turn Bay Length (ft)												
Base Capacity (vph)	575	1091			932		491	1052	620			
Starvation Cap Reductn	0	461			0		0	0	0			
Spillback Cap Reductn	0	0			0		0	0	0			
Storage Cap Reductn	0	0			0		0	0	0			
Reduced v/c Ratio	0.76	0.56			0.76		0.86	1.12	0.36			

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 5 (4%), Referenced to phase 13:EBWB, Start of Red
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.12
Intersection Signal Delay: 58.2 Intersection LOS: E
Intersection Capacity Utilization 90.1% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 24: IH 35 NB FR & Cesar Chavez St



Lane Group	Ø4	Ø8	Ø9	Ø11	Ø12	Ø13
Minimum Initial (s)	3.0	5.0	1.0	5.0	3.0	5.0
Minimum Split (s)	10.0	11.0	8.0	11.0	10.0	11.0
Total Split (s)	12.0	18.0	25.0	28.0	10.0	27.0
Total Split (%)	10%	15%	21%	23%	8%	23%
Maximum Green (s)	6.0	12.0	19.0	22.0	4.0	21.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	1.0	1.0	1.0	1.0	1.0
Recall Mode	Max	Max	Max	Max	Max	C-Max
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

HCM 6th Edition methodology does not support clustered intersections.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	808	181	288	947	0	0	0	0	468	227	511
Future Volume (vph)	0	808	181	288	947	0	0	0	0	468	227	511
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	0		0	0		0	0		200
Storage Lanes	1		0	1		0	0		0	1		1
Taper Length (ft)	70			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Frt		0.973										0.850
Flt Protected				0.950						0.950	0.975	
Satd. Flow (prot)	0	4844	0	1770	3505	0	0	0	0	1535	3195	1568
Flt Permitted				0.125						0.950	0.975	
Satd. Flow (perm)	0	4844	0	233	3505	0	0	0	0	1535	3195	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35										175
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		544			302			548			667	
Travel Time (s)		10.6			5.9			8.3			10.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.92	0.92	0.92	0.96	0.96	0.96
Heavy Vehicles (%)	0%	4%	5%	2%	3%	0%	0%	0%	0%	7%	4%	3%
Adj. Flow (vph)	0	842	189	300	986	0	0	0	0	488	236	532
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	0	1031	0	300	986	0	0	0	0	244	480	532
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	1
Detector Template		Thru		Left	Thru					Left	Thru	Right
Leading Detector (ft)		100		20	100					20	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		6		20	6					20	6	20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA		D.P+P	NA					Perm	NA	Perm
Protected Phases		1 2		6 7	1 2 6 7						4 5	

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Heavy Vehicles (%)						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Detector 2 Position(ft)						
Detector 2 Size(ft)						
Detector 2 Type						
Detector 2 Channel						
Detector 2 Extend (s)						
Turn Type						
Protected Phases	1	2	4	5	6	7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				1 2						4 5		4 5
Detector Phase		1 2		6 7	1 2 6 7					4 5	4 5	4 5
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)		38.0		92.0	99.0					30.0	30.0	30.0
Actuated g/C Ratio		0.27		0.66	0.71					0.21	0.21	0.21
v/c Ratio		0.77		0.40	0.40					0.74	0.70	1.12
Control Delay		49.9		2.4	3.1					66.3	57.2	113.3
Queue Delay		0.1		0.2	2.2					0.0	0.0	0.0
Total Delay		50.0		2.6	5.3					66.3	57.2	113.3
LOS		D		A	A					E	E	F
Approach Delay		50.0			4.7						82.7	
Approach LOS		D			A						F	
Queue Length 50th (ft)		308		6	2					230	224	~426
Queue Length 95th (ft)		364		m25	m3					#358	291	#656
Internal Link Dist (ft)		464			222			468			587	
Turn Bay Length (ft)												200
Base Capacity (vph)		1340		756	2478					328	684	473
Starvation Cap Reductn		0		101	1308					0	0	0
Spillback Cap Reductn		16		0	0					0	0	0
Storage Cap Reductn		0		0	0					0	0	0
Reduced v/c Ratio		0.78		0.46	0.84					0.74	0.70	1.12

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 112.5 (80%), Referenced to phase 2:EBWB, Start of Red
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.31
Intersection Signal Delay: 45.2 Intersection LOS: D
Intersection Capacity Utilization 98.5% ICU Level of Service F
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.

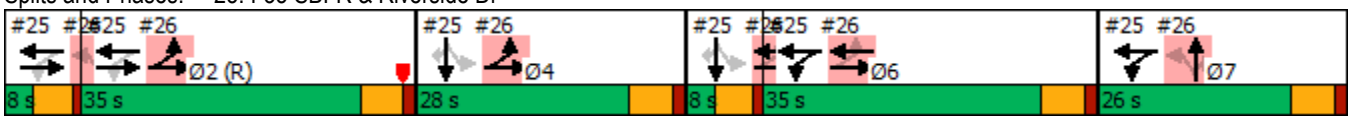
Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	8.0	22.0	22.0	8.0	22.0	11.0
Total Split (s)	8.0	35.0	28.0	8.0	35.0	26.0
Total Split (%)	6%	25%	20%	6%	25%	19%
Maximum Green (s)	3.0	29.0	22.0	3.0	29.0	20.0
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	1.0	1.5	1.5	1.0	1.5	1.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	0.2	2.0	1.5	0.2	2.0	1.5
Recall Mode	Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 25: I-35 SBFR & Riverside Dr



HCM 6th Edition methodology does not support clustered intersections.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	481	795	0	0	949	2035	286	851	80	0	0	0
Future Volume (vph)	481	795	0	0	949	2035	286	851	80	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950	0.998				
Satd. Flow (prot)	1770	3406	0	0	5036	1583	1610	3416	1568	0	0	0
Flt Permitted	0.125						0.950	0.998				
Satd. Flow (perm)	233	3406	0	0	5036	1583	1610	3416	1568	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						398			156			
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		302			867			448			495	
Travel Time (s)		5.9			16.9			7.6			8.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.92	0.92	0.92
Heavy Vehicles (%)	2%	6%	0%	0%	3%	2%	2%	1%	3%	0%	0%	0%
Adj. Flow (vph)	491	811	0	0	968	2077	292	868	82	0	0	0
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	491	811	0	0	968	2077	263	897	82	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	6			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	D.P+P	NA			NA	Free	Perm	NA	Perm			
Protected Phases	2 4	2 4 5 6			5 6			1 7				
Permitted Phases	5 6					Free	1 7		1 7			
Detector Phase	2 4	2 4 5 6			5 6		1 7	1 7	1 7			
Switch Phase												

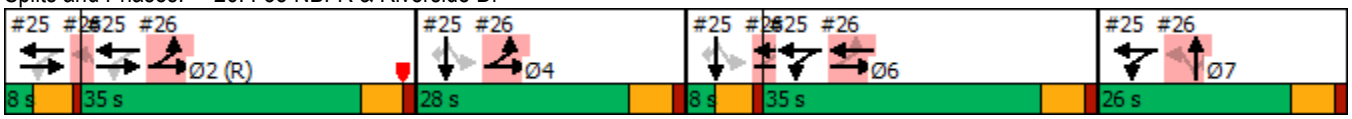
Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Heavy Vehicles (%)						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Detector 2 Position(ft)						
Detector 2 Size(ft)						
Detector 2 Type						
Detector 2 Channel						
Detector 2 Extend (s)						
Turn Type						
Protected Phases	1	2	4	5	6	7
Permitted Phases						
Detector Phase						
Switch Phase						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	94.0	100.0			38.0	140.0	29.0	29.0	29.0			
Actuated g/C Ratio	0.67	0.71			0.27	1.00	0.21	0.21	0.21			
v/c Ratio	0.63	0.33			0.71	1.31	0.79	1.27	0.18			
Control Delay	6.6	0.5			49.4	155.9	70.4	176.4	0.9			
Queue Delay	0.3	1.0			0.4	0.0	0.0	0.0	0.0			
Total Delay	6.9	1.6			49.8	155.9	70.4	176.4	0.9			
LOS	A	A			D	F	E	F	A			
Approach Delay		3.6			122.2			142.4				
Approach LOS		A			F			F				
Queue Length 50th (ft)	3	2			292	~933	251	~563	0			
Queue Length 95th (ft)	83	2			345	#1187	#396	#704	0			
Internal Link Dist (ft)		222			787			368			415	
Turn Bay Length (ft)												
Base Capacity (vph)	782	2432			1366	1583	333	707	448			
Starvation Cap Reductn	45	1283			0	0	0	0	0			
Spillback Cap Reductn	0	0			93	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.67	0.71			0.76	1.31	0.79	1.27	0.18			

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 112.5 (80%), Referenced to phase 2:EBWB, Start of Red
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.31
Intersection Signal Delay: 99.0 Intersection LOS: F
Intersection Capacity Utilization 98.5% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 26: I-35 NBFR & Riverside Dr



Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Minimum Initial (s)	3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	8.0	22.0	22.0	8.0	22.0	11.0
Total Split (s)	8.0	35.0	28.0	8.0	35.0	26.0
Total Split (%)	6%	25%	20%	6%	25%	19%
Maximum Green (s)	3.0	29.0	22.0	3.0	29.0	20.0
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	1.0	1.5	1.5	1.0	1.5	1.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	0.2	2.0	1.5	0.2	2.0	1.5
Recall Mode	Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

HCM 6th Edition methodology does not support clustered intersections.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	1	16	4	5	33	41	1777	20	7	293	21
Future Volume (vph)	14	1	16	4	5	33	41	1777	20	7	293	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.930			0.893			0.998			0.990	
Flt Protected		0.978			0.995			0.999			0.999	
Satd. Flow (prot)	0	1728	0	0	1688	0	0	3561	0	0	3475	0
Flt Permitted		0.978			0.995			0.999			0.999	
Satd. Flow (perm)	0	1728	0	0	1688	0	0	3561	0	0	3475	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		219			1628			278			409	
Travel Time (s)		6.0			44.4			5.4			8.0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	1%	5%	0%	3%	0%
Adj. Flow (vph)	15	1	17	4	5	35	44	1911	22	8	315	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	33	0	0	44	0	0	1977	0	0	346	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		-35			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 75.5%	ICU Level of Service D
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	1	16	4	5	33	41	1777	20	7	293	21
Future Vol, veh/h	14	1	16	4	5	33	41	1777	20	7	293	21
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	2	1	5	0	3	0
Mvmt Flow	15	1	17	4	5	35	44	1911	22	8	315	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1389	2364	169	2184	2364	967	338	0	0	1933	0	0
Stage 1	343	343	-	2010	2010	-	-	-	-	-	-	-
Stage 2	1046	2021	-	174	354	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.14	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.22	-	-	2.2	-	-
Pot Cap-1 Maneuver	104	36	852	26	36	258	1218	-	-	309	-	-
Stage 1	651	641	-	62	104	-	-	-	-	-	-	-
Stage 2	248	103	-	817	634	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	77	35	852	24	35	258	1218	-	-	309	-	-
Mov Cap-2 Maneuver	77	35	-	24	35	-	-	-	-	-	-	-
Stage 1	651	620	-	62	104	-	-	-	-	-	-	-
Stage 2	203	103	-	774	614	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	40.2	72.1	0.2	0.6
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1218	-	-	135	96	309	-	-
HCM Lane V/C Ratio	0.036	-	-	0.247	0.47	0.024	-	-
HCM Control Delay (s)	8.1	0	-	40.2	72.1	16.9	0.3	-
HCM Lane LOS	A	A	-	E	F	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9	2	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	250	833	182	197	1126	0	0	1362	41
Future Volume (vph)	0	0	0	250	833	182	197	1126	0	0	1362	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	140		0	0		0
Storage Lanes	0		0	2		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.996	
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	3502	5085	1568	1770	3574	0	0	3561	0
Flt Permitted				0.950			0.052					
Satd. Flow (perm)	0	0	0	3502	5085	1568	97	3574	0	0	3561	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						96					3	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		423			486			427			261	
Travel Time (s)		9.6			11.0			8.3			5.1	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	2%	3%	2%	1%	0%	0%	1%	0%
Adj. Flow (vph)	0	0	0	284	947	207	224	1280	0	0	1548	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	284	947	207	224	1280	0	0	1595	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm	NA	Perm	custom	NA			NA	
Protected Phases					4		5 3	2 3			6	
Permitted Phases				4		4	2					
Minimum Split (s)				21.0	21.0	21.0					27.0	
Total Split (s)				40.0	40.0	40.0					78.0	
Total Split (%)				26.7%	26.7%	26.7%					52.0%	
Maximum Green (s)				35.0	35.0	35.0					73.0	
Yellow Time (s)				4.0	4.0	4.0					4.0	
All-Red Time (s)				1.0	1.0	1.0					1.0	
Lost Time Adjust (s)				0.0	0.0	0.0					0.0	
Total Lost Time (s)				5.0	5.0	5.0					5.0	
Lead/Lag				Lag	Lag	Lag					Lag	
Lead-Lag Optimize?				Yes	Yes	Yes					Yes	
Walk Time (s)											10.0	
Flash Dont Walk (s)											12.0	
Pedestrian Calls (#/hr)											0	
Act Effct Green (s)				35.0	35.0	35.0	102.0	105.0			73.0	
Actuated g/C Ratio				0.23	0.23	0.23	0.68	0.70			0.49	

Lane Group	Ø2	Ø3	Ø5
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Turn Type			
Protected Phases	2	3	5
Permitted Phases			
Minimum Split (s)	31.0	8.0	8.0
Total Split (s)	95.0	15.0	17.0
Total Split (%)	63%	10%	11%
Maximum Green (s)	90.0	11.0	13.0
Yellow Time (s)	4.0	3.5	3.5
All-Red Time (s)	1.0	0.5	0.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lead
Lead-Lag Optimize?		Yes	Yes
Walk Time (s)	10.0		
Flash Dont Walk (s)	16.0		
Pedestrian Calls (#/hr)	0		
Act Effct Green (s)			
Actuated g/C Ratio			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio				0.35	0.80	0.47	0.67	0.51			0.92	
Control Delay				49.4	60.1	29.9	32.7	24.4			45.5	
Queue Delay				0.0	0.0	0.0	0.6	49.5			46.1	
Total Delay				49.4	60.1	29.9	33.3	74.0			91.6	
LOS				D	E	C	C	E			F	
Approach Delay					53.6			67.9			91.6	
Approach LOS					D			E			F	
Queue Length 50th (ft)				120	322	92	130	494			748	
Queue Length 95th (ft)				161	367	169	m186	588			830	
Internal Link Dist (ft)		343			406			347			181	
Turn Bay Length (ft)							140					
Base Capacity (vph)				817	1186	439	333	2501			1734	
Starvation Cap Reductn				0	0	0	14	1373			0	
Spillback Cap Reductn				14	0	0	0	0			498	
Storage Cap Reductn				0	0	0	0	0			0	
Reduced v/c Ratio				0.35	0.80	0.47	0.70	1.13			1.29	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 11 (7%), Referenced to phase 6:SBT, Start of Red
Natural Cycle: 80
Control Type: Pretimed
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 71.7 — Intersection LOS: E
Intersection Capacity Utilization 77.6% — ICU Level of Service D
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Lamar Blvd & 6th St

Lane Group	Ø2	Ø3	Ø5
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

HCM 6th Edition methodology does not support custom phasing.

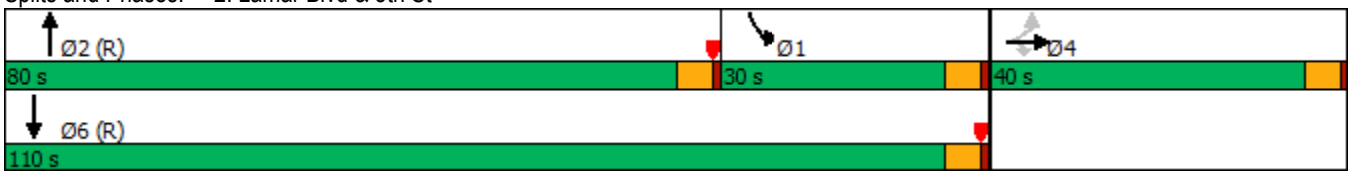
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	667	461	0	0	0	0	1055	268	71	1616	0
Future Volume (vph)	190	667	461	0	0	0	0	1055	268	71	1616	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	140		0
Storage Lanes	1		1	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.81	0.81	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.962	0.850					0.970				
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1787	5793	1308	0	0	0	0	3460	0	1752	3574	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1787	5793	1308	0	0	0	0	3460	0	1752	3574	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		40	51					30				
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		453			422			278			427	
Travel Time (s)		10.3			9.6			5.4			8.3	
Peak Hour Factor	0.94	0.94	0.94	0.92	0.92	0.92	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	3%	0%	0%	0%	0%	0%	1%	2%	3%	1%	0%
Adj. Flow (vph)	202	710	490	0	0	0	0	1122	285	76	1719	0
Shared Lane Traffic (%)			50%									
Lane Group Flow (vph)	202	955	245	0	0	0	0	1407	0	76	1719	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2		1	2	
Detector Template	Left	Thru	Right					Thru		Left	Thru	
Leading Detector (ft)	20	100	20					100		20	100	
Trailing Detector (ft)	0	0	0					0		0	0	
Detector 1 Position(ft)	0	0	0					0		0	0	
Detector 1 Size(ft)	20	6	20					6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA		Prot	NA	
Protected Phases		4						2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4									
Detector Phase	4	4	4					2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0					10.0		3.0	10.0	
Minimum Split (s)	30.0	30.0	30.0					21.0		8.0	35.0	
Total Split (s)	40.0	40.0	40.0					80.0		30.0	110.0	
Total Split (%)	26.7%	26.7%	26.7%					53.3%		20.0%	73.3%	
Maximum Green (s)	35.0	35.0	35.0					75.0		25.0	105.0	
Yellow Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0					1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0					5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0	1.0					1.0		1.0	3.0	
Recall Mode	None	None	None					C-Max		None	C-Max	
Walk Time (s)	7.0	7.0	7.0					0.0			10.0	
Flash Dont Walk (s)	18.0	18.0	18.0					0.0			20.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)	29.9	29.9	29.9					80.1		25.0	110.1	
Actuated g/C Ratio	0.20	0.20	0.20					0.53		0.17	0.73	
v/c Ratio	0.57	0.80	0.81					0.76		0.26	0.66	
Control Delay	60.0	60.2	65.6					30.7		67.7	23.1	
Queue Delay	0.0	0.0	0.0					49.1		0.0	19.7	
Total Delay	60.0	60.2	65.6					79.8		67.7	42.8	
LOS	E	E	E					E		E	D	
Approach Delay		61.1						79.8			43.8	
Approach LOS		E						E			D	
Queue Length 50th (ft)	180	267	230					541		55	640	
Queue Length 95th (ft)	257	299	351					684		m68	725	
Internal Link Dist (ft)		373			342			198			347	
Turn Bay Length (ft)										140		
Base Capacity (vph)	416	1382	344					1860		292	2622	
Starvation Cap Reductn	0	0	0					0		0	950	
Spillback Cap Reductn	0	0	0					782		0	0	
Storage Cap Reductn	0	0	0					0		0	0	
Reduced v/c Ratio	0.49	0.69	0.71					1.31		0.26	1.03	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 90 (60%), Referenced to phase 2:NBT and 6:SBT, Start of Red	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 60.1	Intersection LOS: E
Intersection Capacity Utilization 77.6%	ICU Level of Service D
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Lamar Blvd & 5th St



HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø7
Lane Configurations							
Traffic Volume (vph)	301	201	1897	204	58	153	
Future Volume (vph)	301	201	1897	204	58	153	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	250			100	0	155	
Storage Lanes	1			1	1	1	
Taper Length (ft)	100				25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	
Frt				0.850		0.850	
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1752	3539	3539	1568	1752	1615	
Flt Permitted	0.045				0.950		
Satd. Flow (perm)	83	3539	3539	1568	1752	1615	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)				86		23	
Link Speed (mph)		35	35		30		
Link Distance (ft)		912	521		444		
Travel Time (s)		17.8	10.1		10.1		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	
Heavy Vehicles (%)	3%	2%	2%	3%	3%	0%	
Adj. Flow (vph)	320	214	2018	217	62	163	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	320	214	2018	217	62	163	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2	1	1	1	
Detector Template	Left	Thru	Thru	Right	Left	Right	
Leading Detector (ft)	20	100	100	20	20	20	
Trailing Detector (ft)	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	6	20	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA	Perm	Prot	pt+ov	
Protected Phases	5	2	6		3	5 7	7

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø7
Permitted Phases	2			6		3	
Detector Phase	5	2	6	6	3	5 7	
Switch Phase							
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0		5.0
Minimum Split (s)	18.0	21.0	27.0	27.0	20.0		20.0
Total Split (s)	18.0	130.0	112.0	112.0	20.0		20.0
Total Split (%)	12.0%	86.7%	74.7%	74.7%	13.3%		13%
Maximum Green (s)	12.0	125.0	107.0	107.0	15.0		14.0
Yellow Time (s)	5.0	4.0	4.0	4.0	3.0		5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	2.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	5.0	5.0	5.0	5.0		
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0
Recall Mode	None	C-Max	C-Max	C-Max	None		None
Walk Time (s)			5.0	5.0			
Flash Dont Walk (s)			17.0	17.0			
Pedestrian Calls (#/hr)			0	0			
Act Effct Green (s)	125.2	126.2	107.0	107.0	13.8	32.0	
Actuated g/C Ratio	0.83	0.84	0.71	0.71	0.09	0.21	
v/c Ratio	1.48	0.07	0.80	0.19	0.39	0.45	
Control Delay	273.6	2.2	10.1	3.1	70.8	48.4	
Queue Delay	0.0	0.0	0.6	0.0	0.0	0.0	
Total Delay	273.6	2.2	10.7	3.1	70.8	48.4	
LOS	F	A	B	A	E	D	
Approach Delay		164.8	10.0		54.6		
Approach LOS		F	A		D		
Queue Length 50th (ft)	~383	15	324	15	58	120	
Queue Length 95th (ft)	#584	22	396	m38	108	196	
Internal Link Dist (ft)		832	441		364		
Turn Bay Length (ft)	250			100		155	
Base Capacity (vph)	216	2977	2524	1143	175	349	
Starvation Cap Reductn	0	0	191	0	0	0	
Spillback Cap Reductn	0	23	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	1.48	0.07	0.86	0.19	0.35	0.47	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 149 (99%), Referenced to phase 2:EBTL and 6:WBT, Start of Red	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.48	
Intersection Signal Delay: 40.9	Intersection LOS: D
Intersection Capacity Utilization 85.8%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Cesar Chavez St & BR Reynolds Dr

HCM 6th Edition methodology expects strict NEMA phasing.

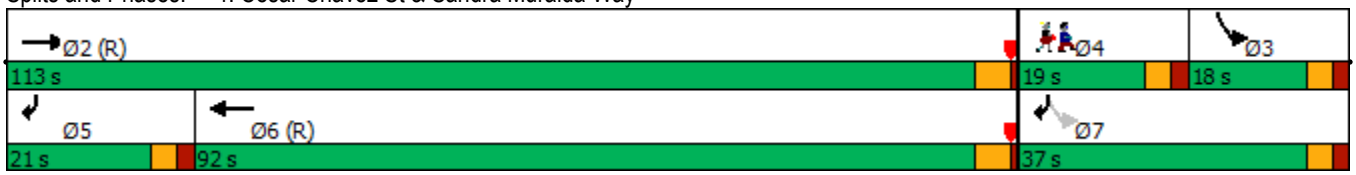
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4	Ø5	Ø7
Lane Configurations									
Traffic Volume (vph)	0	1308	1633	30	33	406			
Future Volume (vph)	0	1308	1633	30	33	406			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00			
Frt			0.997			0.850			
Flt Protected					0.950				
Satd. Flow (prot)	0	3574	3530	0	1530	1583			
Flt Permitted					0.950				
Satd. Flow (perm)	0	3574	3530	0	1530	1583			
Right Turn on Red				Yes		Yes			
Satd. Flow (RTOR)			2			20			
Link Speed (mph)		35	35		30				
Link Distance (ft)		521	2492		303				
Travel Time (s)		10.1	48.5		6.9				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96			
Heavy Vehicles (%)	0%	1%	2%	0%	18%	2%			
Adj. Flow (vph)	0	1363	1701	31	34	423			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	1363	1732	0	34	423			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Left	Left	Right	Left	Right			
Median Width(ft)		12	12		12				
Link Offset(ft)		0	0		0				
Crosswalk Width(ft)		16	16		16				
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Turning Speed (mph)	15			9	15	9			
Number of Detectors		2	2		1	1			
Detector Template		Thru	Thru		Left	Right			
Leading Detector (ft)		100	100		20	20			
Trailing Detector (ft)		0	0		0	0			
Detector 1 Position(ft)		0	0		0	0			
Detector 1 Size(ft)		6	6		20	20			
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			
Detector 1 Channel									
Detector 1 Extend (s)		0.0	0.0		0.0	0.0			
Detector 1 Queue (s)		0.0	0.0		0.0	0.0			
Detector 1 Delay (s)		0.0	0.0		0.0	0.0			
Detector 2 Position(ft)		94	94						
Detector 2 Size(ft)		6	6						
Detector 2 Type		Cl+Ex	Cl+Ex						
Detector 2 Channel									
Detector 2 Extend (s)		0.0	0.0						
Turn Type		NA	NA		pm+pt	custom			
Protected Phases		2	6		3	5 7	4	5	7
Permitted Phases					7				
Detector Phase		2	6		3	5 7			
Switch Phase									

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4	Ø5	Ø7
Minimum Initial (s)		15.0	15.0		5.0		5.0	5.0	5.0
Minimum Split (s)		21.0	22.0		21.0		24.0	21.0	21.0
Total Split (s)		113.0	92.0		18.0		19.0	21.0	37.0
Total Split (%)		75.3%	61.3%		12.0%		13%	14%	25%
Maximum Green (s)		108.0	87.0		13.0		14.0	16.0	32.0
Yellow Time (s)		4.0	4.0		3.0		3.0	3.0	3.0
All-Red Time (s)		1.0	1.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0				
Total Lost Time (s)		5.0	5.0		5.0				
Lead/Lag			Lag		Lag		Lead	Lead	
Lead-Lag Optimize?			Yes		Yes		Yes	Yes	
Vehicle Extension (s)		2.0	2.0		2.0		1.0	2.0	2.0
Recall Mode		C-Max	C-Max		None		None	None	None
Walk Time (s)			5.0				7.0		
Flash Dont Walk (s)			12.0				12.0		
Pedestrian Calls (#/hr)			0				0		
Act Effct Green (s)		108.6	92.7		31.4	47.3			
Actuated g/C Ratio		0.72	0.62		0.21	0.32			
v/c Ratio		0.53	0.79		0.11	0.83			
Control Delay		11.9	25.9		48.7	59.1			
Queue Delay		1.4	0.0		0.0	0.5			
Total Delay		13.3	25.9		48.7	59.6			
LOS		B	C		D	E			
Approach Delay		13.3	25.9		58.8				
Approach LOS		B	C		E				
Queue Length 50th (ft)		323	649		27	364			
Queue Length 95th (ft)		374	818		60	483			
Internal Link Dist (ft)		441	2412		223				
Turn Bay Length (ft)									
Base Capacity (vph)		2588	2183		320	562			
Starvation Cap Reductn		956	0		0	0			
Spillback Cap Reductn		0	0		0	19			
Storage Cap Reductn		0	0		0	0			
Reduced v/c Ratio		0.84	0.79		0.11	0.78			

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 9 (6%), Referenced to phase 2:EBT and 6:WBT, Start of Red
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 25.3 — Intersection LOS: C
Intersection Capacity Utilization 79.6% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 4: Cesar Chavez St & Sandra Muraida Way



HCM 6th Edition methodology does not support exclusive ped or hold phases.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	266	469	238	342	701	230	144	818	200	157	1862	554
Future Volume (vph)	266	469	238	342	701	230	144	818	200	157	1862	554
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		100	290		320	185		165	230		0
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	90			90			50			110		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3502	3610	1599	3467	3574	1615	1787	5085	1599	1805	3574	1599
Flt Permitted	0.950			0.950			0.057			0.261		
Satd. Flow (perm)	3502	3610	1599	3467	3574	1615	107	5085	1599	496	3574	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			145			232			196			267
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2543			2792			875			732	
Travel Time (s)		49.5			54.4			17.0			14.3	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	1%	1%	1%	0%	1%	2%	1%	0%	1%	1%
Adj. Flow (vph)	269	474	240	345	708	232	145	826	202	159	1881	560
Shared Lane Traffic (%)												
Lane Group Flow (vph)	269	474	240	345	708	232	145	826	202	159	1881	560
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			16	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	

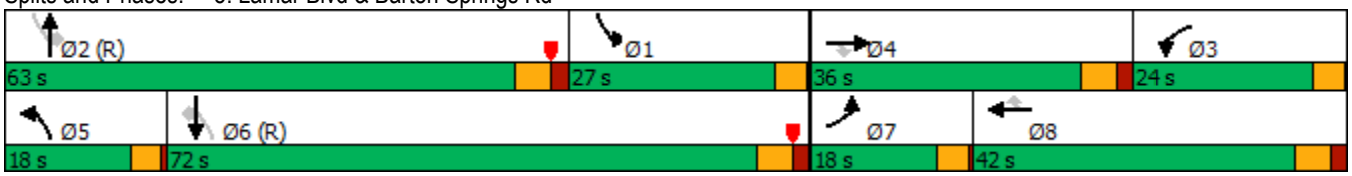
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4			8	6		2	2		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	15.0	15.0	4.0	15.0	15.0	4.0	20.0	20.0	4.0	20.0	20.0
Minimum Split (s)	8.0	37.0	37.0	8.0	37.0	37.0	8.0	35.0	35.0	8.0	35.0	35.0
Total Split (s)	18.0	36.0	36.0	24.0	42.0	42.0	18.0	63.0	63.0	27.0	72.0	72.0
Total Split (%)	12.0%	24.0%	24.0%	16.0%	28.0%	28.0%	12.0%	42.0%	42.0%	18.0%	48.0%	48.0%
Maximum Green (s)	14.0	30.0	30.0	20.0	36.0	36.0	14.0	57.0	57.0	23.0	66.0	66.0
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0	4.0	3.5	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	0.5	2.0	2.0	0.5	2.0	2.0	0.5	2.0	2.0	0.5	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		24.0	24.0		24.0	24.0		22.0	22.0		22.0	22.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	13.8	24.4	24.4	22.9	33.6	33.6	84.6	59.6	59.6	84.6	70.8	70.8
Actuated g/C Ratio	0.09	0.16	0.16	0.15	0.22	0.22	0.56	0.40	0.40	0.56	0.47	0.47
v/c Ratio	0.84	0.81	0.63	0.65	0.89	0.43	0.75	0.41	0.27	0.33	1.12	0.63
Control Delay	89.0	71.4	29.8	66.5	69.9	7.8	56.6	33.7	5.2	22.9	98.0	18.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	89.0	71.4	29.8	66.5	69.9	7.8	56.6	33.7	5.2	22.9	98.0	18.8
LOS	F	E	C	E	E	A	E	C	A	C	F	B
Approach Delay		66.1			57.8			31.6			76.3	
Approach LOS		E			E			C			E	
Queue Length 50th (ft)	135	237	86	163	350	0	87	217	4	70	~1152	223
Queue Length 95th (ft)	#206	290	176	227	426	70	#170	259	57	109	#1304	365
Internal Link Dist (ft)		2463			2712			795			652	
Turn Bay Length (ft)	230		100	290		320	185		165	230		
Base Capacity (vph)	326	722	435	530	857	563	218	2021	753	480	1686	895
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.66	0.55	0.65	0.83	0.41	0.67	0.41	0.27	0.33	1.12	0.63

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 119 (79%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.12	
Intersection Signal Delay: 62.0	Intersection LOS: E
Intersection Capacity Utilization 103.1%	ICU Level of Service G
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Lamar Blvd & Barton Springs Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	266	469	238	342	701	230	144	818	200	157	1862	554
Future Volume (veh/h)	266	469	238	342	701	230	144	818	200	157	1862	554
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1885	1885	1885	1900	1885	1870	1885	1900	1885	1885
Adj Flow Rate, veh/h	269	474	240	345	708	0	145	826	202	159	1881	560
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	1	1	1	0	1	2	1	0	1	1
Cap, veh/h	314	553	245	486	776		168	1940	607	496	1769	789
Arrive On Green	0.09	0.15	0.15	0.14	0.22	0.00	0.07	0.38	0.38	0.17	0.49	0.49
Sat Flow, veh/h	3510	3610	1598	3483	3582	1610	1795	5106	1598	1810	3582	1598
Grp Volume(v), veh/h	269	474	240	345	708	0	145	826	202	159	1881	560
Grp Sat Flow(s),veh/h/ln	1755	1805	1598	1742	1791	1610	1795	1702	1598	1810	1791	1598
Q Serve(g_s), s	11.3	19.2	18.9	14.2	29.0	0.0	7.9	17.9	13.5	0.0	74.1	41.0
Cycle Q Clear(g_c), s	11.3	19.2	18.9	14.2	29.0	0.0	7.9	17.9	13.5	0.0	74.1	41.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	314	553	245	486	776		168	1940	607	496	1769	789
V/C Ratio(X)	0.86	0.86	0.98	0.71	0.91		0.86	0.43	0.33	0.32	1.06	0.71
Avail Cap(c_a), veh/h	328	722	320	486	860		216	1940	607	496	1769	789
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.63	0.63	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.4	61.9	44.9	61.6	57.4	0.0	45.9	34.4	33.0	34.4	38.0	29.6
Incr Delay (d2), s/veh	19.1	6.6	38.0	3.0	8.5	0.0	23.7	0.7	1.5	0.4	40.5	5.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	9.3	10.1	6.5	14.0	0.0	6.6	7.6	5.5	4.7	41.4	16.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.5	68.5	82.9	64.7	65.9	0.0	69.6	35.1	34.5	34.7	78.5	34.9
LnGrp LOS	F	E	F	E	E		E	D	C	C	F	C
Approach Vol, veh/h		983			1053	A		1173			2600	
Approach Delay, s/veh		76.9			65.5			39.2			66.4	
Approach LOS		E			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	31.1	63.0	26.9	29.0	14.0	80.1	17.4	38.5
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	23.0	* 57	20.0	* 30	14.0	66.0	14.0	36.0
Max Q Clear Time (g_c+I1), s	2.0	19.9	16.2	21.2	9.9	76.1	13.3	31.0
Green Ext Time (p_c), s	0.4	4.5	0.5	1.8	0.1	0.0	0.1	1.5

Intersection Summary	
HCM 6th Ctrl Delay	62.5
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	671	798	0	874	0	0	0	0	97	1758	203
Future Volume (vph)	0	671	798	0	874	0	0	0	0	97	1758	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		100	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		0	0		1
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Frt			0.850									0.850
Flt Protected											0.997	
Satd. Flow (prot)	0	6346	1599	0	3574	0	0	0	0	0	5062	1482
Flt Permitted											0.997	
Satd. Flow (perm)	0	6346	1599	0	3574	0	0	0	0	0	5062	1482
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			91									111
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		2492			289			254			305	
Travel Time (s)		48.5			5.6			5.8			6.9	
Peak Hour Factor	0.98	0.98	0.98	0.92	0.98	0.92	0.92	0.92	0.92	0.98	0.98	0.98
Heavy Vehicles (%)	0%	3%	1%	0%	1%	0%	0%	0%	0%	5%	2%	9%
Adj. Flow (vph)	0	685	814	0	892	0	0	0	0	99	1794	207
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	685	814	0	892	0	0	0	0	0	1893	207
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1		2					1	2	1
Detector Template		Thru	Right		Thru					Left	Thru	Right
Leading Detector (ft)		100	20		100					20	100	20
Trailing Detector (ft)		0	0		0					0	0	0
Detector 1 Position(ft)		0	0		0					0	0	0
Detector 1 Size(ft)		6	20		6					20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0		0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0		0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0		0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm		NA					Perm	NA	Perm
Protected Phases		2			2						4	

Lane Group	Ø5	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	5	6	8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			2							4		4
Detector Phase		2	2		2					4	4	4
Switch Phase												
Minimum Initial (s)		10.0	10.0		10.0					8.0	8.0	8.0
Minimum Split (s)		16.0	16.0		16.0					37.0	37.0	37.0
Total Split (s)		68.0	68.0		68.0					52.0	52.0	52.0
Total Split (%)		56.7%	56.7%		56.7%					43.3%	43.3%	43.3%
Maximum Green (s)		62.0	62.0		62.0					46.0	46.0	46.0
Yellow Time (s)		4.0	4.0		4.0					4.0	4.0	4.0
All-Red Time (s)		2.0	2.0		2.0					2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0						0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0						6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		1.0	1.0		1.0					1.0	1.0	1.0
Recall Mode		C-Max	C-Max		C-Max					None	None	None
Walk Time (s)										7.0	7.0	7.0
Flash Dont Walk (s)										24.0	24.0	24.0
Pedestrian Calls (#/hr)										0	0	0
Act Effct Green (s)		62.0	62.0		62.0						46.0	46.0
Actuated g/C Ratio		0.52	0.52		0.52						0.38	0.38
v/c Ratio		0.21	0.94		0.48						0.98	0.33
Control Delay		15.9	43.4		8.7						52.2	13.3
Queue Delay		0.0	0.0		1.6						0.0	0.0
Total Delay		15.9	43.4		10.4						52.2	13.3
LOS		B	D		B						D	B
Approach Delay		30.8			10.4						48.3	
Approach LOS		C			B						D	
Queue Length 50th (ft)		80	524		63						523	49
Queue Length 95th (ft)		100	#819		121						#641	108
Internal Link Dist (ft)		2412			209			174			225	
Turn Bay Length (ft)			100									
Base Capacity (vph)		3278	870		1846						1940	636
Starvation Cap Reductn		0	0		731						0	0
Spillback Cap Reductn		137	0		0						0	0
Storage Cap Reductn		0	0		0						0	0
Reduced v/c Ratio		0.22	0.94		0.80						0.98	0.33

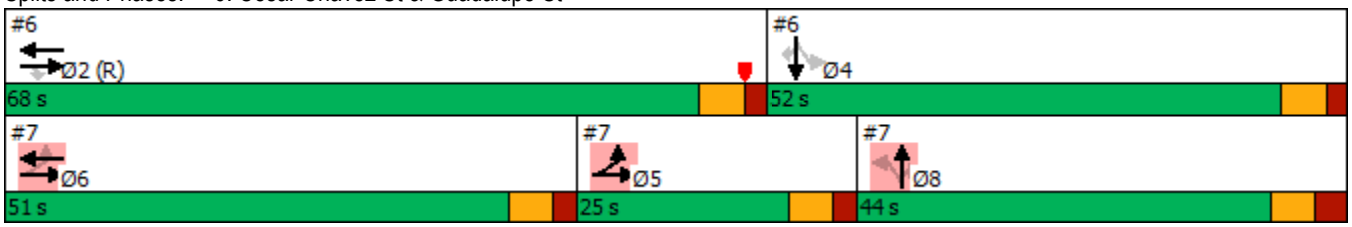
Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 38 (32%), Referenced to phase 2:EBWB, Start of Red	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 34.9	Intersection LOS: C
Intersection Capacity Utilization 95.3%	ICU Level of Service F
Analysis Period (min) 15	

Lane Group	Ø5	Ø6	Ø8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	1.0	10.0	10.0
Minimum Split (s)	8.0	27.0	30.0
Total Split (s)	25.0	51.0	44.0
Total Split (%)	21%	43%	37%
Maximum Green (s)	19.0	45.0	37.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	3.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	1.0	1.0	1.0
Recall Mode	None	None	None
Walk Time (s)		7.0	5.0
Flash Dont Walk (s)		14.0	18.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: Cesar Chavez St & Guadalupe St



HCM 6th Edition methodology does not support clustered intersections.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	697	0	0	648	91	220	627	122	0	0	0
Future Volume (vph)	102	697	0	0	648	91	220	627	122	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	0.95	0.91	0.91	1.00	1.00	1.00	1.00
Frt					0.982				0.850			
Flt Protected	0.950							0.987				
Satd. Flow (prot)	3303	3539	0	0	3510	0	0	4890	1568	0	0	0
Flt Permitted	0.146							0.987				
Satd. Flow (perm)	508	3539	0	0	3510	0	0	4890	1568	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					15				136			
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		289			846			219			325	
Travel Time (s)		5.6			16.5			5.0			7.4	
Peak Hour Factor	0.99	0.99	0.99	0.92	0.99	0.99	0.99	0.99	0.99	0.92	0.92	0.92
Heavy Vehicles (%)	6%	2%	0%	0%	1%	1%	1%	6%	3%	0%	0%	0%
Adj. Flow (vph)	103	704	0	0	655	92	222	633	123	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	103	704	0	0	747	0	0	855	123	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			12			0			0	
Link Offset(ft)		0			0			0			-36	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2	1			
Detector Template	Left	Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	20	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Detector 1 Position(ft)	0	0			0		0	0	0			
Detector 1 Size(ft)	20	6			6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	D.P+P	NA			NA		Perm	NA	Perm			
Protected Phases	5	5 6			6			8				
Permitted Phases	6						8		8			
Detector Phase	5	5 6			6		8	8	8			
Switch Phase												

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		
Detector Phase		
Switch Phase		

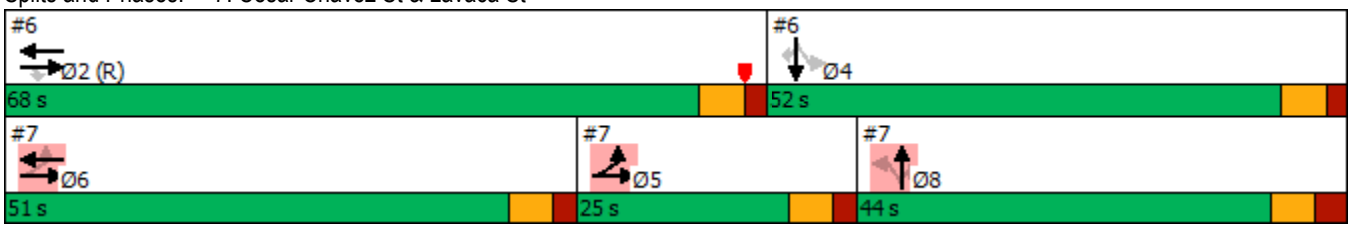
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	1.0				10.0		10.0	10.0	10.0			
Minimum Split (s)	8.0				27.0		30.0	30.0	30.0			
Total Split (s)	25.0				51.0		44.0	44.0	44.0			
Total Split (%)	20.8%				42.5%		36.7%	36.7%	36.7%			
Maximum Green (s)	19.0				45.0		37.0	37.0	37.0			
Yellow Time (s)	4.0				4.0		4.0	4.0	4.0			
All-Red Time (s)	2.0				2.0		3.0	3.0	3.0			
Lost Time Adjust (s)	0.0				0.0			0.0	0.0			
Total Lost Time (s)	6.0				6.0			7.0	7.0			
Lead/Lag	Lag				Lead							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	1.0				1.0		1.0	1.0	1.0			
Recall Mode	None				None		None	None	None			
Walk Time (s)					7.0		5.0	5.0	5.0			
Flash Dont Walk (s)					14.0		18.0	18.0	18.0			
Pedestrian Calls (#/hr)					0		0	0	0			
Act Effct Green (s)	36.5	42.5			31.2			64.5	64.5			
Actuated g/C Ratio	0.30	0.35			0.26			0.54	0.54			
v/c Ratio	0.37	0.56			0.81			0.33	0.14			
Control Delay	22.4	19.8			47.4			16.8	2.7			
Queue Delay	0.0	0.2			0.0			0.0	0.0			
Total Delay	22.4	20.0			47.5			16.8	2.7			
LOS	C	B			D			B	A			
Approach Delay		20.3			47.5			15.1				
Approach LOS		C			D			B				
Queue Length 50th (ft)	13	242			274			128	0			
Queue Length 95th (ft)	m17	m267			m273			187	28			
Internal Link Dist (ft)		209			766			139			245	
Turn Bay Length (ft)												
Base Capacity (vph)	655	1656			1325			2628	905			
Starvation Cap Reductn	0	289			0			0	0			
Spillback Cap Reductn	0	0			30			0	0			
Storage Cap Reductn	0	0			0			0	0			
Reduced v/c Ratio	0.16	0.51			0.58			0.33	0.14			

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 38 (32%), Referenced to phase 2:EBWB, Start of Red
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 26.3 Intersection LOS: C
Intersection Capacity Utilization 95.3% ICU Level of Service F
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Cesar Chavez St & Lavaca St



Lane Group	Ø2	Ø4
Minimum Initial (s)	10.0	8.0
Minimum Split (s)	16.0	37.0
Total Split (s)	68.0	52.0
Total Split (%)	57%	43%
Maximum Green (s)	62.0	46.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	1.0	1.0
Recall Mode	C-Max	None
Walk Time (s)		7.0
Flash Dont Walk (s)		24.0
Pedestrian Calls (#/hr)		0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

HCM 6th Edition methodology does not support clustered intersections.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	84	52	25	341	207	123	703	6	505	1951	263
Future Volume (vph)	33	84	52	25	341	207	123	703	6	505	1951	263
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	125		0	100		0	300		80
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	60			90			160			120		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91
Frt		0.943			0.943			0.999			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3363	0	1805	3203	0	1805	5131	0	1736	5043	0
Flt Permitted	0.950			0.664			0.950			0.950		
Satd. Flow (perm)	1752	3363	0	1262	3203	0	1805	5131	0	1736	5043	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		53			80			1			30	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		485			516			580			1524	
Travel Time (s)		9.4			10.1			13.2			34.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	3%	2%	0%	0%	1%	15%	0%	1%	0%	4%	1%	1%
Adj. Flow (vph)	34	86	53	26	348	211	126	717	6	515	1991	268
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	139	0	26	559	0	126	723	0	515	2259	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes			Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases	3	8			4		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				4								
Detector Phase	3	8		4	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0		4.0	25.0		5.0	25.0	
Minimum Split (s)	10.0	41.0		31.0	31.0		11.0	41.0		10.0	41.0	
Total Split (s)	10.0	41.0		31.0	31.0		11.0	57.0		42.0	88.0	
Total Split (%)	7.1%	29.3%		22.1%	22.1%		7.9%	40.7%		30.0%	62.9%	
Maximum Green (s)	5.0	35.0		25.0	25.0		6.0	51.0		37.0	82.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0		2.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	6.0		6.0	6.0		5.0	6.0		5.0	6.0	
Lead/Lag	Lag			Lead	Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		2.0	2.0		1.0	1.0		2.0	2.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		6.0		6.0	6.0			6.0			6.0	
Flash Dont Walk (s)		29.0		29.0	29.0			23.0			23.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effct Green (s)	5.0	31.7		23.7	23.7		9.3	51.0		40.3	82.0	
Actuated g/C Ratio	0.04	0.23		0.17	0.17		0.07	0.36		0.29	0.59	
v/c Ratio	0.55	0.17		0.12	0.92		1.06	0.39		1.03	0.76	
Control Delay	96.8	26.0		52.2	71.7		165.8	32.7		97.6	23.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.3	
Total Delay	96.8	26.0		52.2	71.7		165.8	32.7		97.6	23.9	
LOS	F	C		D	E		F	C		F	C	
Approach Delay		39.9			70.8			52.4			37.5	
Approach LOS		D			E			D			D	
Queue Length 50th (ft)	31	32		22	225		~171	210		~540	533	
Queue Length 95th (ft)	#83	61		m49	#310		m#300	254		#765	593	
Internal Link Dist (ft)		405			436			500			1444	
Turn Bay Length (ft)	290			125			100			300		
Base Capacity (vph)	62	880		225	637		119	1869		499	2966	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	1		0	0		0	0		0	224	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.55	0.16		0.12	0.88		1.06	0.39		1.03	0.82	

Intersection Summary	
Area Type:	Other
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 59 (42%), Referenced to phase 2:NBT and 6:SBT, Start of Red	
Natural Cycle: 115	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay: 45.0	Intersection LOS: D
Intersection Capacity Utilization 88.9%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: S 1st St & Riverside Dr

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	84	52	25	341	207	123	703	6	505	1951	263
Future Volume (veh/h)	33	84	52	25	341	207	123	703	6	505	1951	263
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1870	1900	1900	1885	1678	1900	1885	1900	1841	1885	1885
Adj Flow Rate, veh/h	34	86	53	26	348	211	126	717	6	515	1991	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	2	0	0	1	15	0	1	0	4	1	1
Cap, veh/h	46	535	306	233	382	227	78	1940	16	463	3036	
Arrive On Green	0.03	0.25	0.25	0.18	0.18	0.18	0.03	0.25	0.25	0.26	0.59	0.00
Sat Flow, veh/h	1767	2177	1246	1270	2160	1285	1810	5264	44	1753	5316	0
Grp Volume(v), veh/h	34	69	70	26	287	272	126	467	256	515	1991	0
Grp Sat Flow(s),veh/h/ln	1767	1777	1646	1270	1791	1654	1810	1716	1877	1753	1716	0
Q Serve(g_s), s	2.7	4.3	4.7	2.5	22.0	22.6	6.0	15.8	15.8	37.0	36.2	0.0
Cycle Q Clear(g_c), s	2.7	4.3	4.7	7.2	22.0	22.6	6.0	15.8	15.8	37.0	36.2	0.0
Prop In Lane	1.00		0.76	1.00		0.78	1.00		0.02	1.00		0.00
Lane Grp Cap(c), veh/h	46	437	405	233	317	292	78	1264	692	463	3036	
V/C Ratio(X)	0.73	0.16	0.17	0.11	0.91	0.93	1.62	0.37	0.37	1.11	0.66	
Avail Cap(c_a), veh/h	63	444	412	236	320	295	78	1264	692	463	3036	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.99	0.93	0.93	0.93	1.00	1.00	0.00
Uniform Delay (d), s/veh	67.7	41.4	41.6	52.5	56.5	56.8	68.0	39.2	39.2	51.5	19.2	0.0
Incr Delay (d2), s/veh	14.5	0.1	0.1	0.1	27.3	33.3	329.1	0.8	1.4	75.8	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.9	1.9	0.8	12.3	12.1	9.9	7.2	8.0	25.9	14.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.2	41.5	41.7	52.5	83.8	90.0	397.1	40.0	40.7	127.3	20.3	0.0
LnGrp LOS	F	D	D	D	F	F	F	D	D	F	C	
Approach Vol, veh/h		173			585			849			2506	A
Approach Delay, s/veh		49.6			85.3			93.2			42.3	
Approach LOS		D			F			F			D	

Timer - Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	42.0	57.6	9.7	30.7	11.0	88.6		40.4
Change Period (Y+Rc), s	5.0	6.0	6.0	* 6	5.0	6.0		6.0
Max Green Setting (Gmax), s	37.0	51.0	5.0	* 25	6.0	82.0		35.0
Max Q Clear Time (g_c+I1), s	39.0	17.8	4.7	24.6	8.0	38.2		6.7
Green Ext Time (p_c), s	0.0	1.8	0.0	0.1	0.0	16.4		0.5

Intersection Summary	
HCM 6th Ctrl Delay	59.2
HCM 6th LOS	E

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	207	403	165	180	637	5	156	657	58	27	1528	453
Future Volume (vph)	207	403	165	180	637	5	156	657	58	27	1528	453
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	165		0	125		0	80		65	85		0
Storage Lanes	2		0	1		0	1		1	1		1
Taper Length (ft)	175			120			50			50		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.95	1.00
Frt		0.956			0.999			0.988				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3467	3417	0	1787	3571	0	1787	5078	0	1805	3574	1599
Flt Permitted	0.950			0.375			0.060			0.328		
Satd. Flow (perm)	3467	3417	0	705	3571	0	113	5078	0	623	3574	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		41			1			13				293
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		2792			516			310			580	
Travel Time (s)		54.4			10.1			7.0			13.2	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	1%	1%	1%	0%	1%	1%	0%	0%	1%	1%
Adj. Flow (vph)	211	411	168	184	650	5	159	670	59	28	1559	462
Shared Lane Traffic (%)												
Lane Group Flow (vph)	211	579	0	184	655	0	159	729	0	28	1559	462
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		pm+pt	NA		D.P+P	NA		D.P+P	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				8			6			2		6
Detector Phase	7	4		3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	6.0	5.0		3.0	10.0		3.0	10.0		3.0	10.0	10.0
Minimum Split (s)	11.0	31.0		8.0	39.0		8.0	40.0		8.0	40.0	40.0
Total Split (s)	17.0	38.0		20.0	41.0		13.0	65.0		17.0	69.0	69.0
Total Split (%)	12.1%	27.1%		14.3%	29.3%		9.3%	46.4%		12.1%	49.3%	49.3%
Maximum Green (s)	12.0	33.0		15.0	36.0		8.0	60.0		12.0	64.0	64.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	1.0	2.0		1.0	2.0		1.0	1.0		1.0	1.0	1.0
Recall Mode	None	None		None	Min		None	C-Max		None	C-Max	C-Max
Walk Time (s)		7.0			8.0			9.0			9.0	9.0
Flash Dont Walk (s)		19.0			26.0			26.0			26.0	26.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	10.9	26.8		30.2	30.2		78.8	73.6		80.8	67.0	67.0
Actuated g/C Ratio	0.08	0.19		0.22	0.22		0.56	0.53		0.58	0.48	0.48
v/c Ratio	0.78	0.84		0.70	0.85		0.78	0.27		0.06	0.91	0.50
Control Delay	83.0	62.1		42.2	37.7		56.6	20.4		7.9	22.1	2.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.8	0.5
Total Delay	83.0	62.1		42.2	37.7		56.6	20.4		7.9	22.9	2.6
LOS	F	E		D	D		E	C		A	C	A
Approach Delay		67.7			38.7			26.9			18.1	
Approach LOS		E			D			C			B	
Queue Length 50th (ft)	97	253		72	186		91	146		4	712	14
Queue Length 95th (ft)	#143	306		m95	214		#257	191		m6	#878	25
Internal Link Dist (ft)		2712			436			230			500	
Turn Bay Length (ft)	165			125			80			85		
Base Capacity (vph)	297	836		275	919		205	2676		461	1709	917
Starvation Cap Reductn	0	0		0	0		0	0		0	33	163
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.71	0.69		0.67	0.71		0.78	0.27		0.06	0.93	0.61

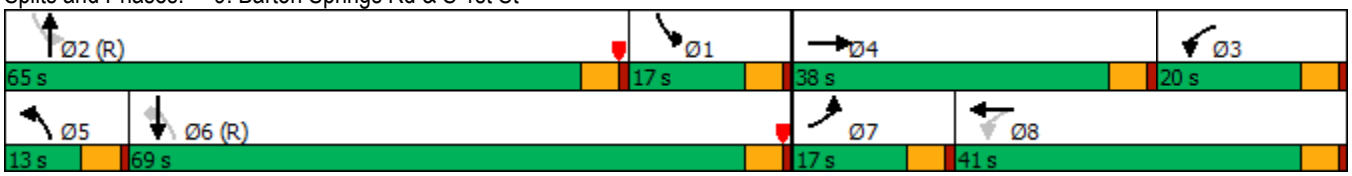
Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 37 (26%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 32.2 Intersection LOS: C
Intersection Capacity Utilization 93.9% ICU Level of Service F
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: Barton Springs Rd & S 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	207	403	165	180	637	5	156	657	58	27	1528	453
Future Volume (veh/h)	207	403	165	180	637	5	156	657	58	27	1528	453
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1900	1885	1885	1900	1900	1885	1885
Adj Flow Rate, veh/h	211	411	168	184	650	5	159	670	59	28	1559	462
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	1	1	1	1	0	1	1	0	0	1	1
Cap, veh/h	258	468	189	217	732	6	184	2065	181	577	1888	842
Arrive On Green	0.07	0.19	0.19	0.09	0.20	0.20	0.05	0.43	0.43	0.15	0.53	0.53
Sat Flow, veh/h	3483	2489	1006	1795	3643	28	1795	4819	421	1810	3582	1598
Grp Volume(v), veh/h	211	294	285	184	319	336	159	476	253	28	1559	462
Grp Sat Flow(s),veh/h/ln	1742	1791	1704	1795	1791	1880	1795	1716	1809	1810	1791	1598
Q Serve(g_s), s	8.4	22.4	22.8	9.3	24.3	24.3	5.7	12.9	13.0	0.0	51.0	26.9
Cycle Q Clear(g_c), s	8.4	22.4	22.8	9.3	24.3	24.3	5.7	12.9	13.0	0.0	51.0	26.9
Prop In Lane	1.00		0.59	1.00		0.01	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	258	337	320	217	360	378	184	1470	775	577	1888	842
V/C Ratio(X)	0.82	0.87	0.89	0.85	0.89	0.89	0.86	0.32	0.33	0.05	0.83	0.55
Avail Cap(c_a), veh/h	299	422	402	253	461	483	189	1470	775	577	1888	842
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	0.70	0.70	0.70	1.00	1.00	1.00	0.57	0.57	0.57
Uniform Delay (d), s/veh	63.9	55.2	55.4	61.0	54.4	54.4	30.4	26.5	26.6	19.0	27.7	22.0
Incr Delay (d2), s/veh	9.9	10.8	12.9	13.4	10.1	9.7	29.4	0.6	1.1	0.0	2.5	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	11.0	10.9	7.2	11.9	12.4	4.3	5.5	5.9	0.5	22.0	10.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.8	66.1	68.3	74.4	64.5	64.1	59.8	27.1	27.7	19.0	30.2	23.5
LnGrp LOS	E	E	E	E	E	E	E	C	C	B	C	C
Approach Vol, veh/h		790			839			888			2049	
Approach Delay, s/veh		68.9			66.5			33.1			28.5	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.5	65.0	17.2	31.3	12.7	78.8	15.4	33.1
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	12.0	60.0	15.0	33.0	8.0	64.0	12.0	36.0
Max Q Clear Time (g_c+I1), s	2.0	15.0	11.3	24.8	7.7	53.0	10.4	26.3
Green Ext Time (p_c), s	0.0	1.9	0.0	1.5	0.0	4.5	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	43.4
HCM 6th LOS	D

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	7	576	5	259	425	12	9	128	357	11	524	125
Future Volume (vph)	7	576	5	259	425	12	9	128	357	11	524	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	291		0	150		0	0		385
Storage Lanes	1		0	1		0	1		1	0		1
Taper Length (ft)	90			25			120			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95
Frt		0.999			0.996				0.850		0.972	
Flt Protected	0.950			0.950				0.997			0.999	
Satd. Flow (prot)	1805	3502	0	1787	3367	0	0	3566	1599	0	3499	0
Flt Permitted	0.477			0.369				0.905			0.950	
Satd. Flow (perm)	906	3502	0	694	3367	0	0	3237	1599	0	3327	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			4				372		20	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		516			738			516			744	
Travel Time (s)		10.1			14.4			10.1			14.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	3%	0%	1%	7%	0%	0%	1%	1%	0%	0%	1%
Adj. Flow (vph)	7	600	5	270	443	13	9	133	372	11	546	130
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	605	0	270	456	0	0	142	372	0	687	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.Pm	NA		D.P+P	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			2			6	

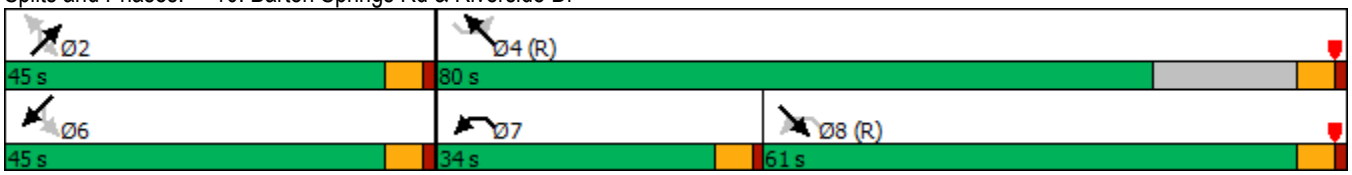
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	4			8			2		2	6		
Detector Phase	4	8		7	4		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0	10.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	30.5	30.5		20.0	30.5		30.5	30.5	30.5	30.5	30.5	
Total Split (s)	80.0	61.0		34.0	80.0		45.0	45.0	45.0	45.0	45.0	
Total Split (%)	57.1%	43.6%		24.3%	57.1%		32.1%	32.1%	32.1%	32.1%	32.1%	
Maximum Green (s)	74.5	55.5		29.0	74.5		39.5	39.5	39.5	39.5	39.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.5	1.5		1.0	1.5		1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	5.5	5.5		5.0	5.5			5.5	5.5		5.5	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Recall Mode	C-Max	C-Max		None	C-Max		Max	Max	Max	None	None	
Walk Time (s)	10.0	10.0		0.0	10.0		10.0	10.0	10.0	10.0	10.0	
Flash Dont Walk (s)	15.0	15.0		0.0	15.0		15.0	15.0	15.0	15.0	15.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0	0	0	
Act Effct Green (s)	89.5	72.0		85.0	89.5			39.5	39.5		39.5	
Actuated g/C Ratio	0.64	0.51		0.61	0.64			0.28	0.28		0.28	
v/c Ratio	0.01	0.34		0.52	0.21			0.16	0.52		0.72	
Control Delay	3.7	17.1		13.7	6.2			13.4	3.3		38.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.8		0.0	
Total Delay	3.7	17.1		13.7	6.2			13.4	4.1		38.7	
LOS	A	B		B	A			B	A		D	
Approach Delay		16.9			9.0			6.6			38.7	
Approach LOS		B			A			A			D	
Queue Length 50th (ft)	1	225		53	45			16	21		292	
Queue Length 95th (ft)	m1	m305		80	53			m23	36		366	
Internal Link Dist (ft)		436			658			436			664	
Turn Bay Length (ft)	105			291								
Base Capacity (vph)	579	1801		672	2153			913	718		953	
Starvation Cap Reductn	0	0		0	0			0	133		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.01	0.34		0.40	0.21			0.16	0.64		0.72	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 62.5 (45%), Referenced to phase 4:NWSE and 8:NWSE, Start of Red
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 18.5 Intersection LOS: B
Intersection Capacity Utilization 70.7% ICU Level of Service C
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Barton Springs Rd & Riverside Dr



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	7	576	5	259	425	12	9	128	357	11	524	125
Future Volume (veh/h)	7	576	5	259	425	12	9	128	357	11	524	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1900	1885	1796	1900	1900	1885	1885	1900	1900	1885
Adj Flow Rate, veh/h	7	600	5	270	443	12	9	133	372	11	546	130
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	3	0	1	7	0	0	1	1	0	0	1
Cap, veh/h	181	3780	31	293	3782	102	55	737	451	33	791	186
Arrive On Green	0.07	1.00	1.00	0.13	1.00	1.00	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1810	3583	30	1795	3394	92	90	2612	1598	24	2803	658
Grp Volume(v), veh/h	7	295	310	270	222	233	58	84	372	369	0	318
Grp Sat Flow(s),veh/h/ln	1810	1763	1850	1795	1706	1780	1072	1630	1598	1874	0	1611
Q Serve(g_s), s	0.5	0.0	0.0	16.7	0.0	0.0	0.6	5.5	30.5	1.8	0.0	24.7
Cycle Q Clear(g_c), s	0.5	0.0	0.0	16.7	0.0	0.0	25.3	5.5	30.5	24.3	0.0	24.7
Prop In Lane	1.00		0.02	1.00		0.05	0.16		1.00	0.03		0.41
Lane Grp Cap(c), veh/h	0	1859	1952	293	1901	1983	332	460	451	555	0	454
V/C Ratio(X)	0.00	0.16	0.16	0.92	0.12	0.12	0.17	0.18	0.83	0.66	0.00	0.70
Avail Cap(c_a), veh/h	0	1859	1952	423	1901	1983	332	460	451	555	0	454
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.41	0.41	0.41	0.85	0.85	0.85	0.49	0.49	0.49	0.84	0.00	0.84
Uniform Delay (d), s/veh	0.0	0.0	0.0	49.2	0.0	0.0	38.0	38.0	47.0	44.8	0.0	44.9
Incr Delay (d2), s/veh	0.0	0.1	0.1	14.6	0.1	0.1	0.6	0.4	8.4	2.0	0.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	10.2	0.1	0.1	1.5	2.3	13.1	11.7	0.0	10.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.1	0.1	63.8	0.1	0.1	38.5	38.5	55.4	46.8	0.0	48.3
LnGrp LOS	A	A	A	E	A	A	D	D	E	D	A	D
Approach Vol, veh/h		612			725			514			687	
Approach Delay, s/veh		0.1			23.8			50.7			47.5	
Approach LOS		A			C			D			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		45.0	15.5	162.0		45.0	23.8	153.7				
Change Period (Y+Rc), s		5.5	5.5	5.5		5.5	5.0	5.5				
Max Green Setting (Gmax), s		39.5	74.5	74.5		39.5	29.0	55.5				
Max Q Clear Time (g_c+I1), s		32.5	2.5	2.0		26.7	18.7	2.0				
Green Ext Time (p_c), s		0.4	0.0	0.9		1.3	0.1	1.2				

Intersection Summary	
HCM 6th Ctrl Delay	30.0
HCM 6th LOS	C

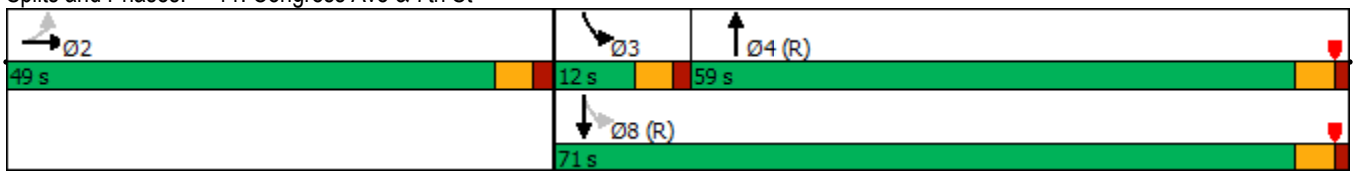
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	547	170	0	0	0	0	300	185	63	814	0
Future Volume (vph)	36	547	170	0	0	0	0	300	185	63	814	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.86	0.86	0.86	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	1.00
Frt		0.966						0.943				
Flt Protected		0.998									0.996	
Satd. Flow (prot)	0	6046	0	0	0	0	0	4760	0	0	5108	0
Flt Permitted		0.998									0.840	
Satd. Flow (perm)	0	6046	0	0	0	0	0	4760	0	0	4308	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		69						170				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		673			575			360			249	
Travel Time (s)		15.3			13.1			8.2			5.7	
Peak Hour Factor	0.90	0.90	0.90	0.92	0.92	0.92	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	5%	2%	0%	0%	0%	0%	2%	4%	3%	1%	0%
Adj. Flow (vph)	40	608	189	0	0	0	0	333	206	70	904	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	837	0	0	0	0	0	539	0	0	974	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA		pm+pt	NA	
Protected Phases		2						4		3	8	
Permitted Phases	2									8		
Detector Phase	2	2						4		3	8	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0						10.0		5.0	10.0	
Minimum Split (s)	29.5	29.5						24.0		10.0	24.0	
Total Split (s)	49.0	49.0						59.0		12.0	71.0	
Total Split (%)	40.8%	40.8%						49.2%		10.0%	59.2%	
Maximum Green (s)	43.5	43.5						54.0		7.0	66.0	
Yellow Time (s)	3.5	3.5						3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0						1.5		1.5	1.5	
Lost Time Adjust (s)		0.0						0.0			0.0	
Total Lost Time (s)		5.5						5.0			5.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	1.0	1.0						1.0		0.2	1.0	
Recall Mode	Max	Max						C-Max		None	C-Max	
Walk Time (s)	7.0	7.0						7.0			7.0	
Flash Dont Walk (s)	17.0	17.0						12.0			12.0	
Pedestrian Calls (#/hr)	0	0						0			0	
Act Effct Green (s)		43.5						66.0			66.0	
Actuated g/C Ratio		0.36						0.55			0.55	
v/c Ratio		0.37						0.20			0.41	
Control Delay		26.3						7.6			16.4	
Queue Delay		0.0						0.0			0.0	
Total Delay		26.3						7.6			16.4	
LOS		C						A			B	
Approach Delay		26.3						7.6			16.4	
Approach LOS		C						A			B	
Queue Length 50th (ft)		125						91			153	
Queue Length 95th (ft)		155						104			187	
Internal Link Dist (ft)		593			495			280			169	
Turn Bay Length (ft)												
Base Capacity (vph)		2235						2694			2369	
Starvation Cap Reductn		0						0			0	
Spillback Cap Reductn		0						0			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.37						0.20			0.41	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 117 (98%), Referenced to phase 4:NBT and 8:SBTL, Start of Red
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.41
Intersection Signal Delay: 17.9 — Intersection LOS: B
Intersection Capacity Utilization 51.2% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 11: Congress Ave & 7th St



HCM 6th Edition methodology does not support a perm + prot left-turn type from a shared lane. Left-turn bay is needed for phases 3.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	322	677	88	150	426	0	0	899	67
Future Volume (vph)	0	0	0	322	677	88	150	426	0	0	899	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.86	0.86	0.86	0.91	0.91	1.00	1.00	0.91	0.91
Frt					0.988						0.990	
Flt Protected					0.985			0.987				
Satd. Flow (prot)	0	0	0	0	6293	0	0	4996	0	0	5070	0
Flt Permitted					0.985			0.647				
Satd. Flow (perm)	0	0	0	0	6293	0	0	3275	0	0	5070	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					21						10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		654			528			358			360	
Travel Time (s)		14.9			12.0			8.1			8.2	
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
Heavy Vehicles (%)	0%	0%	0%	1%	1%	2%	1%	3%	0%	0%	1%	5%
Adj. Flow (vph)	0	0	0	350	736	96	163	463	0	0	977	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1182	0	0	626	0	0	1050	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2			2	
Detector Template				Left	Thru		Left	Thru			Thru	
Leading Detector (ft)				20	100		20	100			100	
Trailing Detector (ft)				0	0		0	0			0	
Detector 1 Position(ft)				0	0		0	0			0	
Detector 1 Size(ft)				20	6		20	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA		pm+pt	NA			NA	
Protected Phases					6		7	4			8	
Permitted Phases				6			4					
Detector Phase				6	6		7	4			8	
Switch Phase												

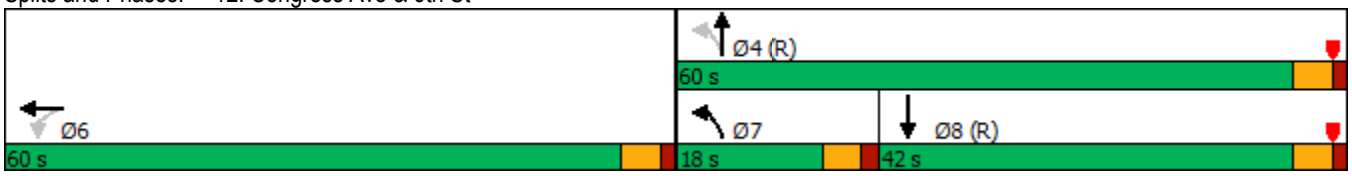
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)				10.0	10.0		5.0	10.0			10.0	
Minimum Split (s)				30.0	30.0		10.0	24.0			24.0	
Total Split (s)				60.0	60.0		18.0	60.0			42.0	
Total Split (%)				50.0%	50.0%		15.0%	50.0%			35.0%	
Maximum Green (s)				55.0	55.0		13.0	55.0			37.0	
Yellow Time (s)				3.5	3.5		3.5	3.5			3.5	
All-Red Time (s)				1.5	1.5		1.5	1.5			1.5	
Lost Time Adjust (s)					0.0			0.0			0.0	
Total Lost Time (s)					5.0			5.0			5.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				1.0	1.0		0.2	1.0			1.0	
Recall Mode				Max	Max		None	C-Max			C-Max	
Walk Time (s)				7.0	7.0		0.0	7.0			7.0	
Flash Dont Walk (s)				18.0	18.0		0.0	12.0			12.0	
Pedestrian Calls (#/hr)				0	0		0	0			0	
Act Effct Green (s)					55.0			55.0			55.0	
Actuated g/C Ratio					0.46			0.46			0.46	
v/c Ratio					0.41			0.95dl			0.45	
Control Delay					21.8			6.9			17.6	
Queue Delay					0.0			0.0			0.5	
Total Delay					21.8			6.9			18.1	
LOS					C			A			B	
Approach Delay					21.8			6.9			18.1	
Approach LOS					C			A			B	
Queue Length 50th (ft)					169			32			142	
Queue Length 95th (ft)					200			40			167	
Internal Link Dist (ft)		574			448			278			280	
Turn Bay Length (ft)												
Base Capacity (vph)					2895			1501			2329	
Starvation Cap Reductn					0			0			752	
Spillback Cap Reductn					0			0			0	
Storage Cap Reductn					0			0			0	
Reduced v/c Ratio					0.41			0.42			0.67	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 79.5 (66%), Referenced to phase 4:NBTL and 8:SBT, Start of Red
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.45
Intersection Signal Delay: 17.2 Intersection LOS: B
Intersection Capacity Utilization 60.5% ICU Level of Service B
Analysis Period (min) 15

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

Splits and Phases: 12: Congress Ave & 6th St



HCM 6th Edition methodology does not support a perm + prot left-turn type from a shared lane. Left-turn bay is needed for phases 7.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	71	682	147	0	0	0	0	496	338	55	1149	0
Future Volume (vph)	71	682	147	0	0	0	0	496	338	55	1149	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	1.00
Frt		0.973						0.939				
Flt Protected	0.950										0.998	
Satd. Flow (prot)	1736	4931	0	0	0	0	0	4794	0	0	5123	0
Flt Permitted	0.950										0.830	
Satd. Flow (perm)	1736	4931	0	0	0	0	0	4794	0	0	4261	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		43						176				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		447			446			1388			358	
Travel Time (s)		10.2			10.1			31.5			8.1	
Peak Hour Factor	0.94	0.94	0.94	0.92	0.92	0.92	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	2%	4%	0%	0%	0%	0%	2%	1%	2%	1%	0%
Adj. Flow (vph)	76	726	156	0	0	0	0	528	360	59	1222	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	882	0	0	0	0	0	888	0	0	1281	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA		pm+pt	NA	
Protected Phases		2						4		3	8	
Permitted Phases	2									8		
Detector Phase	2	2						4		3	8	
Switch Phase												

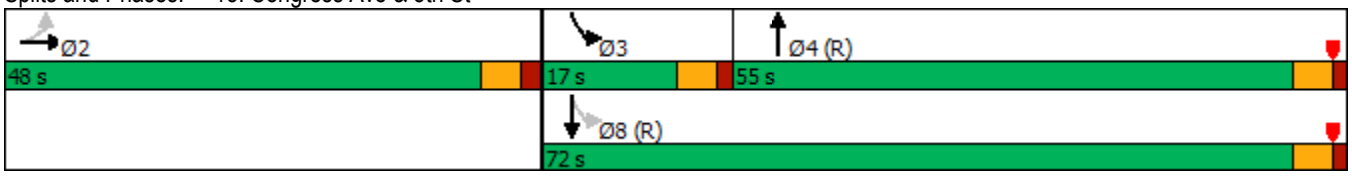
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0						10.0		5.0	10.0	
Minimum Split (s)	30.5	30.5						30.0		10.0	25.0	
Total Split (s)	48.0	48.0						55.0		17.0	72.0	
Total Split (%)	40.0%	40.0%						45.8%		14.2%	60.0%	
Maximum Green (s)	42.5	42.5						50.0		12.0	67.0	
Yellow Time (s)	3.5	3.5						3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0						1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0						0.0			0.0	
Total Lost Time (s)	5.5	5.5						5.0			5.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	0.2	0.2						0.2		0.2	0.2	
Recall Mode	Max	Max						C-Max		None	C-Max	
Walk Time (s)	7.0	7.0						7.0			7.0	
Flash Dont Walk (s)	18.0	18.0						13.0			13.0	
Pedestrian Calls (#/hr)	0	0						0			0	
Act Effct Green (s)	42.5	42.5						67.0			67.0	
Actuated g/C Ratio	0.35	0.35						0.56			0.56	
v/c Ratio	0.12	0.50						0.32			0.54	
Control Delay	26.9	29.9						12.3			10.9	
Queue Delay	0.0	0.0						0.0			0.0	
Total Delay	26.9	29.9						12.3			10.9	
LOS	C	C						B			B	
Approach Delay		29.7						12.3			10.9	
Approach LOS		C						B			B	
Queue Length 50th (ft)	39	184						237			101	
Queue Length 95th (ft)	76	227						m116			115	
Internal Link Dist (ft)		367			366			1308			278	
Turn Bay Length (ft)												
Base Capacity (vph)	614	1774						2754			2379	
Starvation Cap Reductn	0	0						0			104	
Spillback Cap Reductn	0	0						0			0	
Storage Cap Reductn	0	0						0			0	
Reduced v/c Ratio	0.12	0.50						0.32			0.56	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 89 (74%), Referenced to phase 4:NBT and 8:SBTL, Start of Red
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 17.1 Intersection LOS: B
Intersection Capacity Utilization 69.8% ICU Level of Service C
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 13: Congress Ave & 5th St



HCM 6th Edition methodology does not support a perm + prot left-turn type from a shared lane. Left-turn bay is needed for phases 3.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	534	357	385	376	44	102	964	235	50	1427	97
Future Volume (vph)	59	534	357	385	376	44	102	964	235	50	1427	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		180	135		0	0		125	0		0
Storage Lanes	1		1	2		0	0		1	0		0
Taper Length (ft)	175			80			25			25		
Lane Util. Factor	1.00	0.91	1.00	0.97	1.00	1.00	0.91	0.86	0.86	0.91	0.91	0.91
Ped Bike Factor			0.92	0.97	0.99			1.00	0.92		0.99	
Frt			0.850		0.984			0.997	0.850		0.991	
Flt Protected	0.950			0.950				0.995			0.998	
Satd. Flow (prot)	1805	4988	1615	3433	1828	0	0	4752	1375	0	5055	0
Flt Permitted	0.263			0.950				0.656			0.691	
Satd. Flow (perm)	500	4988	1482	3320	1828	0	0	3131	1271	0	3500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			191		5			2	191		11	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		846			2606			1721			1388	
Travel Time (s)		16.5			50.8			39.1			31.5	
Confl. Peds. (#/hr)	38		38	38		38	38		38	38		38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	4%	0%	2%	1%	5%	4%	2%	1%	0%	1%	1%
Adj. Flow (vph)	62	562	376	405	396	46	107	1015	247	53	1502	102
Shared Lane Traffic (%)									10%			
Lane Group Flow (vph)	62	562	376	405	442	0	0	1147	222	0	1657	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

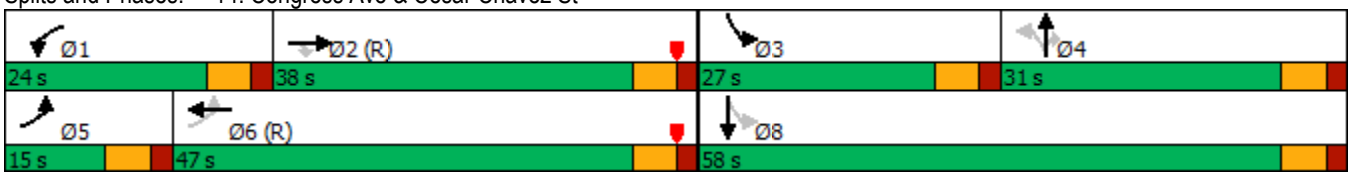
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	D.P+P	NA	Perm	Prot	NA		Perm	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6			4		3	8	
Permitted Phases	6		2				4		4	8		
Detector Phase	5	2	2	1	6		4	4	4	3	8	
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0		10.0	10.0	10.0	4.0	10.0	
Minimum Split (s)	10.0	25.0	25.0	10.0	25.0		27.0	27.0	27.0	10.0	25.0	
Total Split (s)	15.0	38.0	38.0	24.0	47.0		31.0	31.0	31.0	27.0	58.0	
Total Split (%)	12.5%	31.7%	31.7%	20.0%	39.2%		25.8%	25.8%	25.8%	22.5%	48.3%	
Maximum Green (s)	9.0	32.0	32.0	18.0	41.0		25.0	25.0	25.0	21.0	52.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0			6.0	6.0		6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes		
Vehicle Extension (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Recall Mode	Max	C-Max	C-Max	Max	C-Max		Max	Max	Max	Max	Max	
Walk Time (s)		5.0	5.0		5.0		5.0	5.0	5.0	0.0	5.0	
Flash Dont Walk (s)		14.0	14.0		14.0		16.0	16.0	16.0	0.0	14.0	
Pedestrian Calls (#/hr)		0	0		0		0	0	0	0	0	
Act Effct Green (s)	50.0	32.0	32.0	18.0	41.0			25.0	25.0		52.0	
Actuated g/C Ratio	0.42	0.27	0.27	0.15	0.34			0.21	0.21		0.43	
v/c Ratio	0.20	0.42	0.70	0.79	0.70			1.81dl	0.53		0.92	
Control Delay	10.2	33.0	29.8	67.5	54.6			376.8	13.9		26.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Delay	10.2	33.0	29.8	67.5	54.6			376.8	13.9		26.6	
LOS	B	C	C	E	D			F	B		C	
Approach Delay		30.4			60.8			317.9			26.6	
Approach LOS		C			E			F			C	
Queue Length 50th (ft)	22	160	211	168	287			~517	23		336	
Queue Length 95th (ft)	40	192	304	m#227	m394			#618	111		#385	
Internal Link Dist (ft)		766			2526			1641			1308	
Turn Bay Length (ft)	140		180	135					125			
Base Capacity (vph)	306	1330	535	514	627			653	416		1795	
Starvation Cap Reductn	0	0	0	0	0			0	0		0	
Spillback Cap Reductn	0	0	0	0	0			0	0		0	
Storage Cap Reductn	0	0	0	0	0			0	0		0	
Reduced v/c Ratio	0.20	0.42	0.70	0.79	0.70			1.76	0.53		0.92	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 62 (52%), Referenced to phase 2:EBT and 6:EBWB, Start of Red
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.76
Intersection Signal Delay: 115.2 Intersection LOS: F

Intersection Capacity Utilization 100.4%	ICU Level of Service G
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	
dl Defacto Left Lane. Recode with 1 though lane as a left lane.	

Splits and Phases: 14: Congress Ave & Cesar Chavez St



HCM 6th Edition methodology does not support a perm + prot left-turn type from a shared lane. Left-turn bay is needed for phases 3.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	144	6	84	19	10	24	76	1075	11	15	1577	458
Future Volume (vph)	144	6	84	19	10	24	76	1075	11	15	1577	458
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		120	0		0	150		100	75		0
Storage Lanes	2		1	0		1	1		1	1		0
Taper Length (ft)	25			25			25			65		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	0.91
Ped Bike Factor	0.96	0.96			0.95	0.91			0.96	1.00	0.98	
Frt		0.861				0.850			0.850		0.966	
Flt Protected	0.950				0.968		0.950			0.950		
Satd. Flow (prot)	3467	1538	0	0	1839	1615	1787	5085	1615	1805	4875	0
Flt Permitted	0.950				0.743		0.048			0.212		
Satd. Flow (perm)	3331	1538	0	0	1344	1463	90	5085	1548	401	4875	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		91				105			152		87	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		744			261			663			1721	
Travel Time (s)		14.5			5.1			12.9			33.5	
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
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
Heavy Vehicles (%)	1%	17%	1%	0%	0%	0%	1%	2%	0%	0%	1%	2%
Adj. Flow (vph)	157	7	91	21	11	26	83	1168	12	16	1714	498
Shared Lane Traffic (%)												
Lane Group Flow (vph)	157	98	0	0	32	26	83	1168	12	16	2212	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

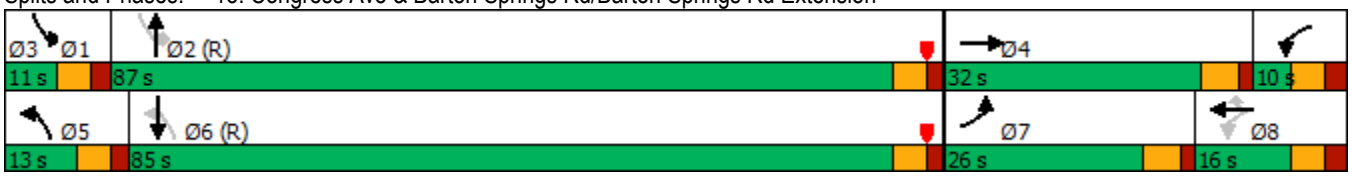
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA		pm+pt	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases				8		8	6		2	2		
Detector Phase	7	4		3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	6.0	5.0		3.0	5.0	5.0	3.0	25.0	25.0	3.0	25.0	
Minimum Split (s)	11.5	10.5		9.0	11.0	11.0	8.5	33.5	33.5	8.5	34.5	
Total Split (s)	26.0	32.0		10.0	16.0	16.0	13.0	87.0	87.0	11.0	85.0	
Total Split (%)	18.6%	22.9%		7.1%	11.4%	11.4%	9.3%	62.1%	62.1%	7.9%	60.7%	
Maximum Green (s)	20.5	26.5		4.0	10.0	10.0	7.5	81.5	81.5	5.5	79.5	
Yellow Time (s)	4.0	4.0		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.5	1.5		2.5	2.5	2.5	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5			6.0	6.0	5.5	5.5	5.5	5.5	5.5	
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0		1.5	2.0	2.0	1.5	2.0	2.0	1.5	2.0	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)								7.0	7.0		7.0	
Flash Dont Walk (s)								21.0	21.0		22.0	
Pedestrian Calls (#/hr)								0	0		0	
Act Effct Green (s)	10.7	22.5			8.0	8.0	101.0	102.4	102.4	104.3	94.2	
Actuated g/C Ratio	0.08	0.16			0.06	0.06	0.72	0.73	0.73	0.74	0.67	
v/c Ratio	0.59	0.30			0.42	0.14	0.56	0.31	0.01	0.05	0.67	
Control Delay	47.2	6.5			79.2	1.6	34.1	10.2	0.0	6.1	15.8	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	47.2	6.5			79.2	1.6	34.1	10.2	0.0	6.1	15.8	
LOS	D	A			E	A	C	B	A	A	B	
Approach Delay		31.6			44.4			11.7			15.8	
Approach LOS		C			D			B			B	
Queue Length 50th (ft)	65	24			29	0	48	107	0	3	404	
Queue Length 95th (ft)	96	47			64	0	m57	m123	m0	12	581	
Internal Link Dist (ft)		664			181			583			1641	
Turn Bay Length (ft)							150		100	75		
Base Capacity (vph)	507	376			99	205	165	3720	1173	354	3307	
Starvation Cap Reductn	0	0			0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0			0	0	0	0	0	0	0	
Storage Cap Reductn	0	0			0	0	0	0	0	0	0	
Reduced v/c Ratio	0.31	0.26			0.32	0.13	0.50	0.31	0.01	0.05	0.67	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 94 (67%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 15.9 Intersection LOS: B

Intersection Capacity Utilization 69.9%	ICU Level of Service C
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 15: Congress Ave & Barton Springs Rd/Barton Springs Rd Extension



HCM 6th Edition methodology does not support a perm + prot left-turn type from a shared lane. Left-turn bay is needed for phases 3.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	809	195	160	561	205	98	848	148	542	965	46
Future Volume (vph)	20	809	195	160	561	205	98	848	148	542	965	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		0	140		0	270		525	180		0
Storage Lanes	1		1	1		0	2		1	2		0
Taper Length (ft)	115			50			190			150		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.91	0.91	0.97	0.91	0.91
Ped Bike Factor	0.99		0.96	1.00	0.99		0.97	0.99		0.99	1.00	
Frt			0.850		0.960			0.978			0.993	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3539	1553	1787	3302	0	3242	4893	0	3467	5061	0
Flt Permitted	0.250			0.207			0.950			0.950		
Satd. Flow (perm)	472	3539	1496	388	3302	0	3155	4893	0	3434	5061	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			94		42			22			6	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		738			912			572			663	
Travel Time (s)		14.4			17.8			11.1			12.9	
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	4%	1%	5%	1%	8%	3%	3%	1%	1%	15%
Adj. Flow (vph)	21	843	203	167	584	214	102	883	154	565	1005	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	843	203	167	798	0	102	1037	0	565	1053	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	D.P+P	NA	pm+ov	D.P+P	NA		Prot	NA		Prot	NA	
Protected Phases	3	8	5	7	4		5	2		1	6	
Permitted Phases	4		8	8								
Detector Phase	3	8	5	7	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	10.0	3.0	3.0	10.0		3.0	5.0		3.0	3.0	
Minimum Split (s)	13.0	38.0	8.0	10.0	38.0		8.0	10.0		8.0	8.0	
Total Split (s)	12.0	53.0	17.0	16.0	57.0		17.0	31.0		30.0	54.0	
Total Split (%)	8.6%	37.9%	12.1%	11.4%	40.7%		12.1%	22.1%		21.4%	38.6%	
Maximum Green (s)	7.0	48.0	12.0	11.0	52.0		12.0	26.0		25.0	49.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag	Lead	Lead	Lead		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.5	1.0	1.0	2.5		1.0	2.0		1.0	1.0	
Recall Mode	None	C-Max	None	None	C-Max		None	Min		None	None	
Walk Time (s)		5.0			5.0							
Flash Dont Walk (s)		28.0			28.0							
Pedestrian Calls (#/hr)		0			0							
Act Effct Green (s)	70.0	57.5	65.3	68.0	65.8		7.8	26.0		26.0	44.2	
Actuated g/C Ratio	0.50	0.41	0.47	0.49	0.47		0.06	0.19		0.19	0.32	
v/c Ratio	0.07	0.58	0.27	0.57	0.51		0.56	1.12		0.88	0.66	
Control Delay	11.8	24.2	9.7	30.4	29.5		76.0	118.2		65.3	39.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	11.8	24.2	9.7	30.4	29.5		76.0	118.2		65.3	39.9	
LOS	B	C	A	C	C		E	F		E	D	
Approach Delay		21.2			29.6			114.4			48.7	
Approach LOS		C			C			F			D	
Queue Length 50th (ft)	7	323	35	121	362		47	~391		276	335	
Queue Length 95th (ft)	m16	487	m62	208	455		77	#488		338	402	
Internal Link Dist (ft)		658			832			492			583	
Turn Bay Length (ft)	170			140			270			180		
Base Capacity (vph)	302	1453	794	311	1574		277	926		866	1775	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.07	0.58	0.26	0.54	0.51		0.37	1.12		0.65	0.59	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 46 (33%), Referenced to phase 4:EBWB and 8:EBWB, Start of Red
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.12
Intersection Signal Delay: 54.4 Intersection LOS: D

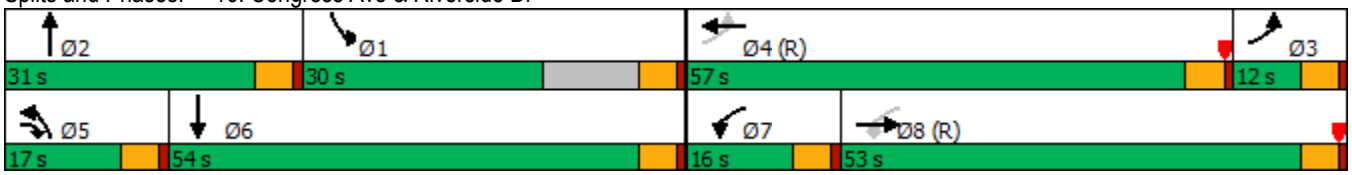
Intersection Capacity Utilization 88.5%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 16: Congress Ave & Riverside Dr



Min green cannot be greater than Max Green.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	28	26	7	43	65	24	568	33	29	1599	4
Future Volume (vph)	28	28	26	7	43	65	24	568	33	29	1599	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.957			0.923			0.992				
Flt Protected		0.983			0.997		0.950			0.950		
Satd. Flow (prot)	0	1763	0	0	1716	0	1805	3482	0	1805	3574	0
Flt Permitted		0.887			0.985		0.085			0.393		
Satd. Flow (perm)	0	1591	0	0	1696	0	162	3482	0	747	3574	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			43			9				
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		1628			208			250			375	
Travel Time (s)		44.4			5.7			5.7			8.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	0%	0%	0%	5%	0%	0%	3%	0%	0%	1%	0%
Adj. Flow (vph)	29	29	27	7	44	67	25	586	34	30	1648	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	85	0	0	118	0	25	620	0	30	1652	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		D.P+P	NA		D.P+P	NA	
Protected Phases		4			8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	19.0	19.0		19.0	19.0		5.0	20.0		5.0	20.0	
Minimum Split (s)	31.0	31.0		31.0	31.0		10.0	25.0		10.0	25.0	
Total Split (s)	31.0	31.0		31.0	31.0		10.0	94.0		10.0	94.0	
Total Split (%)	23.0%	23.0%		23.0%	23.0%		7.4%	69.6%		7.4%	69.6%	
Maximum Green (s)	26.0	26.0		26.0	26.0		5.0	89.0		5.0	89.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lead		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	1.0		1.0	1.0		1.5	2.0		1.0	2.0	
Recall Mode	Max	Max		Max	Max		Min	C-Max		Min	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	19.0	19.0		19.0	19.0			9.0			9.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		26.0			26.0		94.0	89.0		94.0	89.0	
Actuated g/C Ratio		0.19			0.19		0.70	0.66		0.70	0.66	
v/c Ratio		0.27			0.33		0.14	0.27		0.05	0.70	
Control Delay		40.6			32.3		6.8	9.7		5.4	16.6	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		40.6			32.3		6.8	9.7		5.4	16.6	
LOS		D			C		A	A		A	B	
Approach Delay		40.6			32.3			9.6			16.4	
Approach LOS		D			C			A			B	
Queue Length 50th (ft)		52			56		5	108		6	449	
Queue Length 95th (ft)		103			116		13	137		15	528	
Internal Link Dist (ft)		1548			128			170			295	
Turn Bay Length (ft)							100			100		
Base Capacity (vph)		318			361		173	2298		559	2356	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.27			0.33		0.14	0.27		0.05	0.70	

Intersection Summary

Area Type: Other
Cycle Length: 135
Actuated Cycle Length: 135
Offset: 132 (98%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 16.2 Intersection LOS: B
Intersection Capacity Utilization 68.5% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 17: Congress Ave & Monroe St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	28	26	7	43	65	24	568	33	29	1599	4
Future Volume (veh/h)	28	28	26	7	43	65	24	568	33	29	1599	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1900	1900	1900	1826	1900	1900	1856	1900	1900	1885	1900
Adj Flow Rate, veh/h	29	29	27	7	44	67	25	586	34	30	1648	4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	0	0	0	5	0	0	3	0	0	1	0
Cap, veh/h	126	125	100	35	130	180	237	2233	129	600	2417	6
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.04	0.66	0.66	0.04	0.66	0.66
Sat Flow, veh/h	466	648	519	37	673	933	1810	3387	196	1810	3666	9
Grp Volume(v), veh/h	85	0	0	118	0	0	25	305	315	30	805	847
Grp Sat Flow(s),veh/h/ln	1632	0	0	1643	0	0	1810	1763	1820	1810	1791	1884
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.6	9.6	9.6	0.0	37.6	37.6
Cycle Q Clear(g_c), s	5.5	0.0	0.0	8.4	0.0	0.0	0.6	9.6	9.6	0.0	37.6	37.6
Prop In Lane	0.34		0.32	0.06		0.57	1.00		0.11	1.00		0.00
Lane Grp Cap(c), veh/h	350	0	0	345	0	0	237	1162	1200	600	1181	1242
V/C Ratio(X)	0.24	0.00	0.00	0.34	0.00	0.00	0.11	0.26	0.26	0.05	0.68	0.68
Avail Cap(c_a), veh/h	350	0	0	345	0	0	237	1162	1200	600	1181	1242
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.2	0.0	0.0	47.4	0.0	0.0	12.0	9.5	9.5	9.9	14.2	14.2
Incr Delay (d2), s/veh	1.6	0.0	0.0	2.7	0.0	0.0	0.1	0.5	0.5	0.0	3.2	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	0.0	3.8	0.0	0.0	0.2	3.8	3.9	0.4	15.5	16.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.8	0.0	0.0	50.1	0.0	0.0	12.1	10.0	10.0	9.9	17.4	17.3
LnGrp LOS	D	A	A	D	A	A	B	B	B	A	B	B
Approach Vol, veh/h		85			118			645			1682	
Approach Delay, s/veh		47.8			50.1			10.1			17.2	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.0	94.0		31.0	10.0	94.0		31.0
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s	5.0	89.0		26.0	5.0	89.0		26.0
Max Q Clear Time (g_c+I1), s	2.0	11.6		7.5	2.6	39.6		10.4
Green Ext Time (p_c), s	0.0	2.6		0.1	0.0	11.2		0.2

Intersection Summary	
HCM 6th Ctrl Delay	18.0
HCM 6th LOS	B

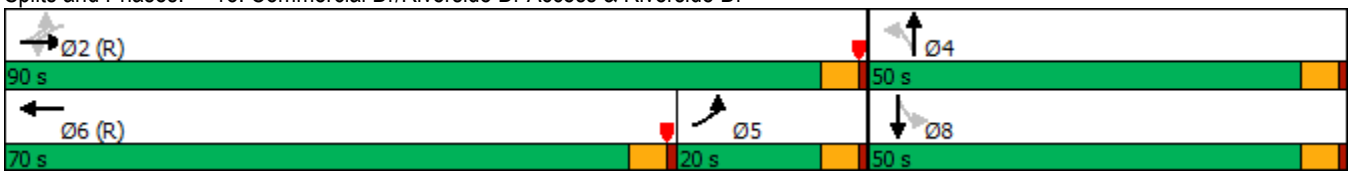
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	1502	7	3	868	8	12	2	5	178	0	39
Future Volume (vph)	13	1502	7	3	868	8	12	2	5	178	0	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	100			100			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.999			0.964			0.975	
Flt Protected	0.950			0.950				0.969			0.961	
Satd. Flow (prot)	1671	3536	0	1805	3469	0	0	1775	0	0	1756	0
Flt Permitted	0.282			0.130				0.868			0.752	
Satd. Flow (perm)	496	3536	0	247	3469	0	0	1590	0	0	1374	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			1			5			55	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		912			2164			174			600	
Travel Time (s)		17.8			42.2			4.0			13.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.96
Heavy Vehicles (%)	8%	2%	0%	0%	4%	0%	0%	0%	0%	1%	0%	3%
Adj. Flow (vph)	13	1548	7	3	895	8	12	2	5	184	0	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	1555	0	3	903	0	0	19	0	0	225	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		D.Pm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			4			8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			2			4			8		
Detector Phase	5	2		2	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	8.0	22.0		22.0	24.0		28.0	28.0		28.0	28.0	
Total Split (s)	20.0	90.0		90.0	70.0		50.0	50.0		50.0	50.0	
Total Split (%)	14.3%	64.3%		64.3%	50.0%		35.7%	35.7%		35.7%	35.7%	
Maximum Green (s)	15.0	85.0		85.0	65.0		45.0	45.0		45.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lead/Lag	Lag				Lead							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	1.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	
Walk Time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		12.0		12.0	14.0		18.0	18.0		18.0	18.0	
Pedestrian Calls (#/hr)		0		0	0		0	0		0	0	
Act Effct Green (s)	107.3	107.3		107.3	99.3			22.7			22.7	
Actuated g/C Ratio	0.77	0.77		0.77	0.71			0.16			0.16	
v/c Ratio	0.03	0.57		0.02	0.37			0.07			0.84	
Control Delay	9.8	15.9		2.3	3.0			36.7			67.2	
Queue Delay	0.0	0.3		0.0	0.0			0.0			0.0	
Total Delay	9.8	16.2		2.3	3.0			36.7			67.2	
LOS	A	B		A	A			D			E	
Approach Delay		16.2			3.0			36.7			67.2	
Approach LOS		B			A			D			E	
Queue Length 50th (ft)	6	409		0	32			11			154	
Queue Length 95th (ft)	m8	m512		m1	86			32			233	
Internal Link Dist (ft)		832			2084			94			520	
Turn Bay Length (ft)	100			100								
Base Capacity (vph)	506	2709		189	2460			514			478	
Starvation Cap Reductn	0	502		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.03	0.70		0.02	0.37			0.04			0.47	

Intersection Summary	
Area Type:	Other
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:WBT, Start of Red, Master Intersection	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 16.2	Intersection LOS: B
Intersection Capacity Utilization 66.1%	ICU Level of Service C
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 18: Commercial Dr/Riverside Dr Access & Riverside Dr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	1502	7	3	868	8	12	2	5	178	0	39
Future Volume (veh/h)	13	1502	7	3	868	8	12	2	5	178	0	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1870	1900	1900	1841	1900	1900	1900	1900	1885	1900	1856
Adj Flow Rate, veh/h	13	1548	7	3	895	8	12	2	5	184	0	41
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.96
Percent Heavy Veh, %	8	2	0	0	4	0	0	0	0	1	0	3
Cap, veh/h	492	2368	11	181	1649	15	208	39	73	251	0	46
Arrive On Green	0.26	0.65	0.65	0.07	0.46	0.46	0.17	0.17	0.17	0.17	0.00	0.17
Sat Flow, veh/h	1697	3628	16	1810	3552	32	986	230	435	1210	0	270
Grp Volume(v), veh/h	13	758	797	3	441	462	19	0	0	225	0	0
Grp Sat Flow(s),veh/h/ln	1697	1777	1867	1810	1749	1835	1651	0	0	1480	0	0
Q Serve(g_s), s	0.0	36.2	36.2	0.2	25.3	25.3	0.0	0.0	0.0	19.6	0.0	0.0
Cycle Q Clear(g_c), s	0.0	36.2	36.2	0.2	25.3	25.3	1.2	0.0	0.0	20.8	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.02	0.63		0.26	0.82		0.18
Lane Grp Cap(c), veh/h	492	1160	1219	0	812	852	321	0	0	297	0	0
V/C Ratio(X)	0.03	0.65	0.65	0.00	0.54	0.54	0.06	0.00	0.00	0.76	0.00	0.00
Avail Cap(c_a), veh/h	492	1160	1219	0	812	852	547	0	0	519	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.65	0.65	0.65	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	38.4	14.7	14.7	0.0	26.9	26.9	48.9	0.0	0.0	56.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.9	1.8	0.0	2.6	2.5	0.0	0.0	0.0	1.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	14.4	15.1	0.0	11.0	11.5	0.6	0.0	0.0	7.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.4	16.6	16.5	0.0	29.5	29.3	48.9	0.0	0.0	58.4	0.0	0.0
LnGrp LOS	D	B	B	A	C	C	D	A	A	E	A	A
Approach Vol, veh/h		1568			906			19			225	
Approach Delay, s/veh		16.8			29.3			48.9			58.4	
Approach LOS		B			C			D			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.0	96.4		28.6	41.4	70.0		28.6
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s	85.0	85.0		45.0	15.0	65.0		45.0
Max Q Clear Time (g_c+I1), s	2.2	38.2		3.2	2.0	27.3		22.8
Green Ext Time (p_c), s	0.0	9.1		0.0	0.0	3.8		0.8

Intersection Summary		
HCM 6th Ctrl Delay		24.6
HCM 6th LOS		C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1092	149	0	0	0	0	0	0	157	833	0
Future Volume (vph)	0	1092	149	0	0	0	0	0	0	157	833	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
Frt		0.982										
Flt Protected										0.950		
Satd. Flow (prot)	0	6355	0	0	0	0	0	0	0	1770	5085	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	6355	0	0	0	0	0	0	0	1770	5085	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)		36								64		
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		288			235			357			333	
Travel Time (s)		6.5			5.3			5.4			5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%	0%	0%	0%	2%	2%	0%
Adj. Flow (vph)	0	1187	162	0	0	0	0	0	0	171	905	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1349	0	0	0	0	0	0	0	171	905	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			12	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2								1	2	
Detector Template		Thru								Left	Thru	
Leading Detector (ft)		100								20	100	
Trailing Detector (ft)		0								0	0	
Detector 1 Position(ft)		0								0	0	
Detector 1 Size(ft)		6								20	6	
Detector 1 Type		Cl+Ex								Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0								0.0	0.0	
Detector 1 Queue (s)		0.0								0.0	0.0	
Detector 1 Delay (s)		0.0								0.0	0.0	
Detector 2 Position(ft)		94									94	
Detector 2 Size(ft)		6									6	
Detector 2 Type		Cl+Ex									Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0									0.0	
Turn Type		NA								Perm	NA	
Protected Phases		2 6									4 8	
Permitted Phases										4 8		
Detector Phase		2 6								4 8	4 8	
Switch Phase												

Lane Group	Ø2	Ø4	Ø6	Ø8
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Lane Util. Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Peak Hour Factor				
Heavy Vehicles (%)				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(ft)				
Link Offset(ft)				
Crosswalk Width(ft)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (mph)				
Number of Detectors				
Detector Template				
Leading Detector (ft)				
Trailing Detector (ft)				
Detector 1 Position(ft)				
Detector 1 Size(ft)				
Detector 1 Type				
Detector 1 Channel				
Detector 1 Extend (s)				
Detector 1 Queue (s)				
Detector 1 Delay (s)				
Detector 2 Position(ft)				
Detector 2 Size(ft)				
Detector 2 Type				
Detector 2 Channel				
Detector 2 Extend (s)				
Turn Type				
Protected Phases	2	4	6	8
Permitted Phases				
Detector Phase				
Switch Phase				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)		62.1								47.9	47.9	
Actuated g/C Ratio		0.52								0.40	0.40	
v/c Ratio		0.41								0.23	0.45	
Control Delay		18.2								14.5	26.7	
Queue Delay		0.0								0.0	0.2	
Total Delay		18.2								14.5	26.9	
LOS		B								B	C	
Approach Delay		18.2									25.0	
Approach LOS		B									C	
Queue Length 50th (ft)		175								52	184	
Queue Length 95th (ft)		226								92	203	
Internal Link Dist (ft)		208			155			277			253	
Turn Bay Length (ft)												
Base Capacity (vph)		3297								888	2457	
Starvation Cap Reductn		0								0	0	
Spillback Cap Reductn		200								1	755	
Storage Cap Reductn		0								0	0	
Reduced v/c Ratio		0.44								0.19	0.53	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 101 (84%), Referenced to phase 2:EBT, Start of Red
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 21.2 — Intersection LOS: C
Intersection Capacity Utilization 61.6% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 19: IH 35 SB FR & 7th St

Lane Group	Ø2	Ø4	Ø6	Ø8
Minimum Initial (s)	3.0	5.0	10.0	10.0
Minimum Split (s)	8.0	10.0	15.0	15.0
Total Split (s)	28.0	14.0	29.0	49.0
Total Split (%)	23%	12%	24%	41%
Maximum Green (s)	23.0	9.0	24.0	44.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag				
Lead-Lag Optimize?				
Vehicle Extension (s)	1.0	0.2	1.0	0.2
Recall Mode	C-Max	None	None	None
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Queue Length 50th (ft)				
Queue Length 95th (ft)				
Internal Link Dist (ft)				
Turn Bay Length (ft)				
Base Capacity (vph)				
Starvation Cap Reductn				
Spillback Cap Reductn				
Storage Cap Reductn				
Reduced v/c Ratio				

Intersection Summary

HCM 6th Edition methodology does not support clustered intersections.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	511	739	0	0	0	329	0	1189	146	0	0	0
Future Volume (vph)	511	739	0	0	0	329	0	1189	146	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	0.88	1.00	0.91	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950											
Satd. Flow (prot)	3467	3539	0	0	0	2707	0	5085	1583	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	3467	3539	0	0	0	2707	0	5085	1583	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	93					109			151			
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		235			293			361			209	
Travel Time (s)		5.3			6.7			5.5			3.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	2%	0%	0%	0%	5%	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	527	762	0	0	0	339	0	1226	151	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	527	762	0	0	0	339	0	1226	151	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			0			0			0	
Link Offset(ft)		0			-12			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2				1		2	1			
Detector Template	Left	Thru				Right		Thru	Right			
Leading Detector (ft)	20	100				20		100	20			
Trailing Detector (ft)	0	0				0		0	0			
Detector 1 Position(ft)	0	0				0		0	0			
Detector 1 Size(ft)	20	6				20		6	20			
Detector 1 Type	Cl+Ex	Cl+Ex				Cl+Ex		Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0				0.0		0.0	0.0			
Detector 1 Queue (s)	0.0	0.0				0.0		0.0	0.0			
Detector 1 Delay (s)	0.0	0.0				0.0		0.0	0.0			
Detector 2 Position(ft)		94						94				
Detector 2 Size(ft)		6						6				
Detector 2 Type		Cl+Ex						Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				
Turn Type	Prot	NA				Perm		NA	Perm			
Protected Phases	2 4	2 4 6						8				
Permitted Phases						6			8			
Detector Phase	2 4	2 4 6				6		8	8			
Switch Phase												

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		
Detector Phase		
Switch Phase		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)						10.0		10.0	10.0			
Minimum Split (s)						15.0		15.0	15.0			
Total Split (s)						29.0		49.0	49.0			
Total Split (%)						24.2%		40.8%	40.8%			
Maximum Green (s)						24.0		44.0	44.0			
Yellow Time (s)						4.0		4.0	4.0			
All-Red Time (s)						1.0		1.0	1.0			
Lost Time Adjust (s)						0.0		0.0	0.0			
Total Lost Time (s)						5.0		5.0	5.0			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)						1.0		0.2	0.2			
Recall Mode						None		None	None			
Act Effct Green (s)	44.2	76.1				26.9		33.9	33.9			
Actuated g/C Ratio	0.37	0.63				0.22		0.28	0.28			
v/c Ratio	0.39	0.34				0.49		0.85	0.27			
Control Delay	16.4	2.4				29.1		63.2	23.0			
Queue Delay	0.8	0.2				0.0		1.1	0.0			
Total Delay	17.2	2.5				29.1		64.3	23.0			
LOS	B	A				C		E	C			
Approach Delay		8.5			29.1			59.8				
Approach LOS		A			C			E				
Queue Length 50th (ft)	144	20				84		315	16			
Queue Length 95th (ft)	211	34				138		368	96			
Internal Link Dist (ft)		155			213			281			129	
Turn Bay Length (ft)												
Base Capacity (vph)	1336	2239				708		1864	676			
Starvation Cap Reductn	487	603				0		380	0			
Spillback Cap Reductn	0	0				0		0	0			
Storage Cap Reductn	0	0				0		0	0			
Reduced v/c Ratio	0.62	0.47				0.48		0.83	0.22			

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 101 (84%), Referenced to phase 2:EBT, Start of Red
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 34.3 — Intersection LOS: C
Intersection Capacity Utilization 61.6% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 20: IH 35 NB FR & 7th St

Lane Group	Ø2	Ø4
Minimum Initial (s)	3.0	5.0
Minimum Split (s)	8.0	10.0
Total Split (s)	28.0	14.0
Total Split (%)	23%	12%
Maximum Green (s)	23.0	9.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	1.0	0.2
Recall Mode	C-Max	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

HCM 6th Edition methodology does not support clustered intersections.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	327	328	0	0	0	0	23	915	94
Future Volume (vph)	0	0	0	327	328	0	0	0	0	23	915	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt												0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	0	0	1787	3539	0	0	0	0	1805	3574	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	0	0	1787	3539	0	0	0	0	1805	3574	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												102
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		271			245			217			357	
Travel Time (s)		6.2			5.6			3.3			5.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%	0%	0%	0%	0%	1%	2%
Adj. Flow (vph)	0	0	0	355	357	0	0	0	0	25	995	102
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	355	357	0	0	0	0	25	995	102
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		12			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2					1	2	1
Detector Template				Left	Thru					Left	Thru	Right
Leading Detector (ft)				20	100					20	100	20
Trailing Detector (ft)				0	0					0	0	0
Detector 1 Position(ft)				0	0					0	0	0
Detector 1 Size(ft)				20	6					20	6	20
Detector 1 Type				Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)				0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)				0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)					94						94	
Detector 2 Size(ft)					6						6	
Detector 2 Type					Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0						0.0	
Turn Type				Perm	NA					Perm	NA	Perm
Protected Phases					1 12						8 5	

Lane Group	Ø1	Ø5	Ø8	Ø12
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Storage Length (ft)				
Storage Lanes				
Taper Length (ft)				
Lane Util. Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Peak Hour Factor				
Heavy Vehicles (%)				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(ft)				
Link Offset(ft)				
Crosswalk Width(ft)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (mph)				
Number of Detectors				
Detector Template				
Leading Detector (ft)				
Trailing Detector (ft)				
Detector 1 Position(ft)				
Detector 1 Size(ft)				
Detector 1 Type				
Detector 1 Channel				
Detector 1 Extend (s)				
Detector 1 Queue (s)				
Detector 1 Delay (s)				
Detector 2 Position(ft)				
Detector 2 Size(ft)				
Detector 2 Type				
Detector 2 Channel				
Detector 2 Extend (s)				
Turn Type				
Protected Phases	1	5	8	12

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				1 12						8 5		8 5
Detector Phase				1 12	1 12					8 5	8 5	8 5
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)				40.8	40.8					69.2	69.2	69.2
Actuated g/C Ratio				0.34	0.34					0.58	0.58	0.58
v/c Ratio				0.58	0.30					0.02	0.48	0.11
Control Delay				25.4	17.7					26.9	39.7	18.6
Queue Delay				2.8	1.1					0.0	35.3	0.0
Total Delay				28.2	18.8					26.9	75.1	18.6
LOS				C	B					C	E	B
Approach Delay					23.5						68.9	
Approach LOS					C						E	
Queue Length 50th (ft)				251	50					16	406	31
Queue Length 95th (ft)				357	76					m40	465	81
Internal Link Dist (ft)		191			165			137			277	
Turn Bay Length (ft)				100								
Base Capacity (vph)				594	1176					1040	2060	956
Starvation Cap Reductn				140	572					0	1123	0
Spillback Cap Reductn				0	0					0	0	0
Storage Cap Reductn				0	0					0	0	0
Reduced v/c Ratio				0.78	0.59					0.02	1.06	0.11

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 100 (83%), Referenced to phase 8:SBTL, Start of Red
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 51.2 Intersection LOS: D
Intersection Capacity Utilization 52.4% ICU Level of Service A
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 21: IH 35 SB FR & 6th St

Lane Group	Ø1	Ø5	Ø8	Ø12
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	3.0	1.0	10.0	10.0
Minimum Split (s)	8.0	6.0	20.0	20.0
Total Split (s)	8.0	6.0	67.0	39.0
Total Split (%)	7%	5%	56%	33%
Maximum Green (s)	3.0	1.0	62.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes
Vehicle Extension (s)	0.2	0.2	2.0	2.0
Recall Mode	None	None	C-Max	None
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Queue Length 50th (ft)				
Queue Length 95th (ft)				
Internal Link Dist (ft)				
Turn Bay Length (ft)				
Base Capacity (vph)				
Starvation Cap Reductn				
Spillback Cap Reductn				
Storage Cap Reductn				
Reduced v/c Ratio				

Intersection Summary

HCM 6th Edition methodology does not support clustered intersections.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	17	0	0	439	40	220	1293	62	0	0	0
Future Volume (vph)	6	17	0	0	439	40	220	1293	62	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.86	0.86	0.86	1.00	1.00	1.00
Frt					0.987			0.994				
Flt Protected	0.950							0.993				
Satd. Flow (prot)	1805	1900	0	0	3516	0	0	6322	0	0	0	0
Flt Permitted	0.338							0.993				
Satd. Flow (perm)	642	1900	0	0	3516	0	0	6322	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					9			11				
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		245			294			209			361	
Travel Time (s)		5.6			6.7			3.2			5.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	0%	1%	5%	2%	2%	3%	0%	0%	0%
Adj. Flow (vph)	6	17	0	0	448	41	224	1319	63	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	6	17	0	0	489	0	0	1606	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2				
Detector Template	Left	Thru			Thru		Left	Thru				
Leading Detector (ft)	20	100			100		20	100				
Trailing Detector (ft)	0	0			0		0	0				
Detector 1 Position(ft)	0	0			0		0	0				
Detector 1 Size(ft)	20	6			6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		5 12			5 12			8 1				

Lane Group	Ø1	Ø5	Ø8	Ø12
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Storage Length (ft)				
Storage Lanes				
Taper Length (ft)				
Lane Util. Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Peak Hour Factor				
Heavy Vehicles (%)				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(ft)				
Link Offset(ft)				
Crosswalk Width(ft)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (mph)				
Number of Detectors				
Detector Template				
Leading Detector (ft)				
Trailing Detector (ft)				
Detector 1 Position(ft)				
Detector 1 Size(ft)				
Detector 1 Type				
Detector 1 Channel				
Detector 1 Extend (s)				
Detector 1 Queue (s)				
Detector 1 Delay (s)				
Detector 2 Position(ft)				
Detector 2 Size(ft)				
Detector 2 Type				
Detector 2 Channel				
Detector 2 Extend (s)				
Turn Type				
Protected Phases	1	5	8	12

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	5 12						8 1					
Detector Phase	5 12	5 12			5 12		8 1	8 1				
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	33.2	33.2			33.2			76.8				
Actuated g/C Ratio	0.28	0.28			0.28			0.64				
v/c Ratio	0.03	0.03			0.50			0.40				
Control Delay	58.0	57.9			36.7			11.4				
Queue Delay	0.0	0.0			1.5			0.0				
Total Delay	58.0	57.9			38.2			11.4				
LOS	E	E			D			B				
Approach Delay		58.0			38.2			11.4				
Approach LOS		E			D			B				
Queue Length 50th (ft)	5	14			163			163				
Queue Length 95th (ft)	21	41			200			217				
Internal Link Dist (ft)		165			214			129			281	
Turn Bay Length (ft)	100											
Base Capacity (vph)	214	633			1178			4047				
Starvation Cap Reductn	0	0			0			0				
Spillback Cap Reductn	0	0			480			274				
Storage Cap Reductn	0	0			0			0				
Reduced v/c Ratio	0.03	0.03			0.70			0.43				

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 100 (83%), Referenced to phase 8:SBTL, Start of Red
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 18.1 — Intersection LOS: B
Intersection Capacity Utilization 52.4% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 22: IH 35 NB FR & 6th St

HDR

Lane Group	Ø1	Ø5	Ø8	Ø12
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	3.0	1.0	10.0	10.0
Minimum Split (s)	8.0	6.0	20.0	20.0
Total Split (s)	8.0	6.0	67.0	39.0
Total Split (%)	7%	5%	56%	33%
Maximum Green (s)	3.0	1.0	62.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes
Vehicle Extension (s)	0.2	0.2	2.0	2.0
Recall Mode	None	None	C-Max	None
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Queue Length 50th (ft)				
Queue Length 95th (ft)				
Internal Link Dist (ft)				
Turn Bay Length (ft)				
Base Capacity (vph)				
Starvation Cap Reductn				
Spillback Cap Reductn				
Storage Cap Reductn				
Reduced v/c Ratio				

Intersection Summary

HCM 6th Edition methodology does not support clustered intersections.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	783	574	367	525	0	0	0	0	48	581	122
Future Volume (vph)	0	783	574	367	525	0	0	0	0	48	581	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.91	0.91
Frt			0.850								0.997	0.850
Flt Protected					0.980						0.996	
Satd. Flow (prot)	0	3539	1599	0	3443	0	0	0	0	0	3361	1427
Flt Permitted					0.637						0.996	
Satd. Flow (perm)	0	3539	1599	0	2238	0	0	0	0	0	3361	1427
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			339								1	191
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		2606			301			310			250	
Travel Time (s)		50.8			5.9			4.7			3.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.92	0.92	0.92	0.97	0.97	0.97
Heavy Vehicles (%)	0%	2%	1%	1%	4%	0%	0%	0%	0%	4%	2%	3%
Adj. Flow (vph)	0	807	592	378	541	0	0	0	0	49	599	126
Shared Lane Traffic (%)												10%
Lane Group Flow (vph)	0	807	592	0	919	0	0	0	0	0	661	113
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1	2	1
Detector Template		Thru	Right	Left	Thru					Left	Thru	Right
Leading Detector (ft)		100	20	20	100					20	100	20
Trailing Detector (ft)		0	0	0	0					0	0	0
Detector 1 Position(ft)		0	0	0	0					0	0	0
Detector 1 Size(ft)		6	20	20	6					20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm	custom	NA					Perm	NA	Perm
Protected Phases		12 13			11 9 11 12 13						4 8	

Lane Group	Ø4	Ø8	Ø9	Ø11	Ø12	Ø13
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Heavy Vehicles (%)						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Detector 2 Position(ft)						
Detector 2 Size(ft)						
Detector 2 Type						
Detector 2 Channel						
Detector 2 Extend (s)						
Turn Type						
Protected Phases	4	8	9	11	12	13

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			12 13	11	9					4 8		4 8
Detector Phase		12 13	12 13	11 9 11	12 13					4 8	4 8	4 8
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		41.9	41.9		80.4						21.6	21.6
Actuated g/C Ratio		0.35	0.35		0.67						0.18	0.18
v/c Ratio		0.65	0.76		0.42						1.09	0.27
Control Delay		46.9	35.6		2.3						110.5	1.6
Queue Delay		0.2	0.0		1.2						4.3	0.3
Total Delay		47.1	35.6		3.4						114.9	1.9
LOS		D	D		A						F	A
Approach Delay		42.3			3.4						98.4	
Approach LOS		D			A						F	
Queue Length 50th (ft)		260	209		16						~366	0
Queue Length 95th (ft)		m319	m326		m13						#505	0
Internal Link Dist (ft)		2526			221			230			170	
Turn Bay Length (ft)			100									
Base Capacity (vph)		1371	827		2308						605	413
Starvation Cap Reductn		0	0		1083						102	71
Spillback Cap Reductn		120	0		0						0	0
Storage Cap Reductn		0	0		0						0	0
Reduced v/c Ratio		0.65	0.72		0.75						1.31	0.33

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 34 (28%), Referenced to phase 0:, Start of Red	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.36	
Intersection Signal Delay: 44.8	Intersection LOS: D
Intersection Capacity Utilization 94.5%	ICU Level of Service F
Analysis Period (min) 15	

Lane Group	Ø4	Ø8	Ø9	Ø11	Ø12	Ø13
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	3.0	5.0	1.0	5.0	3.0	5.0
Minimum Split (s)	9.0	11.0	9.0	11.0	9.0	11.0
Total Split (s)	10.0	13.0	17.0	28.0	10.0	42.0
Total Split (%)	8%	11%	14%	23%	8%	35%
Maximum Green (s)	4.0	7.0	11.0	22.0	4.0	36.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	0.2	0.2	0.2	0.2	0.2	0.2
Recall Mode	None	None	None	None	None	None
Walk Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Flash Dont Walk (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 23: IH 35 SB FR & Cesar Chavez St

HCM 6th Edition methodology does not support clustered intersections.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	549	280	0	0	629	79	262	857	245	0	0	0
Future Volume (vph)	549	280	0	0	629	79	262	857	245	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.91	0.91	1.00	1.00	1.00	1.00
Frt					0.983				0.850			
Flt Protected	0.950						0.950	0.999				
Satd. Flow (prot)	1770	1827	0	0	3483	0	1595	3354	1583	0	0	0
Flt Permitted	0.166						0.950	0.999				
Satd. Flow (perm)	309	1827	0	0	3483	0	1595	3354	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					11				208			
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		301			331			361			347	
Travel Time (s)		5.9			6.4			5.5			5.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.92	0.92	0.92
Heavy Vehicles (%)	2%	4%	0%	0%	2%	1%	3%	3%	2%	0%	0%	0%
Adj. Flow (vph)	566	289	0	0	648	81	270	884	253	0	0	0
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	566	289	0	0	729	0	243	911	253	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2	1			
Detector Template	Left	Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	20	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Detector 1 Position(ft)	0	0			0		0	0	0			
Detector 1 Size(ft)	20	6			6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	D.P+P	NA			NA		Perm	NA	Perm			
Protected Phases	4 13 11	12 13			11 12			8 9				
Permitted Phases	11 12	4					8 9		8 9			
Detector Phase	4 13 11	12 13			11 12		8 9	8 9	8 9			
Switch Phase												

Lane Group	Ø4	Ø8	Ø9	Ø11	Ø12	Ø13
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Heavy Vehicles (%)						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Detector 2 Position(ft)						
Detector 2 Size(ft)						
Detector 2 Type						
Detector 2 Channel						
Detector 2 Extend (s)						
Turn Type						
Protected Phases	4	8	9	11	12	13
Permitted Phases						
Detector Phase						
Switch Phase						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	78.0	84.0			32.0		24.0	24.0	24.0			
Actuated g/C Ratio	0.65	0.70			0.27		0.20	0.20	0.20			
v/c Ratio	0.74	0.23			0.78		0.76	1.36	0.52			
Control Delay	14.0	1.7			46.8		61.9	209.1	13.8			
Queue Delay	0.0	0.4			0.0		0.0	0.0	0.0			
Total Delay	14.0	2.1			46.8		61.9	209.1	13.8			
LOS	B	A			D		E	F	B			
Approach Delay		10.0			46.8			148.5				
Approach LOS		A			D			F				
Queue Length 50th (ft)	351	14			272		196	~509	29			
Queue Length 95th (ft)	m455	m19			345		#328	#646	108			
Internal Link Dist (ft)		221			251			281			267	
Turn Bay Length (ft)												
Base Capacity (vph)	745	1252			916		319	670	483			
Starvation Cap Reductn	0	565			0		0	0	0			
Spillback Cap Reductn	0	0			0		0	0	0			
Storage Cap Reductn	0	0			0		0	0	0			
Reduced v/c Ratio	0.76	0.42			0.80		0.76	1.36	0.52			

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 34 (28%), Referenced to phase 0:, Start of Red
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.36
Intersection Signal Delay: 84.1 Intersection LOS: F
Intersection Capacity Utilization 89.0% ICU Level of Service E
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.

Lane Group	Ø4	Ø8	Ø9	Ø11	Ø12	Ø13
Minimum Initial (s)	3.0	5.0	1.0	5.0	3.0	5.0
Minimum Split (s)	9.0	11.0	9.0	11.0	9.0	11.0
Total Split (s)	10.0	13.0	17.0	28.0	10.0	42.0
Total Split (%)	8%	11%	14%	23%	8%	35%
Maximum Green (s)	4.0	7.0	11.0	22.0	4.0	36.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	0.2	0.2	0.2	0.2	0.2	0.2
Recall Mode	None	None	None	None	None	None
Walk Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Flash Dont Walk (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 24: IH 35 NB FR & Cesar Chavez St

HCM 6th Edition methodology does not support clustered intersections.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1046	480	413	666	0	0	0	0	580	699	180
Future Volume (vph)	0	1046	480	413	666	0	0	0	0	580	699	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		100	0		0	0		0	0		200
Storage Lanes	1		0	1		0	0		0	1		1
Taper Length (ft)	70			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Frt		0.953										0.850
Flt Protected				0.950						0.950	0.991	
Satd. Flow (prot)	0	4861	0	1787	3471	0	0	0	0	1595	3380	1583
Flt Permitted				0.108						0.950	0.991	
Satd. Flow (perm)	0	4861	0	203	3471	0	0	0	0	1595	3380	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		85										156
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		544			302			548			667	
Travel Time (s)		10.6			5.9			8.3			10.1	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	2%	1%	1%	4%	0%	0%	0%	0%	3%	1%	2%
Adj. Flow (vph)	0	1057	485	417	673	0	0	0	0	586	706	182
Shared Lane Traffic (%)										28%		
Lane Group Flow (vph)	0	1542	0	417	673	0	0	0	0	422	870	182
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	1
Detector Template		Thru		Left	Thru					Left	Thru	Right
Leading Detector (ft)		100		20	100					20	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		6		20	6					20	6	20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA		D.P+P	NA					Perm	NA	Perm
Protected Phases		1 2		6 7	1 2 6 7						4 5	

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Heavy Vehicles (%)						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Detector 2 Position(ft)						
Detector 2 Size(ft)						
Detector 2 Type						
Detector 2 Channel						
Detector 2 Extend (s)						
Turn Type						
Protected Phases	1	2	4	5	6	7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				1 2						4 5		4 5
Detector Phase		1 2		6 7	1 2 6 7					4 5	4 5	4 5
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)		43.0		91.0	98.0					31.0	31.0	31.0
Actuated g/C Ratio		0.31		0.65	0.70					0.22	0.22	0.22
v/c Ratio		0.99		0.61	0.28					1.20	1.16	0.39
Control Delay		63.0		5.3	0.8					158.5	135.1	12.4
Queue Delay		0.6		10.8	1.8					0.0	0.0	0.0
Total Delay		63.5		16.1	2.5					158.5	135.1	12.4
LOS		E		B	A					F	F	B
Approach Delay		63.5			7.7						126.7	
Approach LOS		E			A						F	
Queue Length 50th (ft)		516		0	0					~509	~514	19
Queue Length 95th (ft)		#626		m14	m0					#741	#653	87
Internal Link Dist (ft)		464			222			468			587	
Turn Bay Length (ft)												200
Base Capacity (vph)		1551		686	2429					353	748	471
Starvation Cap Reductn		0		239	1539					0	0	0
Spillback Cap Reductn		4		0	0					0	0	0
Storage Cap Reductn		0		0	0					0	0	0
Reduced v/c Ratio		1.00		0.93	0.76					1.20	1.16	0.39

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 99.5 (71%), Referenced to phase 2:EBWB, Start of Red
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.20
Intersection Signal Delay: 71.4 Intersection LOS: E
Intersection Capacity Utilization 101.7% ICU Level of Service G
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	8.0	11.0	11.0	8.0	11.0	11.0
Total Split (s)	8.0	40.0	29.0	8.0	28.0	27.0
Total Split (%)	6%	29%	21%	6%	20%	19%
Maximum Green (s)	3.0	34.0	23.0	3.0	22.0	21.0
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	1.0	1.5	1.5	1.0	1.5	1.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag		Lead	Lag	Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	
Vehicle Extension (s)	0.2	2.0	1.5	0.2	2.0	1.5
Recall Mode	None	C-Max	None	None	None	None
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 25: IH 35 SB FR & Riverside Dr

HCM 6th Edition methodology does not support clustered intersections.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	387	1239	0	0	872	1039	207	715	358	0	0	0
Future Volume (vph)	387	1239	0	0	872	1039	207	715	358	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950	0.999				
Satd. Flow (prot)	1770	3539	0	0	5085	1583	1610	3387	1583	0	0	0
Flt Permitted	0.160						0.950	0.999				
Satd. Flow (perm)	298	3539	0	0	5085	1583	1610	3387	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						418			156			
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		302			867			448			495	
Travel Time (s)		5.9			16.9			7.6			8.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.92	0.92	0.92
Adj. Flow (vph)	403	1291	0	0	908	1082	216	745	373	0	0	0
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	403	1291	0	0	908	1082	194	767	373	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	6			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	D.P+P	NA			NA	Free	Perm	NA	Perm			
Protected Phases	2 4	2 4 5 6			5 6			1 7				
Permitted Phases	5 6					Free	1 7		1 7			
Detector Phase	2 4	2 4 5 6			5 6		1 7	1 7	1 7			
Switch Phase												
Minimum Initial (s)												

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Detector 2 Position(ft)						
Detector 2 Size(ft)						
Detector 2 Type						
Detector 2 Channel						
Detector 2 Extend (s)						
Turn Type						
Protected Phases	1	2	4	5	6	7
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	3.0	5.0	5.0	3.0	5.0	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	93.0	99.0			31.0	140.0	30.0	30.0	30.0			
Actuated g/C Ratio	0.66	0.71			0.22	1.00	0.21	0.21	0.21			
v/c Ratio	0.47	0.52			0.81	0.68	0.56	1.06	0.81			
Control Delay	4.2	0.8			58.2	2.4	56.4	101.7	44.6			
Queue Delay	2.1	18.2			0.5	0.0	0.0	0.0	0.0			
Total Delay	6.3	19.0			58.7	2.4	56.4	101.7	44.6			
LOS	A	B			E	A	E	F	D			
Approach Delay		15.9			28.1			79.2				
Approach LOS		B			C			E				
Queue Length 50th (ft)	40	11			289	0	174	~419	197			
Queue Length 95th (ft)	m37	m10			343	0	268	#555	#354			
Internal Link Dist (ft)		222			787			368			415	
Turn Bay Length (ft)												
Base Capacity (vph)	860	2502			1125	1583	345	725	461			
Starvation Cap Reductn	310	1233			0	0	0	0	0			
Spillback Cap Reductn	0	0			40	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.73	1.02			0.84	0.68	0.56	1.06	0.81			

Intersection Summary

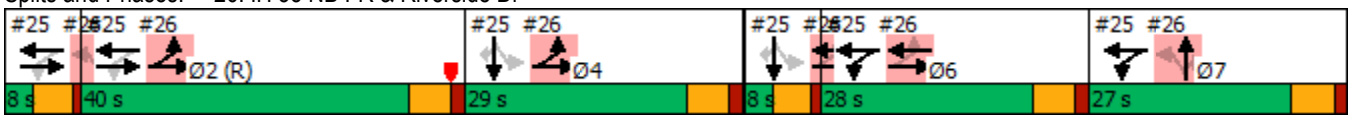
Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 99.5 (71%), Referenced to phase 2:EBWB, Start of Red
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.20
Intersection Signal Delay: 37.6 Intersection LOS: D
Intersection Capacity Utilization 101.7% ICU Level of Service G
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 26: IH 35 NB FR & Riverside Dr



Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Minimum Split (s)	8.0	11.0	11.0	8.0	11.0	11.0
Total Split (s)	8.0	40.0	29.0	8.0	28.0	27.0
Total Split (%)	6%	29%	21%	6%	20%	19%
Maximum Green (s)	3.0	34.0	23.0	3.0	22.0	21.0
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	1.0	1.5	1.5	1.0	1.5	1.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag		Lead	Lag	Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	
Vehicle Extension (s)	0.2	2.0	1.5	0.2	2.0	1.5
Recall Mode	None	C-Max	None	None	None	None
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

HCM 6th Edition methodology does not support clustered intersections.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	1	20	9	2	41	13	911	36	74	1588	35
Future Volume (vph)	6	1	20	9	2	41	13	911	36	74	1588	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.900			0.894			0.994			0.997	
Flt Protected		0.989			0.991			0.999			0.998	
Satd. Flow (prot)	0	1691	0	0	1683	0	0	3518	0	0	3555	0
Flt Permitted		0.989			0.991			0.999			0.998	
Satd. Flow (perm)	0	1691	0	0	1683	0	0	3518	0	0	3555	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		219			1628			278			409	
Travel Time (s)		6.0			44.4			5.4			8.0	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	1%	1%	3%
Adj. Flow (vph)	6	1	20	9	2	41	13	920	36	75	1604	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	52	0	0	969	0	0	1714	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		-35			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 87.8%	ICU Level of Service E
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	1	20	9	2	41	13	911	36	74	1588	35
Future Vol, veh/h	6	1	20	9	2	41	13	911	36	74	1588	35
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	1	1	3
Mvmt Flow	6	1	20	9	2	41	13	920	36	75	1604	35

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2259	2754	820	1917	2753	478	1639	0	0	956	0	0
Stage 1	1772	1772	-	964	964	-	-	-	-	-	-	-
Stage 2	487	982	-	953	1789	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.21	-	-
Pot Cap-1 Maneuver	23	20	322	42	20	539	401	-	-	721	-	-
Stage 1	88	137	-	278	336	-	-	-	-	-	-	-
Stage 2	536	330	-	282	135	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	0	322	-	0	539	401	-	-	721	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-
Stage 1	82	0	-	259	312	-	-	-	-	-	-	-
Stage 2	457	307	-	-	0	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.7	5
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	401	-	-	-	-	721	-	-
HCM Lane V/C Ratio	0.033	-	-	-	-	0.104	-	-
HCM Control Delay (s)	14.3	0.5	-	-	-	10.6	4.8	-
HCM Lane LOS	B	A	-	-	-	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.3	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	208	742	123	280	1573	0	0	1062	159
Future Volume (vph)	0	0	0	208	742	123	280	1573	0	0	1062	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	140		0	0		0
Storage Lanes	0		0	2		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.980	
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	3400	4988	1524	1787	3574	0	0	3460	0
Flt Permitted				0.950			0.058					
Satd. Flow (perm)	0	0	0	3400	4988	1524	109	3574	0	0	3460	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						87					14	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		423			486			427			261	
Travel Time (s)		9.6			11.0			8.3			5.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	3%	4%	6%	1%	1%	0%	0%	2%	4%
Adj. Flow (vph)	0	0	0	217	773	128	292	1639	0	0	1106	166
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	217	773	128	292	1639	0	0	1272	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)				20	100	20	20	100			100	
Trailing Detector (ft)				0	0	0	0	0			0	
Detector 1 Position(ft)				0	0	0	0	0			0	
Detector 1 Size(ft)				20	6	20	20	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	custom	NA			NA	
Protected Phases					4		5 3	2 3			6	

Lane Group	Ø2	Ø3	Ø5
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	2	3	5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				4		4	2					
Detector Phase				4	4	4	5 3	2 3			6	
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0					10.0	
Minimum Split (s)				32.0	32.0	32.0					69.0	
Total Split (s)				32.0	32.0	32.0					69.0	
Total Split (%)				21.3%	21.3%	21.3%					46.0%	
Maximum Green (s)				27.0	27.0	27.0					64.0	
Yellow Time (s)				4.0	4.0	4.0					4.0	
All-Red Time (s)				1.0	1.0	1.0					1.0	
Lost Time Adjust (s)				0.0	0.0	0.0					0.0	
Total Lost Time (s)				5.0	5.0	5.0					5.0	
Lead/Lag				Lag	Lag	Lag					Lag	
Lead-Lag Optimize?				Yes	Yes	Yes					Yes	
Vehicle Extension (s)				2.0	2.0	2.0					1.0	
Recall Mode				Max	Max	Max					C-Max	
Walk Time (s)											10.0	
Flash Dont Walk (s)											16.0	
Pedestrian Calls (#/hr)											0	
Act Effct Green (s)				27.0	27.0	27.0	108.0	113.0			64.0	
Actuated g/C Ratio				0.18	0.18	0.18	0.72	0.75			0.43	
v/c Ratio				0.35	0.86	0.37	0.57	0.61			0.86	
Control Delay				55.8	70.4	22.7	27.7	3.2			45.5	
Queue Delay				0.0	0.0	0.0	0.7	8.8			0.0	
Total Delay				55.8	70.4	22.7	28.4	12.0			45.5	
LOS				E	E	C	C	B			D	
Approach Delay					62.1			14.5			45.5	
Approach LOS					E			B			D	
Queue Length 50th (ft)				96	272	34	193	140			581	
Queue Length 95th (ft)				138	325	98	m190	m126			683	
Internal Link Dist (ft)		343			406			347			181	
Turn Bay Length (ft)							140					
Base Capacity (vph)				612	897	345	514	2692			1484	
Starvation Cap Reductn				0	0	0	57	1028			0	
Spillback Cap Reductn				0	0	0	0	0			0	
Storage Cap Reductn				0	0	0	0	0			0	
Reduced v/c Ratio				0.35	0.86	0.37	0.64	0.98			0.86	

Intersection Summary

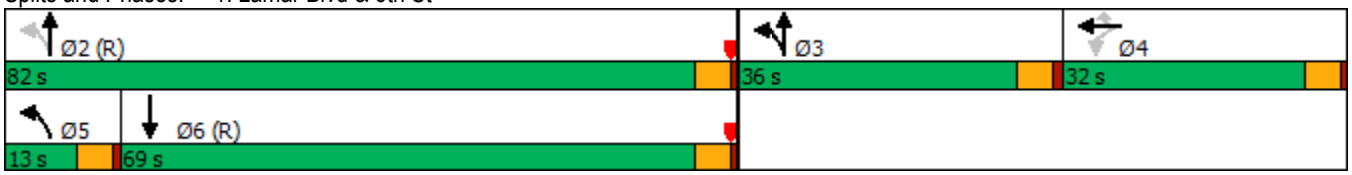
Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 139 (93%), Referenced to phase 2:NBTL and 6:SBT, Start of Red
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 35.9 Intersection LOS: D
Intersection Capacity Utilization 111.2% ICU Level of Service H
Analysis Period (min) 15

Lane Group	Ø2	Ø3	Ø5
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	10.0	3.0	3.0
Minimum Split (s)	82.0	36.0	13.0
Total Split (s)	82.0	36.0	13.0
Total Split (%)	55%	24%	9%
Maximum Green (s)	77.0	31.0	8.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lead
Lead-Lag Optimize?		Yes	Yes
Vehicle Extension (s)	1.0	1.0	1.0
Recall Mode	C-Max	Max	Max
Walk Time (s)	10.0		
Flash Dont Walk (s)	16.0		
Pedestrian Calls (#/hr)	0		
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Lamar Blvd & 6th St



HCM 6th Edition methodology does not support custom phasing.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	267	1472	153	0	0	0	0	1525	547	305	940	0
Future Volume (vph)	267	1472	153	0	0	0	0	1525	547	305	940	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	140		0
Storage Lanes	1		1	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.81	0.81	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.998	0.850					0.960				
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1805	6024	1295	0	0	0	0	3440	0	1787	3539	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1805	6024	1295	0	0	0	0	3440	0	1787	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1	103					18				
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		453			422			278			427	
Travel Time (s)		10.3			9.6			5.4			8.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	2%	1%	0%	0%	0%	0%	1%	0%	1%	2%	0%
Adj. Flow (vph)	275	1518	158	0	0	0	0	1572	564	314	969	0
Shared Lane Traffic (%)			10%									
Lane Group Flow (vph)	275	1534	142	0	0	0	0	2136	0	314	969	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2		1	2	
Detector Template	Left	Thru	Right					Thru		Left	Thru	
Leading Detector (ft)	20	100	20					100		20	100	
Trailing Detector (ft)	0	0	0					0		0	0	
Detector 1 Position(ft)	0	0	0					0		0	0	
Detector 1 Size(ft)	20	6	20					6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA		Prot	NA	
Protected Phases		4						2		11	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4									
Detector Phase	4	4	4					2		11	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0					10.0		5.0	10.0	
Minimum Split (s)	35.0	35.0	35.0					50.0		15.0	65.0	
Total Split (s)	35.0	35.0	35.0					90.0		25.0	90.0	
Total Split (%)	23.3%	23.3%	23.3%					60.0%		16.7%	60.0%	
Maximum Green (s)	30.0	30.0	30.0					85.0		20.0	85.0	
Yellow Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0					1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0					5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0	3.0	
Recall Mode	Min	Min	Min					C-Max		Min	C-Max	
Walk Time (s)	7.0	7.0	7.0								10.0	
Flash Dont Walk (s)	20.0	20.0	20.0								20.0	
Pedestrian Calls (#/hr)	0	0	0								0	
Act Effct Green (s)	30.0	30.0	30.0					85.0		20.0	110.0	
Actuated g/C Ratio	0.20	0.20	0.20					0.57		0.13	0.73	
v/c Ratio	0.76	1.27	0.42					1.09		1.32	0.37	
Control Delay	71.3	176.5	20.5					81.7		208.2	4.1	
Queue Delay	0.0	0.0	0.0					0.0		0.0	0.6	
Total Delay	71.3	176.5	20.5					81.7		208.2	4.7	
LOS	E	F	C					F		F	A	
Approach Delay		150.4						81.7			54.5	
Approach LOS		F						F			D	
Queue Length 50th (ft)	257	~585	39					~1234		~407	88	
Queue Length 95th (ft)	#380	#668	123					#1364		m#529	100	
Internal Link Dist (ft)		373			342			198			347	
Turn Bay Length (ft)										140		
Base Capacity (vph)	361	1205	341					1957		238	2595	
Starvation Cap Reductn	0	0	0					0		0	1128	
Spillback Cap Reductn	0	0	0					0		0	0	
Storage Cap Reductn	0	0	0					0		0	0	
Reduced v/c Ratio	0.76	1.27	0.42					1.09		1.32	0.66	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 149 (99%), Referenced to phase 2:NBT and 6:SBT, Start of Red	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.32	
Intersection Signal Delay: 100.1	Intersection LOS: F
Intersection Capacity Utilization 111.2%	ICU Level of Service H
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Lamar Blvd & 5th St

HCM 6th Edition methodology does not support non-NEMA phasing.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø7
Lane Configurations							
Traffic Volume (vph)	286	2346	1777	135	85	164	
Future Volume (vph)	286	2346	1777	135	85	164	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	250			100	0	155	
Storage Lanes	1			1	1	1	
Taper Length (ft)	100				25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	
Frt				0.850		0.850	
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1787	3574	3539	1495	1805	1553	
Flt Permitted	0.054				0.950		
Satd. Flow (perm)	102	3574	3539	1495	1805	1553	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)				47		9	
Link Speed (mph)		35	35		30		
Link Distance (ft)		912	521		444		
Travel Time (s)		17.8	10.1		10.1		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	1%	1%	2%	8%	0%	4%	
Adj. Flow (vph)	298	2444	1851	141	89	171	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	298	2444	1851	141	89	171	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2	1	1	1	
Detector Template	Left	Thru	Thru	Right	Left	Right	
Leading Detector (ft)	20	100	100	20	20	20	
Trailing Detector (ft)	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	6	20	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA	Perm	Prot	pt+ov	
Protected Phases	5	2	6		3	5 7	7

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø7
Permitted Phases	2			6		3	
Detector Phase	5	2	6	6	3	5 7	
Switch Phase							
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0		4.0
Minimum Split (s)	10.0	20.0	27.0	27.0	21.0		8.0
Total Split (s)	21.0	90.0	69.0	69.0	30.0		30.0
Total Split (%)	17.5%	75.0%	57.5%	57.5%	25.0%		25%
Maximum Green (s)	16.0	85.0	64.0	64.0	25.0		26.0
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0		3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	2.0		0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0
Recall Mode	None	C-Max	C-Max	C-Max	None		None
Walk Time (s)			5.0	5.0			
Flash Dont Walk (s)			17.0	17.0			
Pedestrian Calls (#/hr)			0	0			
Act Effct Green (s)	96.4	96.4	68.7	68.7	13.6	41.3	
Actuated g/C Ratio	0.80	0.80	0.57	0.57	0.11	0.34	
v/c Ratio	0.74	0.85	0.91	0.16	0.44	0.32	
Control Delay	43.5	12.2	36.5	12.3	55.2	28.1	
Queue Delay	0.0	46.5	46.0	0.0	0.0	0.0	
Total Delay	43.5	58.7	82.6	12.3	55.2	28.1	
LOS	D	E	F	B	E	C	
Approach Delay		57.0	77.6		37.4		
Approach LOS		E	E		D		
Queue Length 50th (ft)	162	495	703	54	65	90	
Queue Length 95th (ft)	#300	804	m#912	m73	114	142	
Internal Link Dist (ft)		832	441		364		
Turn Bay Length (ft)	250			100		155	
Base Capacity (vph)	400	2870	2025	875	376	540	
Starvation Cap Reductn	0	0	535	0	0	0	
Spillback Cap Reductn	0	669	0	0	16	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.74	1.11	1.24	0.16	0.25	0.32	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 9 (8%), Referenced to phase 2:EBTL and 6:WBT, Start of Red	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 64.2	Intersection LOS: E
Intersection Capacity Utilization 82.2%	ICU Level of Service E
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Cesar Chavez St & BR Reynolds Dr

HCM 6th Edition methodology does not support current ring-barrier structure.

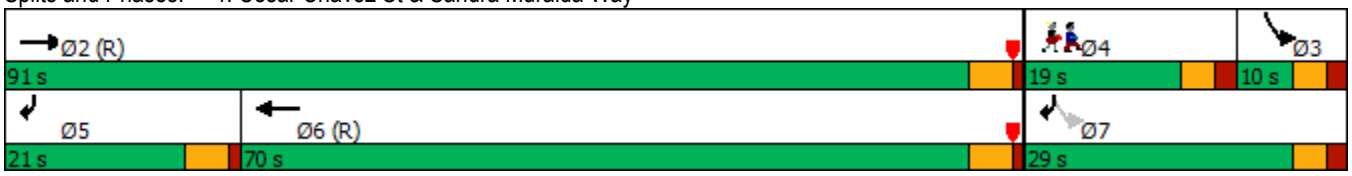
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4	Ø5	Ø7
Lane Configurations									
Traffic Volume (vph)	0	2474	1322	32	94	572			
Future Volume (vph)	0	2474	1322	32	94	572			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00			
Frt			0.996			0.850			
Flt Protected					0.950				
Satd. Flow (prot)	0	3574	3490	0	1641	1615			
Flt Permitted					0.950				
Satd. Flow (perm)	0	3574	3490	0	1641	1615			
Right Turn on Red				Yes		Yes			
Satd. Flow (RTOR)			3			38			
Link Speed (mph)		35	35		30				
Link Distance (ft)		521	2492		303				
Travel Time (s)		10.1	48.5		6.9				
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98			
Heavy Vehicles (%)	0%	1%	3%	4%	10%	0%			
Adj. Flow (vph)	0	2524	1349	33	96	584			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	2524	1382	0	96	584			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Left	Left	Right	Left	Right			
Median Width(ft)		12	12		12				
Link Offset(ft)		0	0		0				
Crosswalk Width(ft)		16	16		16				
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Turning Speed (mph)	15			9	15	9			
Number of Detectors		2	2		1	1			
Detector Template		Thru	Thru		Left	Right			
Leading Detector (ft)		100	100		20	20			
Trailing Detector (ft)		0	0		0	0			
Detector 1 Position(ft)		0	0		0	0			
Detector 1 Size(ft)		6	6		20	20			
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			
Detector 1 Channel									
Detector 1 Extend (s)		0.0	0.0		0.0	0.0			
Detector 1 Queue (s)		0.0	0.0		0.0	0.0			
Detector 1 Delay (s)		0.0	0.0		0.0	0.0			
Detector 2 Position(ft)		94	94						
Detector 2 Size(ft)		6	6						
Detector 2 Type		Cl+Ex	Cl+Ex						
Detector 2 Channel									
Detector 2 Extend (s)		0.0	0.0						
Turn Type		NA	NA		pm+pt	custom			
Protected Phases		2	6		3	7 5	4	5	7
Permitted Phases					7				
Detector Phase		2	6		3	7 5			
Switch Phase									

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4	Ø5	Ø7
Minimum Initial (s)		15.0	15.0		5.0		1.0	5.0	5.0
Minimum Split (s)		21.0	22.0		10.0		24.0	10.0	21.0
Total Split (s)		91.0	70.0		10.0		19.0	21.0	29.0
Total Split (%)		75.8%	58.3%		8.3%		16%	18%	24%
Maximum Green (s)		86.0	65.0		5.0		14.0	16.0	24.0
Yellow Time (s)		4.0	4.0		3.0		3.0	4.0	3.0
All-Red Time (s)		1.0	1.0		2.0		2.0	1.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0				
Total Lost Time (s)		5.0	5.0		5.0				
Lead/Lag			Lag		Lag		Lead	Lead	
Lead-Lag Optimize?			Yes		Yes		Yes	Yes	
Vehicle Extension (s)		2.0	2.0		2.0		3.0	2.0	2.0
Recall Mode		C-Max	C-Max		None		None	Max	None
Walk Time (s)			5.0				7.0		
Flash Dont Walk (s)			12.0				12.0		
Pedestrian Calls (#/hr)			0				0		
Act Effct Green (s)		86.0	65.0		24.0	45.0			
Actuated g/C Ratio		0.72	0.54		0.20	0.38			
v/c Ratio		0.99	0.73		0.29	0.93			
Control Delay		28.0	30.5		43.7	56.4			
Queue Delay		40.7	49.5		0.0	31.6			
Total Delay		68.7	80.0		43.7	88.0			
LOS		E	E		D	F			
Approach Delay		68.7	80.0		81.8				
Approach LOS		E	E		F				
Queue Length 50th (ft)		658	594		64	407			
Queue Length 95th (ft)		#1177	667		115	#639			
Internal Link Dist (ft)		441	2412		223				
Turn Bay Length (ft)									
Base Capacity (vph)		2561	1891		328	629			
Starvation Cap Reductn		431	0		0	0			
Spillback Cap Reductn		0	881		0	80			
Storage Cap Reductn		0	0		0	0			
Reduced v/c Ratio		1.18	1.37		0.29	1.06			

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 77 (64%), Referenced to phase 2:EBT and 6:WBT, Start of Red
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 74.0 Intersection LOS: E
Intersection Capacity Utilization 81.9% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Cesar Chavez St & Sandra Muraida Way



HCM 6th Edition methodology does not support exclusive ped or hold phases.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	374	476	75	84	512	342	122	1269	308	202	460	120
Future Volume (vph)	374	476	75	84	512	342	122	1269	308	202	460	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		100	290		320	185		165	230		0
Storage Lanes	2		1	2		1	1		2	1		1
Taper Length (ft)	90			90			50			110		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3502	3574	1553	3367	3574	1615	1787	5085	1615	1770	3505	1568
Flt Permitted	0.950			0.950			0.421			0.149		
Satd. Flow (perm)	3502	3574	1553	3367	3574	1615	792	5085	1615	278	3505	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			121			207			121			128
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2543			2792			875			732	
Travel Time (s)		49.5			54.4			17.0			14.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	4%	4%	1%	0%	1%	2%	0%	2%	3%	3%
Adj. Flow (vph)	398	506	80	89	545	364	130	1350	328	215	489	128
Shared Lane Traffic (%)												
Lane Group Flow (vph)	398	506	80	89	545	364	130	1350	328	215	489	128
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			16	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	D.P+P	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	7	4	5	3	8		5	2	3	1	6	7

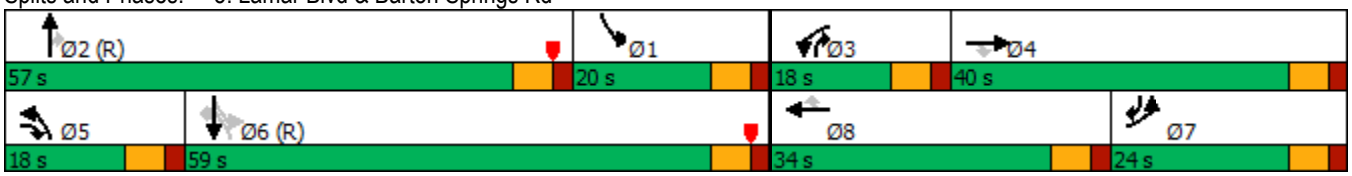
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4			8	6		2	6		6
Detector Phase	7	4	5	3	8	8	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	15.0	5.0	5.0	15.0	15.0	5.0	20.0	5.0	5.0	20.0	5.0
Minimum Split (s)	24.0	40.0	18.0	18.0	30.0	30.0	18.0	57.0	18.0	20.0	59.0	24.0
Total Split (s)	24.0	40.0	18.0	18.0	34.0	34.0	18.0	57.0	18.0	20.0	59.0	24.0
Total Split (%)	17.8%	29.6%	13.3%	13.3%	25.2%	25.2%	13.3%	42.2%	13.3%	14.8%	43.7%	17.8%
Maximum Green (s)	18.0	34.0	12.0	12.0	28.0	28.0	12.0	51.0	12.0	14.0	53.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.5	2.0	2.0	2.0	1.5	2.0	2.0	1.5	2.0	2.0
Recall Mode	None	None	Min	None	None	None	Min	C-Max	None	Min	C-Max	None
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		24.0			24.0	24.0		22.0			22.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	17.8	34.0	48.9	8.7	25.0	25.0	68.2	54.2	63.0	59.4	59.4	77.1
Actuated g/C Ratio	0.13	0.25	0.36	0.06	0.19	0.19	0.51	0.40	0.47	0.44	0.44	0.57
v/c Ratio	0.86	0.56	0.13	0.41	0.82	0.78	0.28	0.66	0.40	0.78	0.32	0.13
Control Delay	76.3	46.5	1.6	65.8	72.1	48.4	17.5	35.5	9.5	66.0	26.5	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.3	46.5	1.6	65.8	72.1	48.4	17.5	35.5	9.5	66.0	26.5	1.7
LOS	E	D	A	E	E	D	B	D	A	E	C	A
Approach Delay		54.9			62.9			29.5			32.9	
Approach LOS		D			E			C			C	
Queue Length 50th (ft)	176	197	0	41	257	191	57	364	72	124	151	0
Queue Length 95th (ft)	#259	263	10	m64	320	290	93	420	113	#243	204	18
Internal Link Dist (ft)		2463			2712			795			652	
Turn Bay Length (ft)	230		100	290		320	185		165	230		
Base Capacity (vph)	475	932	672	299	741	499	506	2042	853	277	1541	956
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.54	0.12	0.30	0.74	0.73	0.26	0.66	0.38	0.78	0.32	0.13

Intersection Summary	
Area Type:	Other
Cycle Length: 135	
Actuated Cycle Length: 135	
Offset: 71 (53%), Referenced to phase 2:NBT and 6:NBSB, Start of Red	
Natural Cycle: 135	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 42.7	Intersection LOS: D
Intersection Capacity Utilization 80.5%	ICU Level of Service D
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Lamar Blvd & Barton Springs Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	374	476	75	84	512	342	122	1269	308	202	460	120
Future Volume (veh/h)	374	476	75	84	512	342	122	1269	308	202	460	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1841	1841	1885	1900	1885	1870	1900	1870	1856	1856
Adj Flow Rate, veh/h	398	506	80	89	545	0	130	1350	328	215	489	128
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	1	4	4	1	0	1	2	0	2	3	3
Cap, veh/h	446	932	488	135	619		460	1929	672	352	1657	939
Arrive On Green	0.13	0.26	0.26	0.04	0.17	0.00	0.05	0.38	0.38	0.14	0.47	0.47
Sat Flow, veh/h	3510	3582	1560	3401	3582	1610	1795	5106	1610	1781	3526	1572
Grp Volume(v), veh/h	398	506	80	89	545	0	130	1350	328	215	489	128
Grp Sat Flow(s),veh/h/ln	1755	1791	1560	1700	1791	1610	1795	1702	1610	1781	1763	1572
Q Serve(g_s), s	15.1	16.4	5.0	3.5	20.0	0.0	5.0	30.2	11.7	7.7	11.5	1.2
Cycle Q Clear(g_c), s	15.1	16.4	5.0	3.5	20.0	0.0	5.0	30.2	11.7	7.7	11.5	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	446	932	488	135	619		460	1929	672	352	1657	939
V/C Ratio(X)	0.89	0.54	0.16	0.66	0.88		0.28	0.70	0.49	0.61	0.30	0.14
Avail Cap(c_a), veh/h	468	932	488	302	743		525	1929	672	352	1657	939
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.81	0.81	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.0	43.0	33.6	63.9	54.5	0.0	17.2	35.5	12.7	49.2	22.0	4.2
Incr Delay (d2), s/veh	17.6	0.4	0.1	1.7	7.8	0.0	0.1	2.1	2.5	2.3	0.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	7.3	1.9	1.5	9.6	0.0	2.1	12.7	4.4	6.8	4.9	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.6	43.4	33.7	65.6	62.2	0.0	17.3	37.7	15.2	51.5	22.5	4.5
LnGrp LOS	E	D	C	E	E		B	D	B	D	C	A
Approach Vol, veh/h		984			634	A		1808			832	
Approach Delay, s/veh		55.6			62.7			32.1			27.2	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.5	57.0	11.3	41.1	13.1	69.4	23.2	29.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	14.0	51.0	12.0	34.0	12.0	53.0	18.0	28.0
Max Q Clear Time (g_c+I1), s	9.7	32.2	5.5	18.4	7.0	13.5	17.1	22.0
Green Ext Time (p_c), s	0.1	7.3	0.1	2.1	0.0	2.4	0.1	1.3

Intersection Summary	
HCM 6th Ctrl Delay	41.2
HCM 6th LOS	D

Notes

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

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1421	307	0	1322	0	0	0	0	121	421	137
Future Volume (vph)	0	1421	307	0	1322	0	0	0	0	121	421	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		100	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		0	0		1
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Frt			0.850									0.850
Flt Protected											0.989	
Satd. Flow (prot)	0	6471	1599	0	3539	0	0	0	0	0	4604	1442
Flt Permitted											0.989	
Satd. Flow (perm)	0	6471	1599	0	3539	0	0	0	0	0	4604	1442
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			200									136
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		2492			289			254			305	
Travel Time (s)		48.5			5.6			5.8			6.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	1%	0%	2%	0%	0%	0%	0%	6%	13%	12%
Adj. Flow (vph)	0	1512	327	0	1406	0	0	0	0	129	448	146
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1512	327	0	1406	0	0	0	0	0	577	146
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1		2					1	2	1
Detector Template		Thru	Right		Thru					Left	Thru	Right
Leading Detector (ft)		100	20		100					20	100	20
Trailing Detector (ft)		0	0		0					0	0	0
Detector 1 Position(ft)		0	0		0					0	0	0
Detector 1 Size(ft)		6	20		6					20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0		0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0		0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0		0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm		NA					Perm	NA	Perm
Protected Phases		2			1 2						4 12	

Lane Group	Ø1	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16
Lane Configurations							
Traffic Volume (vph)							
Future Volume (vph)							
Ideal Flow (vphpl)							
Storage Length (ft)							
Storage Lanes							
Taper Length (ft)							
Lane Util. Factor							
Frt							
Flt Protected							
Satd. Flow (prot)							
Flt Permitted							
Satd. Flow (perm)							
Right Turn on Red							
Satd. Flow (RTOR)							
Link Speed (mph)							
Link Distance (ft)							
Travel Time (s)							
Peak Hour Factor							
Heavy Vehicles (%)							
Adj. Flow (vph)							
Shared Lane Traffic (%)							
Lane Group Flow (vph)							
Enter Blocked Intersection							
Lane Alignment							
Median Width(ft)							
Link Offset(ft)							
Crosswalk Width(ft)							
Two way Left Turn Lane							
Headway Factor							
Turning Speed (mph)							
Number of Detectors							
Detector Template							
Leading Detector (ft)							
Trailing Detector (ft)							
Detector 1 Position(ft)							
Detector 1 Size(ft)							
Detector 1 Type							
Detector 1 Channel							
Detector 1 Extend (s)							
Detector 1 Queue (s)							
Detector 1 Delay (s)							
Detector 2 Position(ft)							
Detector 2 Size(ft)							
Detector 2 Type							
Detector 2 Channel							
Detector 2 Extend (s)							
Turn Type							
Protected Phases	1	4	5	6	8	12	16

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			2							4 12		4 12
Detector Phase		2	2		1 2					4 12	4 12	4 12
Switch Phase												
Minimum Initial (s)		10.0	10.0									
Minimum Split (s)		22.0	22.0									
Total Split (s)		48.0	48.0									
Total Split (%)		40.0%	40.0%									
Maximum Green (s)		42.0	42.0									
Yellow Time (s)		4.0	4.0									
All-Red Time (s)		2.0	2.0									
Lost Time Adjust (s)		0.0	0.0									
Total Lost Time (s)		6.0	6.0									
Lead/Lag		Lag	Lag									
Lead-Lag Optimize?		Yes	Yes									
Vehicle Extension (s)		1.0	1.0									
Recall Mode		C-Max	C-Max									
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		42.0	42.0		64.0						44.0	44.0
Actuated g/C Ratio		0.35	0.35		0.53						0.37	0.37
v/c Ratio		0.67	0.47		0.75						0.34	0.24
Control Delay		22.8	6.7		13.3						28.2	6.2
Queue Delay		0.3	0.0		1.0						0.0	0.0
Total Delay		23.1	6.7		14.3						28.2	6.2
LOS		C	A		B						C	A
Approach Delay		20.2			14.3						23.8	
Approach LOS		C			B						C	
Queue Length 50th (ft)		252	60		300						117	5
Queue Length 95th (ft)		m253	m61		m276						150	49
Internal Link Dist (ft)		2412			209			174			225	
Turn Bay Length (ft)			100									
Base Capacity (vph)		2264	689		1887						1688	614
Starvation Cap Reductn		0	0		241						0	0
Spillback Cap Reductn		210	0		0						0	0
Storage Cap Reductn		0	0		0						0	0
Reduced v/c Ratio		0.74	0.47		0.85						0.34	0.24

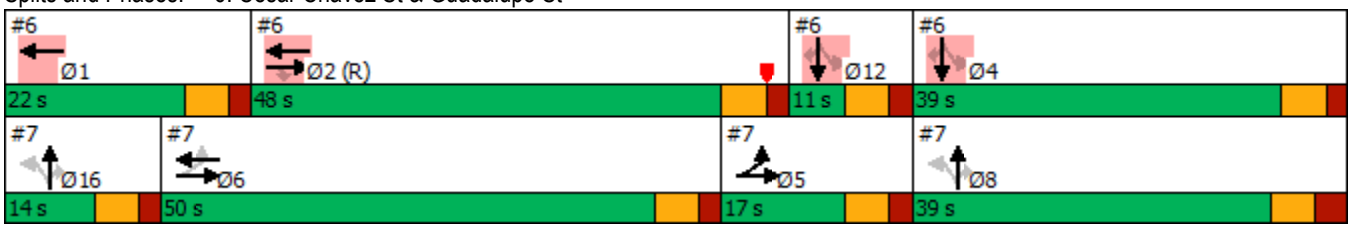
Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 118 (98%), Referenced to phase 2:EBWB, Start of Red	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.43	
Intersection Signal Delay: 18.8	Intersection LOS: B
Intersection Capacity Utilization 116.7%	ICU Level of Service H
Analysis Period (min) 15	

Lane Group	Ø1	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16
Permitted Phases							
Detector Phase							
Switch Phase							
Minimum Initial (s)	10.0	4.0	4.0	10.0	10.0	4.0	4.0
Minimum Split (s)	22.0	22.0	10.0	27.0	30.0	11.0	14.0
Total Split (s)	22.0	39.0	17.0	50.0	39.0	11.0	14.0
Total Split (%)	18%	33%	14%	42%	33%	9%	12%
Maximum Green (s)	16.0	33.0	11.0	44.0	32.0	5.0	8.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	3.0	2.0	2.0
Lost Time Adjust (s)							
Total Lost Time (s)							
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.0	3.0	3.0	1.0	1.0	3.0	3.0
Recall Mode	Max	None	None	Max	Max	None	None
Walk Time (s)		5.0		7.0	5.0		
Flash Dont Walk (s)		11.0		14.0	18.0		
Pedestrian Calls (#/hr)		0		0	0		
Act Effct Green (s)							
Actuated g/C Ratio							
v/c Ratio							
Control Delay							
Queue Delay							
Total Delay							
LOS							
Approach Delay							
Approach LOS							
Queue Length 50th (ft)							
Queue Length 95th (ft)							
Internal Link Dist (ft)							
Turn Bay Length (ft)							
Base Capacity (vph)							
Starvation Cap Reductn							
Spillback Cap Reductn							
Storage Cap Reductn							
Reduced v/c Ratio							

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Cesar Chavez St & Guadalupe St



HCM 6th Edition methodology does not support clustered intersections.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	239	1348	0	0	692	68	632	2065	401	0	0	0
Future Volume (vph)	239	1348	0	0	692	68	632	2065	401	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	0.95	0.91	0.91	1.00	1.00	1.00	1.00
Frt					0.987				0.850			
Flt Protected	0.950							0.988				
Satd. Flow (prot)	3303	3574	0	0	3478	0	0	5024	1568	0	0	0
Flt Permitted	0.226							0.988				
Satd. Flow (perm)	786	3574	0	0	3478	0	0	5024	1568	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					10				136			
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		289			846			218			325	
Travel Time (s)		5.6			16.5			5.0			7.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.92	0.92	0.92
Heavy Vehicles (%)	6%	1%	0%	0%	2%	7%	2%	2%	3%	0%	0%	0%
Adj. Flow (vph)	244	1376	0	0	706	69	645	2107	409	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	244	1376	0	0	775	0	0	2752	409	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			12			0			0	
Link Offset(ft)		0			0			0			-36	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2	1			
Detector Template	Left	Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	20	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Detector 1 Position(ft)	0	0			0		0	0	0			
Detector 1 Size(ft)	20	6			6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	D.P+P	NA			NA		Perm	NA	Perm			
Protected Phases	5	5 6			6			8 16				
Permitted Phases	6						8 16		8 16			
Detector Phase	5	5 6			6		8 16	8 16	8 16			
Switch Phase												

Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø16
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Heavy Vehicles (%)						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Detector 2 Position(ft)						
Detector 2 Size(ft)						
Detector 2 Type						
Detector 2 Channel						
Detector 2 Extend (s)						
Turn Type						
Protected Phases	1	2	4	8	12	16
Permitted Phases						
Detector Phase						
Switch Phase						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0				10.0							
Minimum Split (s)	10.0				27.0							
Total Split (s)	17.0				50.0							
Total Split (%)	14.2%				41.7%							
Maximum Green (s)	11.0				44.0							
Yellow Time (s)	4.0				4.0							
All-Red Time (s)	2.0				2.0							
Lost Time Adjust (s)	0.0				0.0							
Total Lost Time (s)	6.0				6.0							
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0				1.0							
Recall Mode	None				Max							
Walk Time (s)					7.0							
Flash Dont Walk (s)					14.0							
Pedestrian Calls (#/hr)					0							
Act Effct Green (s)	55.0	61.0			44.0			46.0	46.0			
Actuated g/C Ratio	0.46	0.51			0.37			0.38	0.38			
v/c Ratio	0.41	0.76			0.60			1.43	0.60			
Control Delay	8.9	12.4			20.7			227.1	23.3			
Queue Delay	0.0	0.7			0.0			0.3	0.0			
Total Delay	8.9	13.1			20.7			227.4	23.3			
LOS	A	B			C			F	C			
Approach Delay		12.5			20.7			201.0				
Approach LOS		B			C			F				
Queue Length 50th (ft)	10	208			285			~1056	167			
Queue Length 95th (ft)	32	253			341			#1145	274			
Internal Link Dist (ft)		209			766			138			245	
Turn Bay Length (ft)												
Base Capacity (vph)	590	1816			1281			1925	684			
Starvation Cap Reductn	0	161			0			0	0			
Spillback Cap Reductn	0	0			1			217	0			
Storage Cap Reductn	0	0			0			0	0			
Reduced v/c Ratio	0.41	0.83			0.61			1.61	0.60			

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 118 (98%), Referenced to phase 2:EBWB, Start of Red
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.43
Intersection Signal Delay: 120.9 Intersection LOS: F
Intersection Capacity Utilization 116.7% ICU Level of Service H
Analysis Period (min) 15

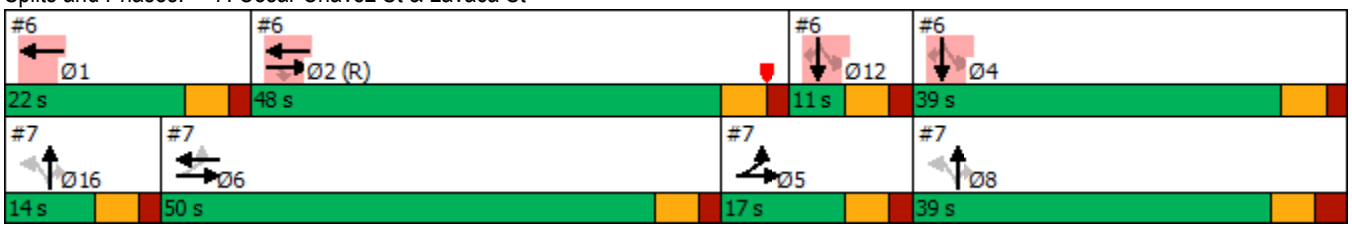
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.

Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø16
Minimum Initial (s)	10.0	10.0	4.0	10.0	4.0	4.0
Minimum Split (s)	22.0	22.0	22.0	30.0	11.0	14.0
Total Split (s)	22.0	48.0	39.0	39.0	11.0	14.0
Total Split (%)	18%	40%	33%	33%	9%	12%
Maximum Green (s)	16.0	42.0	33.0	32.0	5.0	8.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	3.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.0	1.0	3.0	1.0	3.0	3.0
Recall Mode	Max	C-Max	None	Max	None	None
Walk Time (s)			5.0	5.0		
Flash Dont Walk (s)			11.0	18.0		
Pedestrian Calls (#/hr)			0	0		
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Queue shown is maximum after two cycles.

Splits and Phases: 7: Cesar Chavez St & Lavaca St



HCM 6th Edition methodology does not support clustered intersections.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	131	140	14	44	478	421	74	2380	102	244	428	70
Future Volume (vph)	131	140	14	44	478	421	74	2380	102	244	428	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	125		0	150		0	300		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	60			90			25			120		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91
Frt		0.987			0.930			0.994			0.979	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3563	0	1480	3173	0	1805	5107	0	1530	4950	0
Flt Permitted	0.122			0.652			0.441			0.069		
Satd. Flow (perm)	230	3563	0	1015	3173	0	838	5107	0	111	4950	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			153			6			31	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		485			516			580			1524	
Travel Time (s)		9.4			10.1			13.2			34.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	0%	0%	22%	3%	9%	0%	1%	0%	18%	3%	0%
Adj. Flow (vph)	134	143	14	45	488	430	76	2429	104	249	437	71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	134	157	0	45	918	0	76	2533	0	249	508	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes			Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	3	8		7	4		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			6			2		
Detector Phase	3	8		7	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		6.0	15.0		5.0	15.0	
Minimum Split (s)	15.0	38.0		14.0	37.0		14.0	66.0		17.0	69.0	
Total Split (s)	15.0	38.0		14.0	37.0		14.0	66.0		17.0	69.0	
Total Split (%)	11.1%	28.1%		10.4%	27.4%		10.4%	48.9%		12.6%	51.1%	
Maximum Green (s)	10.0	32.0		9.0	31.0		9.0	60.0		12.0	63.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	6.0		5.0	6.0		5.0	6.0		5.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0		1.0	1.0		2.0	2.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			23.0			23.0			23.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	42.0	36.5		43.0	31.8		74.0	60.0		73.0	67.6	
Actuated g/C Ratio	0.31	0.27		0.32	0.24		0.55	0.44		0.54	0.50	
v/c Ratio	0.76	0.16		0.13	1.06		0.15	1.11		1.34	0.20	
Control Delay	58.4	37.8		10.1	68.2		6.8	79.0		223.3	18.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.1		0.0	0.0	
Total Delay	58.4	37.8		10.1	68.2		6.8	79.1		223.3	18.3	
LOS	E	D		B	E		A	E		F	B	
Approach Delay		47.3			65.5			77.0			85.7	
Approach LOS		D			E			E			F	
Queue Length 50th (ft)	83	53		9	~427		14	~912		~239	84	
Queue Length 95th (ft)	#159	87		m19	#536		m14	m#876		#416	112	
Internal Link Dist (ft)		405			436			500			1444	
Turn Bay Length (ft)	290			125			150			300		
Base Capacity (vph)	188	967		366	864		535	2273		186	2495	
Starvation Cap Reductn	0	0		0	0		0	87		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.71	0.16		0.12	1.06		0.14	1.16		1.34	0.20	

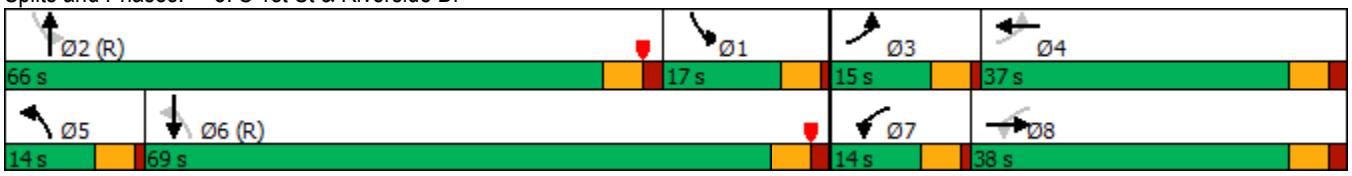
Intersection Summary	
Area Type:	Other
Cycle Length: 135	
Actuated Cycle Length: 135	
Offset: 58 (43%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red	
Natural Cycle: 135	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.34	
Intersection Signal Delay: 74.2	Intersection LOS: E
Intersection Capacity Utilization 114.1%	ICU Level of Service H
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: S 1st St & Riverside Dr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	140	14	44	478	421	74	2380	102	244	428	70
Future Volume (veh/h)	131	140	14	44	478	421	74	2380	102	244	428	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1900	1900	1574	1856	1767	1900	1885	1900	1633	1856	1900
Adj Flow Rate, veh/h	134	143	14	45	488	430	76	2429	104	249	437	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	0	0	22	3	9	0	1	0	18	3	0
Cap, veh/h	180	899	87	344	407	359	704	2250	96	402	3214	
Arrive On Green	0.07	0.27	0.27	0.03	0.23	0.23	0.03	0.30	0.30	0.22	0.63	0.00
Sat Flow, veh/h	1795	3325	322	1499	1774	1563	1810	5062	215	1555	5233	0
Grp Volume(v), veh/h	134	77	80	45	485	433	76	1640	893	249	437	0
Grp Sat Flow(s),veh/h/ln	1795	1805	1842	1499	1763	1574	1810	1716	1846	1555	1689	0
Q Serve(g_s), s	7.6	4.4	4.5	2.9	31.0	31.0	1.9	60.0	60.0	14.4	4.7	0.0
Cycle Q Clear(g_c), s	7.6	4.4	4.5	2.9	31.0	31.0	1.9	60.0	60.0	14.4	4.7	0.0
Prop In Lane	1.00		0.17	1.00		0.99	1.00		0.12	1.00		0.00
Lane Grp Cap(c), veh/h	180	488	498	344	405	361	704	1525	821	402	3214	
V/C Ratio(X)	0.74	0.16	0.16	0.13	1.20	1.20	0.11	1.08	1.09	0.62	0.14	
Avail Cap(c_a), veh/h	186	488	498	399	405	361	749	1525	821	402	3214	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.88	0.88	0.88	0.09	0.09	0.09	1.00	1.00	0.00
Uniform Delay (d), s/veh	39.3	37.5	37.6	34.1	52.0	52.0	7.6	47.4	47.4	44.7	9.9	0.0
Incr Delay (d2), s/veh	12.6	0.1	0.1	0.1	108.4	110.6	0.0	35.5	41.8	2.1	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	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	2.0	2.0	1.1	25.7	23.2	0.7	34.0	38.0	7.6	1.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.8	37.6	37.6	34.2	160.4	162.6	7.6	82.9	89.2	46.8	10.0	0.0
LnGrp LOS	D	D	D	C	F	F	A	F	F	D	A	
Approach Vol, veh/h		291			963			2609			686	A
Approach Delay, s/veh		44.2			155.5			82.9			23.3	
Approach LOS		D			F			F			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	36.8	66.0	14.6	37.0	10.7	92.2	9.1	42.5
Change Period (Y+Rc), s	6.0	* 6	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	12.0	* 60	10.0	31.0	9.0	63.0	9.0	32.0
Max Q Clear Time (g_c+I1), s	16.4	62.0	9.6	33.0	3.9	6.7	4.9	6.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	86.8
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	488	710	49	216	509	55	152	2141	108	47	272	84
Future Volume (vph)	488	710	49	216	509	55	152	2141	108	47	272	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	165		0	125		0	80		65	85		0
Storage Lanes	2		0	1		0	1		1	1		1
Taper Length (ft)	175			120			50			50		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.95	1.00
Frt		0.990			0.985			0.993				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3467	3541	0	1671	3493	0	1787	5100	0	1641	3505	1553
Flt Permitted	0.950			0.306			0.558			0.066		
Satd. Flow (perm)	3467	3541	0	538	3493	0	1050	5100	0	114	3505	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			8			7				137
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		2792			516			310			580	
Travel Time (s)		54.4			10.1			7.0			13.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	0%	8%	2%	0%	1%	1%	1%	10%	3%	4%
Adj. Flow (vph)	503	732	51	223	525	57	157	2207	111	48	280	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	503	783	0	223	582	0	157	2318	0	48	280	87
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		pm+pt	NA		D.P+P	NA		D.P+P	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	

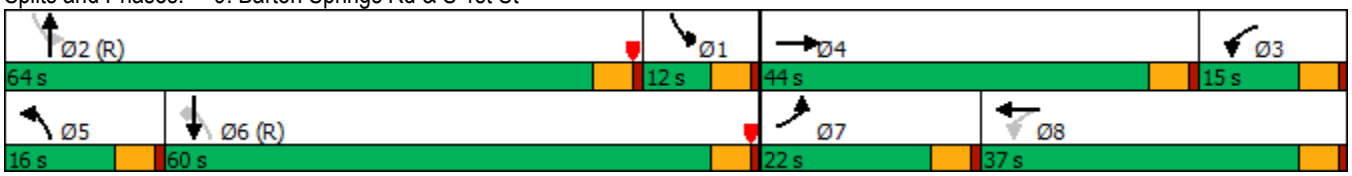
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				8			6			2		6
Detector Phase	7	4		3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	6.0	5.0		3.0	10.0		3.0	15.0		3.0	10.0	10.0
Minimum Split (s)	11.0	31.0		8.0	37.0		8.0	40.0		8.0	40.0	40.0
Total Split (s)	22.0	44.0		15.0	37.0		16.0	64.0		12.0	60.0	60.0
Total Split (%)	16.3%	32.6%		11.1%	27.4%		11.9%	47.4%		8.9%	44.4%	44.4%
Maximum Green (s)	17.0	39.0		10.0	32.0		11.0	59.0		7.0	55.0	55.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	Min		None	C-Max		None	C-Max	C-Max
Walk Time (s)		7.0			8.0			9.0			9.0	9.0
Flash Dont Walk (s)		19.0			26.0			26.0			26.0	26.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	17.0	35.4		32.0	32.0		66.0	61.4		67.0	55.7	55.7
Actuated g/C Ratio	0.13	0.26		0.24	0.24		0.49	0.45		0.50	0.41	0.41
v/c Ratio	1.15	0.84		0.92	0.70		0.28	1.00		0.36	0.19	0.12
Control Delay	139.2	57.5		87.5	45.5		18.2	55.1		30.8	14.1	0.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	38.2		0.0	0.0	0.0
Total Delay	139.2	57.5		87.5	45.5		18.2	93.3		30.8	14.1	0.4
LOS	F	E		F	D		B	F		C	B	A
Approach Delay		89.5			57.1			88.5			13.1	
Approach LOS		F			E			F			B	
Queue Length 50th (ft)	~271	357		157	225		69	~800		10	34	0
Queue Length 95th (ft)	#388	427		#388	308		110	#892		28	45	1
Internal Link Dist (ft)		2712			436			230			500	
Turn Bay Length (ft)	165			125			80			85		
Base Capacity (vph)	436	1026		242	834		579	2323		135	1446	721
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	427		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	1.15	0.76		0.92	0.70		0.27	1.22		0.36	0.19	0.12

Intersection Summary	
Area Type:	Other
Cycle Length: 135	
Actuated Cycle Length: 135	
Offset: 59 (44%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.15	
Intersection Signal Delay: 77.4	Intersection LOS: E
Intersection Capacity Utilization 96.9%	ICU Level of Service F
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Barton Springs Rd & S 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	488	710	49	216	509	55	152	2141	108	47	272	84
Future Volume (veh/h)	488	710	49	216	509	55	152	2141	108	47	272	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1900	1781	1870	1900	1885	1885	1885	1752	1856	1841
Adj Flow Rate, veh/h	503	732	51	223	525	57	157	2207	111	48	280	87
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	0	8	2	0	1	1	1	10	3	4
Cap, veh/h	439	849	59	194	641	69	570	2194	110	205	1647	729
Arrive On Green	0.04	0.08	0.08	0.07	0.20	0.20	0.06	0.44	0.44	0.03	0.15	0.15
Sat Flow, veh/h	3483	3397	237	1697	3234	350	1795	5020	251	1668	3526	1560
Grp Volume(v), veh/h	503	386	397	223	288	294	157	1504	814	48	280	87
Grp Sat Flow(s),veh/h/ln	1742	1791	1843	1697	1777	1807	1795	1716	1840	1668	1763	1560
Q Serve(g_s), s	17.0	28.7	28.7	10.0	20.9	21.1	6.1	59.0	59.0	0.0	9.3	6.5
Cycle Q Clear(g_c), s	17.0	28.7	28.7	10.0	20.9	21.1	6.1	59.0	59.0	0.0	9.3	6.5
Prop In Lane	1.00		0.13	1.00		0.19	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	439	448	461	194	352	358	570	1499	804	205	1647	729
V/C Ratio(X)	1.15	0.86	0.86	1.15	0.82	0.82	0.28	1.00	1.01	0.23	0.17	0.12
Avail Cap(c_a), veh/h	439	517	532	194	421	428	607	1499	804	205	1647	729
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.81	0.81	0.81	0.81	0.81	0.81	1.00	1.00	1.00	0.99	0.99	0.99
Uniform Delay (d), s/veh	64.7	59.6	59.6	60.6	51.8	51.8	16.9	38.0	38.0	59.5	34.4	33.2
Incr Delay (d2), s/veh	86.0	10.4	10.3	105.4	8.5	8.6	0.3	24.0	34.7	0.6	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.2	15.2	15.6	12.0	10.1	10.3	2.6	29.3	33.8	1.6	4.4	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	150.7	70.1	69.9	166.0	60.2	60.5	17.1	62.0	72.7	60.1	34.6	33.5
LnGrp LOS	F	E	E	F	E	E	B	F	F	E	C	C
Approach Vol, veh/h		1286			805			2475			415	
Approach Delay, s/veh		101.6			89.6			62.7			37.3	
Approach LOS		F			F			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.3	64.0	15.0	38.7	13.2	68.1	22.0	31.7
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	59.0	10.0	39.0	11.0	55.0	17.0	32.0
Max Q Clear Time (g_c+I1), s	2.0	61.0	12.0	30.7	8.1	11.3	19.0	23.1
Green Ext Time (p_c), s	0.0	0.0	0.0	3.0	0.1	2.3	0.0	2.3

Intersection Summary	
HCM 6th Ctrl Delay	75.0
HCM 6th LOS	E

Notes

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

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	21	281	2	497	971	13	48	360	470	12	157	183
Future Volume (vph)	21	281	2	497	971	13	48	360	470	12	157	183
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	220		0	150		0	0		385
Storage Lanes	1		0	1		0	1		1	0		1
Taper Length (ft)	90			100			130			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95
Frt		0.999			0.998				0.850		0.922	
Flt Protected	0.950			0.950				0.994			0.998	
Satd. Flow (prot)	1805	2984	0	1736	3339	0	0	3536	1568	0	3140	0
Flt Permitted	0.232			0.539				0.799			0.931	
Satd. Flow (perm)	441	2984	0	985	3339	0	0	2842	1568	0	2929	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			2				385		143	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		516			738			516			744	
Travel Time (s)		10.1			14.4			10.1			14.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	21%	0%	4%	8%	0%	5%	1%	3%	0%	6%	6%
Adj. Flow (vph)	22	296	2	523	1022	14	51	379	495	13	165	193
Shared Lane Traffic (%)												
Lane Group Flow (vph)	22	298	0	523	1036	0	0	430	495	0	371	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.Pm	NA		D.P+P	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases		8		7	4			2	7		6	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	4			8			2		2	6		
Detector Phase	4	8		7	4		2	2	7	6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0	10.0		5.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	30.5	30.5		8.0	30.5		35.0	35.0	8.0	30.5	30.5	
Total Split (s)	77.0	55.0		40.0	77.0		40.0	40.0	40.0	40.0	40.0	
Total Split (%)	57.0%	40.7%		29.6%	57.0%		29.6%	29.6%	29.6%	29.6%	29.6%	
Maximum Green (s)	71.5	49.5		35.0	71.5		34.5	34.5	35.0	34.5	34.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.5	1.5		1.0	1.5		1.5	1.5	1.0	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	5.5	5.5		5.0	5.5			5.5	5.0		5.5	
Lead/Lag		Lead		Lag					Lag			
Lead-Lag Optimize?		Yes		Yes					Yes			
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	C-Max	C-Max		Min	C-Max		Max	Max	Min	None	None	
Walk Time (s)	10.0	10.0			10.0		10.0	10.0		10.0	10.0	
Flash Dont Walk (s)	15.0	15.0			15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0			0		0	0		0	0	
Act Effct Green (s)	89.5	49.5		85.0	89.5			34.5	75.0		34.5	
Actuated g/C Ratio	0.66	0.37		0.63	0.66			0.26	0.56		0.26	
v/c Ratio	0.08	0.27		0.64	0.47			0.59	0.48		0.43	
Control Delay	6.7	15.5		36.2	23.0			64.7	22.4		20.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0	2.3		0.0	
Total Delay	6.7	15.5		36.2	23.0			64.7	24.7		20.1	
LOS	A	B		D	C			E	C		C	
Approach Delay		14.9			27.5			43.3			20.1	
Approach LOS		B			C			D			C	
Queue Length 50th (ft)	5	56		314	330			197	296		95	
Queue Length 95th (ft)	m6	m54		m262	m274			m250	m365		136	
Internal Link Dist (ft)		436			658			436			664	
Turn Bay Length (ft)	105			220								
Base Capacity (vph)	292	1094		814	2214			726	1042		854	
Starvation Cap Reductn	0	0		0	0			0	402		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.08	0.27		0.64	0.47			0.59	0.77		0.43	

Intersection Summary	
Area Type:	Other
Cycle Length: 135	
Actuated Cycle Length: 135	
Offset: 118.5 (88%), Referenced to phase 4:NWSE and 8:NWSE, Start of Red	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 29.9	Intersection LOS: C
Intersection Capacity Utilization 75.8%	ICU Level of Service D
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Barton Springs Rd & Riverside Dr

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	21	281	2	497	971	13	48	360	470	12	157	183
Future Volume (veh/h)	21	281	2	497	971	13	48	360	470	12	157	183
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1589	1900	1841	1781	1900	1826	1885	1856	1900	1811	1811
Adj Flow Rate, veh/h	22	296	2	523	1022	14	51	379	495	13	165	193
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	21	0	4	8	0	5	1	3	0	6	6
Cap, veh/h	187	1127	8	640	2144	29	95	630	928	42	419	357
Arrive On Green	0.07	0.37	0.37	0.33	0.63	0.63	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1810	3074	21	1753	3419	47	236	2466	1572	53	1638	1397
Grp Volume(v), veh/h	22	145	153	523	506	530	174	256	495	178	0	193
Grp Sat Flow(s),veh/h/ln	1810	1509	1585	1753	1692	1773	1073	1630	1572	1691	0	1397
Q Serve(g_s), s	1.5	9.1	9.1	32.3	21.5	21.5	8.4	18.7	0.0	0.0	0.0	16.1
Cycle Q Clear(g_c), s	1.5	9.1	9.1	32.3	21.5	21.5	24.5	18.7	0.0	18.7	0.0	16.1
Prop In Lane	1.00		0.01	1.00		0.03	0.29		1.00	0.07		1.00
Lane Grp Cap(c), veh/h	0	553	581	640	1061	1112	309	416	928	461	0	357
V/C Ratio(X)	0.00	0.26	0.26	0.82	0.48	0.48	0.57	0.61	0.53	0.39	0.00	0.54
Avail Cap(c_a), veh/h	0	553	581	640	1061	1112	309	416	928	461	0	357
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.35	0.35	0.35	0.09	0.09	0.09	0.48	0.48	0.48	0.94	0.00	0.94
Uniform Delay (d), s/veh	0.0	30.0	30.0	39.0	13.4	13.4	47.1	44.4	16.6	41.5	0.0	43.4
Incr Delay (d2), s/veh	0.0	0.4	0.4	0.8	0.1	0.1	3.6	3.2	1.1	0.5	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	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.4	3.5	15.6	7.9	8.3	5.8	7.9	9.1	5.0	0.0	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	30.4	30.3	39.8	13.5	13.5	50.6	47.6	17.6	42.0	0.0	45.0
LnGrp LOS	A	C	C	D	B	B	D	D	B	D	A	D
Approach Vol, veh/h		320			1559			925			371	
Approach Delay, s/veh		28.3			22.3			32.1			43.5	
Approach LOS		C			C			C			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		40.0	15.5	90.2		40.0	50.7	55.0				
Change Period (Y+Rc), s		5.5	5.5	5.5		5.5	5.5	* 5.5				
Max Green Setting (Gmax), s		34.5	71.5	71.5		34.5	35.0	* 50				
Max Q Clear Time (g_c+I1), s		26.5	3.5	23.5		20.7	34.3	11.1				
Green Ext Time (p_c), s		2.9	0.0	8.2		1.9	0.1	1.8				

Intersection Summary	
HCM 6th Ctrl Delay	28.3
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

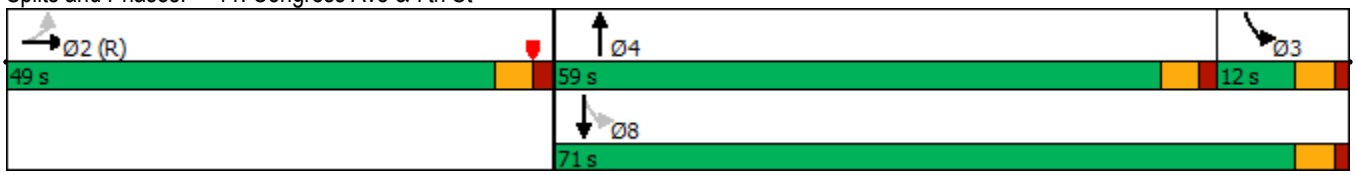
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	478	30	0	0	0	0	618	294	73	405	0
Future Volume (vph)	14	478	30	0	0	0	0	618	294	73	405	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.86	0.86	0.86	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Frt		0.991						0.952				
Flt Protected		0.999									0.992	
Satd. Flow (prot)	0	5831	0	0	0	0	0	3338	0	0	3485	0
Flt Permitted		0.999									0.666	
Satd. Flow (perm)	0	5831	0	0	0	0	0	3338	0	0	2340	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12						86				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		673			575			360			249	
Travel Time (s)		15.3			13.1			8.2			5.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	8%	11%	12%	0%	0%	0%	0%	2%	5%	7%	2%	0%
Adj. Flow (vph)	14	488	31	0	0	0	0	631	300	74	413	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	533	0	0	0	0	0	931	0	0	487	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA		pm+pt	NA	
Protected Phases		2						4		3	8	
Permitted Phases	2									8		
Detector Phase	2	2						4		3	8	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0						10.0		5.0	10.0	
Minimum Split (s)	49.0	49.0						59.0		12.0	71.0	
Total Split (s)	49.0	49.0						59.0		12.0	71.0	
Total Split (%)	40.8%	40.8%						49.2%		10.0%	59.2%	
Maximum Green (s)	43.5	43.5						54.0		7.0	66.0	
Yellow Time (s)	3.5	3.5						3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0						1.5		1.5	1.5	
Lost Time Adjust (s)		0.0						0.0			0.0	
Total Lost Time (s)		5.5						5.0			5.0	
Lead/Lag								Lead		Lag		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	1.0	1.0						1.0		1.0	1.0	
Recall Mode	C-Max	C-Max						Max		None	Max	
Walk Time (s)	7.0	7.0						7.0			7.0	
Flash Dont Walk (s)	17.0	17.0						12.0			12.0	
Pedestrian Calls (#/hr)	0	0						0			0	
Act Effct Green (s)		43.5						66.0			66.0	
Actuated g/C Ratio		0.36						0.55			0.55	
v/c Ratio		0.25						0.50			0.38	
Control Delay		26.6						3.1			16.4	
Queue Delay		0.0						0.4			0.0	
Total Delay		26.6						3.5			16.4	
LOS		C						A			B	
Approach Delay		26.6						3.5			16.4	
Approach LOS		C						A			B	
Queue Length 50th (ft)		81						5			107	
Queue Length 95th (ft)		105						9			147	
Internal Link Dist (ft)		593			495			280			169	
Turn Bay Length (ft)												
Base Capacity (vph)		2121						1874			1287	
Starvation Cap Reductn		0						456			0	
Spillback Cap Reductn		0						0			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.25						0.66			0.38	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 116 (97%), Referenced to phase 2:EBTL, Start of Red
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.50
Intersection Signal Delay: 13.0 — Intersection LOS: B
Intersection Capacity Utilization 61.1% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 11: Congress Ave & 7th St



HCM 6th Edition methodology does not support a perm + prot left-turn type from a shared lane. Left-turn bay is needed for phases 3.

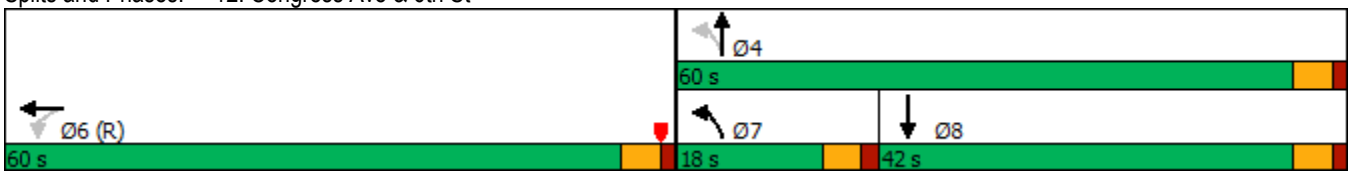
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	135	1407	74	285	883	0	0	280	108
Future Volume (vph)	0	0	0	135	1407	74	285	883	0	0	280	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	75		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25			25			40			25		
Lane Util. Factor	1.00	1.00	1.00	0.86	0.86	0.86	1.00	0.95	1.00	1.00	0.95	0.95
Frt					0.993						0.958	
Flt Protected					0.996		0.950					
Satd. Flow (prot)	0	0	0	0	6221	0	1787	3505	0	0	3343	0
Flt Permitted					0.996		0.369					
Satd. Flow (perm)	0	0	0	0	6221	0	694	3505	0	0	3343	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					10						49	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		654			528			358			360	
Travel Time (s)		14.9			12.0			8.1			8.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.25	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	4%	4%	2%	1%	3%	0%	0%	4%	2%
Adj. Flow (vph)	0	0	0	145	1513	80	306	949	0	0	301	116
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1738	0	306	949	0	0	417	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2			2	
Detector Template				Left	Thru		Left	Thru			Thru	
Leading Detector (ft)				20	100		20	100			100	
Trailing Detector (ft)				0	0		0	0			0	
Detector 1 Position(ft)				0	0		0	0			0	
Detector 1 Size(ft)				20	6		20	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA		pm+pt	NA			NA	
Protected Phases					6		7	4			8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				6			4					
Detector Phase				6	6		7	4			8	
Switch Phase												
Minimum Initial (s)				10.0	10.0		5.0	10.0			10.0	
Minimum Split (s)				60.0	60.0		10.0	60.0			42.0	
Total Split (s)				60.0	60.0		18.0	60.0			42.0	
Total Split (%)				50.0%	50.0%		15.0%	50.0%			35.0%	
Maximum Green (s)				55.0	55.0		13.0	55.0			37.0	
Yellow Time (s)				3.5	3.5		3.5	3.5			3.5	
All-Red Time (s)				1.5	1.5		1.5	1.5			1.5	
Lost Time Adjust (s)					0.0		0.0	0.0			0.0	
Total Lost Time (s)					5.0		5.0	5.0			5.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				3.0	3.0		3.0	3.0			3.0	
Recall Mode				C-Max	C-Max		Max	Max			Max	
Walk Time (s)				7.0	7.0			7.0			7.0	
Flash Dont Walk (s)				18.0	18.0			12.0			12.0	
Pedestrian Calls (#/hr)				0	0			0			0	
Act Effct Green (s)					55.0		55.0	55.0			37.0	
Actuated g/C Ratio					0.46		0.46	0.46			0.31	
v/c Ratio					0.61		0.70	0.59			0.39	
Control Delay					25.4		25.4	15.0			17.4	
Queue Delay					0.0		0.0	0.8			0.0	
Total Delay					25.4		25.4	15.8			17.4	
LOS					C		C	B			B	
Approach Delay					25.4			18.1			17.4	
Approach LOS					C			B			B	
Queue Length 50th (ft)					285		71	106			36	
Queue Length 95th (ft)					324		m138	184			52	
Internal Link Dist (ft)		574			448			278			280	
Turn Bay Length (ft)							75					
Base Capacity (vph)					2856		436	1606			1064	
Starvation Cap Reductn					0		0	338			0	
Spillback Cap Reductn					0		0	0			0	
Storage Cap Reductn					0		0	0			0	
Reduced v/c Ratio					0.61		0.70	0.75			0.39	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 103 (86%), Referenced to phase 6:WBTL, Start of Red	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 21.7	Intersection LOS: C
Intersection Capacity Utilization 69.7%	ICU Level of Service C
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: Congress Ave & 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	135	1407	74	285	883	0	0	280	108
Future Volume (veh/h)	0	0	0	135	1407	74	285	883	0	0	280	108
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1841	1841	1870	1885	1856	0	0	1841	1870
Adj Flow Rate, veh/h				145	1513	80	306	949	0	0	301	116
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.25	0.93	0.93	0.93
Percent Heavy Veh, %				4	4	2	1	3	0	0	4	2
Cap, veh/h				242	2712	146	460	1616	0	0	766	289
Arrive On Green				0.46	0.46	0.46	0.22	0.92	0.00	0.00	0.31	0.31
Sat Flow, veh/h				527	5917	320	1795	3618	0	0	2576	937
Grp Volume(v), veh/h				499	792	446	306	949	0	0	210	207
Grp Sat Flow(s),veh/h/ln				1814	1583	1783	1795	1763	0	0	1749	1672
Q Serve(g_s), s				24.7	21.7	21.7	13.0	5.8	0.0	0.0	11.3	11.7
Cycle Q Clear(g_c), s				24.7	21.7	21.7	13.0	5.8	0.0	0.0	11.3	11.7
Prop In Lane				0.29		0.18	1.00		0.00	0.00		0.56
Lane Grp Cap(c), veh/h				832	1451	817	460	1616	0	0	539	516
V/C Ratio(X)				0.60	0.55	0.55	0.66	0.59	0.00	0.00	0.39	0.40
Avail Cap(c_a), veh/h				832	1451	817	460	1616	0	0	539	516
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.56	0.56	0.00	0.00	0.93	0.93
Uniform Delay (d), s/veh				24.3	23.5	23.5	23.3	3.0	0.0	0.0	32.6	32.8
Incr Delay (d2), s/veh				3.2	1.5	2.6	4.2	0.9	0.0	0.0	2.0	2.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				11.2	8.3	9.6	5.6	1.4	0.0	0.0	5.1	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				27.5	25.0	26.1	27.5	3.8	0.0	0.0	34.6	34.9
LnGrp LOS				C	C	C	C	A	A	A	C	C
Approach Vol, veh/h					1738			1255			417	
Approach Delay, s/veh					26.0			9.6			34.8	
Approach LOS					C			A			C	

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	60.0	60.0	18.0	42.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	55.0	55.0	13.0	37.0
Max Q Clear Time (g_c+I1), s	7.8	26.7	15.0	13.7
Green Ext Time (p_c), s	8.7	14.7	0.0	2.6

Intersection Summary	
HCM 6th Ctrl Delay	21.0
HCM 6th LOS	C

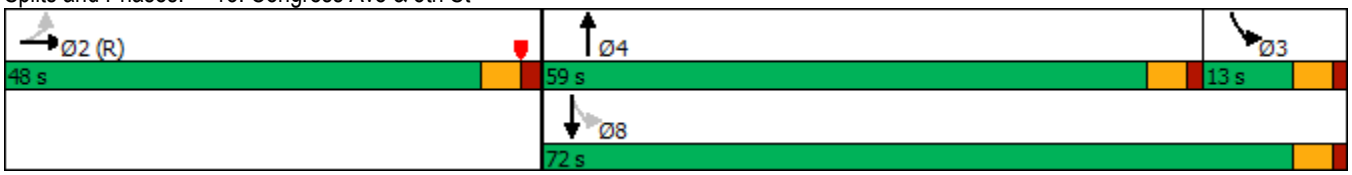
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	780	106	0	0	0	0	1018	220	62	369	0
Future Volume (vph)	99	780	106	0	0	0	0	1018	220	62	369	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	70		0
Storage Lanes	1		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			30		
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.982						0.973				
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1703	4909	0	0	0	0	0	3444	0	1703	3505	0
Flt Permitted	0.950									0.095		
Satd. Flow (perm)	1703	4909	0	0	0	0	0	3444	0	170	3505	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22						28				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		447			446			1388			358	
Travel Time (s)		10.2			10.1			31.5			8.1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	6%	4%	2%	0%	0%	0%	0%	2%	2%	6%	3%	0%
Adj. Flow (vph)	101	796	108	0	0	0	0	1039	224	63	377	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	101	904	0	0	0	0	0	1263	0	63	377	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA		pm+pt	NA	
Protected Phases		2						4		3	8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2									8		
Detector Phase	2	2						4		3	8	
Switch Phase												
Minimum Initial (s)	10.0	10.0						10.0		5.0	10.0	
Minimum Split (s)	48.0	48.0						59.0		13.0	72.0	
Total Split (s)	48.0	48.0						59.0		13.0	72.0	
Total Split (%)	40.0%	40.0%						49.2%		10.8%	60.0%	
Maximum Green (s)	42.5	42.5						54.0		8.0	67.0	
Yellow Time (s)	3.5	3.5						3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0						1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0						0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5						5.0		5.0	5.0	
Lead/Lag								Lead		Lag		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	3.0	3.0						3.0		3.0	3.0	
Recall Mode	C-Max	C-Max						Max		Max	Max	
Walk Time (s)	7.0	7.0						7.0			7.0	
Flash Dont Walk (s)	18.0	18.0						13.0			13.0	
Pedestrian Calls (#/hr)	0	0						0			0	
Act Effct Green (s)	42.5	42.5						54.0		67.0	67.0	
Actuated g/C Ratio	0.35	0.35						0.45		0.56	0.56	
v/c Ratio	0.17	0.52						0.81		0.32	0.19	
Control Delay	27.6	31.1						14.5		22.6	10.4	
Queue Delay	0.0	0.0						0.0		0.0	0.0	
Total Delay	27.6	31.1						14.5		22.6	10.4	
LOS	C	C						B		C	B	
Approach Delay		30.7						14.5			12.2	
Approach LOS		C						B			B	
Queue Length 50th (ft)	53	196						491		14	44	
Queue Length 95th (ft)	96	239						m437		m33	60	
Internal Link Dist (ft)		367			366			1308			278	
Turn Bay Length (ft)										70		
Base Capacity (vph)	603	1752						1565		197	1956	
Starvation Cap Reductn	0	0						0		0	0	
Spillback Cap Reductn	0	0						0		0	0	
Storage Cap Reductn	0	0						0		0	0	
Reduced v/c Ratio	0.17	0.52						0.81		0.32	0.19	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 113 (94%), Referenced to phase 2:EBTL, Start of Red	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 20.2	Intersection LOS: C
Intersection Capacity Utilization 69.7%	ICU Level of Service C
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 13: Congress Ave & 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	780	106	0	0	0	0	1018	220	62	369	0
Future Volume (veh/h)	99	780	106	0	0	0	0	1018	220	62	369	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1811	1841	1870				0	1870	1870	1811	1856	0
Adj Flow Rate, veh/h	101	796	108				0	1039	224	63	377	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	6	4	2				0	2	2	6	3	0
Cap, veh/h	611	1586	214				0	1309	281	305	1968	0
Arrive On Green	0.35	0.35	0.35				0.00	0.90	0.90	0.13	1.00	0.00
Sat Flow, veh/h	1725	4478	604				0	3003	625	1725	3618	0
Grp Volume(v), veh/h	101	594	310				0	633	630	63	377	0
Grp Sat Flow(s),veh/h/ln	1725	1675	1732				0	1777	1758	1725	1763	0
Q Serve(g_s), s	4.8	16.7	16.9				0.0	14.9	15.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.8	16.7	16.9				0.0	14.9	15.2	0.0	0.0	0.0
Prop In Lane	1.00		0.35				0.00		0.36	1.00		0.00
Lane Grp Cap(c), veh/h	611	1186	613				0	800	791	305	1968	0
V/C Ratio(X)	0.17	0.50	0.51				0.00	0.79	0.80	0.21	0.19	0.00
Avail Cap(c_a), veh/h	611	1186	613				0	800	791	305	1968	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	0.09	0.09	0.93	0.93	0.00
Uniform Delay (d), s/veh	26.6	30.4	30.5				0.0	4.0	4.1	25.3	0.0	0.0
Incr Delay (d2), s/veh	0.6	1.5	3.0				0.0	0.8	0.8	1.4	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	7.0	7.5				0.0	2.1	2.1	1.3	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.2	31.9	33.4				0.0	4.8	4.9	26.8	0.2	0.0
LnGrp LOS	C	C	C				A	A	A	C	A	A
Approach Vol, veh/h		1005						1263			440	
Approach Delay, s/veh		31.9						4.8			4.0	
Approach LOS		C						A			A	

Timer - Assigned Phs		2	3	4				8				
Phs Duration (G+Y+Rc), s		48.0	13.0	59.0				72.0				
Change Period (Y+Rc), s		5.5	5.0	5.0				5.0				
Max Green Setting (Gmax), s		42.5	8.0	54.0				67.0				
Max Q Clear Time (g_c+I1), s		18.9	2.0	17.2				2.0				
Green Ext Time (p_c), s		6.8	0.0	11.6				2.8				

Intersection Summary	
HCM 6th Ctrl Delay	14.7
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	227	883	275	209	713	117	121	1514	453	26	347	43
Future Volume (vph)	227	883	275	209	713	117	121	1514	453	26	347	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		180	135		0	150		125	120		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	175			80			75			60		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor			0.92	0.98	0.99		0.96		0.92		0.99	
Frt			0.850		0.979				0.850		0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	5085	1615	1719	3391	0	1805	3574	1583	1656	3342	0
Flt Permitted	0.156			0.266			0.478			0.087		
Satd. Flow (perm)	293	5085	1482	473	3391	0	874	3574	1463	152	3342	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			251		17				36		13	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		846			2606			1721			1388	
Travel Time (s)		16.5			50.8			39.1			31.5	
Confl. Peds. (#/hr)	38		38	38		38	38		38	38		38
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	1%	2%	0%	5%	3%	3%	0%	1%	2%	9%	6%	0%
Adj. Flow (vph)	229	892	278	211	720	118	122	1529	458	26	351	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	229	892	278	211	838	0	122	1529	458	26	394	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

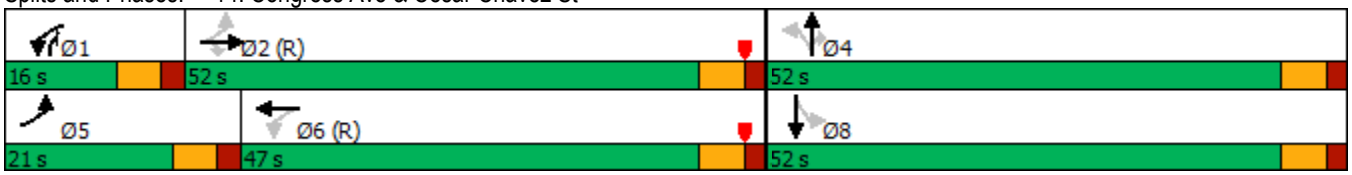
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	5	2		1	6			4	1		8	
Permitted Phases	2		2	6			4		4	8		
Detector Phase	5	2	2	1	6		4	4	1	8	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	11.0	28.0	28.0	16.0	47.0		52.0	52.0	16.0	52.0	52.0	
Total Split (s)	21.0	52.0	52.0	16.0	47.0		52.0	52.0	16.0	52.0	52.0	
Total Split (%)	17.5%	43.3%	43.3%	13.3%	39.2%		43.3%	43.3%	13.3%	43.3%	43.3%	
Maximum Green (s)	15.0	46.0	46.0	10.0	41.0		46.0	46.0	10.0	46.0	46.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Recall Mode	Max	C-Max	C-Max	Max	C-Max		Max	Max	Max	Max	Max	
Walk Time (s)		5.0	5.0		5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		14.0	14.0		14.0		16.0	16.0		14.0	14.0	
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	
Act Effct Green (s)	61.0	46.0	46.0	51.0	41.0		46.0	46.0	56.0	46.0	46.0	
Actuated g/C Ratio	0.51	0.38	0.38	0.42	0.34		0.38	0.38	0.47	0.38	0.38	
v/c Ratio	0.68	0.46	0.39	0.69	0.72		0.36	1.12	0.64	0.45	0.31	
Control Delay	23.0	30.6	13.1	32.5	43.9		30.5	98.1	23.6	56.1	24.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	23.0	30.6	13.1	32.5	43.9		30.5	98.1	23.6	56.1	24.7	
LOS	C	C	B	C	D		C	F	C	E	C	
Approach Delay		25.9			41.6			78.0			26.6	
Approach LOS		C			D			E			C	
Queue Length 50th (ft)	123	232	97	106	324		67	~715	212	16	122	
Queue Length 95th (ft)	m165	272	m148	m138	m372		122	#855	313	m#53	174	
Internal Link Dist (ft)		766			2526			1641			1308	
Turn Bay Length (ft)	140		180	135			150		125	120		
Base Capacity (vph)	335	1949	722	304	1169		335	1370	711	58	1289	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.68	0.46	0.39	0.69	0.72		0.36	1.12	0.64	0.45	0.31	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 68 (57%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.12
Intersection Signal Delay: 51.3 Intersection LOS: D

Intersection Capacity Utilization 106.7%	ICU Level of Service G
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 14: Congress Ave & Cesar Chavez St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	227	883	275	209	713	117	121	1514	453	26	347	43
Future Volume (veh/h)	227	883	275	209	713	117	121	1514	453	26	347	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	0.99		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1870	1900	1826	1856	1856	1900	1885	1870	1767	1811	1900
Adj Flow Rate, veh/h	229	892	0	211	720	118	122	1529	458	26	351	43
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	1	2	0	5	3	3	0	1	2	9	6	0
Cap, veh/h	384	1957		358	1030	169	362	1373	722	60	1180	143
Arrive On Green	0.13	0.38	0.00	0.11	0.45	0.45	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1795	5106	1610	1739	3015	494	998	3582	1538	206	3077	374
Grp Volume(v), veh/h	229	892	0	211	421	417	122	1529	458	26	195	199
Grp Sat Flow(s),veh/h/ln	1795	1702	1610	1739	1763	1747	998	1791	1538	206	1721	1730
Q Serve(g_s), s	9.2	15.7	0.0	9.7	22.9	22.9	11.6	46.0	27.1	0.0	9.5	9.6
Cycle Q Clear(g_c), s	9.2	15.7	0.0	9.7	22.9	22.9	21.3	46.0	27.1	46.0	9.5	9.6
Prop In Lane	1.00		1.00	1.00		0.28	1.00		1.00	1.00		0.22
Lane Grp Cap(c), veh/h	384	1957		358	602	597	362	1373	722	60	660	663
V/C Ratio(X)	0.60	0.46		0.59	0.70	0.70	0.34	1.11	0.63	0.43	0.30	0.30
Avail Cap(c_a), veh/h	384	1957		358	602	597	362	1373	722	60	660	663
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.62	0.62	0.00	0.72	0.72	0.72	0.38	0.38	0.38	0.99	0.99	0.99
Uniform Delay (d), s/veh	22.6	27.6	0.0	22.6	27.8	27.8	33.2	37.0	24.3	60.0	25.7	25.8
Incr Delay (d2), s/veh	4.2	0.5	0.0	5.0	4.8	4.9	1.0	55.6	1.6	21.0	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	6.4	0.0	4.2	9.5	9.4	2.9	30.3	10.0	1.1	4.1	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.8	28.1	0.0	27.7	32.6	32.7	34.2	92.6	25.9	81.0	26.9	26.9
LnGrp LOS	C	C		C	C	C	C	F	C	F	C	C
Approach Vol, veh/h		1121	A		1049			2109			420	
Approach Delay, s/veh		27.9			31.6			74.7			30.2	
Approach LOS		C			C			E			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.0	52.0		52.0	21.0	47.0		52.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	10.0	46.0		46.0	15.0	41.0		46.0
Max Q Clear Time (g_c+I1), s	11.7	17.7		48.0	11.2	24.9		48.0
Green Ext Time (p_c), s	0.0	2.5		0.0	0.0	1.7		0.0

Intersection Summary	
HCM 6th Ctrl Delay	50.0
HCM 6th LOS	D

Notes

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	287	9	37	2	4	12	93	2010	13	30	512	265
Future Volume (vph)	287	9	37	2	4	12	93	2010	13	30	512	265
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		120	0		0	100		105	70		100
Storage Lanes	2		1	0		1	1		1	1		1
Taper Length (ft)	25			25			150			65		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	0.95	0.97			0.99	0.96	0.98		0.96			0.92
Frt		0.879				0.850			0.850			0.850
Flt Protected	0.950				0.984		0.950			0.950		
Satd. Flow (prot)	3433	1584	0	0	1870	1615	1736	3574	1615	1805	3505	1553
Flt Permitted	0.950				0.869		0.275			0.044		
Satd. Flow (perm)	3275	1584	0	0	1639	1551	491	3574	1550	84	3505	1436
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		41				154			158			270
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		744			261			663			1721	
Travel Time (s)		14.5			5.1			12.9			33.5	
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	0%	3%	0%	0%	0%	4%	1%	0%	0%	3%	4%
Adj. Flow (vph)	315	10	41	2	4	13	102	2209	14	33	563	291
Shared Lane Traffic (%)												
Lane Group Flow (vph)	315	51	0	0	6	13	102	2209	14	33	563	291
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA		pm+pt	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases				8		8	6		2	2		6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	6.0	5.0		3.0	5.0	5.0	3.0	25.0	25.0	3.0	25.0	25.0
Minimum Split (s)	20.0	32.0		10.0	18.0	18.0	15.0	45.0	45.0	15.0	45.0	45.0
Total Split (s)	24.0	32.0		10.0	18.0	18.0	18.0	75.0	75.0	18.0	75.0	75.0
Total Split (%)	17.8%	23.7%		7.4%	13.3%	13.3%	13.3%	55.6%	55.6%	13.3%	55.6%	55.6%
Maximum Green (s)	18.5	26.5		4.0	12.0	12.0	12.5	69.5	69.5	12.5	69.5	69.5
Yellow Time (s)	4.0	4.0		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5		2.5	2.5	2.5	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5			6.0	6.0	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0		1.5	2.0	2.0	1.5	2.0	2.0	1.5	2.0	2.0
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		26.0			22.0	22.0		21.0	21.0		17.0	17.0
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	16.1	23.0			5.3	5.3	95.5	94.6	94.6	97.7	41.4	41.4
Actuated g/C Ratio	0.12	0.17			0.04	0.04	0.71	0.70	0.70	0.72	0.31	0.31
v/c Ratio	0.77	0.17			0.09	0.06	0.12	0.88	0.01	0.27	0.52	0.46
Control Delay	56.7	31.3			65.4	0.6	20.7	43.1	0.0	11.9	41.6	8.2
Queue Delay	0.0	0.0			0.0	0.0	0.0	46.6	0.0	0.0	0.0	0.0
Total Delay	56.7	31.3			65.4	0.6	20.7	89.7	0.0	11.9	41.6	8.2
LOS	E	C			E	A	C	F	A	B	D	A
Approach Delay		53.1			21.1			86.2			29.6	
Approach LOS		D			C			F			C	
Queue Length 50th (ft)	151	30			5	0	60	1087	0	8	233	14
Queue Length 95th (ft)	201	m65			21	0	m47	m710	m0	19	276	87
Internal Link Dist (ft)		664			181			583			1641	
Turn Bay Length (ft)							100		105	70		100
Base Capacity (vph)	470	363			145	278	846	2503	1132	222	1804	870
Starvation Cap Reductn	0	0			0	0	0	777	0	0	0	0
Spillback Cap Reductn	0	0			0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0			0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.14			0.04	0.05	0.12	1.28	0.01	0.15	0.31	0.33

Intersection Summary

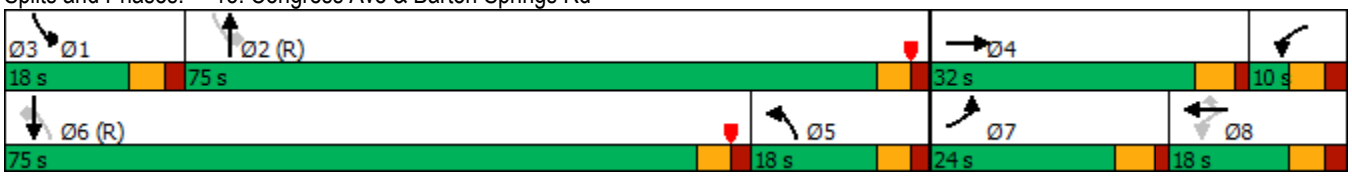
Area Type: Other
Cycle Length: 135
Actuated Cycle Length: 135
Offset: 70 (52%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 68.5 Intersection LOS: E

Intersection Capacity Utilization 101.2% ICU Level of Service G

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Congress Ave & Barton Springs Rd



HCM 6th Edition methodology does not support a perm + prot left-turn type from a shared lane. Left-turn bay is needed for phases 3.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	635	141	150	1132	447	442	1709	182	165	281	30
Future Volume (vph)	54	635	141	150	1132	447	442	1709	182	165	281	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		0	140		0	215		200	180		0
Storage Lanes	1		1	1		0	2		1	2		0
Taper Length (ft)	115			50			150			150		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	1.00	0.97	0.95	0.95
Ped Bike Factor			0.96	0.99	0.99		0.93		0.97	0.99	1.00	
Frt			0.850		0.958				0.850		0.986	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3374	1417	1703	3342	0	3335	3574	1553	3467	3379	0
Flt Permitted	0.071			0.292			0.950			0.950		
Satd. Flow (perm)	135	3374	1366	520	3342	0	3095	3574	1506	3427	3379	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			145		52				137		9	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		738			912			704			663	
Travel Time (s)		14.4			17.8			13.7			12.9	
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	7%	14%	6%	3%	1%	5%	1%	4%	1%	3%	24%
Adj. Flow (vph)	56	655	145	155	1167	461	456	1762	188	170	290	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	655	145	155	1628	0	456	1762	188	170	321	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	D.P+P	NA	pm+ov	D.P+P	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	3	8	5	7	4		5	2		1	6	
Permitted Phases	4		8	8					2			
Detector Phase	3	8	5	7	4		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	8.0	10.0	3.0	3.0	10.0		3.0	5.0	5.0	3.0	5.0	
Minimum Split (s)	13.0	38.0	8.0	8.0	38.0		8.0	10.0	10.0	8.0	10.0	
Total Split (s)	13.0	50.0	17.0	22.0	59.0		17.0	48.0	48.0	15.0	46.0	
Total Split (%)	9.6%	37.0%	12.6%	16.3%	43.7%		12.6%	35.6%	35.6%	11.1%	34.1%	
Maximum Green (s)	8.0	45.0	12.0	17.0	54.0		12.0	43.0	43.0	10.0	41.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag	Lead	Lead	Lead		Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	1.0	2.5	1.0	1.0	2.5		1.0	2.0	2.0	1.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	Min	Min	None	Min	
Walk Time (s)		5.0			5.0							
Flash Dont Walk (s)		28.0			28.0							
Pedestrian Calls (#/hr)		0			0							
Act Effct Green (s)	63.9	52.6	64.6	62.9	57.5		12.0	43.0	43.0	9.1	40.1	
Actuated g/C Ratio	0.47	0.39	0.48	0.47	0.43		0.09	0.32	0.32	0.07	0.30	
v/c Ratio	0.35	0.50	0.20	0.47	1.12		1.54	1.55	0.33	0.73	0.32	
Control Delay	50.6	42.1	5.9	32.0	104.2		299.0	284.0	12.2	111.9	67.6	
Queue Delay	1.2	0.0	0.0	0.0	1.3		0.0	1.8	0.0	0.0	0.0	
Total Delay	51.9	42.1	5.9	32.0	105.5		299.0	285.9	12.2	111.9	67.6	
LOS	D	D	A	C	F		F	F	B	F	E	
Approach Delay		36.6			99.1			267.0			82.9	
Approach LOS		D			F			F			F	
Queue Length 50th (ft)	27	295	12	111	~916		~288	~1142	32	82	147	
Queue Length 95th (ft)	60	365	52	m155	#1060		#398	#1281	93	122	195	
Internal Link Dist (ft)		658			832			624			583	
Turn Bay Length (ft)	170			140			215		200	180		
Base Capacity (vph)	162	1315	733	408	1454		296	1138	573	256	1032	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	30	0	0	0	391		0	349	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.42	0.50	0.20	0.38	1.53		1.54	2.23	0.33	0.66	0.31	

Intersection Summary

Area Type: Other
Cycle Length: 135
Actuated Cycle Length: 135
Offset: 59 (44%), Referenced to phase 4:EBWB and 8:EBWB, Start of Red
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.55
Intersection Signal Delay: 161.0 Intersection LOS: F

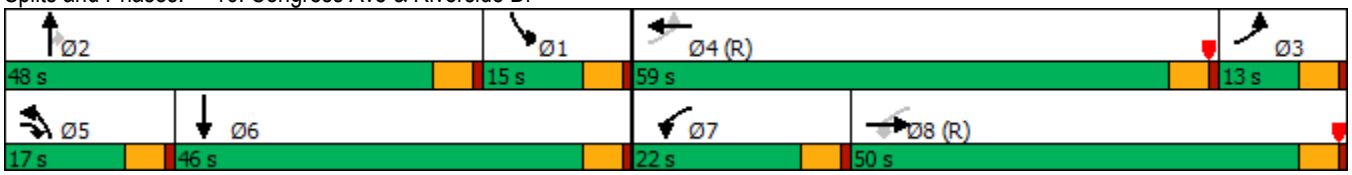
Intersection Capacity Utilization 121.4%	ICU Level of Service H
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 16: Congress Ave & Riverside Dr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	635	141	150	1132	447	442	1709	182	165	281	30
Future Volume (veh/h)	54	635	141	150	1132	447	442	1709	182	165	281	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1796	1693	1811	1856	1885	1826	1885	1841	1885	1856	1544
Adj Flow Rate, veh/h	56	655	145	155	1167	461	456	1762	188	170	290	31
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	7	14	6	3	1	5	1	4	1	3	24
Cap, veh/h	180	1374	696	341	993	379	300	1141	488	221	940	100
Arrive On Green	0.07	0.40	0.40	0.07	0.40	0.40	0.09	0.32	0.32	0.02	0.10	0.10
Sat Flow, veh/h	1810	3413	1413	1725	2482	949	3374	3582	1531	3483	3209	340
Grp Volume(v), veh/h	56	655	145	155	817	811	456	1762	188	170	158	163
Grp Sat Flow(s),veh/h/ln	1810	1706	1413	1725	1763	1668	1687	1791	1531	1742	1763	1786
Q Serve(g_s), s	0.0	19.2	7.8	7.1	54.0	54.0	12.0	43.0	10.2	6.6	11.3	11.5
Cycle Q Clear(g_c), s	0.0	19.2	7.8	7.1	54.0	54.0	12.0	43.0	10.2	6.6	11.3	11.5
Prop In Lane	1.00		1.00	1.00		0.57	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	180	1374	696	341	705	667	300	1141	488	221	517	523
V/C Ratio(X)	0.31	0.48	0.21	0.46	1.16	1.22	1.52	1.54	0.39	0.77	0.31	0.31
Avail Cap(c_a), veh/h	180	1374	696	442	705	667	300	1141	488	258	535	542
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.92	0.92	0.92	0.57	0.57	0.57	1.00	1.00	1.00	0.84	0.84	0.84
Uniform Delay (d), s/veh	58.4	29.8	19.4	22.6	40.5	40.5	61.5	46.0	22.5	65.1	48.2	48.3
Incr Delay (d2), s/veh	0.3	1.1	0.6	0.2	81.1	104.8	250.7	249.4	0.2	7.9	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	8.0	2.7	2.9	38.7	41.0	15.6	58.3	3.7	3.2	5.4	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.7	30.9	20.1	22.8	121.6	145.3	312.2	295.4	22.6	73.0	48.3	48.4
LnGrp LOS	E	C	C	C	F	F	F	F	C	E	D	D
Approach Vol, veh/h		856			1783			2406			491	
Approach Delay, s/veh		30.9			123.8			277.3			56.9	
Approach LOS		C			F			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.6	48.0	14.4	59.0	17.0	44.6	14.1	59.4
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	10.0	43.0	8.0	54.0	12.0	41.0	17.0	45.0
Max Q Clear Time (g_c+I1), s	8.6	45.0	2.0	56.0	14.0	13.5	9.1	21.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	1.1	0.0	4.1

Intersection Summary	
HCM 6th Ctrl Delay	170.2
HCM 6th LOS	F

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	13	14	23	38	48	18	1992	22	16	376	13
Future Volume (vph)	14	13	14	23	38	48	18	1992	22	16	376	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.954			0.940			0.998			0.995	
Flt Protected		0.983			0.990		0.950			0.950		
Satd. Flow (prot)	0	1695	0	0	1712	0	1805	3533	0	1671	3355	0
Flt Permitted		0.895			0.931		0.503			0.042		
Satd. Flow (perm)	0	1543	0	0	1610	0	956	3533	0	74	3355	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			26			2			7	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		1628			208			250			375	
Travel Time (s)		44.4			5.7			5.7			8.5	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	15%	5%	0%	5%	0%	2%	0%	8%	7%	9%
Adj. Flow (vph)	15	14	15	25	42	53	20	2189	24	18	413	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	44	0	0	120	0	20	2213	0	18	427	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		D.Pm	NA		D.P+P	NA	
Protected Phases		4			8			2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		6	2		1	6	
Switch Phase												
Minimum Initial (s)	19.0	19.0		19.0	19.0		20.0	20.0		5.0	20.0	
Minimum Split (s)	31.0	31.0		31.0	31.0		104.0	94.0		10.0	104.0	
Total Split (s)	31.0	31.0		31.0	31.0		104.0	94.0		10.0	104.0	
Total Split (%)	23.0%	23.0%		23.0%	23.0%		77.0%	69.6%		7.4%	77.0%	
Maximum Green (s)	26.0	26.0		26.0	26.0		99.0	89.0		5.0	99.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		C-Max	C-Max		Min	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0			7.0	
Flash Dont Walk (s)	19.0	19.0		19.0	19.0		9.0	9.0			9.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0			0	
Act Effct Green (s)		19.1			19.1		105.9	95.1		100.9	105.9	
Actuated g/C Ratio		0.14			0.14		0.78	0.70		0.75	0.78	
v/c Ratio		0.19			0.48		0.03	0.89		0.15	0.16	
Control Delay		39.3			48.8		3.3	21.7		5.9	3.7	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		39.3			48.8		3.3	21.7		5.9	3.7	
LOS		D			D		A	C		A	A	
Approach Delay		39.3			48.8			21.5			3.8	
Approach LOS		D			D			C			A	
Queue Length 50th (ft)		23			76		3	731		3	40	
Queue Length 95th (ft)		60			142		9	890		8	54	
Internal Link Dist (ft)		1548			128			170			295	
Turn Bay Length (ft)							100			100		
Base Capacity (vph)		309			331		750	2489		124	2634	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.14			0.36		0.03	0.89		0.15	0.16	

Intersection Summary

Area Type: Other
Cycle Length: 135
Actuated Cycle Length: 135
Offset: 8 (6%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red
Natural Cycle: 135
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 20.2 Intersection LOS: C
Intersection Capacity Utilization 79.9% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 17: Congress Ave & Monroe St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	13	14	23	38	48	18	1992	22	16	376	13
Future Volume (veh/h)	14	13	14	23	38	48	18	1992	22	16	376	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1678	1826	1900	1826	1900	1870	1900	1781	1796	1767
Adj Flow Rate, veh/h	15	14	15	25	42	53	20	2189	24	18	413	14
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	15	5	0	5	0	2	0	8	7	9
Cap, veh/h	98	91	79	64	100	105	195	9999	144	116	9999	413
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.08	1.00	1.00	0.04	1.00	1.00
Sat Flow, veh/h	442	648	564	229	712	744	1810	3601	39	1697	3368	114
Grp Volume(v), veh/h	44	0	0	120	0	0	20	1078	1135	18	209	218
Grp Sat Flow(s),veh/h/ln	1653	0	0	1685	0	0	1810	1777	1863	1697	1706	1776
Q Serve(g_s), s	0.0	0.0	0.0	2.3	0.0	0.0	1.6	0.0	0.0	0.3	0.0	0.0
Cycle Q Clear(g_c), s	2.9	0.0	0.0	8.6	0.0	0.0	1.6	0.0	0.0	0.3	0.0	0.0
Prop In Lane	0.34		0.34	0.21		0.44	1.00		0.02	1.00		0.06
Lane Grp Cap(c), veh/h	268	0	0	269	0	0	0	6514	6831	116	6186	6437
V/C Ratio(X)	0.16	0.00	0.00	0.45	0.00	0.00	0.00	0.17	0.17	0.15	0.03	0.03
Avail Cap(c_a), veh/h	350	0	0	355	0	0	0	6514	6831	116	6186	6437
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.1	0.0	0.0	53.5	0.0	0.0	0.0	0.0	0.0	39.9	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	1.2	0.0	0.0	0.0	0.1	0.1	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	3.9	0.0	0.0	0.0	0.1	0.1	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.4	0.0	0.0	54.7	0.0	0.0	0.0	0.1	0.1	40.5	0.0	0.0
LnGrp LOS	D	A	A	D	A	A	A	A	A	D	A	A
Approach Vol, veh/h		44			120			2233			445	
Approach Delay, s/veh		51.4			54.7			0.1			1.6	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.0	508.5		24.0	15.6	502.9		24.0
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s	5.0	89.0		26.0	99.0	99.0		26.0
Max Q Clear Time (g_c+I1), s	2.3	2.0		4.9	3.6	2.0		10.6
Green Ext Time (p_c), s	0.0	48.6		0.2	0.1	2.8		0.5

Intersection Summary	
HCM 6th Ctrl Delay	3.4
HCM 6th LOS	A

18: Commercial Dr/Barton Springs Rd Extension & Riverside Dr

2029 Forecasted - AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	817	5	2	1881	91	2	1	2	19	1	5
Future Volume (vph)	58	817	5	2	1881	91	2	1	2	19	1	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	100			100			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.993			0.946			0.974	
Flt Protected	0.950			0.950				0.980			0.963	
Satd. Flow (prot)	1752	3501	0	1752	3480	0	0	1710	0	0	1730	0
Flt Permitted	0.055			0.322				0.858			0.773	
Satd. Flow (perm)	101	3501	0	594	3480	0	0	1497	0	0	1389	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			6			2			5	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		912			2164			151			600	
Travel Time (s)		17.8			42.2			3.4			13.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	62	878	5	2	2023	98	2	1	2	20	1	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	883	0	2	2121	0	0	5	0	0	26	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		D.Pm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			4			8	

18: Commercial Dr/Barton Springs Rd Extension & Riverside Dr

2029 Forecasted - AM Peak

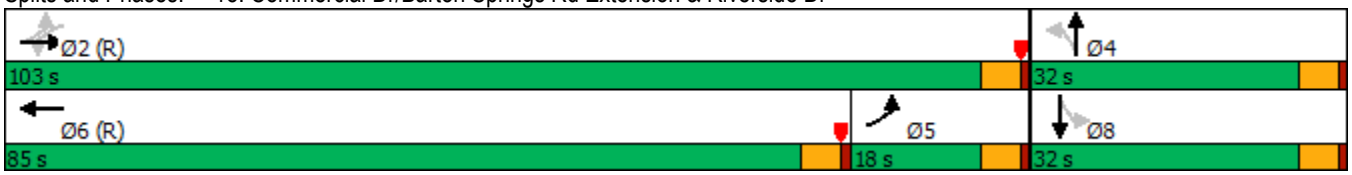
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			2			4			8		
Detector Phase	5	2		2	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	8.0	22.0		22.0	24.0		28.0	28.0		28.0	28.0	
Total Split (s)	18.0	103.0		103.0	85.0		32.0	32.0		32.0	32.0	
Total Split (%)	13.3%	76.3%		76.3%	63.0%		23.7%	23.7%		23.7%	23.7%	
Maximum Green (s)	13.0	98.0		98.0	80.0		27.0	27.0		27.0	27.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lead/Lag	Lag				Lead							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	1.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	
Walk Time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		12.0		12.0	14.0		18.0	18.0		18.0	18.0	
Pedestrian Calls (#/hr)		0		0	0		0	0		0	0	
Act Effct Green (s)	123.4	124.4		124.4	109.0			7.0			7.0	
Actuated g/C Ratio	0.91	0.92		0.92	0.81			0.05			0.05	
v/c Ratio	0.27	0.27		0.00	0.75			0.06			0.34	
Control Delay	29.0	4.0		1.5	11.7			51.4			64.2	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	29.0	4.0		1.5	11.7			51.4			64.2	
LOS	C	A		A	B			D			E	
Approach Delay		5.7			11.7			51.4			64.2	
Approach LOS		A			B			D			E	
Queue Length 50th (ft)	24	278		0	561			3			18	
Queue Length 95th (ft)	m51	226		1	737			17			49	
Internal Link Dist (ft)		832			2084			71			520	
Turn Bay Length (ft)	100			100								
Base Capacity (vph)	250	3225		547	2810			301			281	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.25	0.27		0.00	0.75			0.02			0.09	

Intersection Summary

Area Type: Other
Cycle Length: 135
Actuated Cycle Length: 135
Offset: 15 (11%), Referenced to phase 2:EBWB and 6:WBT, Start of Red
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 10.4 Intersection LOS: B
Intersection Capacity Utilization 68.2% ICU Level of Service C
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 18: Commercial Dr/Barton Springs Rd Extension & Riverside Dr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	817	5	2	1881	91	2	1	2	19	1	5
Future Volume (veh/h)	58	817	5	2	1881	91	2	1	2	19	1	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	62	878	5	2	2023	98	2	1	2	20	1	5
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	523	2819	16	184	2029	97	50	18	20	82	2	9
Arrive On Green	0.27	0.78	0.78	0.07	0.59	0.59	0.03	0.03	0.03	0.03	0.03	0.03
Sat Flow, veh/h	1767	3594	20	1767	3424	165	417	582	666	1133	61	284
Grp Volume(v), veh/h	62	431	452	2	1033	1088	5	0	0	26	0	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1852	1767	1763	1826	1666	0	0	1477	0	0
Q Serve(g_s), s	0.0	9.4	9.4	0.2	77.9	80.0	0.0	0.0	0.0	1.9	0.0	0.0
Cycle Q Clear(g_c), s	0.0	9.4	9.4	0.2	77.9	80.0	0.4	0.0	0.0	2.3	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.09	0.40		0.40	0.77		0.19
Lane Grp Cap(c), veh/h	523	1382	1452	0	1045	1082	88	0	0	92	0	0
V/C Ratio(X)	0.12	0.31	0.31	0.00	0.99	1.01	0.06	0.00	0.00	0.28	0.00	0.00
Avail Cap(c_a), veh/h	523	1382	1452	0	1045	1082	350	0	0	337	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	36.4	4.2	4.2	0.0	27.1	27.5	63.6	0.0	0.0	64.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.5	0.0	25.4	28.6	0.1	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.0	3.2	0.0	37.7	40.9	0.2	0.0	0.0	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.4	4.7	4.6	0.0	52.4	56.1	63.7	0.0	0.0	65.1	0.0	0.0
LnGrp LOS	D	A	A	A	D	F	E	A	A	E	A	A
Approach Vol, veh/h		945			2123			5			26	
Approach Delay, s/veh		6.7			54.3			63.7			65.1	
Approach LOS		A			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.0	110.9		9.1	40.9	85.0		9.1
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s	98.0	98.0		27.0	13.0	80.0		27.0
Max Q Clear Time (g_c+I1), s	2.2	11.4		2.4	2.0	82.0		4.3
Green Ext Time (p_c), s	0.0	3.8		0.0	0.0	0.0		0.0

Intersection Summary	
HCM 6th Ctrl Delay	39.9
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	961	125	0	0	0	0	0	0	958	1665	0
Future Volume (vph)	0	961	125	0	0	0	0	0	0	958	1665	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
Frt		0.983										
Flt Protected										0.950		
Satd. Flow (prot)	0	5859	0	0	0	0	0	0	0	1719	5036	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	5859	0	0	0	0	0	0	0	1719	5036	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)		8								64		
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		288			235			357			333	
Travel Time (s)		6.5			5.3			5.4			5.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	10%	7%	0%	0%	0%	0%	0%	0%	5%	3%	0%
Adj. Flow (vph)	0	1001	130	0	0	0	0	0	0	998	1734	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1131	0	0	0	0	0	0	0	998	1734	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			12	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2								1	2	
Detector Template		Thru								Left	Thru	
Leading Detector (ft)		100								20	100	
Trailing Detector (ft)		0								0	0	
Detector 1 Position(ft)		0								0	0	
Detector 1 Size(ft)		6								20	6	
Detector 1 Type		Cl+Ex								Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0								0.0	0.0	
Detector 1 Queue (s)		0.0								0.0	0.0	
Detector 1 Delay (s)		0.0								0.0	0.0	
Detector 2 Position(ft)		94									94	
Detector 2 Size(ft)		6									6	
Detector 2 Type		Cl+Ex									Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0									0.0	
Turn Type		NA								Perm	NA	
Protected Phases		2 6									4 8	
Permitted Phases										4 8		
Detector Phase		2 6								4 8	4 8	
Switch Phase												

Lane Group	Ø2	Ø4	Ø6	Ø8
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Lane Util. Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Peak Hour Factor				
Heavy Vehicles (%)				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(ft)				
Link Offset(ft)				
Crosswalk Width(ft)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (mph)				
Number of Detectors				
Detector Template				
Leading Detector (ft)				
Trailing Detector (ft)				
Detector 1 Position(ft)				
Detector 1 Size(ft)				
Detector 1 Type				
Detector 1 Channel				
Detector 1 Extend (s)				
Detector 1 Queue (s)				
Detector 1 Delay (s)				
Detector 2 Position(ft)				
Detector 2 Size(ft)				
Detector 2 Type				
Detector 2 Channel				
Detector 2 Extend (s)				
Turn Type				
Protected Phases	2	4	6	8
Permitted Phases				
Detector Phase				
Switch Phase				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)		52.0								58.0	58.0	
Actuated g/C Ratio		0.43								0.48	0.48	
v/c Ratio		0.44								1.16	0.71	
Control Delay		24.4								111.9	26.5	
Queue Delay		0.2								1.2	1.2	
Total Delay		24.5								113.1	27.7	
LOS		C								F	C	
Approach Delay		24.5									58.9	
Approach LOS		C									E	
Queue Length 50th (ft)		174								~888	376	
Queue Length 95th (ft)		205								#1146	434	
Internal Link Dist (ft)		208			155			277			253	
Turn Bay Length (ft)												
Base Capacity (vph)		2543								863	2434	
Starvation Cap Reductn		0								0	0	
Spillback Cap Reductn		529								154	439	
Storage Cap Reductn		0								0	0	
Reduced v/c Ratio		0.56								1.41	0.87	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 101 (84%), Referenced to phase 2:EBT, Start of Red
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.23
Intersection Signal Delay: 48.8 Intersection LOS: D
Intersection Capacity Utilization 127.8% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 19: IH 35 SB FR & 7th St

Lane Group	Ø2	Ø4	Ø6	Ø8
Minimum Initial (s)	3.0	5.0	10.0	10.0
Minimum Split (s)	28.0	10.0	29.0	49.0
Total Split (s)	28.0	14.0	29.0	49.0
Total Split (%)	23%	12%	24%	41%
Maximum Green (s)	23.0	9.0	24.0	44.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag				
Lead-Lag Optimize?				
Vehicle Extension (s)	1.0	1.0	1.0	1.0
Recall Mode	C-Max	Max	Max	Max
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Queue Length 50th (ft)				
Queue Length 95th (ft)				
Internal Link Dist (ft)				
Turn Bay Length (ft)				
Base Capacity (vph)				
Starvation Cap Reductn				
Spillback Cap Reductn				
Storage Cap Reductn				
Reduced v/c Ratio				

Intersection Summary

HCM 6th Edition methodology does not support clustered intersections.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	749	1170	0	0	0	730	0	1310	148	0	0	0
Future Volume (vph)	749	1170	0	0	0	730	0	1310	148	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	0.88	1.00	0.91	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950											
Satd. Flow (prot)	3367	3343	0	0	0	2682	0	5085	1538	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	3367	3343	0	0	0	2682	0	5085	1538	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	64					109			109			
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		235			293			361			209	
Travel Time (s)		5.3			6.7			5.5			3.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92
Heavy Vehicles (%)	4%	8%	0%	0%	0%	6%	0%	2%	5%	0%	0%	0%
Adj. Flow (vph)	788	1232	0	0	0	768	0	1379	156	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	788	1232	0	0	0	768	0	1379	156	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			0			0			0	
Link Offset(ft)		0			-12			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2				1		2	1			
Detector Template	Left	Thru				Right		Thru	Right			
Leading Detector (ft)	20	100				20		100	20			
Trailing Detector (ft)	0	0				0		0	0			
Detector 1 Position(ft)	0	0				0		0	0			
Detector 1 Size(ft)	20	6				20		6	20			
Detector 1 Type	Cl+Ex	Cl+Ex				Cl+Ex		Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0				0.0		0.0	0.0			
Detector 1 Queue (s)	0.0	0.0				0.0		0.0	0.0			
Detector 1 Delay (s)	0.0	0.0				0.0		0.0	0.0			
Detector 2 Position(ft)		94						94				
Detector 2 Size(ft)		6						6				
Detector 2 Type		Cl+Ex						Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				
Turn Type	Prot	NA				Prot		NA	Perm			
Protected Phases	2 4	2 4 6				6		8				
Permitted Phases									8			
Detector Phase	2 4	2 4 6				6		8	8			
Switch Phase												

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		
Detector Phase		
Switch Phase		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)						10.0		10.0	10.0			
Minimum Split (s)						29.0		49.0	49.0			
Total Split (s)						29.0		49.0	49.0			
Total Split (%)						24.2%		40.8%	40.8%			
Maximum Green (s)						24.0		44.0	44.0			
Yellow Time (s)						4.0		4.0	4.0			
All-Red Time (s)						1.0		1.0	1.0			
Lost Time Adjust (s)						0.0		0.0	0.0			
Total Lost Time (s)						5.0		5.0	5.0			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)						1.0		1.0	1.0			
Recall Mode						Max		Max	Max			
Act Effct Green (s)	37.0	66.0				24.0		44.0	44.0			
Actuated g/C Ratio	0.31	0.55				0.20		0.37	0.37			
v/c Ratio	0.73	0.67				1.23		0.74	0.25			
Control Delay	41.5	24.0				153.5		53.1	26.2			
Queue Delay	51.3	1.4				0.0		41.9	0.0			
Total Delay	92.8	25.4				153.5		95.0	26.2			
LOS	F	C				F		F	C			
Approach Delay		51.7			153.5			88.0				
Approach LOS		D			F			F				
Queue Length 50th (ft)	293	460				~378		339	53			
Queue Length 95th (ft)	m303	m460				#516		391	m112			
Internal Link Dist (ft)		155			213			281			129	
Turn Bay Length (ft)												
Base Capacity (vph)	1082	1838				623		1864	632			
Starvation Cap Reductn	418	386				0		592	0			
Spillback Cap Reductn	0	0				0		0	0			
Storage Cap Reductn	0	0				0		0	0			
Reduced v/c Ratio	1.19	0.85				1.23		1.08	0.25			

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 101 (84%), Referenced to phase 2:EBT, Start of Red
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.23
Intersection Signal Delay: 82.7 Intersection LOS: F
Intersection Capacity Utilization 127.8% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: IH 35 NB FR & 7th St

Lane Group	Ø2	Ø4
Minimum Initial (s)	3.0	5.0
Minimum Split (s)	28.0	10.0
Total Split (s)	28.0	14.0
Total Split (%)	23%	12%
Maximum Green (s)	23.0	9.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	1.0	1.0
Recall Mode	C-Max	Max
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

HCM 6th Edition methodology does not support clustered intersections.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	239	1091	0	0	0	0	98	751	973
Future Volume (vph)	0	0	0	239	1091	0	0	0	0	98	751	973
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt												0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	0	0	1752	3505	0	0	0	0	1752	3471	1553
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	0	0	1752	3505	0	0	0	0	1752	3471	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												64
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		271			245			217			357	
Travel Time (s)		6.2			5.6			3.3			5.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	3%	3%	0%	0%	0%	0%	3%	4%	4%
Adj. Flow (vph)	0	0	0	246	1125	0	0	0	0	101	774	1003
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	246	1125	0	0	0	0	101	774	1003
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		12			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2					1	2	1
Detector Template				Left	Thru					Left	Thru	Right
Leading Detector (ft)				20	100					20	100	20
Trailing Detector (ft)				0	0					0	0	0
Detector 1 Position(ft)				0	0					0	0	0
Detector 1 Size(ft)				20	6					20	6	20
Detector 1 Type				Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)				0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)				0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)					94						94	
Detector 2 Size(ft)					6						6	
Detector 2 Type					Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0						0.0	
Turn Type				Perm	NA					Perm	NA	Perm
Protected Phases					1 12						8 5	

Lane Group	Ø1	Ø5	Ø8	Ø12
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Storage Length (ft)				
Storage Lanes				
Taper Length (ft)				
Lane Util. Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Peak Hour Factor				
Heavy Vehicles (%)				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(ft)				
Link Offset(ft)				
Crosswalk Width(ft)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (mph)				
Number of Detectors				
Detector Template				
Leading Detector (ft)				
Trailing Detector (ft)				
Detector 1 Position(ft)				
Detector 1 Size(ft)				
Detector 1 Type				
Detector 1 Channel				
Detector 1 Extend (s)				
Detector 1 Queue (s)				
Detector 1 Delay (s)				
Detector 2 Position(ft)				
Detector 2 Size(ft)				
Detector 2 Type				
Detector 2 Channel				
Detector 2 Extend (s)				
Turn Type				
Protected Phases	1	5	8	12

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				1 12						8 5		8 5
Detector Phase				1 12	1 12					8 5	8 5	8 5
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)				42.0	42.0					68.0	68.0	68.0
Actuated g/C Ratio				0.35	0.35					0.57	0.57	0.57
v/c Ratio				0.40	0.92					0.10	0.39	1.11
Control Delay				28.7	46.1					25.7	34.6	107.0
Queue Delay				5.2	46.2					0.0	24.1	4.4
Total Delay				33.9	92.4					25.7	58.6	111.5
LOS				C	F					C	E	F
Approach Delay					81.9						85.1	
Approach LOS					F						F	
Queue Length 50th (ft)				116	474					71	317	~874
Queue Length 95th (ft)				184	#584					m103	383	#1164
Internal Link Dist (ft)		191			165			137			277	
Turn Bay Length (ft)				100								
Base Capacity (vph)				613	1226					992	1966	907
Starvation Cap Reductn				298	285					0	1210	435
Spillback Cap Reductn				0	0					0	0	0
Storage Cap Reductn				0	0					0	0	0
Reduced v/c Ratio				0.78	1.20					0.10	1.02	2.13

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 100 (83%), Referenced to phase 8:SBTL, Start of Red
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.11
Intersection Signal Delay: 83.7 Intersection LOS: F
Intersection Capacity Utilization 126.2% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.

Lane Group	Ø1	Ø5	Ø8	Ø12
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	3.0	1.0	10.0	10.0
Minimum Split (s)	8.0	6.0	21.0	21.0
Total Split (s)	8.0	6.0	67.0	39.0
Total Split (%)	7%	5%	56%	33%
Maximum Green (s)	3.0	1.0	62.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag				
Lead-Lag Optimize?				
Vehicle Extension (s)	1.0	1.0	2.0	2.0
Recall Mode	None	None	C-Max	None
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Queue Length 50th (ft)				
Queue Length 95th (ft)				
Internal Link Dist (ft)				
Turn Bay Length (ft)				
Base Capacity (vph)				
Starvation Cap Reductn				
Spillback Cap Reductn				
Storage Cap Reductn				
Reduced v/c Ratio				

Intersection Summary

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 21: IH 35 SB FR & 6th St

HCM 6th Edition methodology does not support clustered intersections.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	92	0	0	687	61	643	1435	116	0	0	0
Future Volume (vph)	6	92	0	0	687	61	643	1435	116	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.86	0.86	0.86	1.00	1.00	1.00
Frt					0.988			0.992				
Flt Protected	0.950							0.986				
Satd. Flow (prot)	1504	1900	0	0	3410	0	0	6264	0	0	0	0
Flt Permitted	0.200							0.986				
Satd. Flow (perm)	317	1900	0	0	3410	0	0	6264	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					8			16				
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		245			294			209			361	
Travel Time (s)		5.6			6.7			3.2			5.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.92	0.92	0.92
Heavy Vehicles (%)	20%	0%	0%	0%	5%	0%	2%	2%	3%	0%	0%	0%
Adj. Flow (vph)	6	94	0	0	701	62	656	1464	118	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	6	94	0	0	763	0	0	2238	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2				
Detector Template	Left	Thru			Thru		Left	Thru				
Leading Detector (ft)	20	100			100		20	100				
Trailing Detector (ft)	0	0			0		0	0				
Detector 1 Position(ft)	0	0			0		0	0				
Detector 1 Size(ft)	20	6			6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		5 12			5 12			1 8				

Lane Group	Ø1	Ø5	Ø8	Ø12
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Storage Length (ft)				
Storage Lanes				
Taper Length (ft)				
Lane Util. Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Peak Hour Factor				
Heavy Vehicles (%)				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(ft)				
Link Offset(ft)				
Crosswalk Width(ft)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (mph)				
Number of Detectors				
Detector Template				
Leading Detector (ft)				
Trailing Detector (ft)				
Detector 1 Position(ft)				
Detector 1 Size(ft)				
Detector 1 Type				
Detector 1 Channel				
Detector 1 Extend (s)				
Detector 1 Queue (s)				
Detector 1 Delay (s)				
Detector 2 Position(ft)				
Detector 2 Size(ft)				
Detector 2 Type				
Detector 2 Channel				
Detector 2 Extend (s)				
Turn Type				
Protected Phases	1	5	8	12

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	5 12						1 8					
Detector Phase	5 12	5 12			5 12		1 8	1 8				
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	40.0	40.0			40.0			70.0				
Actuated g/C Ratio	0.33	0.33			0.33			0.58				
v/c Ratio	0.06	0.15			0.67			0.61				
Control Delay	60.5	59.8			37.4			17.0				
Queue Delay	0.0	3.0			51.6			0.2				
Total Delay	60.5	62.8			89.0			17.2				
LOS	E	E			F			B				
Approach Delay		62.6			89.0			17.2				
Approach LOS		E			F			B				
Queue Length 50th (ft)	5	79			263			306				
Queue Length 95th (ft)	21	136			333			342				
Internal Link Dist (ft)		165			214			129			281	
Turn Bay Length (ft)	100											
Base Capacity (vph)	105	633			1142			3660				
Starvation Cap Reductn	0	452			0			0				
Spillback Cap Reductn	0	0			466			539				
Storage Cap Reductn	0	0			0			0				
Reduced v/c Ratio	0.06	0.52			1.13			0.72				

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 100 (83%), Referenced to phase 8:SBTL, Start of Red
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.11
Intersection Signal Delay: 36.3 — Intersection LOS: D
Intersection Capacity Utilization 116.9% — ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 22: IH 35 NB FR & 6th St

HDR

Lane Group	Ø1	Ø5	Ø8	Ø12
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	3.0	1.0	10.0	10.0
Minimum Split (s)	8.0	6.0	21.0	21.0
Total Split (s)	8.0	6.0	67.0	39.0
Total Split (%)	7%	5%	56%	33%
Maximum Green (s)	3.0	1.0	62.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag				
Lead-Lag Optimize?				
Vehicle Extension (s)	1.0	1.0	2.0	2.0
Recall Mode	None	None	C-Max	None
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Queue Length 50th (ft)				
Queue Length 95th (ft)				
Internal Link Dist (ft)				
Turn Bay Length (ft)				
Base Capacity (vph)				
Starvation Cap Reductn				
Spillback Cap Reductn				
Storage Cap Reductn				
Reduced v/c Ratio				

Intersection Summary

HCM 6th Edition methodology does not support clustered intersections.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	687	161	232	967	0	0	0	0	188	268	653
Future Volume (vph)	0	687	161	232	967	0	0	0	0	188	268	653
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.91	0.91
Frt			0.850								0.940	0.850
Flt Protected					0.990						0.988	
Satd. Flow (prot)	0	3539	1568	0	3444	0	0	0	0	0	3087	1441
Flt Permitted					0.703						0.988	
Satd. Flow (perm)	0	3539	1568	0	2446	0	0	0	0	0	3087	1441
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			191								97	191
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		2606			301			310			247	
Travel Time (s)		50.8			5.9			4.7			3.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.92	0.92	0.92	0.98	0.98	0.98
Heavy Vehicles (%)	0%	2%	3%	7%	3%	0%	0%	0%	0%	3%	7%	2%
Adj. Flow (vph)	0	701	164	237	987	0	0	0	0	192	273	666
Shared Lane Traffic (%)												46%
Lane Group Flow (vph)	0	701	164	0	1224	0	0	0	0	0	771	360
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1	2	1
Detector Template		Thru	Right	Left	Thru					Left	Thru	Right
Leading Detector (ft)		100	20	20	100					20	100	20
Trailing Detector (ft)		0	0	0	0					0	0	0
Detector 1 Position(ft)		0	0	0	0					0	0	0
Detector 1 Size(ft)		6	20	20	6					20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm	custom	NA					Perm	NA	Perm
Protected Phases		12 13			11 9 11 12 13						4 8	

Lane Group	Ø4	Ø8	Ø9	Ø11	Ø12	Ø13
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Heavy Vehicles (%)						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Detector 2 Position(ft)						
Detector 2 Size(ft)						
Detector 2 Type						
Detector 2 Channel						
Detector 2 Extend (s)						
Turn Type						
Protected Phases	4	8	9	11	12	13

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			12 13	11	9					4 8		4 8
Detector Phase		12 13	12 13	11 9 11	12 13					4 8	4 8	4 8
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)		31.0	31.0		78.0						24.0	24.0
Actuated g/C Ratio		0.26	0.26		0.65						0.20	0.20
v/c Ratio		0.77	0.30		0.59						1.11	0.82
Control Delay		46.1	7.3		6.0						107.1	37.2
Queue Delay		1.8	0.0		4.4						2.3	18.2
Total Delay		47.9	7.3		10.3						109.4	55.4
LOS		D	A		B						F	E
Approach Delay		40.2			10.3						92.2	
Approach LOS		D			B						F	
Queue Length 50th (ft)		303	52		99						~340	142
Queue Length 95th (ft)		369	96		m102						#474	#317
Internal Link Dist (ft)		2526			221			230			167	
Turn Bay Length (ft)			100									
Base Capacity (vph)		914	546		2080						695	441
Starvation Cap Reductn		0	0		764						187	77
Spillback Cap Reductn		95	0		0						2	0
Storage Cap Reductn		0	0		0						0	0
Reduced v/c Ratio		0.86	0.30		0.93						1.52	0.99

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 5 (4%), Referenced to phase 13:EBWB, Start of Red
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.34
Intersection Signal Delay: 47.1 Intersection LOS: D
Intersection Capacity Utilization 87.3% ICU Level of Service E
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.

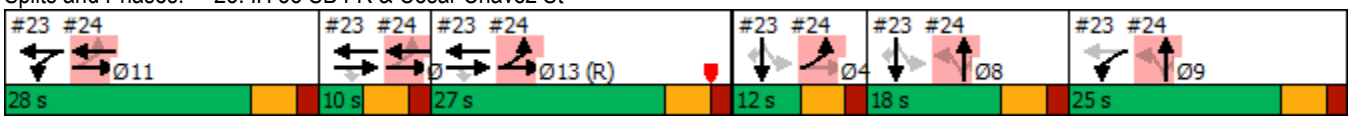
Lane Group	Ø4	Ø8	Ø9	Ø11	Ø12	Ø13
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	3.0	5.0	1.0	5.0	3.0	5.0
Minimum Split (s)	10.0	11.0	8.0	11.0	10.0	11.0
Total Split (s)	12.0	18.0	25.0	28.0	10.0	27.0
Total Split (%)	10%	15%	21%	23%	8%	23%
Maximum Green (s)	6.0	12.0	19.0	22.0	4.0	21.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	1.0	1.0	1.0	1.0	1.0
Recall Mode	Max	Max	Max	Max	Max	C-Max
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 23: IH 35 SB FR & Cesar Chavez St



HCM 6th Edition methodology does not support clustered intersections.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	431	349	0	0	643	222	556	1340	264	0	0	0
Future Volume (vph)	431	349	0	0	643	222	556	1340	264	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.91	0.91	1.00	1.00	1.00	1.00
Frt					0.962				0.850			
Flt Protected	0.950						0.950	0.998				
Satd. Flow (prot)	1770	1845	0	0	3389	0	1595	3414	1583	0	0	0
Flt Permitted	0.125						0.950	0.998				
Satd. Flow (perm)	233	1845	0	0	3389	0	1595	3414	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					39				191			
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		301			331			361			347	
Travel Time (s)		5.9			6.4			5.5			5.3	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.92	0.92	0.92
Heavy Vehicles (%)	2%	3%	0%	0%	3%	1%	3%	1%	2%	0%	0%	0%
Adj. Flow (vph)	435	353	0	0	649	224	562	1354	267	0	0	0
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	435	353	0	0	873	0	506	1410	267	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2	1			
Detector Template	Left	Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	20	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Detector 1 Position(ft)	0	0			0		0	0	0			
Detector 1 Size(ft)	20	6			6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	D.P+P	NA			NA		Perm	NA	Perm			
Protected Phases	4 13 11	12 13			11 12			8 9				
Permitted Phases	11 12	4					8 9		8 9			
Detector Phase	4 13 11	12 13			11 12		8 9	8 9	8 9			
Switch Phase												

Lane Group	Ø4	Ø8	Ø9	Ø11	Ø12	Ø13
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Heavy Vehicles (%)						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Detector 2 Position(ft)						
Detector 2 Size(ft)						
Detector 2 Type						
Detector 2 Channel						
Detector 2 Extend (s)						
Turn Type						
Protected Phases	4	8	9	11	12	13
Permitted Phases						
Detector Phase						
Switch Phase						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	65.0	71.0			32.0		37.0	37.0	37.0			
Actuated g/C Ratio	0.54	0.59			0.27		0.31	0.31	0.31			
v/c Ratio	0.79	0.32			0.94		1.03	1.34	0.43			
Control Delay	23.0	8.0			59.1		89.9	194.1	12.2			
Queue Delay	43.4	0.9			4.8		11.0	0.1	0.0			
Total Delay	66.4	9.0			63.8		100.8	194.1	12.2			
LOS	E	A			E		F	F	B			
Approach Delay		40.7			63.8			150.3				
Approach LOS		D			E			F				
Queue Length 50th (ft)	71	58			335		~460	~782	43			
Queue Length 95th (ft)	m260	m70			#463		#694	#926	117			
Internal Link Dist (ft)		221			251			281			267	
Turn Bay Length (ft)												
Base Capacity (vph)	548	1091			932		491	1052	620			
Starvation Cap Reductn	143	474			0		0	0	0			
Spillback Cap Reductn	0	0			37		15	17	0			
Storage Cap Reductn	0	0			0		0	0	0			
Reduced v/c Ratio	1.07	0.57			0.98		1.06	1.36	0.43			

Intersection Summary

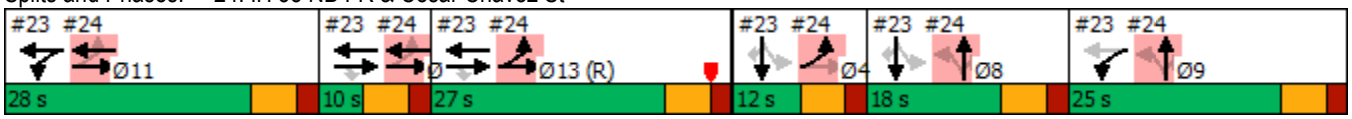
Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 5 (4%), Referenced to phase 13:EBWB, Start of Red
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.34
Intersection Signal Delay: 108.2 Intersection LOS: F
Intersection Capacity Utilization 100.8% ICU Level of Service G
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 24: IH 35 NB FR & Cesar Chavez St



Lane Group	Ø4	Ø8	Ø9	Ø11	Ø12	Ø13
Minimum Initial (s)	3.0	5.0	1.0	5.0	3.0	5.0
Minimum Split (s)	10.0	11.0	8.0	11.0	10.0	11.0
Total Split (s)	12.0	18.0	25.0	28.0	10.0	27.0
Total Split (%)	10%	15%	21%	23%	8%	23%
Maximum Green (s)	6.0	12.0	19.0	22.0	4.0	21.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	1.0	1.0	1.0	1.0	1.0
Recall Mode	Max	Max	Max	Max	Max	C-Max
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

HCM 6th Edition methodology does not support clustered intersections.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1029	264	344	1255	0	0	0	0	559	271	754
Future Volume (vph)	0	1029	264	344	1255	0	0	0	0	559	271	754
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	0		0	0		0	0		200
Storage Lanes	1		0	1		0	0		0	1		1
Taper Length (ft)	70			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Frt		0.969										0.850
Flt Protected				0.950						0.950	0.975	
Satd. Flow (prot)	0	4823	0	1770	3505	0	0	0	0	1535	3195	1568
Flt Permitted				0.125						0.950	0.975	
Satd. Flow (perm)	0	4823	0	233	3505	0	0	0	0	1535	3195	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45										156
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		544			302			548			667	
Travel Time (s)		10.6			5.9			8.3			10.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.92	0.92	0.92	0.96	0.96	0.96
Heavy Vehicles (%)	0%	4%	5%	2%	3%	0%	0%	0%	0%	7%	4%	3%
Adj. Flow (vph)	0	1072	275	358	1307	0	0	0	0	582	282	785
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	0	1347	0	358	1307	0	0	0	0	291	573	785
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	1
Detector Template		Thru		Left	Thru					Left	Thru	Right
Leading Detector (ft)		100		20	100					20	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		6		20	6					20	6	20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA		D.P+P	NA					Perm	NA	Perm
Protected Phases		1 2		6 7	1 2 6 7						4 5	

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Heavy Vehicles (%)						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Detector 2 Position(ft)						
Detector 2 Size(ft)						
Detector 2 Type						
Detector 2 Channel						
Detector 2 Extend (s)						
Turn Type						
Protected Phases	1	2	4	5	6	7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				1 2						4 5		4 5
Detector Phase		1 2		6 7	1 2 6 7					4 5	4 5	4 5
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)		38.0		92.0	99.0					30.0	30.0	30.0
Actuated g/C Ratio		0.27		0.66	0.71					0.21	0.21	0.21
v/c Ratio		1.00		0.47	0.53					0.89	0.84	1.71
Control Delay		74.4		3.2	3.8					81.4	64.7	357.4
Queue Delay		11.4		0.4	49.3					0.0	0.0	0.0
Total Delay		85.9		3.6	53.1					81.4	64.7	357.4
LOS		F		A	D					F	E	F
Approach Delay		85.9			42.4						207.0	
Approach LOS		F			D						F	
Queue Length 50th (ft)		~442		28	463					284	276	~940
Queue Length 95th (ft)		#555		m31	m3					#468	#367	#1193
Internal Link Dist (ft)		464			222			468			587	
Turn Bay Length (ft)												200
Base Capacity (vph)		1341		756	2478					328	684	458
Starvation Cap Reductn		0		102	1291					0	0	0
Spillback Cap Reductn		47		0	0					0	0	0
Storage Cap Reductn		0		0	0					0	0	0
Reduced v/c Ratio		1.04		0.55	1.10					0.89	0.84	1.71

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 112.5 (80%), Referenced to phase 2:EBWB, Start of Red
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.71
Intersection Signal Delay: 113.2 Intersection LOS: F
Intersection Capacity Utilization 129.8% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.

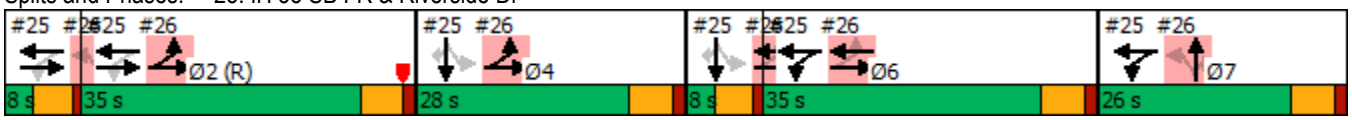
Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	8.0	22.0	22.0	8.0	22.0	11.0
Total Split (s)	8.0	35.0	28.0	8.0	35.0	26.0
Total Split (%)	6%	25%	20%	6%	25%	19%
Maximum Green (s)	3.0	29.0	22.0	3.0	29.0	20.0
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	1.0	1.5	1.5	1.0	1.5	1.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	0.2	2.0	1.5	0.2	2.0	1.5
Recall Mode	Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 25: IH 35 SB FR & Riverside Dr



HCM 6th Edition methodology does not support clustered intersections.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	622	967	0	0	1162	2432	437	1017	96	0	0	0
Future Volume (vph)	622	967	0	0	1162	2432	437	1017	96	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950	0.998				
Satd. Flow (prot)	1770	3406	0	0	5036	1583	1610	3416	1568	0	0	0
Flt Permitted	0.125						0.950	0.998				
Satd. Flow (perm)	233	3406	0	0	5036	1583	1610	3416	1568	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						339			156			
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		302			867			448			495	
Travel Time (s)		5.9			16.9			6.8			7.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.92	0.92	0.92
Heavy Vehicles (%)	2%	6%	0%	0%	3%	2%	2%	1%	3%	0%	0%	0%
Adj. Flow (vph)	635	987	0	0	1186	2482	446	1038	98	0	0	0
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	635	987	0	0	1186	2482	401	1083	98	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	6			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	D.P+P	NA			NA	Free	Perm	NA	Perm			
Protected Phases	2 4	2 4 5 6			5 6			1 7				
Permitted Phases	5 6					Free	1 7		1 7			
Detector Phase	2 4	2 4 5 6			5 6		1 7	1 7	1 7			
Switch Phase												

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Heavy Vehicles (%)						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Detector 2 Position(ft)						
Detector 2 Size(ft)						
Detector 2 Type						
Detector 2 Channel						
Detector 2 Extend (s)						
Turn Type						
Protected Phases	1	2	4	5	6	7
Permitted Phases						
Detector Phase						
Switch Phase						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	94.0	100.0			38.0	140.0	29.0	29.0	29.0			
Actuated g/C Ratio	0.67	0.71			0.27	1.00	0.21	0.21	0.21			
v/c Ratio	0.81	0.41			0.87	1.57	1.20	1.53	0.22			
Control Delay	11.1	0.5			56.5	272.5	163.5	283.7	1.7			
Queue Delay	1.2	3.1			3.2	0.0	0.0	0.0	0.0			
Total Delay	12.3	3.5			59.7	272.5	163.5	283.7	1.7			
LOS	B	A			E	F	F	F	A			
Approach Delay		7.0			203.7			235.7				
Approach LOS		A			F			F				
Queue Length 50th (ft)	70	2			379	~1699	~486	~757	0			
Queue Length 95th (ft)	m113	m2			439	#1937	#715	#901	5			
Internal Link Dist (ft)		222			787			368			415	
Turn Bay Length (ft)												
Base Capacity (vph)	782	2432			1366	1583	333	707	448			
Starvation Cap Reductn	41	1306			0	0	0	0	0			
Spillback Cap Reductn	0	0			106	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.86	0.88			0.94	1.57	1.20	1.53	0.22			

Intersection Summary

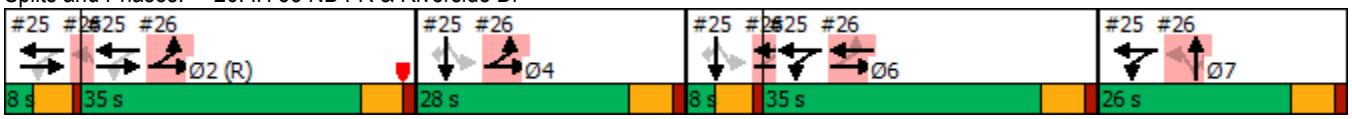
Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 112.5 (80%), Referenced to phase 2:EBWB, Start of Red
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.71
Intersection Signal Delay: 164.6 Intersection LOS: F
Intersection Capacity Utilization 129.8% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 26: IH 35 NB FR & Riverside Dr



Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Minimum Initial (s)	3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	8.0	22.0	22.0	8.0	22.0	11.0
Total Split (s)	8.0	35.0	28.0	8.0	35.0	26.0
Total Split (%)	6%	25%	20%	6%	25%	19%
Maximum Green (s)	3.0	29.0	22.0	3.0	29.0	20.0
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	1.0	1.5	1.5	1.0	1.5	1.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	0.2	2.0	1.5	0.2	2.0	1.5
Recall Mode	Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

HCM 6th Edition methodology does not support clustered intersections.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	1	19	5	6	39	49	2185	24	8	371	25
Future Volume (vph)	17	1	19	5	6	39	49	2185	24	8	371	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.931			0.893			0.998			0.991	
Flt Protected		0.977			0.995			0.999			0.999	
Satd. Flow (prot)	0	1728	0	0	1688	0	0	3561	0	0	3478	0
Flt Permitted		0.977			0.995			0.999			0.999	
Satd. Flow (perm)	0	1728	0	0	1688	0	0	3561	0	0	3478	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		219			1628			278			409	
Travel Time (s)		6.0			44.4			5.4			8.0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	1%	5%	0%	3%	0%
Adj. Flow (vph)	18	1	20	5	6	42	53	2349	26	9	399	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	39	0	0	53	0	0	2428	0	0	435	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		-35			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 90.4%	ICU Level of Service E
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	8.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	1	19	5	6	39	49	2185	24	8	371	25
Future Vol, veh/h	17	1	19	5	6	39	49	2185	24	8	371	25
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	2	1	5	0	3	0
Mvmt Flow	18	1	20	5	6	42	53	2349	26	9	399	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1715	2912	213	2686	2912	1188	426	0	0	2375	0	0
Stage 1	431	431	-	2468	2468	-	-	-	-	-	-	-
Stage 2	1284	2481	-	218	444	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.14	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.22	-	-	2.2	-	-
Pot Cap-1 Maneuver	59	16	798	11	16	184	1130	-	-	207	-	-
Stage 1	578	586	-	32	61	-	-	-	-	-	-	-
Stage 2	177	60	-	770	579	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	29	15	798	10	15	184	1130	-	-	207	-	-
Mov Cap-2 Maneuver	29	15	-	10	15	-	-	-	-	-	-	-
Stage 1	578	553	-	32	61	-	-	-	-	-	-	-
Stage 2	122	60	-	706	546	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	166.9	$ 340.8	0.2	1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1130	-	-	55	45	207	-	-
HCM Lane V/C Ratio	0.047	-	-	0.723	1.195	0.042	-	-
HCM Control Delay (s)	8.3	0	-	166.9	$ 340.8	23.1	0.6	-
HCM Lane LOS	A	A	-	F	F	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	3	5.1	0.1	-	-

Notes

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	299	996	218	276	1373	0	0	1646	49
Future Volume (vph)	0	0	0	299	996	218	276	1373	0	0	1646	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	140		0	0		0
Storage Lanes	0		0	2		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.996	
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	3502	5085	1568	1770	3574	0	0	3561	0
Flt Permitted				0.950			0.052					
Satd. Flow (perm)	0	0	0	3502	5085	1568	97	3574	0	0	3561	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						73					3	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		423			486			427			261	
Travel Time (s)		9.6			11.0			8.3			5.1	
Peak Hour Factor	0.92	0.92	0.92	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	2%	3%	2%	1%	0%	0%	1%	0%
Adj. Flow (vph)	0	0	0	340	1132	248	314	1560	0	0	1870	56
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	340	1132	248	314	1560	0	0	1926	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm	NA	Perm	custom	NA			NA	
Protected Phases					4		5 3	2 3			6	
Permitted Phases				4		4	2					
Minimum Split (s)				21.0	21.0	21.0					27.0	
Total Split (s)				40.0	40.0	40.0					78.0	
Total Split (%)				26.7%	26.7%	26.7%					52.0%	
Maximum Green (s)				35.0	35.0	35.0					73.0	
Yellow Time (s)				4.0	4.0	4.0					4.0	
All-Red Time (s)				1.0	1.0	1.0					1.0	
Lost Time Adjust (s)				0.0	0.0	0.0					0.0	
Total Lost Time (s)				5.0	5.0	5.0					5.0	
Lead/Lag				Lag	Lag	Lag					Lag	
Lead-Lag Optimize?				Yes	Yes	Yes					Yes	
Walk Time (s)											10.0	
Flash Dont Walk (s)											12.0	
Pedestrian Calls (#/hr)											0	
Act Effct Green (s)				35.0	35.0	35.0	102.0	105.0			73.0	
Actuated g/C Ratio				0.23	0.23	0.23	0.68	0.70			0.49	

Lane Group	Ø2	Ø3	Ø5
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Turn Type			
Protected Phases	2	3	5
Permitted Phases			
Minimum Split (s)	31.0	8.0	8.0
Total Split (s)	95.0	15.0	17.0
Total Split (%)	63%	10%	11%
Maximum Green (s)	90.0	11.0	13.0
Yellow Time (s)	4.0	3.5	3.5
All-Red Time (s)	1.0	0.5	0.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lead
Lead-Lag Optimize?		Yes	Yes
Walk Time (s)	10.0		
Flash Dont Walk (s)	16.0		
Pedestrian Calls (#/hr)	0		
Act Effct Green (s)			
Actuated g/C Ratio			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio				0.42	0.95	0.59	0.94	0.62			1.11	
Control Delay				50.7	73.7	42.0	59.4	28.2			95.1	
Queue Delay				0.1	0.0	0.0	6.4	49.4			1.6	
Total Delay				50.8	73.7	42.0	65.8	77.6			96.7	
LOS				D	E	D	E	E			F	
Approach Delay					64.6			75.7			96.7	
Approach LOS					E			E			F	
Queue Length 50th (ft)				146	404	154	188	678			~1132	
Queue Length 95th (ft)				191	#476	242	m#215	m695			#1218	
Internal Link Dist (ft)		343			406			347			181	
Turn Bay Length (ft)							140					
Base Capacity (vph)				817	1186	421	333	2501			1734	
Starvation Cap Reductn				0	0	0	12	1381			0	
Spillback Cap Reductn				44	0	0	0	0			605	
Storage Cap Reductn				0	0	0	0	0			0	
Reduced v/c Ratio				0.44	0.95	0.59	0.98	1.39			1.71	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 11 (7%), Referenced to phase 6:SBT, Start of Red
Natural Cycle: 120
Control Type: Pretimed
Maximum v/c Ratio: 1.11
Intersection Signal Delay: 79.5 Intersection LOS: E
Intersection Capacity Utilization 93.3% ICU Level of Service F
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Lamar Blvd & 6th Street

Lane Group	Ø2	Ø3	Ø5
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

HCM 6th Edition methodology does not support custom phasing.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	227	797	577	0	0	0	0	1329	320	85	1950	0
Future Volume (vph)	227	797	577	0	0	0	0	1329	320	85	1950	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	140		0
Storage Lanes	1		1	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.81	0.81	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.960	0.850					0.971				
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1787	5782	1308	0	0	0	0	3464	0	1752	3574	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1787	5782	1308	0	0	0	0	3464	0	1752	3574	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19	51					28				
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		453			422			278			427	
Travel Time (s)		10.3			9.6			5.4			8.3	
Peak Hour Factor	0.94	0.94	0.94	0.92	0.92	0.92	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	3%	0%	0%	0%	0%	0%	1%	2%	3%	1%	0%
Adj. Flow (vph)	241	848	614	0	0	0	0	1414	340	90	2074	0
Shared Lane Traffic (%)			50%									
Lane Group Flow (vph)	241	1155	307	0	0	0	0	1754	0	90	2074	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2		1	2	
Detector Template	Left	Thru	Right					Thru		Left	Thru	
Leading Detector (ft)	20	100	20					100		20	100	
Trailing Detector (ft)	0	0	0					0		0	0	
Detector 1 Position(ft)	0	0	0					0		0	0	
Detector 1 Size(ft)	20	6	20					6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA		Prot	NA	
Protected Phases		4						2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4									
Detector Phase	4	4	4					2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0					10.0		3.0	10.0	
Minimum Split (s)	30.0	30.0	30.0					21.0		8.0	35.0	
Total Split (s)	40.0	40.0	40.0					80.0		30.0	110.0	
Total Split (%)	26.7%	26.7%	26.7%					53.3%		20.0%	73.3%	
Maximum Green (s)	35.0	35.0	35.0					75.0		25.0	105.0	
Yellow Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0					1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0					5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0	1.0					1.0		1.0	3.0	
Recall Mode	None	None	None					C-Max		None	C-Max	
Walk Time (s)	7.0	7.0	7.0					0.0			10.0	
Flash Dont Walk (s)	18.0	18.0	18.0					0.0			20.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)	33.9	33.9	33.9					76.1		25.0	106.1	
Actuated g/C Ratio	0.23	0.23	0.23					0.51		0.17	0.71	
v/c Ratio	0.60	0.88	0.92					0.99		0.31	0.82	
Control Delay	58.7	63.4	79.0					55.0		67.6	30.7	
Queue Delay	0.0	0.0	0.0					41.0		0.0	47.2	
Total Delay	58.7	63.4	79.0					96.0		67.6	78.0	
LOS	E	E	E					F		E	E	
Approach Delay		65.6						96.0			77.5	
Approach LOS		E						F			E	
Queue Length 50th (ft)	211	331	309					~890		68	825	
Queue Length 95th (ft)	305	380	#529					#1072		m70	m755	
Internal Link Dist (ft)		373			342			198			347	
Turn Bay Length (ft)										140		
Base Capacity (vph)	416	1363	344					1772		292	2528	
Starvation Cap Reductn	0	0	0					0		0	791	
Spillback Cap Reductn	0	0	0					824		0	0	
Storage Cap Reductn	0	0	0					0		0	0	
Reduced v/c Ratio	0.58	0.85	0.89					1.85		0.31	1.19	

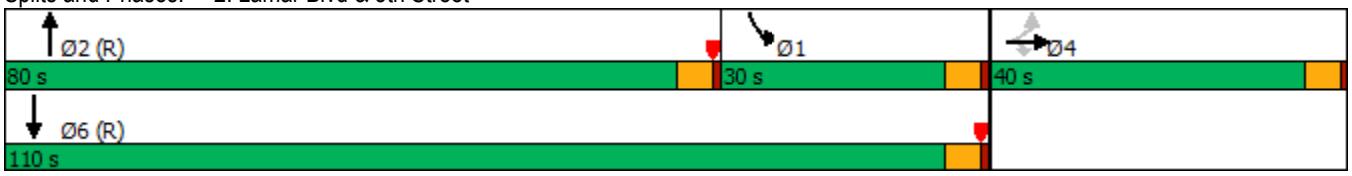
Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 90 (60%), Referenced to phase 2:NBT and 6:SBT, Start of Red	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 79.7	Intersection LOS: E
Intersection Capacity Utilization 93.3%	ICU Level of Service F
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Lamar Blvd & 5th Street



HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø7
Lane Configurations							
Traffic Volume (vph)	350	1456	2273	244	69	183	
Future Volume (vph)	350	1456	2273	244	69	183	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	250			100	0	155	
Storage Lanes	1			1	1	1	
Taper Length (ft)	100				25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	
Frt				0.850		0.850	
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1752	3539	3539	1568	1752	1615	
Flt Permitted	0.035				0.950		
Satd. Flow (perm)	65	3539	3539	1568	1752	1615	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)				85		10	
Link Speed (mph)		35	35		30		
Link Distance (ft)		912	521		444		
Travel Time (s)		17.8	10.1		10.1		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	
Heavy Vehicles (%)	3%	2%	2%	3%	3%	0%	
Adj. Flow (vph)	372	1549	2418	260	73	195	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	372	1549	2418	260	73	195	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2	1	1	1	
Detector Template	Left	Thru	Thru	Right	Left	Right	
Leading Detector (ft)	20	100	100	20	20	20	
Trailing Detector (ft)	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	6	20	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA	Perm	Prot	pt+ov	
Protected Phases	5	2	6		3	5 7	7

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø7
Permitted Phases	2			6		3	
Detector Phase	5	2	6	6	3	5 7	
Switch Phase							
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0		5.0
Minimum Split (s)	18.0	21.0	27.0	27.0	20.0		20.0
Total Split (s)	18.0	130.0	112.0	112.0	20.0		20.0
Total Split (%)	12.0%	86.7%	74.7%	74.7%	13.3%		13%
Maximum Green (s)	12.0	125.0	107.0	107.0	15.0		14.0
Yellow Time (s)	5.0	4.0	4.0	4.0	3.0		5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	2.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	5.0	5.0	5.0	5.0		
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0
Recall Mode	None	C-Max	C-Max	C-Max	None		None
Walk Time (s)			5.0	5.0			
Flash Dont Walk (s)			17.0	17.0			
Pedestrian Calls (#/hr)			0	0			
Act Effct Green (s)	124.4	125.4	107.0	107.0	14.6	32.0	
Actuated g/C Ratio	0.83	0.84	0.71	0.71	0.10	0.21	
v/c Ratio	1.93	0.52	0.96	0.23	0.43	0.55	
Control Delay	464.3	4.3	16.7	5.0	71.9	56.7	
Queue Delay	0.0	0.1	30.2	0.0	0.0	0.0	
Total Delay	464.3	4.4	46.9	5.0	71.9	56.7	
LOS	F	A	D	A	E	E	
Approach Delay		93.5	42.8		60.8		
Approach LOS		F	D		E		
Queue Length 50th (ft)	~518	191	507	39	68	163	
Queue Length 95th (ft)	#727	222	m500	m39	124	250	
Internal Link Dist (ft)		832	441		364		
Turn Bay Length (ft)	250			100		155	
Base Capacity (vph)	193	2958	2524	1142	175	343	
Starvation Cap Reductn	0	0	261	0	0	0	
Spillback Cap Reductn	0	224	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	1.93	0.57	1.07	0.23	0.42	0.57	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 149 (99%), Referenced to phase 2:EBTL and 6:WBT, Start of Red	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.93	
Intersection Signal Delay: 63.8	Intersection LOS: E
Intersection Capacity Utilization 99.7%	ICU Level of Service F
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Cesar Chavez St & BR Reynolds Dr

HCM 6th Edition methodology expects strict NEMA phasing.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4	Ø5	Ø7
Lane Configurations									
Traffic Volume (vph)	0	1596	1987	36	39	485			
Future Volume (vph)	0	1596	1987	36	39	485			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00			
Frt			0.997			0.850			
Flt Protected					0.950				
Satd. Flow (prot)	0	3574	3530	0	1530	1583			
Flt Permitted					0.950				
Satd. Flow (perm)	0	3574	3530	0	1530	1583			
Right Turn on Red				Yes		Yes			
Satd. Flow (RTOR)			2			8			
Link Speed (mph)		35	35		30				
Link Distance (ft)		521	2492		303				
Travel Time (s)		10.1	48.5		6.9				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96			
Heavy Vehicles (%)	0%	1%	2%	0%	18%	2%			
Adj. Flow (vph)	0	1663	2070	38	41	505			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	1663	2108	0	41	505			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Left	Left	Right	Left	Right			
Median Width(ft)		12	12		12				
Link Offset(ft)		0	0		0				
Crosswalk Width(ft)		16	16		16				
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Turning Speed (mph)	15			9	15	9			
Number of Detectors		2	2		1	1			
Detector Template		Thru	Thru		Left	Right			
Leading Detector (ft)		100	100		20	20			
Trailing Detector (ft)		0	0		0	0			
Detector 1 Position(ft)		0	0		0	0			
Detector 1 Size(ft)		6	6		20	20			
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			
Detector 1 Channel									
Detector 1 Extend (s)		0.0	0.0		0.0	0.0			
Detector 1 Queue (s)		0.0	0.0		0.0	0.0			
Detector 1 Delay (s)		0.0	0.0		0.0	0.0			
Detector 2 Position(ft)		94	94						
Detector 2 Size(ft)		6	6						
Detector 2 Type		Cl+Ex	Cl+Ex						
Detector 2 Channel									
Detector 2 Extend (s)		0.0	0.0						
Turn Type		NA	NA		pm+pt	custom			
Protected Phases		2	6		3	5 7	4	5	7
Permitted Phases					7				
Detector Phase		2	6		3	5 7			
Switch Phase									

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4	Ø5	Ø7
Minimum Initial (s)		15.0	15.0		5.0		5.0	5.0	5.0
Minimum Split (s)		21.0	22.0		21.0		24.0	21.0	21.0
Total Split (s)		113.0	92.0		18.0		19.0	21.0	37.0
Total Split (%)		75.3%	61.3%		12.0%		13%	14%	25%
Maximum Green (s)		108.0	87.0		13.0		14.0	16.0	32.0
Yellow Time (s)		4.0	4.0		3.0		3.0	3.0	3.0
All-Red Time (s)		1.0	1.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0				
Total Lost Time (s)		5.0	5.0		5.0				
Lead/Lag			Lag		Lag		Lead	Lead	
Lead-Lag Optimize?			Yes		Yes		Yes	Yes	
Vehicle Extension (s)		2.0	2.0		2.0		1.0	2.0	2.0
Recall Mode		C-Max	C-Max		None		None	None	None
Walk Time (s)			5.0				7.0		
Flash Dont Walk (s)			12.0				12.0		
Pedestrian Calls (#/hr)			0				0		
Act Effct Green (s)		108.0	88.4		32.0	51.6			
Actuated g/C Ratio		0.72	0.59		0.21	0.34			
v/c Ratio		0.65	1.01		0.13	0.92			
Control Delay		11.1	53.8		49.1	69.1			
Queue Delay		0.0	0.0		0.0	50.4			
Total Delay		11.1	53.8		49.1	119.5			
LOS		B	D		D	F			
Approach Delay		11.1	53.8		114.2				
Approach LOS		B	D		F				
Queue Length 50th (ft)		448	~1157		33	461			
Queue Length 95th (ft)		516	#1289		69	#675			
Internal Link Dist (ft)		441	2412		223				
Turn Bay Length (ft)									
Base Capacity (vph)		2573	2080		326	564			
Starvation Cap Reductn		0	0		0	0			
Spillback Cap Reductn		0	0		0	192			
Storage Cap Reductn		0	0		0	0			
Reduced v/c Ratio		0.65	1.01		0.13	1.36			

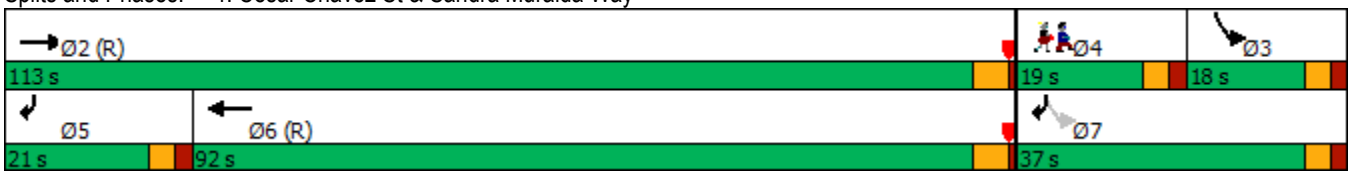
Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 9 (6%), Referenced to phase 2:EBT and 6:WBT, Start of Red
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 45.0 Intersection LOS: D
Intersection Capacity Utilization 94.4% ICU Level of Service F
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Cesar Chavez St & Sandra Muraida Way



HCM 6th Edition methodology does not support exclusive ped or hold phases.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	353	589	284	417	890	275	172	995	249	191	1655	716
Future Volume (vph)	353	589	284	417	890	275	172	995	249	191	1655	716
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		100	290		320	185		165	230		0
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	90			90			50			110		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3502	3610	1599	3467	3574	1615	1787	5085	1599	1805	3574	1599
Flt Permitted	0.950			0.950			0.060			0.177		
Satd. Flow (perm)	3502	3610	1599	3467	3574	1615	113	5085	1599	336	3574	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			138			255			201			304
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2543			2792			875			732	
Travel Time (s)		49.5			54.4			17.0			14.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	1%	1%	1%	0%	1%	2%	1%	0%	1%	1%
Adj. Flow (vph)	368	614	296	434	927	286	179	1036	259	199	1724	746
Shared Lane Traffic (%)												
Lane Group Flow (vph)	368	614	296	434	927	286	179	1036	259	199	1724	746
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			16	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	

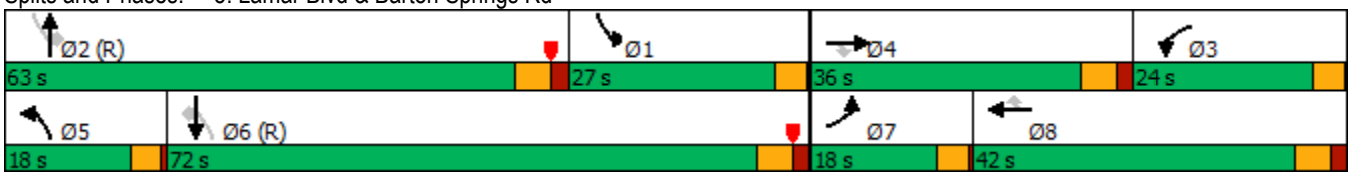
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4			8	6		2	2		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	15.0	15.0	4.0	15.0	15.0	4.0	20.0	20.0	4.0	20.0	20.0
Minimum Split (s)	8.0	37.0	37.0	8.0	37.0	37.0	8.0	35.0	35.0	8.0	35.0	35.0
Total Split (s)	18.0	36.0	36.0	24.0	42.0	42.0	18.0	63.0	63.0	27.0	72.0	72.0
Total Split (%)	12.0%	24.0%	24.0%	16.0%	28.0%	28.0%	12.0%	42.0%	42.0%	18.0%	48.0%	48.0%
Maximum Green (s)	14.0	30.0	30.0	20.0	36.0	36.0	14.0	57.0	57.0	23.0	66.0	66.0
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0	4.0	3.5	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	0.5	2.0	2.0	0.5	2.0	2.0	0.5	2.0	2.0	0.5	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		24.0	24.0		24.0	24.0		22.0	22.0		22.0	22.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	14.0	28.6	28.6	21.4	36.0	36.0	82.0	57.0	57.0	82.0	66.8	66.8
Actuated g/C Ratio	0.09	0.19	0.19	0.14	0.24	0.24	0.55	0.38	0.38	0.55	0.45	0.45
v/c Ratio	1.13	0.89	0.71	0.88	1.08	0.49	0.86	0.54	0.35	0.49	1.08	0.85
Control Delay	148.2	75.2	39.7	82.3	107.8	10.9	70.8	37.5	9.4	37.3	88.6	31.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	148.2	75.2	39.7	82.3	107.8	10.9	70.8	37.5	9.4	37.3	88.6	31.9
LOS	F	E	D	F	F	B	E	D	A	D	F	C
Approach Delay		88.0			84.3			36.6			68.9	
Approach LOS		F			F			D			E	
Queue Length 50th (ft)	~213	308	147	220	~531	24	120	287	36	90	~1001	425
Queue Length 95th (ft)	#321	#397	259	#325	#668	109	#250	334	105	135	#1138	643
Internal Link Dist (ft)		2463			2712			795			652	
Turn Bay Length (ft)	230		100	290		320	185		165	230		
Base Capacity (vph)	326	722	430	494	857	581	218	1932	732	408	1590	880
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.13	0.85	0.69	0.88	1.08	0.49	0.82	0.54	0.35	0.49	1.08	0.85

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 119 (79%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.13	
Intersection Signal Delay: 69.2	Intersection LOS: E
Intersection Capacity Utilization 106.6%	ICU Level of Service G
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Lamar Blvd & Barton Springs Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	353	589	284	417	890	275	172	995	249	191	1655	716
Future Volume (veh/h)	353	589	284	417	890	275	172	995	249	191	1655	716
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1885	1885	1885	1900	1885	1870	1885	1900	1885	1885
Adj Flow Rate, veh/h	368	614	296	434	927	0	179	1036	259	199	1724	746
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	1	1	1	0	1	2	1	0	1	1
Cap, veh/h	328	676	299	464	862		201	1940	607	396	1603	715
Arrive On Green	0.09	0.19	0.19	0.13	0.24	0.00	0.09	0.38	0.38	0.14	0.45	0.45
Sat Flow, veh/h	3510	3610	1598	3483	3582	1610	1795	5106	1598	1810	3582	1598
Grp Volume(v), veh/h	368	614	296	434	927	0	179	1036	259	199	1724	746
Grp Sat Flow(s),veh/h/ln	1755	1805	1598	1742	1791	1610	1795	1702	1598	1810	1791	1598
Q Serve(g_s), s	14.0	25.0	22.5	18.5	36.1	0.0	10.7	23.7	18.0	2.5	67.1	67.1
Cycle Q Clear(g_c), s	14.0	25.0	22.5	18.5	36.1	0.0	10.7	23.7	18.0	2.5	67.1	67.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	328	676	299	464	862		201	1940	607	396	1603	715
V/C Ratio(X)	1.12	0.91	0.99	0.93	1.08		0.89	0.53	0.43	0.50	1.08	1.04
Avail Cap(c_a), veh/h	328	722	320	464	862		216	1940	607	422	1603	715
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.26	0.26	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.0	59.7	40.2	64.4	57.0	0.0	47.4	36.2	34.4	47.7	41.4	41.4
Incr Delay (d2), s/veh	87.3	14.2	45.7	9.7	40.4	0.0	32.2	1.1	2.2	1.0	45.9	45.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.2	12.7	12.7	8.8	21.0	0.0	8.5	10.0	7.4	6.7	39.1	34.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	155.3	73.9	85.9	74.1	97.4	0.0	79.6	37.2	36.6	48.7	87.4	87.0
LnGrp LOS	F	E	F	E	F		E	D	D	D	F	F
Approach Vol, veh/h		1278			1361	A		1474			2669	
Approach Delay, s/veh		100.1			90.0			42.3			84.4	
Approach LOS		F			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.9	63.0	26.0	34.1	16.8	73.1	18.0	42.1
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	23.0	* 57	20.0	* 30	14.0	66.0	14.0	36.0
Max Q Clear Time (g_c+I1), s	4.5	25.7	20.5	27.0	12.7	69.1	16.0	38.1
Green Ext Time (p_c), s	0.5	5.9	0.0	1.1	0.1	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	79.3
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	821	967	0	1080	0	0	0	0	116	2132	243
Future Volume (vph)	0	821	967	0	1080	0	0	0	0	116	2132	243
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		100	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		0	0		1
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Frt			0.850									0.850
Flt Protected											0.997	
Satd. Flow (prot)	0	6346	1599	0	3574	0	0	0	0	0	5062	1482
Flt Permitted											0.997	
Satd. Flow (perm)	0	6346	1599	0	3574	0	0	0	0	0	5062	1482
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			91									82
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		2492			289			254			305	
Travel Time (s)		48.5			5.6			5.8			6.9	
Peak Hour Factor	0.98	0.98	0.98	0.92	0.98	0.92	0.92	0.92	0.92	0.98	0.98	0.98
Heavy Vehicles (%)	0%	3%	1%	0%	1%	0%	0%	0%	0%	5%	2%	9%
Adj. Flow (vph)	0	838	987	0	1102	0	0	0	0	118	2176	248
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	838	987	0	1102	0	0	0	0	0	2294	248
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1		2					1	2	1
Detector Template		Thru	Right		Thru					Left	Thru	Right
Leading Detector (ft)		100	20		100					20	100	20
Trailing Detector (ft)		0	0		0					0	0	0
Detector 1 Position(ft)		0	0		0					0	0	0
Detector 1 Size(ft)		6	20		6					20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0		0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0		0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0		0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm		NA					Perm	NA	Perm
Protected Phases		2			2						4	

Lane Group	Ø5	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	5	6	8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			2							4		4
Detector Phase		2	2		2					4	4	4
Switch Phase												
Minimum Initial (s)		10.0	10.0		10.0					8.0	8.0	8.0
Minimum Split (s)		16.0	16.0		16.0					37.0	37.0	37.0
Total Split (s)		68.0	68.0		68.0					52.0	52.0	52.0
Total Split (%)		56.7%	56.7%		56.7%					43.3%	43.3%	43.3%
Maximum Green (s)		62.0	62.0		62.0					46.0	46.0	46.0
Yellow Time (s)		4.0	4.0		4.0					4.0	4.0	4.0
All-Red Time (s)		2.0	2.0		2.0					2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0						0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0						6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		1.0	1.0		1.0					1.0	1.0	1.0
Recall Mode		C-Max	C-Max		C-Max					None	None	None
Walk Time (s)										7.0	7.0	7.0
Flash Dont Walk (s)										24.0	24.0	24.0
Pedestrian Calls (#/hr)										0	0	0
Act Effct Green (s)		62.0	62.0		62.0						46.0	46.0
Actuated g/C Ratio		0.52	0.52		0.52						0.38	0.38
v/c Ratio		0.26	1.13		0.60						1.18	0.40
Control Delay		16.4	101.2		13.0						122.0	19.8
Queue Delay		0.0	0.0		2.7						0.0	0.0
Total Delay		16.4	101.2		15.7						122.0	19.8
LOS		B	F		B						F	B
Approach Delay		62.3			15.7						112.0	
Approach LOS		E			B						F	
Queue Length 50th (ft)		101	~856		133						~781	90
Queue Length 95th (ft)		122	#1112		168						#875	162
Internal Link Dist (ft)		2412			209			174			225	
Turn Bay Length (ft)			100									
Base Capacity (vph)		3278	870		1846						1940	618
Starvation Cap Reductn		0	0		600						0	0
Spillback Cap Reductn		135	0		0						0	0
Storage Cap Reductn		0	0		0						0	0
Reduced v/c Ratio		0.27	1.13		0.88						1.18	0.40

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 38 (32%), Referenced to phase 2:EBWB, Start of Red	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.18	
Intersection Signal Delay: 76.0	Intersection LOS: E
Intersection Capacity Utilization 113.4%	ICU Level of Service H
Analysis Period (min) 15	

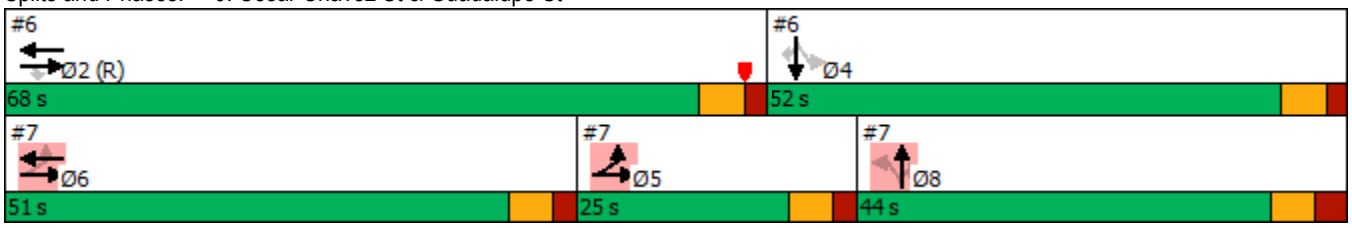
Lane Group	Ø5	Ø6	Ø8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	1.0	10.0	10.0
Minimum Split (s)	8.0	27.0	30.0
Total Split (s)	25.0	51.0	44.0
Total Split (%)	21%	43%	37%
Maximum Green (s)	19.0	45.0	37.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	3.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	1.0	1.0	1.0
Recall Mode	None	None	None
Walk Time (s)		7.0	5.0
Flash Dont Walk (s)		14.0	18.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: Cesar Chavez St & Guadalupe St



HCM 6th Edition methodology does not support clustered intersections.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	852	0	0	784	109	289	807	168	0	0	0
Future Volume (vph)	122	852	0	0	784	109	289	807	168	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	0.95	0.91	0.91	1.00	1.00	1.00	1.00
Frt					0.982				0.850			
Flt Protected	0.950							0.987				
Satd. Flow (prot)	3303	3539	0	0	3510	0	0	4891	1568	0	0	0
Flt Permitted	0.115							0.987				
Satd. Flow (perm)	400	3539	0	0	3510	0	0	4891	1568	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					14				157			
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		289			846			219			325	
Travel Time (s)		5.6			16.5			5.0			7.4	
Peak Hour Factor	0.99	0.99	0.99	0.92	0.99	0.99	0.99	0.99	0.99	0.92	0.92	0.92
Heavy Vehicles (%)	6%	2%	0%	0%	1%	1%	1%	6%	3%	0%	0%	0%
Adj. Flow (vph)	123	861	0	0	792	110	292	815	170	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	123	861	0	0	902	0	0	1107	170	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			12			0			0	
Link Offset(ft)		0			0			0			-36	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2	1			
Detector Template	Left	Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	20	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Detector 1 Position(ft)	0	0			0		0	0	0			
Detector 1 Size(ft)	20	6			6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	D.P+P	NA			NA		Perm	NA	Perm			
Protected Phases	5	5 6			6			8				
Permitted Phases	6						8		8			
Detector Phase	5	5 6			6		8	8	8			
Switch Phase												

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		
Detector Phase		
Switch Phase		

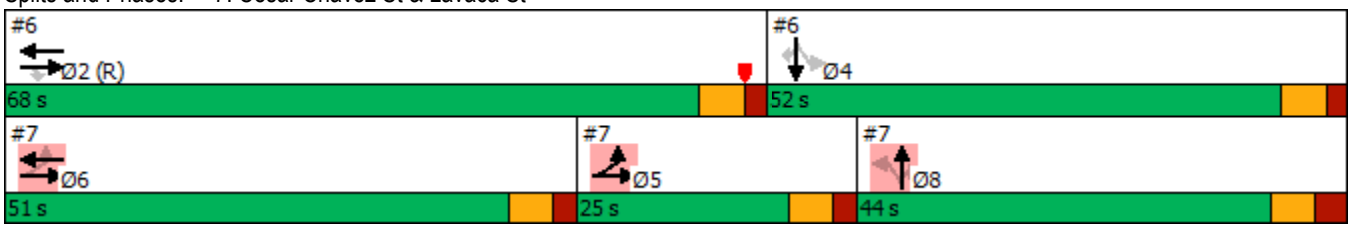
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	1.0				10.0		10.0	10.0	10.0			
Minimum Split (s)	8.0				27.0		30.0	30.0	30.0			
Total Split (s)	25.0				51.0		44.0	44.0	44.0			
Total Split (%)	20.8%				42.5%		36.7%	36.7%	36.7%			
Maximum Green (s)	19.0				45.0		37.0	37.0	37.0			
Yellow Time (s)	4.0				4.0		4.0	4.0	4.0			
All-Red Time (s)	2.0				2.0		3.0	3.0	3.0			
Lost Time Adjust (s)	0.0				0.0			0.0	0.0			
Total Lost Time (s)	6.0				6.0			7.0	7.0			
Lead/Lag	Lag				Lead							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	1.0				1.0		1.0	1.0	1.0			
Recall Mode	None				None		None	None	None			
Walk Time (s)					7.0		5.0	5.0	5.0			
Flash Dont Walk (s)					14.0		18.0	18.0	18.0			
Pedestrian Calls (#/hr)					0		0	0	0			
Act Effct Green (s)	43.6	49.6			37.2			57.4	57.4			
Actuated g/C Ratio	0.36	0.41			0.31			0.48	0.48			
v/c Ratio	0.41	0.59			0.82			0.47	0.20			
Control Delay	22.5	15.9			40.1			23.0	4.8			
Queue Delay	0.0	0.1			0.5			0.0	0.0			
Total Delay	22.5	16.0			40.7			23.0	4.8			
LOS	C	B			D			C	A			
Approach Delay		16.8			40.7			20.6				
Approach LOS		B			D			C				
Queue Length 50th (ft)	13	283			312			208	5			
Queue Length 95th (ft)	m19	m296			m294			286	50			
Internal Link Dist (ft)		209			766			139			245	
Turn Bay Length (ft)												
Base Capacity (vph)	646	1827			1325			2338	831			
Starvation Cap Reductn	0	207			0			0	0			
Spillback Cap Reductn	0	0			132			0	0			
Storage Cap Reductn	0	0			0			0	0			
Reduced v/c Ratio	0.19	0.53			0.76			0.47	0.20			

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 38 (32%), Referenced to phase 2:EBWB, Start of Red
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.18
Intersection Signal Delay: 25.1 Intersection LOS: C
Intersection Capacity Utilization 113.4% ICU Level of Service H
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Cesar Chavez St & Lavaca St



Lane Group	Ø2	Ø4
Minimum Initial (s)	10.0	8.0
Minimum Split (s)	16.0	37.0
Total Split (s)	68.0	52.0
Total Split (%)	57%	43%
Maximum Green (s)	62.0	46.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	1.0	1.0
Recall Mode	C-Max	None
Walk Time (s)		7.0
Flash Dont Walk (s)		24.0
Pedestrian Calls (#/hr)		0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

HCM 6th Edition methodology does not support clustered intersections.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	233	64	30	494	247	161	932	48	639	2332	323
Future Volume (vph)	53	233	64	30	494	247	161	932	48	639	2332	323
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	125		0	100		0	300		80
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	60			90			160			120		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91
Frt		0.968			0.950			0.993			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3440	0	1805	3246	0	1805	5102	0	1736	5043	0
Flt Permitted	0.950			0.472			0.950			0.950		
Satd. Flow (perm)	1752	3440	0	897	3246	0	1805	5102	0	1736	5043	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			54			6			31	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		485			516			580			1524	
Travel Time (s)		9.4			10.1			13.2			34.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	3%	2%	0%	0%	1%	15%	0%	1%	0%	4%	1%	1%
Adj. Flow (vph)	54	238	65	31	504	252	164	951	49	652	2380	330
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	303	0	31	756	0	164	1000	0	652	2710	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes			Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases	3	8			4		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				4								
Detector Phase	3	8		4	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0		4.0	25.0		5.0	25.0	
Minimum Split (s)	10.0	41.0		31.0	31.0		11.0	41.0		10.0	41.0	
Total Split (s)	10.0	41.0		31.0	31.0		11.0	57.0		42.0	88.0	
Total Split (%)	7.1%	29.3%		22.1%	22.1%		7.9%	40.7%		30.0%	62.9%	
Maximum Green (s)	5.0	35.0		25.0	25.0		6.0	51.0		37.0	82.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0		2.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	6.0		6.0	6.0		5.0	6.0		5.0	6.0	
Lead/Lag	Lag			Lead	Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		2.0	2.0		1.0	1.0		2.0	2.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		6.0		6.0	6.0			6.0			6.0	
Flash Dont Walk (s)		29.0		29.0	29.0			23.0			23.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effct Green (s)	5.0	35.0		25.0	25.0		6.0	51.0		37.0	82.0	
Actuated g/C Ratio	0.04	0.25		0.18	0.18		0.04	0.36		0.26	0.59	
v/c Ratio	0.87	0.35		0.19	1.21		2.13	0.54		1.42	0.91	
Control Delay	147.3	40.8		48.6	150.5		575.2	35.3		240.9	31.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.1		0.4	18.8	
Total Delay	147.3	40.8		48.6	150.5		575.2	35.4		241.4	50.3	
LOS	F	D		D	F		F	D		F	D	
Approach Delay		56.9			146.5			111.4			87.4	
Approach LOS		E			F			F			F	
Queue Length 50th (ft)	50	110		28	~423		~243	310		~799	765	
Queue Length 95th (ft)	#137	154		m52	m#545		m#351	m350		#1039	843	
Internal Link Dist (ft)		405			436			500			1444	
Turn Bay Length (ft)	290			125			100			300		
Base Capacity (vph)	62	878		160	624		77	1862		458	2966	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	1		0	0		0	93		21	349	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.87	0.35		0.19	1.21		2.13	0.57		1.49	1.04	

Intersection Summary	
Area Type:	Other
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 59 (42%), Referenced to phase 2:NBT and 6:SBT, Start of Red	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 2.13	
Intersection Signal Delay: 98.6	Intersection LOS: F
Intersection Capacity Utilization 105.2%	ICU Level of Service G
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: S 1st St & Riverside Dr

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	233	64	30	494	247	161	932	48	639	2332	323
Future Volume (veh/h)	53	233	64	30	494	247	161	932	48	639	2332	323
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1870	1900	1900	1885	1678	1900	1885	1900	1841	1885	1885
Adj Flow Rate, veh/h	54	238	65	31	504	252	164	951	49	652	2380	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	2	0	0	1	15	0	1	0	4	1	1
Cap, veh/h	63	713	191	169	414	206	78	3007	155	463	4228	
Arrive On Green	0.04	0.26	0.26	0.18	0.18	0.18	0.04	0.60	0.60	0.26	0.82	0.00
Sat Flow, veh/h	1767	2773	741	1093	2316	1153	1810	5012	258	1753	5316	0
Grp Volume(v), veh/h	54	151	152	31	389	367	164	651	349	652	2380	0
Grp Sat Flow(s),veh/h/ln	1767	1777	1737	1093	1791	1678	1810	1716	1839	1753	1716	0
Q Serve(g_s), s	4.3	9.6	10.0	3.6	25.0	25.0	6.0	13.1	13.1	37.0	21.5	0.0
Cycle Q Clear(g_c), s	4.3	9.6	10.0	13.6	25.0	25.0	6.0	13.1	13.1	37.0	21.5	0.0
Prop In Lane	1.00		0.43	1.00		0.69	1.00		0.14	1.00		0.00
Lane Grp Cap(c), veh/h	63	457	447	169	320	300	78	2059	1103	463	4228	
V/C Ratio(X)	0.86	0.33	0.34	0.18	1.22	1.22	2.11	0.32	0.32	1.41	0.56	
Avail Cap(c_a), veh/h	63	457	447	169	320	300	78	2059	1103	463	4228	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	0.86	0.86	0.86	1.00	1.00	0.00
Uniform Delay (d), s/veh	67.1	42.2	42.3	57.4	57.5	57.5	67.0	13.8	13.8	51.5	4.2	0.0
Incr Delay (d2), s/veh	63.0	0.2	0.2	0.2	121.8	125.8	537.0	0.3	0.6	195.8	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	4.3	4.3	1.0	22.0	21.0	14.3	5.2	5.7	41.4	6.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	130.1	42.4	42.5	57.6	179.3	183.3	604.0	14.2	14.5	247.3	4.7	0.0
LnGrp LOS	F	D	D	E	F	F	F	B	B	F	A	
Approach Vol, veh/h		357			787			1164			3032	A
Approach Delay, s/veh		55.7			176.4			97.4			56.9	
Approach LOS		E			F			F			E	

Timer - Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	42.0	91.0	11.0	31.0	11.0	122.0		42.0
Change Period (Y+Rc), s	5.0	6.0	6.0	* 6	5.0	6.0		6.0
Max Green Setting (Gmax), s	37.0	51.0	5.0	* 25	6.0	82.0		35.0
Max Q Clear Time (g_c+I1), s	39.0	15.1	6.3	27.0	8.0	23.5		12.0
Green Ext Time (p_c), s	0.0	2.7	0.0	0.0	0.0	25.4		1.1

Intersection Summary	
HCM 6th Ctrl Delay	83.2
HCM 6th LOS	F

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	270	497	201	252	822	109	186	807	69	32	1828	541
Future Volume (vph)	270	497	201	252	822	109	186	807	69	32	1828	541
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	165		0	125		0	80		65	85		0
Storage Lanes	2		0	1		0	1		1	1		1
Taper Length (ft)	175			120			50			50		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.95	1.00
Frt		0.957			0.982			0.988				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3467	3421	0	1787	3514	0	1787	5078	0	1805	3574	1599
Flt Permitted	0.950			0.247			0.062			0.251		
Satd. Flow (perm)	3467	3421	0	465	3514	0	117	5078	0	477	3574	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		41			10			12				273
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		2792			516			310			580	
Travel Time (s)		54.4			10.1			7.0			13.2	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	1%	1%	1%	0%	1%	1%	0%	0%	1%	1%
Adj. Flow (vph)	276	507	205	257	839	111	190	823	70	33	1865	552
Shared Lane Traffic (%)												
Lane Group Flow (vph)	276	712	0	257	950	0	190	893	0	33	1865	552
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		pm+pt	NA		D.P+P	NA		D.P+P	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				8			6			2		6
Detector Phase	7	4		3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	6.0	5.0		3.0	10.0		3.0	10.0		3.0	10.0	10.0
Minimum Split (s)	11.0	31.0		8.0	39.0		8.0	40.0		8.0	40.0	40.0
Total Split (s)	17.0	38.0		20.0	41.0		13.0	65.0		17.0	69.0	69.0
Total Split (%)	12.1%	27.1%		14.3%	29.3%		9.3%	46.4%		12.1%	49.3%	49.3%
Maximum Green (s)	12.0	33.0		15.0	36.0		8.0	60.0		12.0	64.0	64.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	1.0	2.0		1.0	2.0		1.0	1.0		1.0	1.0	1.0
Recall Mode	None	None		None	Min		None	C-Max		None	C-Max	C-Max
Walk Time (s)		7.0			8.0			9.0			9.0	9.0
Flash Dont Walk (s)		19.0			26.0			26.0			26.0	26.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	12.0	31.0		36.0	36.0		72.0	66.8		74.0	64.0	64.0
Actuated g/C Ratio	0.09	0.22		0.26	0.26		0.51	0.48		0.53	0.46	0.46
v/c Ratio	0.93	0.90		0.92	1.04		1.23	0.37		0.10	1.14	0.63
Control Delay	99.9	65.4		71.9	72.8		175.7	24.5		11.5	88.6	5.0
Queue Delay	0.0	0.0		0.0	5.1		0.0	0.0		0.0	0.1	1.2
Total Delay	99.9	65.4		71.9	77.9		175.7	24.5		11.5	88.7	6.2
LOS	F	E		E	E		F	C		B	F	A
Approach Delay		75.1			76.6			51.0			69.1	
Approach LOS		E			E			D			E	
Queue Length 50th (ft)	130	311		145	~472		~161	201		5	~1025	31
Queue Length 95th (ft)	#219	#394		m#269	m#592		#324	239		m9	#1167	m86
Internal Link Dist (ft)		2712			436			230			500	
Turn Bay Length (ft)	165			125			80			85		
Base Capacity (vph)	297	837		280	911		155	2429		366	1633	879
Starvation Cap Reductn	0	0		0	12		0	0		0	35	147
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.93	0.85		0.92	1.06		1.23	0.37		0.09	1.17	0.75

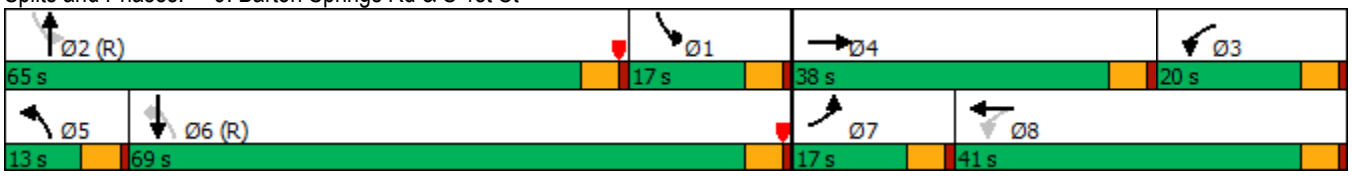
Intersection Summary	
Area Type:	Other
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 37 (26%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.23	
Intersection Signal Delay: 68.3	Intersection LOS: E
Intersection Capacity Utilization 111.6%	ICU Level of Service H
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: Barton Springs Rd & S 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	270	497	201	252	822	109	186	807	69	32	1828	541
Future Volume (veh/h)	270	497	201	252	822	109	186	807	69	32	1828	541
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1900	1885	1885	1900	1900	1885	1885
Adj Flow Rate, veh/h	276	507	205	257	839	111	190	823	70	33	1865	552
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	1	1	1	1	0	1	1	0	0	1	1
Cap, veh/h	299	551	222	275	818	108	154	2071	175	403	1637	730
Arrive On Green	0.09	0.22	0.22	0.12	0.26	0.26	0.06	0.43	0.43	0.06	0.31	0.31
Sat Flow, veh/h	3483	2493	1003	1795	3180	421	1795	4833	409	1810	3582	1598
Grp Volume(v), veh/h	276	364	348	257	473	477	190	583	310	33	1865	552
Grp Sat Flow(s),veh/h/ln	1742	1791	1705	1795	1791	1809	1795	1716	1811	1810	1791	1598
Q Serve(g_s), s	11.0	27.8	28.0	15.4	36.0	36.0	8.0	16.4	16.5	0.0	64.0	43.7
Cycle Q Clear(g_c), s	11.0	27.8	28.0	15.4	36.0	36.0	8.0	16.4	16.5	0.0	64.0	43.7
Prop In Lane	1.00		0.59	1.00		0.23	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	299	396	377	275	461	465	154	1470	776	403	1637	730
V/C Ratio(X)	0.92	0.92	0.92	0.93	1.03	1.03	1.23	0.40	0.40	0.08	1.14	0.76
Avail Cap(c_a), veh/h	299	422	402	275	461	465	154	1470	776	403	1637	730
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	0.67	0.67	0.67	0.39	0.39	0.39	1.00	1.00	1.00	0.30	0.30	0.30
Uniform Delay (d), s/veh	63.5	53.3	53.4	59.1	52.0	52.0	42.0	27.5	27.6	27.8	48.6	41.5
Incr Delay (d2), s/veh	24.7	17.3	19.0	19.4	33.0	32.9	148.7	0.8	1.5	0.0	65.1	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	14.3	13.9	10.4	20.2	20.4	9.0	7.0	7.5	0.7	44.4	18.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.2	70.6	72.3	78.4	85.0	84.9	190.7	28.3	29.1	27.8	113.7	43.7
LnGrp LOS	F	E	E	E	F	F	F	C	C	C	F	D
Approach Vol, veh/h		988			1207			1083			2450	
Approach Delay, s/veh		76.1			83.6			57.0			96.8	
Approach LOS		E			F			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	65.0	22.0	36.0	13.0	69.0	17.0	41.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	12.0	60.0	15.0	33.0	8.0	64.0	12.0	36.0
Max Q Clear Time (g_c+I1), s	2.0	18.5	17.4	30.0	10.0	66.0	13.0	38.0
Green Ext Time (p_c), s	0.0	2.4	0.0	0.9	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	82.9
HCM 6th LOS	F

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	17	808	6	326	663	14	11	190	589	13	626	184
Future Volume (vph)	17	808	6	326	663	14	11	190	589	13	626	184
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	291		0	150		0	0		385
Storage Lanes	1		0	1		0	1		1	0		1
Taper Length (ft)	90			25			120			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95
Frt		0.999			0.997				0.850		0.966	
Flt Protected	0.950			0.950				0.997			0.999	
Satd. Flow (prot)	1805	3502	0	1787	3368	0	0	3565	1599	0	3476	0
Flt Permitted	0.351			0.237				0.804			0.948	
Satd. Flow (perm)	667	3502	0	446	3368	0	0	2875	1599	0	3299	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			3				416		26	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		516			738			516			744	
Travel Time (s)		10.1			14.4			10.1			14.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	3%	0%	1%	7%	0%	0%	1%	1%	0%	0%	1%
Adj. Flow (vph)	18	842	6	340	691	15	11	198	614	14	652	192
Shared Lane Traffic (%)												
Lane Group Flow (vph)	18	848	0	340	706	0	0	209	614	0	858	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.Pm	NA		D.P+P	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			2			6	

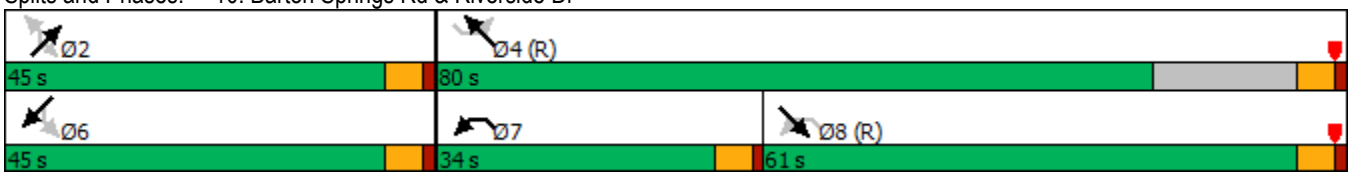
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	4			8			2		2	6		
Detector Phase	4	8		7	4		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0	10.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	30.5	30.5		20.0	30.5		30.5	30.5	30.5	30.5	30.5	
Total Split (s)	80.0	61.0		34.0	80.0		45.0	45.0	45.0	45.0	45.0	
Total Split (%)	57.1%	43.6%		24.3%	57.1%		32.1%	32.1%	32.1%	32.1%	32.1%	
Maximum Green (s)	74.5	55.5		29.0	74.5		39.5	39.5	39.5	39.5	39.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.5	1.5		1.0	1.5		1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	5.5	5.5		5.0	5.5			5.5	5.5		5.5	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Recall Mode	C-Max	C-Max		None	C-Max		Max	Max	Max	None	None	
Walk Time (s)	10.0	10.0		0.0	10.0		10.0	10.0	10.0	10.0	10.0	
Flash Dont Walk (s)	15.0	15.0		0.0	15.0		15.0	15.0	15.0	15.0	15.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0	0	0	
Act Effct Green (s)	89.5	65.7		85.0	89.5			39.5	39.5		39.5	
Actuated g/C Ratio	0.64	0.47		0.61	0.64			0.28	0.28		0.28	
v/c Ratio	0.04	0.52		0.75	0.33			0.26	0.82		0.90	
Control Delay	7.6	31.5		39.3	6.8			18.9	12.8		51.8	
Queue Delay	0.0	2.6		0.0	0.0			0.0	2.4		45.1	
Total Delay	7.6	34.1		39.3	6.8			18.9	15.3		96.9	
LOS	A	C		D	A			B	B		F	
Approach Delay		33.6			17.4			16.2			96.9	
Approach LOS		C			B			B			F	
Queue Length 50th (ft)	4	413		153	71			35	72		390	
Queue Length 95th (ft)	m5	m351		m240	m83			m44	m102		#507	
Internal Link Dist (ft)		436			658			436			664	
Turn Bay Length (ft)	105			291								
Base Capacity (vph)	426	1643		562	2154			811	749		949	
Starvation Cap Reductn	0	646		0	0			0	58		0	
Spillback Cap Reductn	0	0		0	0			0	0		166	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.04	0.85		0.60	0.33			0.26	0.89		1.10	

Intersection Summary	
Area Type:	Other
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 62.5 (45%), Referenced to phase 4:NWSE and 8:NWSE, Start of Red	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 40.0	Intersection LOS: D
Intersection Capacity Utilization 96.3%	ICU Level of Service F
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Barton Springs Rd & Riverside Dr



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	17	808	6	326	663	14	11	190	589	13	626	184
Future Volume (veh/h)	17	808	6	326	663	14	11	190	589	13	626	184
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1900	1885	1796	1900	1900	1885	1885	1900	1900	1885
Adj Flow Rate, veh/h	18	842	6	340	691	15	11	198	614	14	652	192
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	3	0	1	7	0	0	1	1	0	0	1
Cap, veh/h	181	3647	26	362	3806	83	42	629	451	34	746	217
Arrive On Green	0.07	1.00	1.00	0.17	1.00	1.00	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1810	3588	26	1795	3415	74	40	2228	1598	27	2646	771
Grp Volume(v), veh/h	18	414	434	340	345	361	60	149	614	462	0	396
Grp Sat Flow(s),veh/h/ln	1810	1763	1851	1795	1706	1783	638	1630	1598	1853	0	1590
Q Serve(g_s), s	1.3	0.0	0.0	22.1	0.0	0.0	1.1	10.1	39.5	12.8	0.0	33.3
Cycle Q Clear(g_c), s	1.3	0.0	0.0	22.1	0.0	0.0	34.4	10.1	39.5	33.1	0.0	33.3
Prop In Lane	1.00		0.01	1.00		0.04	0.18		1.00	0.03		0.48
Lane Grp Cap(c), veh/h	0	1792	1881	362	1901	1987	210	460	451	549	0	449
V/C Ratio(X)	0.00	0.23	0.23	0.94	0.18	0.18	0.29	0.32	1.36	0.84	0.00	0.88
Avail Cap(c_a), veh/h	0	1792	1881	423	1901	1987	210	460	451	549	0	449
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.53	0.53	0.53	0.38	0.38	0.38	0.75	0.00	0.75
Uniform Delay (d), s/veh	0.0	0.0	0.0	49.1	0.0	0.0	39.5	39.7	50.3	47.8	0.0	48.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	16.4	0.1	0.1	1.3	0.7	168.5	8.2	0.0	14.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	12.9	0.1	0.1	1.6	4.2	36.7	16.5	0.0	14.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	65.5	0.1	0.1	40.8	40.4	218.7	56.0	0.0	62.1
LnGrp LOS	A	A	A	E	A	A	D	D	F	E	A	E
Approach Vol, veh/h		866			1046			823			858	
Approach Delay, s/veh		0.0			21.4			173.5			58.8	
Approach LOS		A			C			F			E	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		45.0	15.5	162.0		45.0	29.2	148.3				
Change Period (Y+Rc), s		5.5	5.5	5.5		5.5	5.0	5.5				
Max Green Setting (Gmax), s		39.5	74.5	74.5		39.5	29.0	55.5				
Max Q Clear Time (g_c+I1), s		41.5	3.3	2.0		35.3	24.1	2.0				
Green Ext Time (p_c), s		0.0	0.0	1.4		1.0	0.1	1.7				

Intersection Summary	
HCM 6th Ctrl Delay	60.0
HCM 6th LOS	E

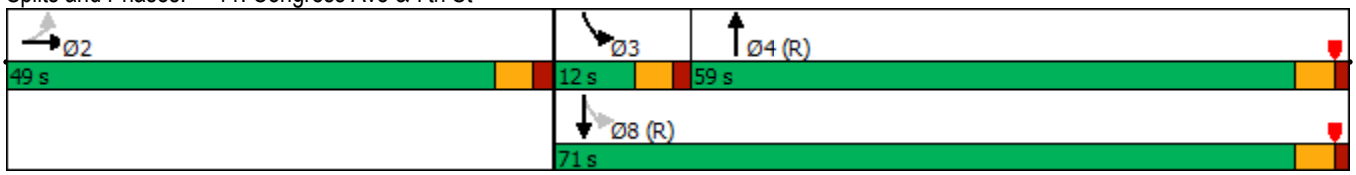
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	654	203	0	0	0	0	403	221	75	1016	0
Future Volume (vph)	43	654	203	0	0	0	0	403	221	75	1016	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.86	0.86	0.86	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Frt		0.966						0.947				
Flt Protected		0.998									0.997	
Satd. Flow (prot)	0	6046	0	0	0	0	0	3329	0	0	3559	0
Flt Permitted		0.998									0.804	
Satd. Flow (perm)	0	6046	0	0	0	0	0	3329	0	0	2870	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		69						113				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		673			575			360			249	
Travel Time (s)		15.3			13.1			8.2			5.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	5%	2%	0%	0%	0%	0%	2%	4%	3%	1%	0%
Adj. Flow (vph)	48	727	226	0	0	0	0	448	246	83	1129	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1001	0	0	0	0	0	694	0	0	1212	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA		pm+pt	NA	
Protected Phases		2						4		3	8	
Permitted Phases	2									8		
Detector Phase	2	2						4		3	8	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0						10.0		5.0	10.0	
Minimum Split (s)	29.5	29.5						24.0		10.0	24.0	
Total Split (s)	49.0	49.0						59.0		12.0	71.0	
Total Split (%)	40.8%	40.8%						49.2%		10.0%	59.2%	
Maximum Green (s)	43.5	43.5						54.0		7.0	66.0	
Yellow Time (s)	3.5	3.5						3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0						1.5		1.5	1.5	
Lost Time Adjust (s)		0.0						0.0			0.0	
Total Lost Time (s)		5.5						5.0			5.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	1.0	1.0						1.0		0.2	1.0	
Recall Mode	Max	Max						C-Max		None	C-Max	
Walk Time (s)	7.0	7.0						7.0			7.0	
Flash Dont Walk (s)	17.0	17.0						12.0			12.0	
Pedestrian Calls (#/hr)	0	0						0			0	
Act Effct Green (s)		43.5						66.0			66.0	
Actuated g/C Ratio		0.36						0.55			0.55	
v/c Ratio		0.45						0.37			0.77	
Control Delay		27.7						4.9			25.2	
Queue Delay		0.1						0.7			1.1	
Total Delay		27.8						5.7			26.3	
LOS		C						A			C	
Approach Delay		27.8						5.7			26.3	
Approach LOS		C						A			C	
Queue Length 50th (ft)		157						0			368	
Queue Length 95th (ft)		190						118			462	
Internal Link Dist (ft)		593			495			280			169	
Turn Bay Length (ft)												
Base Capacity (vph)		2235						1881			1578	
Starvation Cap Reductn		0						803			0	
Spillback Cap Reductn		367						0			162	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.54						0.64			0.86	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 117 (98%), Referenced to phase 4:NBT and 8:SBTL, Start of Red
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 21.9 — Intersection LOS: C
Intersection Capacity Utilization 74.9% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 11: Congress Ave & 7th St



HCM 6th Edition methodology does not support a perm + prot left-turn type from a shared lane. Left-turn bay is needed for phases 3.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	385	809	105	179	554	0	0	899	67
Future Volume (vph)	0	0	0	385	809	105	179	554	0	0	899	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	75		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25			25			40			25		
Lane Util. Factor	1.00	1.00	1.00	0.86	0.86	0.86	1.00	0.95	1.00	1.00	0.95	0.95
Frt					0.988						0.990	
Flt Protected					0.985		0.950					
Satd. Flow (prot)	0	0	0	0	6293	0	1787	3505	0	0	3529	0
Flt Permitted					0.985		0.091					
Satd. Flow (perm)	0	0	0	0	6293	0	171	3505	0	0	3529	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					21						7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		654			528			358			360	
Travel Time (s)		14.9			12.0			8.1			8.2	
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
Heavy Vehicles (%)	0%	0%	0%	1%	1%	2%	1%	3%	0%	0%	1%	5%
Adj. Flow (vph)	0	0	0	418	879	114	195	602	0	0	977	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1411	0	195	602	0	0	1050	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2			2	
Detector Template				Left	Thru		Left	Thru			Thru	
Leading Detector (ft)				20	100		20	100			100	
Trailing Detector (ft)				0	0		0	0			0	
Detector 1 Position(ft)				0	0		0	0			0	
Detector 1 Size(ft)				20	6		20	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA		pm+pt	NA			NA	
Protected Phases					6		7	4			8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				6			4					
Detector Phase				6	6		7	4			8	
Switch Phase												
Minimum Initial (s)				10.0	10.0		5.0	10.0			10.0	
Minimum Split (s)				30.0	30.0		10.0	24.0			24.0	
Total Split (s)				60.0	60.0		18.0	60.0			42.0	
Total Split (%)				50.0%	50.0%		15.0%	50.0%			35.0%	
Maximum Green (s)				55.0	55.0		13.0	55.0			37.0	
Yellow Time (s)				3.5	3.5		3.5	3.5			3.5	
All-Red Time (s)				1.5	1.5		1.5	1.5			1.5	
Lost Time Adjust (s)					0.0		0.0	0.0			0.0	
Total Lost Time (s)					5.0		5.0	5.0			5.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				1.0	1.0		0.2	1.0			1.0	
Recall Mode				Max	Max		None	C-Max			C-Max	
Walk Time (s)				7.0	7.0		0.0	7.0			7.0	
Flash Dont Walk (s)				18.0	18.0		0.0	12.0			12.0	
Pedestrian Calls (#/hr)				0	0		0	0			0	
Act Effct Green (s)					55.0		55.0	55.0			39.1	
Actuated g/C Ratio					0.46		0.46	0.46			0.33	
v/c Ratio					0.49		0.87	0.37			0.91	
Control Delay					23.0		80.6	10.2			51.9	
Queue Delay					0.0		0.0	0.4			38.7	
Total Delay					23.0		80.6	10.6			90.5	
LOS					C		F	B			F	
Approach Delay					23.0			27.7			90.5	
Approach LOS					C			C			F	
Queue Length 50th (ft)					213		114	41			303	
Queue Length 95th (ft)					246		m#191	103			#550	
Internal Link Dist (ft)		574			448			278			280	
Turn Bay Length (ft)							75					
Base Capacity (vph)					2895		253	1606			1155	
Starvation Cap Reductn					0		0	514			184	
Spillback Cap Reductn					0		0	0			0	
Storage Cap Reductn					0		0	0			0	
Reduced v/c Ratio					0.49		0.77	0.55			1.08	

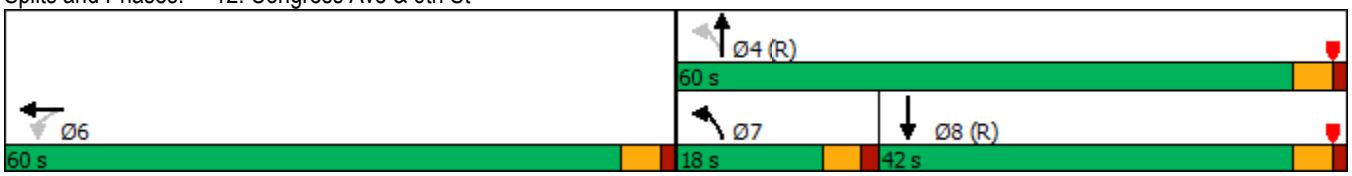
Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 79.5 (66%), Referenced to phase 4:NBTL and 8:SBT, Start of Red
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 45.9 Intersection LOS: D
Intersection Capacity Utilization 68.7% ICU Level of Service C
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: Congress Ave & 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	385	809	105	179	554	0	0	899	67
Future Volume (veh/h)	0	0	0	385	809	105	179	554	0	0	899	67
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1885	1885	1870	1885	1856	0	0	1885	1826
Adj Flow Rate, veh/h				418	879	114	195	602	0	0	977	73
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				1	1	2	1	3	0	0	1	5
Cap, veh/h				823	2039	264	253	1616	0	0	1111	83
Arrive On Green				0.46	0.46	0.46	0.18	0.92	0.00	0.00	0.44	0.44
Sat Flow, veh/h				1795	4449	575	1795	3618	0	0	3473	252
Grp Volume(v), veh/h				418	640	353	195	602	0	0	518	532
Grp Sat Flow(s),veh/h/ln				1795	1621	1782	1795	1763	0	0	1791	1840
Q Serve(g_s), s				19.7	16.0	16.1	8.5	2.6	0.0	0.0	31.7	31.7
Cycle Q Clear(g_c), s				19.7	16.0	16.1	8.5	2.6	0.0	0.0	31.7	31.7
Prop In Lane				1.00		0.32	1.00		0.00	0.00		0.14
Lane Grp Cap(c), veh/h				823	1486	817	253	1616	0	0	589	605
V/C Ratio(X)				0.51	0.43	0.43	0.77	0.37	0.00	0.00	0.88	0.88
Avail Cap(c_a), veh/h				823	1486	817	289	1616	0	0	589	605
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.33	1.33
Upstream Filter(I)				1.00	1.00	1.00	0.66	0.66	0.00	0.00	0.55	0.55
Uniform Delay (d), s/veh				22.9	21.9	22.0	25.4	2.8	0.0	0.0	31.6	31.6
Incr Delay (d2), s/veh				2.2	0.9	1.7	6.0	0.4	0.0	0.0	10.3	10.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				8.8	6.2	7.0	3.5	0.8	0.0	0.0	14.2	14.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				25.2	22.8	23.6	31.4	3.3	0.0	0.0	41.9	41.7
LnGrp LOS				C	C	C	C	A	A	A	D	D
Approach Vol, veh/h					1411			797			1050	
Approach Delay, s/veh					23.7			10.1			41.8	
Approach LOS					C			B			D	

Timer - Assigned Phs				4		6	7	8				
Phs Duration (G+Y+Rc), s				60.0		60.0	15.5	44.5				
Change Period (Y+Rc), s				5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s				55.0		55.0	13.0	37.0				
Max Q Clear Time (g_c+I1), s				4.6		21.7	10.5	33.7				
Green Ext Time (p_c), s				1.7		3.9	0.0	1.1				

Intersection Summary	
HCM 6th Ctrl Delay	26.2
HCM 6th LOS	C

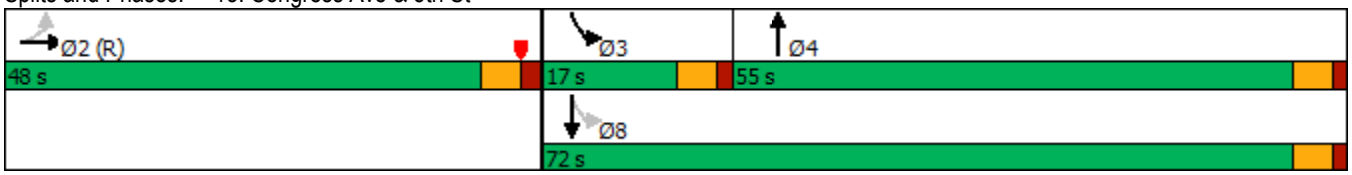
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	815	176	0	0	0	0	638	404	66	1416	0
Future Volume (vph)	85	815	176	0	0	0	0	638	404	66	1416	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	70		0
Storage Lanes	1		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			30		
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.973						0.942				
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1736	4931	0	0	0	0	0	3347	0	1770	3574	0
Flt Permitted	0.950									0.105		
Satd. Flow (perm)	1736	4931	0	0	0	0	0	3347	0	196	3574	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28						144				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		447			446			1388			358	
Travel Time (s)		10.2			10.1			31.5			8.1	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	2%	4%	0%	0%	0%	0%	2%	1%	2%	1%	0%
Adj. Flow (vph)	90	867	187	0	0	0	0	679	430	70	1506	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	90	1054	0	0	0	0	0	1109	0	70	1506	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA		pm+pt	NA	
Protected Phases		2						4		3	8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2									8		
Detector Phase	2	2						4		3	8	
Switch Phase												
Minimum Initial (s)	10.0	10.0						10.0		5.0	10.0	
Minimum Split (s)	30.5	30.5						30.0		10.0	25.0	
Total Split (s)	48.0	48.0						55.0		17.0	72.0	
Total Split (%)	40.0%	40.0%						45.8%		14.2%	60.0%	
Maximum Green (s)	42.5	42.5						50.0		12.0	67.0	
Yellow Time (s)	3.5	3.5						3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0						1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0						0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5						5.0		5.0	5.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	0.2	0.2						0.2		0.2	0.2	
Recall Mode	C-Max	C-Max						None		None	None	
Walk Time (s)	7.0	7.0						7.0			7.0	
Flash Dont Walk (s)	18.0	18.0						13.0			13.0	
Pedestrian Calls (#/hr)	0	0						0			0	
Act Effct Green (s)	49.7	49.7						50.9		59.8	59.8	
Actuated g/C Ratio	0.41	0.41						0.42		0.50	0.50	
v/c Ratio	0.13	0.51						0.74		0.40	0.85	
Control Delay	24.4	27.4						29.3		22.4	22.2	
Queue Delay	0.0	0.0						0.0		0.0	1.1	
Total Delay	24.4	27.4						29.3		22.4	23.3	
LOS	C	C						C		C	C	
Approach Delay		27.1						29.3			23.2	
Approach LOS		C						C			C	
Queue Length 50th (ft)	43	217						456		20	252	
Queue Length 95th (ft)	86	284						m276		m25	m240	
Internal Link Dist (ft)		367			366			1308			278	
Turn Bay Length (ft)										70		
Base Capacity (vph)	719	2059						1523		255	1995	
Starvation Cap Reductn	0	0						0		0	250	
Spillback Cap Reductn	0	0						0		0	0	
Storage Cap Reductn	0	0						0		0	0	
Reduced v/c Ratio	0.13	0.51						0.73		0.27	0.86	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 17 (14%), Referenced to phase 2:EBTL, Start of Red	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 26.1	Intersection LOS: C
Intersection Capacity Utilization 68.7%	ICU Level of Service C
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 13: Congress Ave & 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	815	176	0	0	0	0	638	404	66	1416	0
Future Volume (veh/h)	85	815	176	0	0	0	0	638	404	66	1416	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1841	1870	1841				0	1870	1885	1870	1885	0
Adj Flow Rate, veh/h	90	867	187				0	679	430	70	1506	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	4	2	4				0	2	1	2	1	0
Cap, veh/h	840	2017	433				0	731	462	148	1552	0
Arrive On Green	0.48	0.48	0.48				0.00	0.12	0.12	0.08	0.87	0.00
Sat Flow, veh/h	1753	4209	903				0	2183	1320	1781	3676	0
Grp Volume(v), veh/h	90	700	354				0	577	532	70	1506	0
Grp Sat Flow(s),veh/h/ln	1753	1702	1708				0	1777	1633	1781	1791	0
Q Serve(g_s), s	3.4	16.2	16.3				0.0	38.6	38.7	2.9	42.4	0.0
Cycle Q Clear(g_c), s	3.4	16.2	16.3				0.0	38.6	38.7	2.9	42.4	0.0
Prop In Lane	1.00		0.53				0.00		0.81	1.00		0.00
Lane Grp Cap(c), veh/h	840	1632	819				0	622	571	148	1552	0
V/C Ratio(X)	0.11	0.43	0.43				0.00	0.93	0.93	0.47	0.97	0.00
Avail Cap(c_a), veh/h	840	1632	819				0	740	680	252	2000	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	0.09	0.09	0.30	0.30	0.00
Uniform Delay (d), s/veh	17.1	20.5	20.5				0.0	51.6	51.6	28.3	7.4	0.0
Incr Delay (d2), s/veh	0.3	0.8	1.7				0.0	1.9	2.1	0.3	4.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	6.6	6.8				0.0	18.8	17.4	1.2	4.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.4	21.3	22.2				0.0	53.5	53.8	28.6	12.0	0.0
LnGrp LOS	B	C	C				A	D	D	C	B	A
Approach Vol, veh/h		1144						1109			1576	
Approach Delay, s/veh		21.3						53.6			12.7	
Approach LOS		C						D			B	

Timer - Assigned Phs		2	3	4				8				
Phs Duration (G+Y+Rc), s		63.0	10.0	47.0				57.0				
Change Period (Y+Rc), s		5.5	5.0	5.0				5.0				
Max Green Setting (Gmax), s		42.5	12.0	50.0				67.0				
Max Q Clear Time (g_c+I1), s		18.3	4.9	40.7				44.4				
Green Ext Time (p_c), s		1.4	0.0	1.3				2.7				

Intersection Summary	
HCM 6th Ctrl Delay	27.1
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	71	660	446	471	449	53	132	1207	281	60	1749	116
Future Volume (vph)	71	660	446	471	449	53	132	1207	281	60	1749	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		180	135		0	150		125	120		0
Storage Lanes	1		1	2		0	1		1	1		0
Taper Length (ft)	175			80			75			60		
Lane Util. Factor	1.00	0.91	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor			0.92	0.95	0.99				0.92		0.99	
Frt			0.850		0.984				0.850		0.991	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	4988	1615	3433	1827	0	1736	3539	1599	1805	3524	0
Flt Permitted	0.161			0.950			0.160			0.129		
Satd. Flow (perm)	306	4988	1482	3276	1827	0	292	3539	1478	245	3524	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			191		5				191		7	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		846			2606			1721			1388	
Travel Time (s)		16.5			50.8			39.1			31.5	
Confl. Peds. (#/hr)	38		38	38		38	38		38	38		38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	4%	0%	2%	1%	5%	4%	2%	1%	0%	1%	1%
Adj. Flow (vph)	75	695	469	496	473	56	139	1271	296	63	1841	122
Shared Lane Traffic (%)												
Lane Group Flow (vph)	75	695	469	496	529	0	139	1271	296	63	1963	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

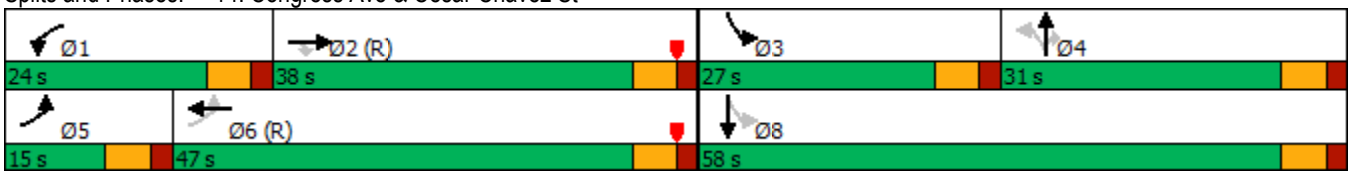
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	D.P+P	NA	Perm	Prot	NA		Perm	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6			4		3	8	
Permitted Phases	6		2				4		4	8		
Detector Phase	5	2	2	1	6		4	4	4	3	8	
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0		10.0	10.0	10.0	4.0	10.0	
Minimum Split (s)	10.0	25.0	25.0	10.0	25.0		27.0	27.0	27.0	10.0	25.0	
Total Split (s)	15.0	38.0	38.0	24.0	47.0		31.0	31.0	31.0	27.0	58.0	
Total Split (%)	12.5%	31.7%	31.7%	20.0%	39.2%		25.8%	25.8%	25.8%	22.5%	48.3%	
Maximum Green (s)	9.0	32.0	32.0	18.0	41.0		25.0	25.0	25.0	21.0	52.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes		
Vehicle Extension (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Recall Mode	Max	C-Max	C-Max	Max	C-Max		Max	Max	Max	Max	Max	
Walk Time (s)		5.0	5.0		5.0		5.0	5.0	5.0	0.0	5.0	
Flash Dont Walk (s)		14.0	14.0		14.0		16.0	16.0	16.0	0.0	14.0	
Pedestrian Calls (#/hr)		0	0		0		0	0	0	0	0	
Act Effct Green (s)	50.0	32.0	32.0	18.0	41.0		25.0	25.0	25.0	52.0	52.0	
Actuated g/C Ratio	0.42	0.27	0.27	0.15	0.34		0.21	0.21	0.21	0.43	0.43	
v/c Ratio	0.31	0.52	0.88	0.96	0.84		2.32	1.72	0.64	0.17	1.28	
Control Delay	12.0	32.9	41.3	87.2	64.1		664.8	362.3	22.6	10.4	153.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	12.0	32.9	41.3	87.2	64.1		664.8	362.3	22.6	10.4	153.1	
LOS	B	C	D	F	E		F	F	C	B	F	
Approach Delay		34.8			75.3			328.0			148.7	
Approach LOS		C			E			F			F	
Queue Length 50th (ft)	23	195	281	208	362		~175	~765	71	16	~1044	
Queue Length 95th (ft)	42	226	#417	m#309	m#567		#307	#903	172	m24	#1141	
Internal Link Dist (ft)		766			2526			1641			1308	
Turn Bay Length (ft)	140		180	135			150		125	120		
Base Capacity (vph)	239	1330	535	514	627		60	737	459	379	1531	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.31	0.52	0.88	0.96	0.84		2.32	1.72	0.64	0.17	1.28	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 62 (52%), Referenced to phase 2:EBT and 6:EBWB, Start of Red
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 2.32
Intersection Signal Delay: 163.6 Intersection LOS: F

Intersection Capacity Utilization 111.7%	ICU Level of Service H
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 14: Congress Ave & Cesar Chavez St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	660	446	471	449	53	132	1207	281	60	1749	116
Future Volume (veh/h)	71	660	446	471	449	53	132	1207	281	60	1749	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		0.95	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1841	1900	1870	1885	1826	1841	1870	1885	1900	1885	1885
Adj Flow Rate, veh/h	75	695	0	496	473	56	139	1271	296	63	1841	122
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	4	0	2	1	5	4	2	1	0	1	1
Cap, veh/h	264	1340		518	563	67	60	740	315	377	1476	97
Arrive On Green	0.08	0.27	0.00	0.15	0.34	0.34	0.21	0.21	0.21	0.17	0.43	0.43
Sat Flow, veh/h	1810	5025	1610	3456	1647	195	220	3554	1510	1810	3406	223
Grp Volume(v), veh/h	75	695	0	496	0	529	139	1271	296	63	956	1007
Grp Sat Flow(s),veh/h/ln	1810	1675	1610	1728	0	1842	220	1777	1510	1810	1791	1838
Q Serve(g_s), s	3.0	14.1	0.0	17.1	0.0	31.8	0.0	25.0	23.2	2.6	52.0	52.0
Cycle Q Clear(g_c), s	3.0	14.1	0.0	17.1	0.0	31.8	25.0	25.0	23.2	2.6	52.0	52.0
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	264	1340		518	0	629	60	740	315	377	776	796
V/C Ratio(X)	0.28	0.52		0.96	0.00	0.84	2.32	1.72	0.94	0.17	1.23	1.26
Avail Cap(c_a), veh/h	264	1340		518	0	629	60	740	315	377	776	796
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.00	0.88	0.00	0.88	0.79	0.79	0.79	0.42	0.42	0.42
Uniform Delay (d), s/veh	25.9	37.4	0.0	50.6	0.0	36.5	60.0	47.5	46.8	25.4	34.0	34.0
Incr Delay (d2), s/veh	2.3	1.2	0.0	27.8	0.0	11.4	631.6	327.1	32.4	0.4	109.5	123.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	5.9	0.0	9.3	0.0	16.0	12.4	44.6	11.5	1.2	45.5	49.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.2	38.7	0.0	78.5	0.0	47.9	691.6	374.6	79.2	25.8	143.5	157.2
LnGrp LOS	C	D		E	A	D	F	F	E	C	F	F
Approach Vol, veh/h		770	A		1025			1706			2026	
Approach Delay, s/veh		37.6			62.7			349.2			146.6	
Approach LOS		D			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	24.0	38.0	27.0	31.0	15.0	47.0		58.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	18.0	32.0	21.0	25.0	9.0	41.0		52.0
Max Q Clear Time (g_c+I1), s	19.1	16.1	4.6	27.0	5.0	33.8		54.0
Green Ext Time (p_c), s	0.0	1.7	0.0	0.0	0.0	0.8		0.0

Intersection Summary	
HCM 6th Ctrl Delay	178.4
HCM 6th LOS	F

Notes

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	217	6	100	19	10	24	91	1305	11	15	1924	582
Future Volume (vph)	217	6	100	19	10	24	91	1305	11	15	1924	582
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		120	0		0	100		105	70		100
Storage Lanes	2		1	0		1	1		1	1		1
Taper Length (ft)	25			25			150			65		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	0.93	0.96			0.95	0.91			0.96			0.93
Frt		0.859				0.850			0.850			0.850
Flt Protected	0.950				0.968		0.950			0.950		
Satd. Flow (prot)	3467	1536	0	0	1839	1615	1787	3539	1615	1805	3574	1583
Flt Permitted	0.950				0.733		0.045			0.136		
Satd. Flow (perm)	3241	1536	0	0	1327	1463	85	3539	1548	258	3574	1477
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		104				105			152			171
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		744			261			663			1721	
Travel Time (s)		14.5			5.1			12.9			33.5	
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
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
Heavy Vehicles (%)	1%	17%	1%	0%	0%	0%	1%	2%	0%	0%	1%	2%
Adj. Flow (vph)	236	7	109	21	11	26	99	1418	12	16	2091	633
Shared Lane Traffic (%)												
Lane Group Flow (vph)	236	116	0	0	32	26	99	1418	12	16	2091	633
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA		pm+pt	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases				8		8	6		2	2		6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	6.0	5.0		3.0	5.0	5.0	3.0	25.0	25.0	3.0	25.0	25.0
Minimum Split (s)	11.5	10.5		9.0	11.0	11.0	8.5	33.5	33.5	8.5	34.5	34.5
Total Split (s)	26.0	32.0		10.0	16.0	16.0	13.0	87.0	87.0	11.0	85.0	85.0
Total Split (%)	18.6%	22.9%		7.1%	11.4%	11.4%	9.3%	62.1%	62.1%	7.9%	60.7%	60.7%
Maximum Green (s)	20.5	26.5		4.0	10.0	10.0	7.5	81.5	81.5	5.5	79.5	79.5
Yellow Time (s)	4.0	4.0		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5		2.5	2.5	2.5	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5			6.0	6.0	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0		1.5	2.0	2.0	1.5	2.0	2.0	1.5	2.0	2.0
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)								7.0	7.0		7.0	7.0
Flash Dont Walk (s)								21.0	21.0		22.0	22.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	13.9	25.7			8.0	8.0	97.8	99.2	99.2	101.1	90.5	90.5
Actuated g/C Ratio	0.10	0.18			0.06	0.06	0.70	0.71	0.71	0.72	0.65	0.65
v/c Ratio	0.69	0.32			0.43	0.14	0.67	0.57	0.01	0.07	0.90	0.62
Control Delay	47.4	6.8			79.7	1.6	33.8	26.5	0.0	7.5	29.8	15.1
Queue Delay	0.0	1.7			0.0	0.0	0.0	0.7	0.0	0.0	17.1	0.0
Total Delay	47.4	8.5			79.7	1.6	33.8	27.2	0.0	7.5	46.9	15.1
LOS	D	A			E	A	C	C	A	A	D	B
Approach Delay		34.6			44.7			27.4			39.3	
Approach LOS		C			D			C			D	
Queue Length 50th (ft)	100	34			29	0	62	353	0	4	846	245
Queue Length 95th (ft)	136	60			64	0	m52	m225	m0	13	#1203	443
Internal Link Dist (ft)		664			181			583			1641	
Turn Bay Length (ft)							100		105	70		100
Base Capacity (vph)	507	405			97	205	159	2507	1141	247	2311	1015
Starvation Cap Reductn	0	0			0	0	0	658	0	0	0	0
Spillback Cap Reductn	0	171			0	0	0	0	0	0	278	0
Storage Cap Reductn	0	0			0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.50			0.33	0.13	0.62	0.77	0.01	0.06	1.03	0.62

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 94 (67%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 35.1 Intersection LOS: D

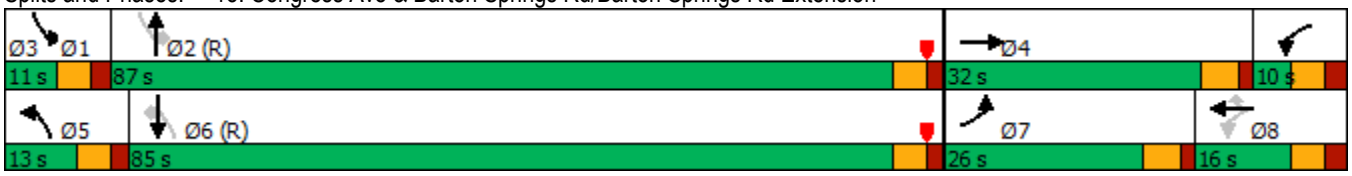
Intersection Capacity Utilization 84.8%	ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Congress Ave & Barton Springs Rd/Barton Springs Rd Extension



HCM 6th Edition methodology does not support a perm + prot left-turn type from a shared lane. Left-turn bay is needed for phases 3.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	1167	314	217	786	245	173	1033	214	648	1192	55
Future Volume (vph)	24	1167	314	217	786	245	173	1033	214	648	1192	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		0	140		0	215		200	180		0
Storage Lanes	1		1	1		0	2		1	2		0
Taper Length (ft)	115			50			150			150		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	1.00	0.97	0.95	0.95
Ped Bike Factor			0.96		0.99		0.98		0.96	0.99	1.00	
Frt			0.850		0.964				0.850		0.993	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3539	1553	1787	3315	0	3242	3505	1568	3467	3523	0
Flt Permitted	0.101			0.083			0.950			0.950		
Satd. Flow (perm)	192	3539	1496	156	3315	0	3180	3505	1500	3436	3523	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			94		34				132		4	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		738			912			572			663	
Travel Time (s)		14.4			17.8			11.1			12.9	
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	4%	1%	5%	1%	8%	3%	3%	1%	1%	15%
Adj. Flow (vph)	25	1216	327	226	819	255	180	1076	223	675	1242	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	25	1216	327	226	1074	0	180	1076	223	675	1299	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

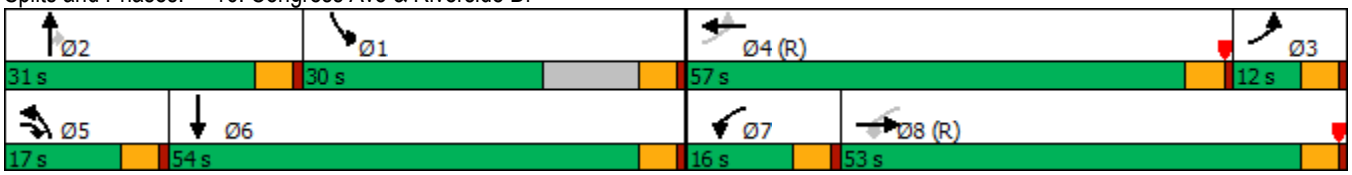
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	D.P+P	NA	pm+ov	D.P+P	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	3	8	5	7	4		5	2		1	6	
Permitted Phases	4		8	8					2			
Detector Phase	3	8	5	7	4		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	8.0	10.0	3.0	3.0	10.0		3.0	5.0	5.0	3.0	3.0	
Minimum Split (s)	13.0	38.0	8.0	10.0	38.0		8.0	10.0	10.0	8.0	8.0	
Total Split (s)	12.0	53.0	17.0	16.0	57.0		17.0	31.0	31.0	30.0	54.0	
Total Split (%)	8.6%	37.9%	12.1%	11.4%	40.7%		12.1%	22.1%	22.1%	21.4%	38.6%	
Maximum Green (s)	7.0	48.0	12.0	11.0	52.0		12.0	26.0	26.0	25.0	49.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag	Lead	Lead	Lead		Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	1.0	2.5	1.0	1.0	2.5		1.0	2.0	2.0	1.0	1.0	
Recall Mode	None	C-Max	None	None	C-Max		None	Min	Min	None	None	
Walk Time (s)		5.0			5.0							
Flash Dont Walk (s)		28.0			28.0							
Pedestrian Calls (#/hr)		0			0							
Act Effct Green (s)	61.0	48.0	58.4	59.0	56.8		10.4	26.0	26.0	35.0	50.6	
Actuated g/C Ratio	0.44	0.34	0.42	0.42	0.41		0.07	0.19	0.19	0.25	0.36	
v/c Ratio	0.15	1.00	0.48	1.17	0.79		0.75	1.66	0.58	0.78	1.02	
Control Delay	17.0	55.2	12.7	147.0	45.7		82.2	336.9	27.5	51.0	65.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.1	7.3	16.5	
Total Delay	17.0	55.2	12.7	147.0	45.7		82.2	336.9	27.6	58.3	82.1	
LOS	B	E	B	F	D		F	F	C	E	F	
Approach Delay		45.7			63.3			259.3			74.0	
Approach LOS		D			E			F			E	
Queue Length 50th (ft)	8	~614	64	~193	530		84	~746	74	334	~684	
Queue Length 95th (ft)	m15	#726	m87	#367	606		125	#884	164	m371	m#835	
Internal Link Dist (ft)		658			832			492			583	
Turn Bay Length (ft)	170			140			215		200	180		
Base Capacity (vph)	164	1213	699	193	1364		277	650	386	866	1274	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	55	
Spillback Cap Reductn	0	0	0	0	0		0	0	5	152	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.15	1.00	0.47	1.17	0.79		0.65	1.66	0.59	0.95	1.07	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 46 (33%), Referenced to phase 4:EBWB and 8:EBWB, Start of Red
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.66
Intersection Signal Delay: 108.1 Intersection LOS: F

Intersection Capacity Utilization 108.0%	ICU Level of Service G
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 16: Congress Ave & Riverside Dr



Min green cannot be greater than Max Green.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	33	31	8	51	78	29	725	39	35	2005	5
Future Volume (vph)	33	33	31	8	51	78	29	725	39	35	2005	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.957			0.923			0.992				
Flt Protected		0.983			0.997		0.950			0.950		
Satd. Flow (prot)	0	1763	0	0	1716	0	1805	3482	0	1805	3574	0
Flt Permitted		0.841			0.985		0.045			0.319		
Satd. Flow (perm)	0	1509	0	0	1696	0	86	3482	0	606	3574	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			43			8				
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		1628			208			250			375	
Travel Time (s)		44.4			5.7			5.7			8.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	0%	0%	0%	5%	0%	0%	3%	0%	0%	1%	0%
Adj. Flow (vph)	34	34	32	8	53	80	30	747	40	36	2067	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	100	0	0	141	0	30	787	0	36	2072	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		D.P+P	NA		D.P+P	NA	
Protected Phases		4			8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	19.0	19.0		19.0	19.0		5.0	20.0		5.0	20.0	
Minimum Split (s)	31.0	31.0		31.0	31.0		10.0	25.0		10.0	25.0	
Total Split (s)	31.0	31.0		31.0	31.0		10.0	94.0		10.0	94.0	
Total Split (%)	23.0%	23.0%		23.0%	23.0%		7.4%	69.6%		7.4%	69.6%	
Maximum Green (s)	26.0	26.0		26.0	26.0		5.0	89.0		5.0	89.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lead		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	1.0		1.0	1.0		1.5	2.0		1.0	2.0	
Recall Mode	Max	Max		Max	Max		Min	C-Max		Min	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	19.0	19.0		19.0	19.0			9.0			9.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		26.0			26.0		94.0	89.0		94.0	89.0	
Actuated g/C Ratio		0.19			0.19		0.70	0.66		0.70	0.66	
v/c Ratio		0.33			0.39		0.24	0.34		0.08	0.88	
Control Delay		42.8			36.3		9.9	10.5		5.7	24.3	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		42.8			36.3		9.9	10.5		5.7	24.3	
LOS		D			D		A	B		A	C	
Approach Delay		42.8			36.3			10.5			24.0	
Approach LOS		D			D			B			C	
Queue Length 50th (ft)		64			75		6	146		8	721	
Queue Length 95th (ft)		121			142		15	182		17	849	
Internal Link Dist (ft)		1548			128			170			295	
Turn Bay Length (ft)							100			100		
Base Capacity (vph)		303			361		123	2298		466	2356	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.33			0.39		0.24	0.34		0.08	0.88	

Intersection Summary

Area Type: Other
Cycle Length: 135
Actuated Cycle Length: 135
Offset: 132 (98%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 21.7 Intersection LOS: C
Intersection Capacity Utilization 80.8% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 17: Congress Ave & Monroe St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	33	31	8	51	78	29	725	39	35	2005	5
Future Volume (veh/h)	33	33	31	8	51	78	29	725	39	35	2005	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1900	1900	1900	1826	1900	1900	1856	1900	1900	1885	1900
Adj Flow Rate, veh/h	34	34	32	8	53	80	30	747	40	36	2067	5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	0	0	0	5	0	0	3	0	0	1	0
Cap, veh/h	122	121	98	35	130	180	165	2244	120	514	2417	6
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.04	0.66	0.66	0.04	0.66	0.66
Sat Flow, veh/h	448	629	507	38	673	932	1810	3403	182	1810	3666	9
Grp Volume(v), veh/h	100	0	0	141	0	0	30	387	400	36	1009	1063
Grp Sat Flow(s),veh/h/ln	1584	0	0	1643	0	0	1810	1763	1823	1810	1791	1884
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.7	12.9	12.9	0.0	59.4	59.5
Cycle Q Clear(g_c), s	6.9	0.0	0.0	10.1	0.0	0.0	0.7	12.9	12.9	0.0	59.4	59.5
Prop In Lane	0.34		0.32	0.06		0.57	1.00		0.10	1.00		0.00
Lane Grp Cap(c), veh/h	341	0	0	345	0	0	165	1162	1202	514	1181	1242
V/C Ratio(X)	0.29	0.00	0.00	0.41	0.00	0.00	0.18	0.33	0.33	0.07	0.85	0.86
Avail Cap(c_a), veh/h	341	0	0	345	0	0	165	1162	1202	514	1181	1242
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.7	0.0	0.0	48.1	0.0	0.0	21.7	10.0	10.0	11.4	18.0	18.0
Incr Delay (d2), s/veh	2.2	0.0	0.0	3.6	0.0	0.0	0.2	0.8	0.7	0.0	8.0	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.0	0.0	4.6	0.0	0.0	0.5	5.1	5.3	0.5	25.5	26.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.9	0.0	0.0	51.7	0.0	0.0	21.9	10.8	10.8	11.4	26.0	25.7
LnGrp LOS	D	A	A	D	A	A	C	B	B	B	C	C
Approach Vol, veh/h		100			141			817			2108	
Approach Delay, s/veh		48.9			51.7			11.2			25.6	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.0	94.0		31.0	10.0	94.0		31.0
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s	5.0	89.0		26.0	5.0	89.0		26.0
Max Q Clear Time (g_c+I1), s	2.0	14.9		8.9	2.7	61.5		12.1
Green Ext Time (p_c), s	0.0	3.5		0.2	0.0	14.6		0.3

Intersection Summary	
HCM 6th Ctrl Delay	23.8
HCM 6th LOS	C

18: Commercial Dr/Barton Springs Rd Extension & Riverside Dr

2029 Forecasted - PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	2033	7	3	1179	8	12	2	5	178	1	39
Future Volume (vph)	13	2033	7	3	1179	8	12	2	5	178	1	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	100			100			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.999			0.964			0.976	
Flt Protected	0.950			0.950				0.969			0.961	
Satd. Flow (prot)	1671	3539	0	1805	3469	0	0	1775	0	0	1758	0
Flt Permitted	0.178			0.044				0.846			0.752	
Satd. Flow (perm)	313	3539	0	84	3469	0	0	1550	0	0	1376	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					1			5			8	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		912			2164			174			600	
Travel Time (s)		17.8			42.2			4.0			13.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	8%	2%	0%	0%	4%	0%	0%	0%	0%	1%	0%	3%
Adj. Flow (vph)	13	2096	7	3	1215	8	12	2	5	184	1	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	2103	0	3	1223	0	0	19	0	0	225	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		D.Pm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			4			8	

18: Commercial Dr/Barton Springs Rd Extension & Riverside Dr

2029 Forecasted - PM Peak

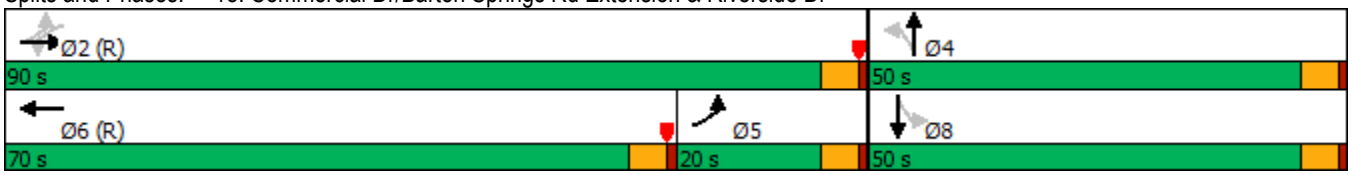
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			2			4			8		
Detector Phase	5	2		2	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	8.0	22.0		22.0	24.0		28.0	28.0		28.0	28.0	
Total Split (s)	20.0	90.0		90.0	70.0		50.0	50.0		50.0	50.0	
Total Split (%)	14.3%	64.3%		64.3%	50.0%		35.7%	35.7%		35.7%	35.7%	
Maximum Green (s)	15.0	85.0		85.0	65.0		45.0	45.0		45.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lead/Lag	Lag				Lead							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	1.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	
Walk Time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		12.0		12.0	14.0		18.0	18.0		18.0	18.0	
Pedestrian Calls (#/hr)		0		0	0		0	0		0	0	
Act Effct Green (s)	103.1	103.1		103.1	95.1			26.9			26.9	
Actuated g/C Ratio	0.74	0.74		0.74	0.68			0.19			0.19	
v/c Ratio	0.04	0.81		0.05	0.52			0.06			0.83	
Control Delay	9.8	23.8		4.3	5.1			34.0			76.0	
Queue Delay	0.0	1.8		0.0	0.0			0.0			0.0	
Total Delay	9.8	25.7		4.3	5.1			34.0			76.0	
LOS	A	C		A	A			C			E	
Approach Delay		25.6			5.1			34.0			76.0	
Approach LOS		C			A			C			E	
Queue Length 50th (ft)	4	706		0	95			11			192	
Queue Length 95th (ft)	m6	m1100		m1	177			31			268	
Internal Link Dist (ft)		832			2084			94			520	
Turn Bay Length (ft)	100			100								
Base Capacity (vph)	375	2605		61	2355			501			447	
Starvation Cap Reductn	0	330		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.03	0.92		0.05	0.52			0.04			0.50	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:WBT, Start of Red, Master Intersection
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 21.8 Intersection LOS: C
Intersection Capacity Utilization 80.8% ICU Level of Service D
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 18: Commercial Dr/Barton Springs Rd Extension & Riverside Dr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	2033	7	3	1179	8	12	2	5	178	1	39
Future Volume (veh/h)	13	2033	7	3	1179	8	12	2	5	178	1	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1870	1900	1900	1841	1900	1900	1900	1900	1885	1900	1856
Adj Flow Rate, veh/h	13	2096	7	3	1215	8	12	2	5	184	1	40
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	8	2	0	0	4	0	0	0	0	1	0	3
Cap, veh/h	492	2371	8	181	1654	11	208	39	73	251	1	44
Arrive On Green	0.26	0.65	0.65	0.07	0.46	0.46	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1697	3633	12	1810	3562	23	986	230	435	1211	7	263
Grp Volume(v), veh/h	13	1025	1078	3	596	627	19	0	0	225	0	0
Grp Sat Flow(s),veh/h/ln	1697	1777	1868	1810	1749	1836	1651	0	0	1481	0	0
Q Serve(g_s), s	0.0	66.2	66.4	0.2	38.8	38.8	0.0	0.0	0.0	19.6	0.0	0.0
Cycle Q Clear(g_c), s	0.0	66.2	66.4	0.2	38.8	38.8	1.2	0.0	0.0	20.8	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.01	0.63		0.26	0.82		0.18
Lane Grp Cap(c), veh/h	492	1160	1219	0	812	853	321	0	0	297	0	0
V/C Ratio(X)	0.03	0.88	0.88	0.00	0.73	0.73	0.06	0.00	0.00	0.76	0.00	0.00
Avail Cap(c_a), veh/h	492	1160	1219	0	812	853	547	0	0	520	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.34	0.34	0.34	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	38.3	19.9	20.0	0.0	30.5	30.5	48.9	0.0	0.0	56.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.7	3.6	0.0	5.9	5.6	0.0	0.0	0.0	1.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	26.4	27.8	0.0	17.4	18.2	0.6	0.0	0.0	7.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.4	23.7	23.6	0.0	36.3	36.1	48.9	0.0	0.0	58.4	0.0	0.0
LnGrp LOS	D	C	C	A	D	D	D	A	A	E	A	A
Approach Vol, veh/h		2116			1226			19			225	
Approach Delay, s/veh		23.7			36.1			48.9			58.4	
Approach LOS		C			D			D			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.0	96.4		28.6	41.4	70.0		28.6
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s	85.0	85.0		45.0	15.0	65.0		45.0
Max Q Clear Time (g_c+I1), s	2.2	68.4		3.2	2.0	40.8		22.8
Green Ext Time (p_c), s	0.0	10.5		0.0	0.0	5.6		0.8

Intersection Summary			
HCM 6th Ctrl Delay			30.3
HCM 6th LOS			C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1306	178	0	0	0	0	0	0	188	996	0
Future Volume (vph)	0	1306	178	0	0	0	0	0	0	188	996	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
Frt		0.982										
Flt Protected										0.950		
Satd. Flow (prot)	0	6355	0	0	0	0	0	0	0	1770	5085	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	6355	0	0	0	0	0	0	0	1770	5085	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)		36								64		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		288			235			357			333	
Travel Time (s)		6.5			5.3			8.1			7.6	
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
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%	0%	0%	0%	2%	2%	0%
Adj. Flow (vph)	0	1420	193	0	0	0	0	0	0	204	1083	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1613	0	0	0	0	0	0	0	204	1083	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			12	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2								1	2	
Detector Template		Thru								Left	Thru	
Leading Detector (ft)		100								20	100	
Trailing Detector (ft)		0								0	0	
Detector 1 Position(ft)		0								0	0	
Detector 1 Size(ft)		6								20	6	
Detector 1 Type		Cl+Ex								Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0								0.0	0.0	
Detector 1 Queue (s)		0.0								0.0	0.0	
Detector 1 Delay (s)		0.0								0.0	0.0	
Detector 2 Position(ft)		94									94	
Detector 2 Size(ft)		6									6	
Detector 2 Type		Cl+Ex									Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0									0.0	
Turn Type		NA								Perm	NA	
Protected Phases		2 6									4 8	
Permitted Phases										4 8		
Detector Phase		2 6								4 8	4 8	
Switch Phase												

Lane Group	Ø2	Ø4	Ø6	Ø8
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Lane Util. Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Peak Hour Factor				
Heavy Vehicles (%)				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(ft)				
Link Offset(ft)				
Crosswalk Width(ft)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (mph)				
Number of Detectors				
Detector Template				
Leading Detector (ft)				
Trailing Detector (ft)				
Detector 1 Position(ft)				
Detector 1 Size(ft)				
Detector 1 Type				
Detector 1 Channel				
Detector 1 Extend (s)				
Detector 1 Queue (s)				
Detector 1 Delay (s)				
Detector 2 Position(ft)				
Detector 2 Size(ft)				
Detector 2 Type				
Detector 2 Channel				
Detector 2 Extend (s)				
Turn Type				
Protected Phases	2	4	6	8
Permitted Phases				
Detector Phase				
Switch Phase				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)		54.9								55.1	55.1	
Actuated g/C Ratio		0.46								0.46	0.46	
v/c Ratio		0.55								0.24	0.46	
Control Delay		24.3								13.4	22.8	
Queue Delay		0.2								0.0	0.5	
Total Delay		24.5								13.4	23.3	
LOS		C								B	C	
Approach Delay		24.5									21.7	
Approach LOS		C									C	
Queue Length 50th (ft)		260								60	199	
Queue Length 95th (ft)		302								107	234	
Internal Link Dist (ft)		208			155			277			253	
Turn Bay Length (ft)												
Base Capacity (vph)		2925								888	2457	
Starvation Cap Reductn		0								0	0	
Spillback Cap Reductn		476								4	841	
Storage Cap Reductn		0								0	0	
Reduced v/c Ratio		0.66								0.23	0.67	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 101 (84%), Referenced to phase 2:EBT, Start of Red
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 23.3 — Intersection LOS: C
Intersection Capacity Utilization 71.1% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 19: IH 35 SB FR & 7th St

Lane Group	Ø2	Ø4	Ø6	Ø8
Minimum Initial (s)	3.0	5.0	10.0	10.0
Minimum Split (s)	8.0	10.0	15.0	15.0
Total Split (s)	28.0	14.0	29.0	49.0
Total Split (%)	23%	12%	24%	41%
Maximum Green (s)	23.0	9.0	24.0	44.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag				
Lead-Lag Optimize?				
Vehicle Extension (s)	1.0	0.2	1.0	0.2
Recall Mode	C-Max	None	None	None
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Queue Length 50th (ft)				
Queue Length 95th (ft)				
Internal Link Dist (ft)				
Turn Bay Length (ft)				
Base Capacity (vph)				
Starvation Cap Reductn				
Spillback Cap Reductn				
Storage Cap Reductn				
Reduced v/c Ratio				

Intersection Summary

HCM 6th Edition methodology does not support clustered intersections.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	611	883	0	0	0	393	0	1421	174	0	0	0
Future Volume (vph)	611	883	0	0	0	393	0	1421	174	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	0.88	1.00	0.91	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950											
Satd. Flow (prot)	3467	3539	0	0	0	2707	0	5085	1583	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	3467	3539	0	0	0	2707	0	5085	1583	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	64					109			123			
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		235			293			361			209	
Travel Time (s)		5.3			6.7			5.5			3.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	2%	0%	0%	0%	5%	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	630	910	0	0	0	405	0	1465	179	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	630	910	0	0	0	405	0	1465	179	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			0			0			0	
Link Offset(ft)		0			-12			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2				1		2	1			
Detector Template	Left	Thru				Right		Thru	Right			
Leading Detector (ft)	20	100				20		100	20			
Trailing Detector (ft)	0	0				0		0	0			
Detector 1 Position(ft)	0	0				0		0	0			
Detector 1 Size(ft)	20	6				20		6	20			
Detector 1 Type	Cl+Ex	Cl+Ex				Cl+Ex		Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0				0.0		0.0	0.0			
Detector 1 Queue (s)	0.0	0.0				0.0		0.0	0.0			
Detector 1 Delay (s)	0.0	0.0				0.0		0.0	0.0			
Detector 2 Position(ft)		94						94				
Detector 2 Size(ft)		6						6				
Detector 2 Type		Cl+Ex						Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				
Turn Type	Prot	NA				Perm		NA	Perm			
Protected Phases	2 4	2 4 6						8				
Permitted Phases						6			8			
Detector Phase	2 4	2 4 6				6		8	8			
Switch Phase												

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		
Detector Phase		
Switch Phase		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)						10.0		10.0	10.0			
Minimum Split (s)						15.0		15.0	15.0			
Total Split (s)						29.0		49.0	49.0			
Total Split (%)						24.2%		40.8%	40.8%			
Maximum Green (s)						24.0		44.0	44.0			
Yellow Time (s)						4.0		4.0	4.0			
All-Red Time (s)						1.0		1.0	1.0			
Lost Time Adjust (s)						0.0		0.0	0.0			
Total Lost Time (s)						5.0		5.0	5.0			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)						1.0		0.2	0.2			
Recall Mode						None		None	None			
Act Effct Green (s)	38.1	68.9				25.8		41.1	41.1			
Actuated g/C Ratio	0.32	0.57				0.22		0.34	0.34			
v/c Ratio	0.55	0.45				0.61		0.84	0.29			
Control Delay	19.0	3.2				35.4		52.1	24.5			
Queue Delay	3.3	0.2				0.0		41.2	0.0			
Total Delay	22.4	3.4				35.4		93.2	24.5			
LOS	C	A				D		F	C			
Approach Delay		11.2			35.4			85.7				
Approach LOS		B			D			F				
Queue Length 50th (ft)	205	30				119		350	59			
Queue Length 95th (ft)	272	43				181		400	121			
Internal Link Dist (ft)		155			213			281			129	
Turn Bay Length (ft)												
Base Capacity (vph)	1144	2031				667		1864	658			
Starvation Cap Reductn	403	370				0		512	0			
Spillback Cap Reductn	0	0				0		0	0			
Storage Cap Reductn	0	0				0		0	0			
Reduced v/c Ratio	0.85	0.55				0.61		1.08	0.27			

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 101 (84%), Referenced to phase 2:EBT, Start of Red	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 48.1	Intersection LOS: D
Intersection Capacity Utilization 71.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 20: IH 35 NB FR & 7th St

Lane Group	Ø2	Ø4
Minimum Initial (s)	3.0	5.0
Minimum Split (s)	8.0	10.0
Total Split (s)	28.0	14.0
Total Split (%)	23%	12%
Maximum Green (s)	23.0	9.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	1.0	0.2
Recall Mode	C-Max	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

HCM 6th Edition methodology does not support clustered intersections.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	393	394	0	0	0	0	27	1094	112
Future Volume (vph)	0	0	0	393	394	0	0	0	0	27	1094	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt												0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	0	0	1787	3539	0	0	0	0	1805	3574	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	0	0	1787	3539	0	0	0	0	1805	3574	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												117
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		271			245			217			357	
Travel Time (s)		6.2			5.6			4.9			8.1	
Peak Hour Factor	0.92	0.92	0.92	0.96	0.96	0.96	0.92	0.92	0.92	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%	0%	0%	0%	0%	1%	2%
Adj. Flow (vph)	0	0	0	409	410	0	0	0	0	28	1140	117
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	409	410	0	0	0	0	28	1140	117
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		12			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2					1	2	1
Detector Template				Left	Thru					Left	Thru	Right
Leading Detector (ft)				20	100					20	100	20
Trailing Detector (ft)				0	0					0	0	0
Detector 1 Position(ft)				0	0					0	0	0
Detector 1 Size(ft)				20	6					20	6	20
Detector 1 Type				Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)				0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)				0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)					94						94	
Detector 2 Size(ft)					6						6	
Detector 2 Type					Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0						0.0	
Turn Type				Perm	NA					Perm	NA	Perm
Protected Phases					1 12						8 5	

Lane Group	Ø1	Ø5	Ø8	Ø12
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Storage Length (ft)				
Storage Lanes				
Taper Length (ft)				
Lane Util. Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Peak Hour Factor				
Heavy Vehicles (%)				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(ft)				
Link Offset(ft)				
Crosswalk Width(ft)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (mph)				
Number of Detectors				
Detector Template				
Leading Detector (ft)				
Trailing Detector (ft)				
Detector 1 Position(ft)				
Detector 1 Size(ft)				
Detector 1 Type				
Detector 1 Channel				
Detector 1 Extend (s)				
Detector 1 Queue (s)				
Detector 1 Delay (s)				
Detector 2 Position(ft)				
Detector 2 Size(ft)				
Detector 2 Type				
Detector 2 Channel				
Detector 2 Extend (s)				
Turn Type				
Protected Phases	1	5	8	12

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				1 12						8 5		8 5
Detector Phase				1 12	1 12					8 5	8 5	8 5
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)				42.0	42.0					68.0	68.0	68.0
Actuated g/C Ratio				0.35	0.35					0.57	0.57	0.57
v/c Ratio				0.65	0.33					0.03	0.56	0.12
Control Delay				27.4	18.1					23.6	38.5	15.9
Queue Delay				1.3	0.8					0.0	50.4	0.0
Total Delay				28.7	18.9					23.6	88.8	15.9
LOS				C	B					C	F	B
Approach Delay					23.8						80.8	
Approach LOS					C						F	
Queue Length 50th (ft)				301	62					17	452	34
Queue Length 95th (ft)				413	87					m38	522	87
Internal Link Dist (ft)		191			165			137			277	
Turn Bay Length (ft)				100								
Base Capacity (vph)				611	1211					1022	2025	947
Starvation Cap Reductn				73	506					0	1101	0
Spillback Cap Reductn				0	0					0	0	0
Storage Cap Reductn				0	0					0	0	0
Reduced v/c Ratio				0.76	0.58					0.03	1.23	0.12

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 100 (83%), Referenced to phase 8:SBTL, Start of Red
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 58.6 Intersection LOS: E
Intersection Capacity Utilization 60.3% ICU Level of Service B
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 21: IH 35 SB FR & 6th St

Lane Group	Ø1	Ø5	Ø8	Ø12
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	3.0	1.0	10.0	10.0
Minimum Split (s)	8.0	6.0	20.0	20.0
Total Split (s)	8.0	6.0	67.0	39.0
Total Split (%)	7%	5%	56%	33%
Maximum Green (s)	3.0	1.0	62.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes
Vehicle Extension (s)	0.2	0.2	2.0	2.0
Recall Mode	None	None	C-Max	None
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Queue Length 50th (ft)				
Queue Length 95th (ft)				
Internal Link Dist (ft)				
Turn Bay Length (ft)				
Base Capacity (vph)				
Starvation Cap Reductn				
Spillback Cap Reductn				
Storage Cap Reductn				
Reduced v/c Ratio				

Intersection Summary

HCM 6th Edition methodology does not support clustered intersections.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	17	0	0	525	48	263	1545	74	0	0	0
Future Volume (vph)	6	17	0	0	525	48	263	1545	74	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.86	0.86	0.86	1.00	1.00	1.00
Frt					0.987			0.994				
Flt Protected	0.950							0.993				
Satd. Flow (prot)	1805	1900	0	0	3516	0	0	6322	0	0	0	0
Flt Permitted	0.283							0.993				
Satd. Flow (perm)	538	1900	0	0	3516	0	0	6322	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					9			11				
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		245			294			209			361	
Travel Time (s)		5.6			6.7			3.2			5.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	0%	1%	5%	2%	2%	3%	0%	0%	0%
Adj. Flow (vph)	6	17	0	0	536	49	268	1577	76	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	6	17	0	0	585	0	0	1921	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2				
Detector Template	Left	Thru			Thru		Left	Thru				
Leading Detector (ft)	20	100			100		20	100				
Trailing Detector (ft)	0	0			0		0	0				
Detector 1 Position(ft)	0	0			0		0	0				
Detector 1 Size(ft)	20	6			6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		5 12			5 12			8 1				

Lane Group	Ø1	Ø5	Ø8	Ø12
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Storage Length (ft)				
Storage Lanes				
Taper Length (ft)				
Lane Util. Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Peak Hour Factor				
Heavy Vehicles (%)				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(ft)				
Link Offset(ft)				
Crosswalk Width(ft)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (mph)				
Number of Detectors				
Detector Template				
Leading Detector (ft)				
Trailing Detector (ft)				
Detector 1 Position(ft)				
Detector 1 Size(ft)				
Detector 1 Type				
Detector 1 Channel				
Detector 1 Extend (s)				
Detector 1 Queue (s)				
Detector 1 Delay (s)				
Detector 2 Position(ft)				
Detector 2 Size(ft)				
Detector 2 Type				
Detector 2 Channel				
Detector 2 Extend (s)				
Turn Type				
Protected Phases	1	5	8	12

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	5 12						8 1					
Detector Phase	5 12	5 12			5 12		8 1	8 1				
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	35.9	35.9			35.9			74.1				
Actuated g/C Ratio	0.30	0.30			0.30			0.62				
v/c Ratio	0.04	0.03			0.55			0.49				
Control Delay	57.0	56.1			36.3			13.6				
Queue Delay	0.0	0.0			3.4			0.1				
Total Delay	57.0	56.1			39.7			13.7				
LOS	E	E			D			B				
Approach Delay		56.3			39.7			13.7				
Approach LOS		E			D			B				
Queue Length 50th (ft)	5	14			187			241				
Queue Length 95th (ft)	21	40			243			274				
Internal Link Dist (ft)		165			214			129			281	
Turn Bay Length (ft)	100											
Base Capacity (vph)	179	633			1178			3910				
Starvation Cap Reductn	0	0			0			0				
Spillback Cap Reductn	0	0			481			576				
Storage Cap Reductn	0	0			0			0				
Reduced v/c Ratio	0.03	0.03			0.84			0.58				

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 100 (83%), Referenced to phase 8:SBTL, Start of Red
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 20.1 Intersection LOS: C
Intersection Capacity Utilization 60.3% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 22: IH 35 NB FR & 6th St

HDR

Lane Group	Ø1	Ø5	Ø8	Ø12
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	3.0	1.0	10.0	10.0
Minimum Split (s)	8.0	6.0	20.0	20.0
Total Split (s)	8.0	6.0	67.0	39.0
Total Split (%)	7%	5%	56%	33%
Maximum Green (s)	3.0	1.0	62.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes
Vehicle Extension (s)	0.2	0.2	2.0	2.0
Recall Mode	None	None	C-Max	None
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Queue Length 50th (ft)				
Queue Length 95th (ft)				
Internal Link Dist (ft)				
Turn Bay Length (ft)				
Base Capacity (vph)				
Starvation Cap Reductn				
Spillback Cap Reductn				
Storage Cap Reductn				
Reduced v/c Ratio				

Intersection Summary

HCM 6th Edition methodology does not support clustered intersections.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	958	686	439	639	0	0	0	0	57	694	146
Future Volume (vph)	0	958	686	439	639	0	0	0	0	57	694	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.91	0.91
Frt			0.850								0.997	0.850
Flt Protected					0.980						0.996	
Satd. Flow (prot)	0	3539	1599	0	3442	0	0	0	0	0	3361	1427
Flt Permitted					0.641						0.996	
Satd. Flow (perm)	0	3539	1599	0	2251	0	0	0	0	0	3361	1427
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			331								1	191
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		2606			301			310			250	
Travel Time (s)		50.8			5.9			4.7			3.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.92	0.92	0.92	0.97	0.97	0.97
Heavy Vehicles (%)	0%	2%	1%	1%	4%	0%	0%	0%	0%	4%	2%	3%
Adj. Flow (vph)	0	988	707	453	659	0	0	0	0	59	715	151
Shared Lane Traffic (%)												10%
Lane Group Flow (vph)	0	988	707	0	1112	0	0	0	0	0	789	136
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1	2	1
Detector Template		Thru	Right	Left	Thru					Left	Thru	Right
Leading Detector (ft)		100	20	20	100					20	100	20
Trailing Detector (ft)		0	0	0	0					0	0	0
Detector 1 Position(ft)		0	0	0	0					0	0	0
Detector 1 Size(ft)		6	20	20	6					20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm	custom	NA					Perm	NA	Perm
Protected Phases		12 13			11 9 11 12 13						4 8	

Lane Group	Ø4	Ø8	Ø9	Ø11	Ø12	Ø13
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Heavy Vehicles (%)						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Detector 2 Position(ft)						
Detector 2 Size(ft)						
Detector 2 Type						
Detector 2 Channel						
Detector 2 Extend (s)						
Turn Type						
Protected Phases	4	8	9	11	12	13

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			12 13	11	9					4 8		4 8
Detector Phase		12 13	12 13	11 9 11	12 13					4 8	4 8	4 8
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		44.3	44.3		83.3						18.7	18.7
Actuated g/C Ratio		0.37	0.37		0.69						0.16	0.16
v/c Ratio		0.76	0.88		0.49						1.51	0.36
Control Delay		48.9	47.2		2.6						273.0	4.4
Queue Delay		0.1	0.0		3.5						1.5	0.3
Total Delay		49.0	47.2		6.1						274.5	4.7
LOS		D	D		A						F	A
Approach Delay		48.3			6.1						234.8	
Approach LOS		D			A						F	
Queue Length 50th (ft)		331	318		50						~491	0
Queue Length 95th (ft)		413	#473		m16						#625	19
Internal Link Dist (ft)		2526			221			230			170	
Turn Bay Length (ft)			100									
Base Capacity (vph)		1356	817		2328						524	383
Starvation Cap Reductn		0	0		1095						85	51
Spillback Cap Reductn		15	0		0						0	0
Storage Cap Reductn		0	0		0						0	0
Reduced v/c Ratio		0.74	0.87		0.90						1.80	0.41

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 34 (28%), Referenced to phase 0:, Start of Red	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.62	
Intersection Signal Delay: 81.9	Intersection LOS: F
Intersection Capacity Utilization 110.3%	ICU Level of Service H
Analysis Period (min) 15	

Lane Group	Ø4	Ø8	Ø9	Ø11	Ø12	Ø13
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	3.0	5.0	1.0	5.0	3.0	5.0
Minimum Split (s)	9.0	11.0	9.0	11.0	9.0	11.0
Total Split (s)	10.0	13.0	17.0	28.0	10.0	42.0
Total Split (%)	8%	11%	14%	23%	8%	35%
Maximum Green (s)	4.0	7.0	11.0	22.0	4.0	36.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	0.2	0.2	0.2	0.2	0.2	0.2
Recall Mode	None	None	None	None	None	None
Walk Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Flash Dont Walk (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 23: IH 35 SB FR & Cesar Chavez St

HCM 6th Edition methodology does not support clustered intersections.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	336	679	0	0	763	94	314	1024	293	0	0	0
Future Volume (vph)	336	679	0	0	763	94	314	1024	293	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.91	0.91	1.00	1.00	1.00	1.00
Frt					0.984				0.850			
Flt Protected	0.950						0.950	0.999				
Satd. Flow (prot)	1770	1827	0	0	3486	0	1595	3354	1583	0	0	0
Flt Permitted	0.125						0.950	0.999				
Satd. Flow (perm)	233	1827	0	0	3486	0	1595	3354	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					11				208			
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		301			331			361			347	
Travel Time (s)		5.9			6.4			5.5			5.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	4%	0%	0%	2%	1%	3%	3%	2%	2%	2%	2%
Adj. Flow (vph)	346	700	0	0	787	97	324	1056	302	0	0	0
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	346	700	0	0	884	0	292	1088	302	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2	1			
Detector Template	Left	Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	20	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Detector 1 Position(ft)	0	0			0		0	0	0			
Detector 1 Size(ft)	20	6			6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	D.P+P	NA			NA		Perm	NA	Perm			
Protected Phases	4 13 11	12 13			11 12			8 9				
Permitted Phases	11 12	4					8 9		8 9			
Detector Phase	4 13 11	12 13			11 12		8 9	8 9	8 9			
Switch Phase												

Lane Group	Ø4	Ø8	Ø9	Ø11	Ø12	Ø13
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Heavy Vehicles (%)						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Detector 2 Position(ft)						
Detector 2 Size(ft)						
Detector 2 Type						
Detector 2 Channel						
Detector 2 Extend (s)						
Turn Type						
Protected Phases	4	8	9	11	12	13
Permitted Phases						
Detector Phase						
Switch Phase						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	78.0	84.0			32.0		24.0	24.0	24.0			
Actuated g/C Ratio	0.65	0.70			0.27		0.20	0.20	0.20			
v/c Ratio	0.47	0.55			0.94		0.92	1.62	0.63			
Control Delay	3.7	7.2			61.4		80.5	320.0	20.3			
Queue Delay	1.8	1.2			1.0		0.0	0.0	0.0			
Total Delay	5.6	8.5			62.4		80.5	320.0	20.3			
LOS	A	A			E		F	F	C			
Approach Delay		7.5			62.4			224.6				
Approach LOS		A			E			F				
Queue Length 50th (ft)	16	104			350		246	~666	63			
Queue Length 95th (ft)	m21	m117			#480		#427	#807	162			
Internal Link Dist (ft)		221			251			281			267	
Turn Bay Length (ft)												
Base Capacity (vph)	727	1264			937		319	670	483			
Starvation Cap Reductn	233	338			0		0	0	0			
Spillback Cap Reductn	0	0			9		0	0	0			
Storage Cap Reductn	0	0			0		0	0	0			
Reduced v/c Ratio	0.70	0.76			0.95		0.92	1.62	0.63			

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 34 (28%), Referenced to phase 0:, Start of Red
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.62
Intersection Signal Delay: 122.0 Intersection LOS: F
Intersection Capacity Utilization 86.0% ICU Level of Service E
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.

Lane Group	Ø4	Ø8	Ø9	Ø11	Ø12	Ø13
Minimum Initial (s)	3.0	5.0	1.0	5.0	3.0	5.0
Minimum Split (s)	9.0	11.0	9.0	11.0	9.0	11.0
Total Split (s)	10.0	13.0	17.0	28.0	10.0	42.0
Total Split (%)	8%	11%	14%	23%	8%	35%
Maximum Green (s)	4.0	7.0	11.0	22.0	4.0	36.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	0.2	0.2	0.2	0.2	0.2	0.2
Recall Mode	None	None	None	None	None	None
Walk Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Flash Dont Walk (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 24: IH 35 NB FR & Cesar Chavez St

HCM 6th Edition methodology does not support clustered intersections.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1385	677	494	854	0	0	0	0	693	835	299
Future Volume (vph)	0	1385	677	494	854	0	0	0	0	693	835	299
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		100	0		0	0		0	0		200
Storage Lanes	1		0	1		0	0		0	1		1
Taper Length (ft)	70			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Frt		0.951										0.850
Flt Protected				0.950						0.950	0.991	
Satd. Flow (prot)	0	4852	0	1787	3471	0	0	0	0	1595	3380	1583
Flt Permitted				0.108						0.950	0.991	
Satd. Flow (perm)	0	4852	0	203	3471	0	0	0	0	1595	3380	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		91										157
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		544			302			548			667	
Travel Time (s)		10.6			5.9			8.3			10.1	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.92	0.92	0.92	0.99	0.99	0.99
Heavy Vehicles (%)	0%	2%	1%	1%	4%	0%	0%	0%	0%	3%	1%	2%
Adj. Flow (vph)	0	1399	684	499	863	0	0	0	0	700	843	302
Shared Lane Traffic (%)										28%		
Lane Group Flow (vph)	0	2083	0	499	863	0	0	0	0	504	1039	302
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	1
Detector Template		Thru		Left	Thru					Left	Thru	Right
Leading Detector (ft)		100		20	100					20	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		6		20	6					20	6	20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA		D.P+P	NA					Perm	NA	Perm
Protected Phases		1 2		6 7	1 2 6 7						4 5	

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Heavy Vehicles (%)						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Detector 2 Position(ft)						
Detector 2 Size(ft)						
Detector 2 Type						
Detector 2 Channel						
Detector 2 Extend (s)						
Turn Type						
Protected Phases	1	2	4	5	6	7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				1 2						4 5		4 5
Detector Phase		1 2		6 7	1 2 6 7					4 5	4 5	4 5
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)		43.0		91.0	98.0					31.0	31.0	31.0
Actuated g/C Ratio		0.31		0.65	0.70					0.22	0.22	0.22
v/c Ratio		1.34		0.73	0.36					1.43	1.39	0.64
Control Delay		190.2		6.6	1.3					247.5	223.6	30.0
Queue Delay		0.1		53.7	8.2					0.0	0.0	0.0
Total Delay		190.3		60.3	9.5					247.5	223.6	30.0
LOS		F		E	A					F	F	C
Approach Delay		190.3			28.1						198.4	
Approach LOS		F			C						F	
Queue Length 50th (ft)		~907		8	0					~680	~690	120
Queue Length 95th (ft)		#562		m36	m0					#925	#833	226
Internal Link Dist (ft)		464			222			468			587	
Turn Bay Length (ft)												200
Base Capacity (vph)		1553		686	2429					353	748	472
Starvation Cap Reductn		0		239	1521					0	0	0
Spillback Cap Reductn		62		0	0					0	0	0
Storage Cap Reductn		0		0	0					0	0	0
Reduced v/c Ratio		1.40		1.12	0.95					1.43	1.39	0.64

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 99.5 (71%), Referenced to phase 2:EBWB, Start of Red
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.43
Intersection Signal Delay: 151.4 Intersection LOS: F
Intersection Capacity Utilization 125.3% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	8.0	11.0	11.0	8.0	11.0	11.0
Total Split (s)	8.0	40.0	29.0	8.0	28.0	27.0
Total Split (%)	6%	29%	21%	6%	20%	19%
Maximum Green (s)	3.0	34.0	23.0	3.0	22.0	21.0
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	1.0	1.5	1.5	1.0	1.5	1.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag		Lead	Lag	Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	
Vehicle Extension (s)	0.2	2.0	1.5	0.2	2.0	1.5
Recall Mode	None	C-Max	None	None	None	None
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 25: IH 35 SB FR & Riverside Dr

HCM 6th Edition methodology does not support clustered intersections.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	559	1518	0	0	1055	1242	292	854	428	0	0	0
Future Volume (vph)	559	1518	0	0	1055	1242	292	854	428	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950	0.998				
Satd. Flow (prot)	1805	3539	0	0	5085	1599	1626	3417	1599	0	0	0
Flt Permitted	0.160						0.950	0.998				
Satd. Flow (perm)	304	3539	0	0	5085	1599	1626	3417	1599	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						323			156			
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		302			867			448			495	
Travel Time (s)		5.9			16.9			6.8			7.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	0%	0%	2%	1%	1%	1%	1%	0%	0%	0%
Adj. Flow (vph)	582	1581	0	0	1099	1294	304	890	446	0	0	0
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	582	1581	0	0	1099	1294	274	920	446	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	6			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	D.P+P	NA			NA	Free	Perm	NA	Perm			
Protected Phases	2 4	2 4 5 6			5 6			1 7				
Permitted Phases	5 6					Free	1 7		1 7			
Detector Phase	2 4	2 4 5 6			5 6		1 7	1 7	1 7			
Switch Phase												

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Heavy Vehicles (%)						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Detector 2 Position(ft)						
Detector 2 Size(ft)						
Detector 2 Type						
Detector 2 Channel						
Detector 2 Extend (s)						
Turn Type						
Protected Phases	1	2	4	5	6	7
Permitted Phases						
Detector Phase						
Switch Phase						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	93.0	99.0			31.0	140.0	30.0	30.0	30.0			
Actuated g/C Ratio	0.66	0.71			0.22	1.00	0.21	0.21	0.21			
v/c Ratio	0.66	0.63			0.98	0.81	0.79	1.26	0.96			
Control Delay	6.9	2.0			75.7	4.5	68.9	171.1	67.9			
Queue Delay	28.3	49.0			8.3	0.0	0.0	0.0	0.0			
Total Delay	35.1	51.0			84.0	4.5	68.9	171.1	67.9			
LOS	D	D			F	A	E	F	E			
Approach Delay		46.7			41.0			126.0				
Approach LOS		D			D			F				
Queue Length 50th (ft)	66	14			367	0	261	~575	282			
Queue Length 95th (ft)	m41	m10			#467	0	#408	#716	#502			
Internal Link Dist (ft)		222			787			368			415	
Turn Bay Length (ft)												
Base Capacity (vph)	877	2502			1125	1599	348	732	465			
Starvation Cap Reductn	313	1269			0	0	0	0	0			
Spillback Cap Reductn	0	0			41	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	1.03	1.28			1.01	0.81	0.79	1.26	0.96			

Intersection Summary

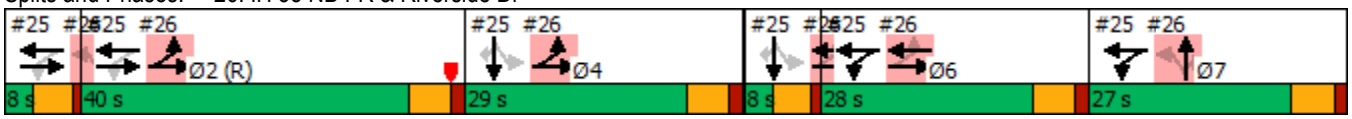
Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 99.5 (71%), Referenced to phase 2:EBWB, Start of Red
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.43
Intersection Signal Delay: 65.5 Intersection LOS: E
Intersection Capacity Utilization 125.3% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 26: IH 35 NB FR & Riverside Dr



Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Minimum Initial (s)	3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	8.0	11.0	11.0	8.0	11.0	11.0
Total Split (s)	8.0	40.0	29.0	8.0	28.0	27.0
Total Split (%)	6%	29%	21%	6%	20%	19%
Maximum Green (s)	3.0	34.0	23.0	3.0	22.0	21.0
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	1.0	1.5	1.5	1.0	1.5	1.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag		Lead	Lag	Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	
Vehicle Extension (s)	0.2	2.0	1.5	0.2	2.0	1.5
Recall Mode	None	C-Max	None	None	None	None
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

HCM 6th Edition methodology does not support clustered intersections.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	1	24	11	2	49	16	1116	43	88	1940	42
Future Volume (vph)	7	1	24	11	2	49	16	1116	43	88	1940	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.899			0.893			0.995			0.997	
Flt Protected		0.989			0.991			0.999			0.998	
Satd. Flow (prot)	0	1689	0	0	1681	0	0	3521	0	0	3555	0
Flt Permitted		0.989			0.991			0.999			0.998	
Satd. Flow (perm)	0	1689	0	0	1681	0	0	3521	0	0	3555	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		219			1628			278			409	
Travel Time (s)		6.0			44.4			5.4			8.0	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	1%	1%	3%
Adj. Flow (vph)	7	1	24	11	2	49	16	1127	43	89	1960	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	32	0	0	62	0	0	1186	0	0	2091	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		-35			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 104.9%	ICU Level of Service G
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	12.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	1	24	11	2	49	16	1116	43	88	1940	42
Future Vol, veh/h	7	1	24	11	2	49	16	1116	43	88	1940	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	1	1	3
Mvmt Flow	7	1	24	11	2	49	16	1127	43	89	1960	42

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2756	3361	1001	2340	3361	585	2002	0	0	1170	0	0
Stage 1	2159	2159	-	1181	1181	-	-	-	-	-	-	-
Stage 2	597	1202	-	1159	2180	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.21	-	-
Pot Cap-1 Maneuver	9	8	245	20	8	459	290	-	-	598	-	-
Stage 1	50	88	-	205	266	-	-	-	-	-	-	-
Stage 2	461	260	-	212	86	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 6	7	245	14	7	459	290	-	-	598	-	-
Mov Cap-2 Maneuver	~ 6	7	-	14	7	-	-	-	-	-	-	-
Stage 1	42	88	-	172	223	-	-	-	-	-	-	-
Stage 2	342	218	-	189	86	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 580.3	$ 308.2	1.6	0.5
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	290	-	-	23	53	598	-	-
HCM Lane V/C Ratio	0.056	-	-	1.405	1.182	0.149	-	-
HCM Control Delay (s)	18.1	1.4	-	$ 580.3	$ 308.2	12.1	0	-
HCM Lane LOS	C	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.2	-	-	4.1	5.5	0.5	-	-

Notes

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	216	742	123	286	1608	0	0	1089	159
Future Volume (vph)	0	0	0	216	742	123	286	1608	0	0	1089	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	140		0	0		0
Storage Lanes	0		0	2		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.981	
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	3400	4988	1524	1787	3574	0	0	3463	0
Flt Permitted				0.950			0.058					
Satd. Flow (perm)	0	0	0	3400	4988	1524	109	3574	0	0	3463	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						87					13	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		423			486			427			261	
Travel Time (s)		9.6			11.0			8.3			5.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	3%	4%	6%	1%	1%	0%	0%	2%	4%
Adj. Flow (vph)	0	0	0	225	773	128	298	1675	0	0	1134	166
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	225	773	128	298	1675	0	0	1300	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)				20	100	20	20	100			100	
Trailing Detector (ft)				0	0	0	0	0			0	
Detector 1 Position(ft)				0	0	0	0	0			0	
Detector 1 Size(ft)				20	6	20	20	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	custom	NA			NA	
Protected Phases					4		5 3	2 3			6	

Lane Group	Ø2	Ø3	Ø5
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	2	3	5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				4		4	2					
Detector Phase				4	4	4	5 3	2 3			6	
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0					10.0	
Minimum Split (s)				32.0	32.0	32.0					69.0	
Total Split (s)				32.0	32.0	32.0					69.0	
Total Split (%)				21.3%	21.3%	21.3%					46.0%	
Maximum Green (s)				27.0	27.0	27.0					64.0	
Yellow Time (s)				4.0	4.0	4.0					4.0	
All-Red Time (s)				1.0	1.0	1.0					1.0	
Lost Time Adjust (s)				0.0	0.0	0.0					0.0	
Total Lost Time (s)				5.0	5.0	5.0					5.0	
Lead/Lag				Lag	Lag	Lag					Lag	
Lead-Lag Optimize?				Yes	Yes	Yes					Yes	
Vehicle Extension (s)				2.0	2.0	2.0					1.0	
Recall Mode				Max	Max	Max					C-Max	
Walk Time (s)											10.0	
Flash Dont Walk (s)											16.0	
Pedestrian Calls (#/hr)											0	
Act Effct Green (s)				27.0	27.0	27.0	108.0	113.0			64.0	
Actuated g/C Ratio				0.18	0.18	0.18	0.72	0.75			0.43	
v/c Ratio				0.37	0.86	0.37	0.58	0.62			0.88	
Control Delay				56.0	70.4	22.7	27.4	3.0			46.9	
Queue Delay				0.0	0.0	0.0	0.7	13.4			0.0	
Total Delay				56.0	70.4	22.7	28.2	16.4			46.9	
LOS				E	E	C	C	B			D	
Approach Delay					62.1			18.2			46.9	
Approach LOS					E			B			D	
Queue Length 50th (ft)				101	272	34	200	140			602	
Queue Length 95th (ft)				143	325	98	m189	m123			706	
Internal Link Dist (ft)		343			406			347			181	
Turn Bay Length (ft)							140					
Base Capacity (vph)				612	897	345	514	2692			1485	
Starvation Cap Reductn				0	0	0	57	1028			0	
Spillback Cap Reductn				0	0	0	0	0			0	
Storage Cap Reductn				0	0	0	0	0			0	
Reduced v/c Ratio				0.37	0.86	0.37	0.65	1.01			0.88	

Intersection Summary

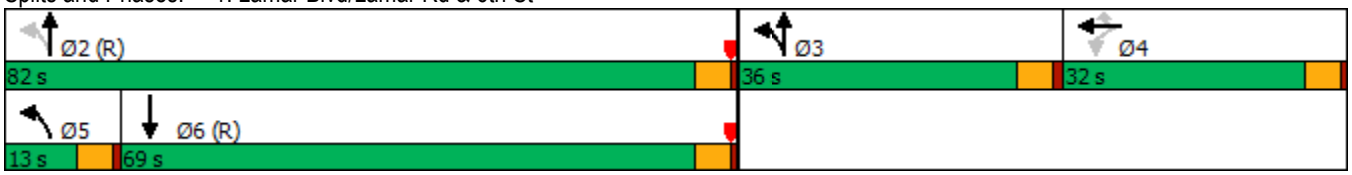
Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 139 (93%), Referenced to phase 2:NBTL and 6:SBT, Start of Red
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 37.9 Intersection LOS: D
Intersection Capacity Utilization 112.8% ICU Level of Service H
Analysis Period (min) 15

Lane Group	Ø2	Ø3	Ø5
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	10.0	3.0	3.0
Minimum Split (s)	82.0	36.0	13.0
Total Split (s)	82.0	36.0	13.0
Total Split (%)	55%	24%	9%
Maximum Green (s)	77.0	31.0	8.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lead
Lead-Lag Optimize?		Yes	Yes
Vehicle Extension (s)	1.0	1.0	1.0
Recall Mode	C-Max	Max	Max
Walk Time (s)	10.0		
Flash Dont Walk (s)	16.0		
Pedestrian Calls (#/hr)	0		
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Lamar Blvd/Lamar Rd & 6th St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	267	1472	156	0	0	0	0	1565	562	305	975	0
Future Volume (vph)	267	1472	156	0	0	0	0	1565	562	305	975	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	140		0
Storage Lanes	1		1	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.81	0.81	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.998	0.850					0.960				
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1805	6024	1295	0	0	0	0	3440	0	1787	3539	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1805	6024	1295	0	0	0	0	3440	0	1787	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1	105					18				
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		453			422			278			427	
Travel Time (s)		10.3			9.6			5.4			8.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	2%	1%	0%	0%	0%	0%	1%	0%	1%	2%	0%
Adj. Flow (vph)	275	1518	161	0	0	0	0	1613	579	314	1005	0
Shared Lane Traffic (%)			10%									
Lane Group Flow (vph)	275	1534	145	0	0	0	0	2192	0	314	1005	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2		1	2	
Detector Template	Left	Thru	Right					Thru		Left	Thru	
Leading Detector (ft)	20	100	20					100		20	100	
Trailing Detector (ft)	0	0	0					0		0	0	
Detector 1 Position(ft)	0	0	0					0		0	0	
Detector 1 Size(ft)	20	6	20					6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA		Prot	NA	
Protected Phases		4						2		11	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4									
Detector Phase	4	4	4					2		11	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0					10.0		5.0	10.0	
Minimum Split (s)	35.0	35.0	35.0					50.0		15.0	65.0	
Total Split (s)	35.0	35.0	35.0					90.0		25.0	90.0	
Total Split (%)	23.3%	23.3%	23.3%					60.0%		16.7%	60.0%	
Maximum Green (s)	30.0	30.0	30.0					85.0		20.0	85.0	
Yellow Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0					1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0					5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0	3.0	
Recall Mode	Min	Min	Min					C-Max		Min	C-Max	
Walk Time (s)	7.0	7.0	7.0								10.0	
Flash Dont Walk (s)	20.0	20.0	20.0								20.0	
Pedestrian Calls (#/hr)	0	0	0								0	
Act Effct Green (s)	30.0	30.0	30.0					85.0		20.0	110.0	
Actuated g/C Ratio	0.20	0.20	0.20					0.57		0.13	0.73	
v/c Ratio	0.76	1.27	0.42					1.12		1.32	0.39	
Control Delay	71.3	176.5	20.6					92.9		207.4	4.2	
Queue Delay	0.0	0.0	0.0					0.0		0.0	0.6	
Total Delay	71.3	176.5	20.6					92.9		207.4	4.8	
LOS	E	F	C					F		F	A	
Approach Delay		150.2						92.9			53.0	
Approach LOS		F						F			D	
Queue Length 50th (ft)	257	~585	40					~1294		~407	92	
Queue Length 95th (ft)	#380	#668	125					#1424		m#517	104	
Internal Link Dist (ft)		373			342			198			347	
Turn Bay Length (ft)										140		
Base Capacity (vph)	361	1205	343					1957		238	2595	
Starvation Cap Reductn	0	0	0					0		0	1118	
Spillback Cap Reductn	0	0	0					0		0	0	
Storage Cap Reductn	0	0	0					0		0	0	
Reduced v/c Ratio	0.76	1.27	0.42					1.12		1.32	0.68	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 149 (99%), Referenced to phase 2:NBT and 6:SBT, Start of Red	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.32	
Intersection Signal Delay: 103.8	Intersection LOS: F
Intersection Capacity Utilization 112.8%	ICU Level of Service H
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Lamar Rd/Lamar Blvd & 5th St

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø7
Lane Configurations							
Traffic Volume (vph)	286	2428	1799	135	124	164	
Future Volume (vph)	286	2428	1799	135	124	164	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	250			100	0	155	
Storage Lanes	1			1	1	1	
Taper Length (ft)	100				25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	
Frt				0.850		0.850	
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1787	3574	3539	1495	1805	1553	
Flt Permitted	0.054				0.950		
Satd. Flow (perm)	102	3574	3539	1495	1805	1553	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)				46		9	
Link Speed (mph)		35	35		30		
Link Distance (ft)		912	521		444		
Travel Time (s)		17.8	10.1		10.1		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	1%	1%	2%	8%	0%	4%	
Adj. Flow (vph)	298	2529	1874	141	129	171	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	298	2529	1874	141	129	171	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2	1	1	1	
Detector Template	Left	Thru	Thru	Right	Left	Right	
Leading Detector (ft)	20	100	100	20	20	20	
Trailing Detector (ft)	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	6	20	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA	Perm	Prot	pt+ov	
Protected Phases	5	2	6		3	5 7	7

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø7
Permitted Phases	2			6		3	
Detector Phase	5	2	6	6	3	5 7	
Switch Phase							
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0		4.0
Minimum Split (s)	10.0	20.0	27.0	27.0	21.0		8.0
Total Split (s)	21.0	90.0	69.0	69.0	30.0		30.0
Total Split (%)	17.5%	75.0%	57.5%	57.5%	25.0%		25%
Maximum Green (s)	16.0	85.0	64.0	64.0	25.0		26.0
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0		3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	2.0		0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0
Recall Mode	None	C-Max	C-Max	C-Max	None		None
Walk Time (s)			5.0	5.0			
Flash Dont Walk (s)			17.0	17.0			
Pedestrian Calls (#/hr)			0	0			
Act Effct Green (s)	96.2	96.2	68.6	68.6	13.8	41.4	
Actuated g/C Ratio	0.80	0.80	0.57	0.57	0.12	0.34	
v/c Ratio	0.75	0.88	0.93	0.16	0.62	0.32	
Control Delay	43.8	14.0	36.9	11.8	63.0	28.0	
Queue Delay	0.0	46.3	45.6	0.0	0.1	0.0	
Total Delay	43.8	60.3	82.5	11.8	63.1	28.0	
LOS	D	E	F	B	E	C	
Approach Delay		58.6	77.5		43.1		
Approach LOS		E	E		D		
Queue Length 50th (ft)	162	566	724	52	97	90	
Queue Length 95th (ft)	#300	908	m#933	m67	155	142	
Internal Link Dist (ft)		832	441		364		
Turn Bay Length (ft)	250			100		155	
Base Capacity (vph)	398	2864	2022	874	376	541	
Starvation Cap Reductn	0	0	529	0	0	0	
Spillback Cap Reductn	0	758	0	0	16	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.75	1.20	1.26	0.16	0.36	0.32	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 9 (8%), Referenced to phase 2:EBTL and 6:WBT, Start of Red	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 65.1	Intersection LOS: E
Intersection Capacity Utilization 84.9%	ICU Level of Service E
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Cesar Chavez St & BR Reynolds Dr

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4	Ø5	Ø7
Lane Configurations									
Traffic Volume (vph)	0	2595	1344	67	94	572			
Future Volume (vph)	0	2595	1344	67	94	572			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00			
Frt			0.993			0.850			
Flt Protected					0.950				
Satd. Flow (prot)	0	3574	3479	0	1641	1615			
Flt Permitted					0.950				
Satd. Flow (perm)	0	3574	3479	0	1641	1615			
Right Turn on Red				Yes		Yes			
Satd. Flow (RTOR)			6			36			
Link Speed (mph)		35	35		30				
Link Distance (ft)		521	2492		303				
Travel Time (s)		10.1	48.5		6.9				
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98			
Heavy Vehicles (%)	0%	1%	3%	4%	10%	0%			
Adj. Flow (vph)	0	2648	1371	68	96	584			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	2648	1439	0	96	584			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Left	Left	Right	Left	Right			
Median Width(ft)		12	12		12				
Link Offset(ft)		0	0		0				
Crosswalk Width(ft)		16	16		16				
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Turning Speed (mph)	15			9	15	9			
Number of Detectors		2	2		1	1			
Detector Template		Thru	Thru		Left	Right			
Leading Detector (ft)		100	100		20	20			
Trailing Detector (ft)		0	0		0	0			
Detector 1 Position(ft)		0	0		0	0			
Detector 1 Size(ft)		6	6		20	20			
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			
Detector 1 Channel									
Detector 1 Extend (s)		0.0	0.0		0.0	0.0			
Detector 1 Queue (s)		0.0	0.0		0.0	0.0			
Detector 1 Delay (s)		0.0	0.0		0.0	0.0			
Detector 2 Position(ft)		94	94						
Detector 2 Size(ft)		6	6						
Detector 2 Type		Cl+Ex	Cl+Ex						
Detector 2 Channel									
Detector 2 Extend (s)		0.0	0.0						
Turn Type		NA	NA		pm+pt	custom			
Protected Phases		2	6		3	7 5	4	5	7
Permitted Phases					7				
Detector Phase		2	6		3	7 5			
Switch Phase									

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4	Ø5	Ø7
Minimum Initial (s)		15.0	15.0		5.0		1.0	5.0	5.0
Minimum Split (s)		21.0	22.0		10.0		24.0	10.0	21.0
Total Split (s)		91.0	70.0		10.0		19.0	21.0	29.0
Total Split (%)		75.8%	58.3%		8.3%		16%	18%	24%
Maximum Green (s)		86.0	65.0		5.0		14.0	16.0	24.0
Yellow Time (s)		4.0	4.0		3.0		3.0	4.0	3.0
All-Red Time (s)		1.0	1.0		2.0		2.0	1.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0				
Total Lost Time (s)		5.0	5.0		5.0				
Lead/Lag			Lag		Lag		Lead	Lead	
Lead-Lag Optimize?			Yes		Yes		Yes	Yes	
Vehicle Extension (s)		2.0	2.0		2.0		3.0	2.0	2.0
Recall Mode		C-Max	C-Max		None		None	Max	None
Walk Time (s)			5.0				7.0		
Flash Dont Walk (s)			12.0				12.0		
Pedestrian Calls (#/hr)			0				0		
Act Effct Green (s)		86.0	65.0		24.0	45.0			
Actuated g/C Ratio		0.72	0.54		0.20	0.38			
v/c Ratio		1.03	0.76		0.29	0.93			
Control Delay		41.4	30.9		43.7	56.8			
Queue Delay		27.4	49.2		0.0	34.3			
Total Delay		68.8	80.1		43.7	91.2			
LOS		E	F		D	F			
Approach Delay		68.8	80.1		84.5				
Approach LOS		E	F		F				
Queue Length 50th (ft)		~1148	619		64	409			
Queue Length 95th (ft)		#1283	693		115	#641			
Internal Link Dist (ft)		441	2412		223				
Turn Bay Length (ft)									
Base Capacity (vph)		2561	1887		328	628			
Starvation Cap Reductn		400	0		0	0			
Spillback Cap Reductn		0	854		0	83			
Storage Cap Reductn		0	0		0	0			
Reduced v/c Ratio		1.23	1.39		0.29	1.07			

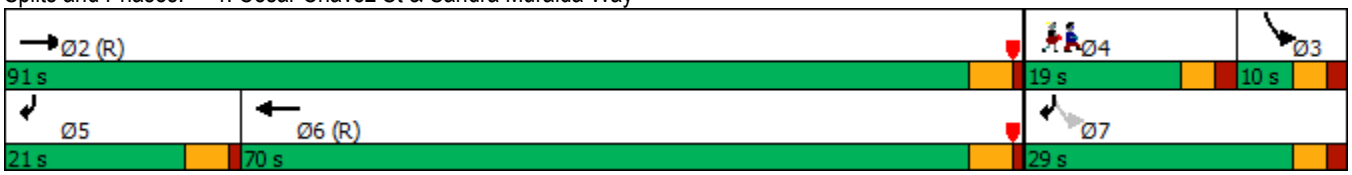
Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 77 (64%), Referenced to phase 2:EBT and 6:WBT, Start of Red
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.03
Intersection Signal Delay: 74.5 Intersection LOS: E
Intersection Capacity Utilization 85.3% ICU Level of Service E
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Cesar Chavez St & Sandra Muraida Way



5: Lamar Blvd & Barton Springs Rd

2029 Site Plus Forecasted No Impr - AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	374	476	75	106	644	429	146	1551	421	242	564	171
Future Volume (vph)	374	476	75	106	644	429	146	1551	421	242	564	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		100	290		320	185		165	230		0
Storage Lanes	2		1	2		1	1		2	1		1
Taper Length (ft)	90			90			50			110		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3502	3574	1553	3367	3574	1615	1787	5085	1615	1770	3505	1568
Flt Permitted	0.950			0.950			0.344			0.095		
Satd. Flow (perm)	3502	3574	1553	3367	3574	1615	647	5085	1615	177	3505	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			121			204			121			170
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2543			2792			875			732	
Travel Time (s)		49.5			54.4			17.0			14.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	4%	4%	1%	0%	1%	2%	0%	2%	3%	3%
Adj. Flow (vph)	398	506	80	113	685	456	155	1650	448	257	600	182
Shared Lane Traffic (%)												
Lane Group Flow (vph)	398	506	80	113	685	456	155	1650	448	257	600	182
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			16	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	D.P+P	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	7	4	5	3	8		5	2	3	1	6	7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4			8	6		2	6		6
Detector Phase	7	4	5	3	8	8	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	15.0	5.0	5.0	15.0	15.0	5.0	20.0	5.0	5.0	20.0	5.0
Minimum Split (s)	24.0	40.0	18.0	18.0	30.0	30.0	18.0	57.0	18.0	20.0	59.0	24.0
Total Split (s)	24.0	40.0	18.0	18.0	34.0	34.0	18.0	57.0	18.0	20.0	59.0	24.0
Total Split (%)	17.8%	29.6%	13.3%	13.3%	25.2%	25.2%	13.3%	42.2%	13.3%	14.8%	43.7%	17.8%
Maximum Green (s)	18.0	34.0	12.0	12.0	28.0	28.0	12.0	51.0	12.0	14.0	53.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.5	2.0	2.0	2.0	1.5	2.0	2.0	1.5	2.0	2.0
Recall Mode	None	None	Min	None	None	None	Min	C-Max	None	Min	C-Max	None
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		24.0			24.0	24.0		22.0			22.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	17.4	34.2	50.0	10.8	27.6	27.6	65.9	51.9	62.8	56.2	56.2	73.7
Actuated g/C Ratio	0.13	0.25	0.37	0.08	0.20	0.20	0.49	0.38	0.47	0.42	0.42	0.55
v/c Ratio	0.88	0.56	0.12	0.42	0.94	0.93	0.39	0.84	0.55	1.08	0.41	0.20
Control Delay	78.9	46.6	1.5	64.0	80.5	62.2	19.7	43.0	12.7	130.4	29.4	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.9	46.6	1.5	64.0	80.5	62.2	19.7	43.0	12.7	130.4	29.4	2.0
LOS	E	D	A	E	F	E	B	D	B	F	C	A
Approach Delay		56.0			72.3			35.4			49.6	
Approach LOS		E			E			D			D	
Queue Length 50th (ft)	178	204	0	51	325	258	68	484	120	~202	195	3
Queue Length 95th (ft)	#259	263	10	m75	#434	m#447	109	550	182	#386	254	24
Internal Link Dist (ft)		2463			2712			795			652	
Turn Bay Length (ft)	230		100	290		320	185		165	230		
Base Capacity (vph)	466	911	675	299	741	496	428	1956	828	239	1459	938
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.56	0.12	0.38	0.92	0.92	0.36	0.84	0.54	1.08	0.41	0.19

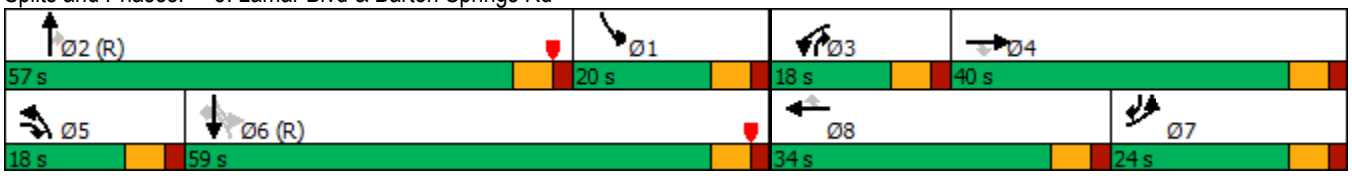
Intersection Summary	
Area Type:	Other
Cycle Length: 135	
Actuated Cycle Length: 135	
Offset: 71 (53%), Referenced to phase 2:NBT and 6:NBSB, Start of Red	
Natural Cycle: 135	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 50.1	Intersection LOS: D
Intersection Capacity Utilization 91.8%	ICU Level of Service F
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Lamar Blvd & Barton Springs Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1456	401	0	1382	0	0	0	0	121	468	137
Future Volume (vph)	0	1456	401	0	1382	0	0	0	0	121	468	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		100	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		0	0		1
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Frt			0.850									0.850
Flt Protected											0.990	
Satd. Flow (prot)	0	6471	1599	0	3539	0	0	0	0	0	4603	1442
Flt Permitted											0.990	
Satd. Flow (perm)	0	6471	1599	0	3539	0	0	0	0	0	4603	1442
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			219									136
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		2492			289			254			305	
Travel Time (s)		48.5			5.6			5.8			6.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	1%	0%	2%	0%	0%	0%	0%	6%	13%	12%
Adj. Flow (vph)	0	1549	427	0	1470	0	0	0	0	129	498	146
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1549	427	0	1470	0	0	0	0	0	627	146
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1		2					1	2	1
Detector Template		Thru	Right		Thru					Left	Thru	Right
Leading Detector (ft)		100	20		100					20	100	20
Trailing Detector (ft)		0	0		0					0	0	0
Detector 1 Position(ft)		0	0		0					0	0	0
Detector 1 Size(ft)		6	20		6					20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0		0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0		0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0		0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm		NA					Perm	NA	Perm
Protected Phases		2			1 2						4 12	

Lane Group	Ø1	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16
Lane Configurations							
Traffic Volume (vph)							
Future Volume (vph)							
Ideal Flow (vphpl)							
Storage Length (ft)							
Storage Lanes							
Taper Length (ft)							
Lane Util. Factor							
Frt							
Flt Protected							
Satd. Flow (prot)							
Flt Permitted							
Satd. Flow (perm)							
Right Turn on Red							
Satd. Flow (RTOR)							
Link Speed (mph)							
Link Distance (ft)							
Travel Time (s)							
Peak Hour Factor							
Heavy Vehicles (%)							
Adj. Flow (vph)							
Shared Lane Traffic (%)							
Lane Group Flow (vph)							
Enter Blocked Intersection							
Lane Alignment							
Median Width(ft)							
Link Offset(ft)							
Crosswalk Width(ft)							
Two way Left Turn Lane							
Headway Factor							
Turning Speed (mph)							
Number of Detectors							
Detector Template							
Leading Detector (ft)							
Trailing Detector (ft)							
Detector 1 Position(ft)							
Detector 1 Size(ft)							
Detector 1 Type							
Detector 1 Channel							
Detector 1 Extend (s)							
Detector 1 Queue (s)							
Detector 1 Delay (s)							
Detector 2 Position(ft)							
Detector 2 Size(ft)							
Detector 2 Type							
Detector 2 Channel							
Detector 2 Extend (s)							
Turn Type							
Protected Phases	1	4	5	6	8	12	16

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			2							4 12		4 12
Detector Phase		2	2		1 2					4 12	4 12	4 12
Switch Phase												
Minimum Initial (s)		10.0	10.0									
Minimum Split (s)		22.0	22.0									
Total Split (s)		48.0	48.0									
Total Split (%)		40.0%	40.0%									
Maximum Green (s)		42.0	42.0									
Yellow Time (s)		4.0	4.0									
All-Red Time (s)		2.0	2.0									
Lost Time Adjust (s)		0.0	0.0									
Total Lost Time (s)		6.0	6.0									
Lead/Lag		Lag	Lag									
Lead-Lag Optimize?		Yes	Yes									
Vehicle Extension (s)		1.0	1.0									
Recall Mode		C-Max	C-Max									
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		42.0	42.0		64.0						44.0	44.0
Actuated g/C Ratio		0.35	0.35		0.53						0.37	0.37
v/c Ratio		0.68	0.61		0.78						0.37	0.24
Control Delay		22.3	7.9		14.6						28.7	6.2
Queue Delay		0.3	0.0		1.6						0.0	0.0
Total Delay		22.7	7.9		16.2						28.7	6.2
LOS		C	A		B						C	A
Approach Delay		19.5			16.2						24.4	
Approach LOS		B			B						C	
Queue Length 50th (ft)		255	100		328						129	5
Queue Length 95th (ft)		m245	m95		m294						164	49
Internal Link Dist (ft)		2412			209			174			225	
Turn Bay Length (ft)			100									
Base Capacity (vph)		2264	702		1887						1687	614
Starvation Cap Reductn		0	0		241						0	0
Spillback Cap Reductn		237	0		0						0	0
Storage Cap Reductn		0	0		0						0	0
Reduced v/c Ratio		0.76	0.61		0.89						0.37	0.24

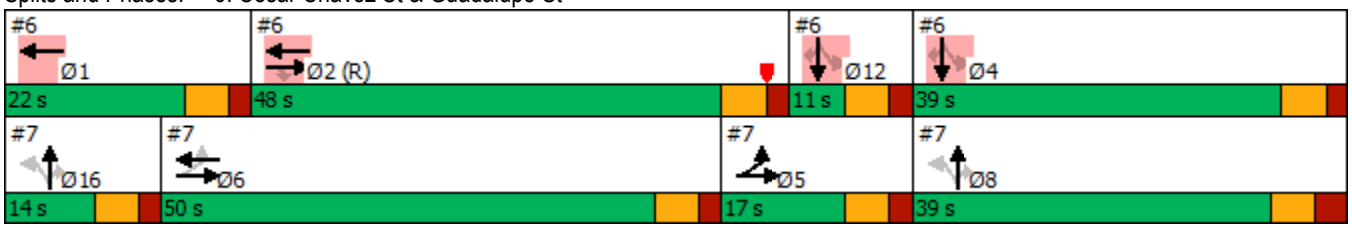
Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 118 (98%), Referenced to phase 2:EBWB, Start of Red	
Natural Cycle: 95	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.50	
Intersection Signal Delay: 19.2	Intersection LOS: B
Intersection Capacity Utilization 124.3%	ICU Level of Service H
Analysis Period (min) 15	

Lane Group	Ø1	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16
Permitted Phases							
Detector Phase							
Switch Phase							
Minimum Initial (s)	10.0	4.0	4.0	10.0	10.0	4.0	4.0
Minimum Split (s)	22.0	22.0	10.0	27.0	30.0	11.0	14.0
Total Split (s)	22.0	39.0	17.0	50.0	39.0	11.0	14.0
Total Split (%)	18%	33%	14%	42%	33%	9%	12%
Maximum Green (s)	16.0	33.0	11.0	44.0	32.0	5.0	8.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	3.0	2.0	2.0
Lost Time Adjust (s)							
Total Lost Time (s)							
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.0	3.0	3.0	1.0	1.0	3.0	3.0
Recall Mode	Max	None	None	Max	Max	None	None
Walk Time (s)		5.0		7.0	5.0		
Flash Dont Walk (s)		11.0		14.0	18.0		
Pedestrian Calls (#/hr)		0		0	0		
Act Effct Green (s)							
Actuated g/C Ratio							
v/c Ratio							
Control Delay							
Queue Delay							
Total Delay							
LOS							
Approach Delay							
Approach LOS							
Queue Length 50th (ft)							
Queue Length 95th (ft)							
Internal Link Dist (ft)							
Turn Bay Length (ft)							
Base Capacity (vph)							
Starvation Cap Reductn							
Spillback Cap Reductn							
Storage Cap Reductn							
Reduced v/c Ratio							

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Cesar Chavez St & Guadalupe St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	239	1383	0	0	692	68	692	2129	401	0	0	0
Future Volume (vph)	239	1383	0	0	692	68	692	2129	401	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	0.95	0.91	0.91	1.00	1.00	1.00	1.00
Frt					0.987				0.850			
Flt Protected	0.950							0.988				
Satd. Flow (prot)	3303	3574	0	0	3478	0	0	5024	1568	0	0	0
Flt Permitted	0.226							0.988				
Satd. Flow (perm)	786	3574	0	0	3478	0	0	5024	1568	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					10				136			
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		289			846			218			325	
Travel Time (s)		5.6			16.5			5.0			7.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.92	0.92	0.92
Heavy Vehicles (%)	6%	1%	0%	0%	2%	7%	2%	2%	3%	0%	0%	0%
Adj. Flow (vph)	244	1411	0	0	706	69	706	2172	409	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	244	1411	0	0	775	0	0	2878	409	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			12			0			0	
Link Offset(ft)		0			0			0			-36	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2	1			
Detector Template	Left	Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	20	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Detector 1 Position(ft)	0	0			0		0	0	0			
Detector 1 Size(ft)	20	6			6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	D.P+P	NA			NA		Perm	NA	Perm			
Protected Phases	5	5 6			6			8 16				
Permitted Phases	6						8 16		8 16			
Detector Phase	5	5 6			6		8 16	8 16	8 16			
Switch Phase												

Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø16
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Heavy Vehicles (%)						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Detector 2 Position(ft)						
Detector 2 Size(ft)						
Detector 2 Type						
Detector 2 Channel						
Detector 2 Extend (s)						
Turn Type						
Protected Phases	1	2	4	8	12	16
Permitted Phases						
Detector Phase						
Switch Phase						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0				10.0							
Minimum Split (s)	10.0				27.0							
Total Split (s)	17.0				50.0							
Total Split (%)	14.2%				41.7%							
Maximum Green (s)	11.0				44.0							
Yellow Time (s)	4.0				4.0							
All-Red Time (s)	2.0				2.0							
Lost Time Adjust (s)	0.0				0.0							
Total Lost Time (s)	6.0				6.0							
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0				1.0							
Recall Mode	None				Max							
Walk Time (s)					7.0							
Flash Dont Walk (s)					14.0							
Pedestrian Calls (#/hr)					0							
Act Effct Green (s)	55.0	61.0			44.0			46.0	46.0			
Actuated g/C Ratio	0.46	0.51			0.37			0.38	0.38			
v/c Ratio	0.41	0.78			0.60			1.50	0.60			
Control Delay	8.6	13.2			20.8			255.4	23.3			
Queue Delay	0.0	0.8			0.0			0.4	0.0			
Total Delay	8.6	14.0			20.8			255.8	23.3			
LOS	A	B			C			F	C			
Approach Delay		13.2			20.8			226.9				
Approach LOS		B			C			F				
Queue Length 50th (ft)	9	225			285			~1130	167			
Queue Length 95th (ft)	31	261			342			#1217	274			
Internal Link Dist (ft)		209			766			138			245	
Turn Bay Length (ft)												
Base Capacity (vph)	590	1816			1281			1925	684			
Starvation Cap Reductn	0	161			0			0	0			
Spillback Cap Reductn	0	0			1			253	0			
Storage Cap Reductn	0	0			0			0	0			
Reduced v/c Ratio	0.41	0.85			0.61			1.72	0.60			

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 118 (98%), Referenced to phase 2:EBWB, Start of Red
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.50
Intersection Signal Delay: 137.1 Intersection LOS: F
Intersection Capacity Utilization 124.3% ICU Level of Service H
Analysis Period (min) 15

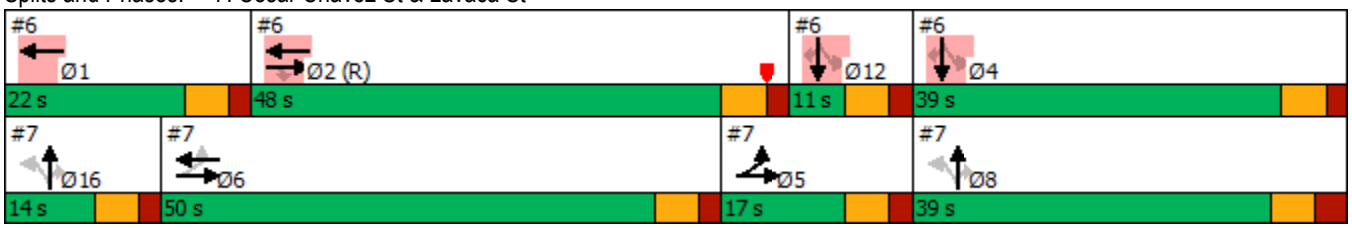
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.

Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø16
Minimum Initial (s)	10.0	10.0	4.0	10.0	4.0	4.0
Minimum Split (s)	22.0	22.0	22.0	30.0	11.0	14.0
Total Split (s)	22.0	48.0	39.0	39.0	11.0	14.0
Total Split (%)	18%	40%	33%	33%	9%	12%
Maximum Green (s)	16.0	42.0	33.0	32.0	5.0	8.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	3.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.0	1.0	3.0	1.0	3.0	3.0
Recall Mode	Max	C-Max	None	Max	None	None
Walk Time (s)			5.0	5.0		
Flash Dont Walk (s)			11.0	18.0		
Pedestrian Calls (#/hr)			0	0		
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Queue shown is maximum after two cycles.

Splits and Phases: 7: Cesar Chavez St & Lavaca St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	131	151	14	44	493	472	74	2435	102	311	502	70
Future Volume (vph)	131	151	14	44	493	472	74	2435	102	311	502	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	125		0	150		0	300		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	60			90			25			120		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91
Frt		0.987			0.927			0.994			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3563	0	1480	3159	0	1805	5107	0	1530	4963	0
Flt Permitted	0.122			0.646			0.400			0.069		
Satd. Flow (perm)	230	3563	0	1006	3159	0	760	5107	0	111	4963	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			167			6			25	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		485			516			580			1524	
Travel Time (s)		9.4			10.1			13.2			34.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	0%	0%	22%	3%	9%	0%	1%	0%	18%	3%	0%
Adj. Flow (vph)	134	154	14	45	503	482	76	2485	104	317	512	71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	134	168	0	45	985	0	76	2589	0	317	583	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes			Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	3	8		7	4		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			6			2		
Detector Phase	3	8		7	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		6.0	15.0		5.0	15.0	
Minimum Split (s)	15.0	38.0		14.0	37.0		14.0	66.0		17.0	69.0	
Total Split (s)	15.0	38.0		14.0	37.0		14.0	66.0		17.0	69.0	
Total Split (%)	11.1%	28.1%		10.4%	27.4%		10.4%	48.9%		12.6%	51.1%	
Maximum Green (s)	10.0	32.0		9.0	31.0		9.0	60.0		12.0	63.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	6.0		5.0	6.0		5.0	6.0		5.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0		1.0	1.0		2.0	2.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			23.0			23.0			23.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	42.0	36.5		43.0	31.8		74.0	60.0		73.0	67.6	
Actuated g/C Ratio	0.31	0.27		0.32	0.24		0.55	0.44		0.54	0.50	
v/c Ratio	0.76	0.17		0.13	1.13		0.16	1.14		1.70	0.23	
Control Delay	58.4	38.0		10.8	94.2		6.8	90.7		370.7	19.0	
Queue Delay	0.0	0.0		0.0	0.1		0.0	0.1		0.0	0.0	
Total Delay	58.4	38.0		10.8	94.2		6.8	90.8		370.7	19.0	
LOS	E	D		B	F		A	F		F	B	
Approach Delay		47.0			90.6			88.4			142.9	
Approach LOS		D			F			F			F	
Queue Length 50th (ft)	83	57		11	~143		14	~950		~364	100	
Queue Length 95th (ft)	#159	92		m22	m#518		m13	m#792		#556	131	
Internal Link Dist (ft)		405			436			500			1444	
Turn Bay Length (ft)	290			125			150			300		
Base Capacity (vph)	188	967		364	871		496	2273		186	2499	
Starvation Cap Reductn	0	0		0	9		0	119		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.71	0.17		0.12	1.14		0.15	1.20		1.70	0.23	

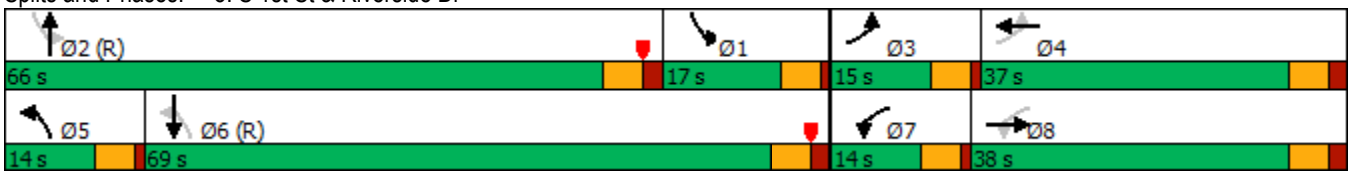
Intersection Summary	
Area Type:	Other
Cycle Length: 135	
Actuated Cycle Length: 135	
Offset: 58 (43%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red	
Natural Cycle: 135	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.70	
Intersection Signal Delay: 96.3	Intersection LOS: F
Intersection Capacity Utilization 120.9%	ICU Level of Service H
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: S 1st St & Riverside Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	488	804	49	233	537	110	152	2141	229	121	272	84
Future Volume (vph)	488	804	49	233	537	110	152	2141	229	121	272	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	165		0	125		0	80		65	85		0
Storage Lanes	2		0	1		0	1		1	1		1
Taper Length (ft)	175			120			50			50		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.95	1.00
Frt		0.991			0.975			0.986				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3467	3544	0	1671	3462	0	1787	5064	0	1641	3505	1553
Flt Permitted	0.950			0.215			0.558			0.068		
Satd. Flow (perm)	3467	3544	0	378	3462	0	1050	5064	0	117	3505	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			17			17				137
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		2792			516			310			580	
Travel Time (s)		54.4			10.1			7.0			13.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	0%	8%	2%	0%	1%	1%	1%	10%	3%	4%
Adj. Flow (vph)	503	829	51	240	554	113	157	2207	236	125	280	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	503	880	0	240	667	0	157	2443	0	125	280	87
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		pm+pt	NA		D.P+P	NA		D.P+P	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				8			6			2		6
Detector Phase	7	4		3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	6.0	5.0		3.0	10.0		3.0	15.0		3.0	10.0	10.0
Minimum Split (s)	11.0	31.0		8.0	37.0		8.0	40.0		8.0	40.0	40.0
Total Split (s)	22.0	44.0		15.0	37.0		16.0	64.0		12.0	60.0	60.0
Total Split (%)	16.3%	32.6%		11.1%	27.4%		11.9%	47.4%		8.9%	44.4%	44.4%
Maximum Green (s)	17.0	39.0		10.0	32.0		11.0	59.0		7.0	55.0	55.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	Min		None	C-Max		None	C-Max	C-Max
Walk Time (s)		7.0			8.0			9.0			9.0	9.0
Flash Dont Walk (s)		19.0			26.0			26.0			26.0	26.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	17.0	37.4		32.0	32.0		66.0	59.0		66.0	55.7	55.7
Actuated g/C Ratio	0.13	0.28		0.24	0.24		0.49	0.44		0.49	0.41	0.41
v/c Ratio	1.15	0.89		1.19	0.80		0.28	1.10		0.92	0.19	0.12
Control Delay	136.9	60.6		166.7	51.9		18.2	88.5		93.0	13.2	0.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.9		0.0	0.0	0.0
Total Delay	136.9	60.6		166.7	51.9		18.2	89.4		93.0	13.2	0.4
LOS	F	E		F	D		B	F		F	B	A
Approach Delay		88.3			82.3			85.1			31.2	
Approach LOS		F			F			F			C	
Queue Length 50th (ft)	~272	406		~241	276		69	~886		49	31	1
Queue Length 95th (ft)	m#356	m463		#448	362		110	#977		#193	42	0
Internal Link Dist (ft)		2712			436			230			500	
Turn Bay Length (ft)	165			125			80			85		
Base Capacity (vph)	436	1027		201	833		579	2222		136	1446	721
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	487		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	1.15	0.86		1.19	0.80		0.27	1.41		0.92	0.19	0.12

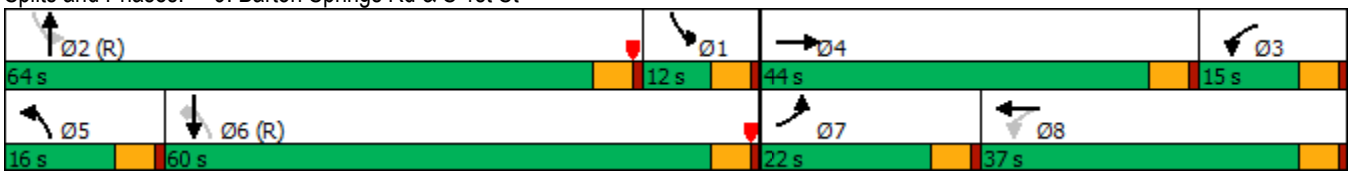
Intersection Summary	
Area Type:	Other
Cycle Length: 135	
Actuated Cycle Length: 135	
Offset: 59 (44%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.19	
Intersection Signal Delay: 80.5	Intersection LOS: F
Intersection Capacity Utilization 106.5%	ICU Level of Service G
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: Barton Springs Rd & S 1st St



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	99	281	2	552	971	13	48	583	537	12	201	249
Future Volume (vph)	99	281	2	552	971	13	48	583	537	12	201	249
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	220		0	150		0	0		385
Storage Lanes	1		0	1		0	1		1	0		1
Taper Length (ft)	90			100			130			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95
Frt		0.999			0.998				0.850		0.919	
Flt Protected	0.950			0.950				0.996			0.999	
Satd. Flow (prot)	1805	2984	0	1736	3339	0	0	3549	1568	0	3131	0
Flt Permitted	0.232			0.539				0.757			0.875	
Satd. Flow (perm)	441	2984	0	985	3339	0	0	2698	1568	0	2743	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			2				385		143	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		516			738			516			744	
Travel Time (s)		10.1			14.4			10.1			14.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	21%	0%	4%	8%	0%	5%	1%	3%	0%	6%	6%
Adj. Flow (vph)	104	296	2	581	1022	14	51	614	565	13	212	262
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	298	0	581	1036	0	0	665	565	0	487	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.Pm	NA		D.P+P	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases		8		7	4			2	7		6	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	4			8			2		2	6		
Detector Phase	4	8		7	4		2	2	7	6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0	10.0		5.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	30.5	30.5		8.0	30.5		35.0	35.0	8.0	30.5	30.5	
Total Split (s)	77.0	55.0		40.0	77.0		40.0	40.0	40.0	40.0	40.0	
Total Split (%)	57.0%	40.7%		29.6%	57.0%		29.6%	29.6%	29.6%	29.6%	29.6%	
Maximum Green (s)	71.5	49.5		35.0	71.5		34.5	34.5	35.0	34.5	34.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.5	1.5		1.0	1.5		1.5	1.5	1.0	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	5.5	5.5		5.0	5.5			5.5	5.0		5.5	
Lead/Lag		Lead		Lag					Lag			
Lead-Lag Optimize?		Yes		Yes					Yes			
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	C-Max	C-Max		Min	C-Max		Max	Max	Min	None	None	
Walk Time (s)	10.0	10.0			10.0		10.0	10.0		10.0	10.0	
Flash Dont Walk (s)	15.0	15.0			15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0			0		0	0		0	0	
Act Effct Green (s)	89.5	49.5		85.0	89.5			34.5	75.0		34.5	
Actuated g/C Ratio	0.66	0.37		0.63	0.66			0.26	0.56		0.26	
v/c Ratio	0.36	0.27		0.71	0.47			0.97	0.54		0.60	
Control Delay	10.3	14.3		39.9	23.5			78.5	18.6		25.2	
Queue Delay	0.0	0.0		0.0	0.0			0.0	3.3		0.0	
Total Delay	10.3	14.3		39.9	23.5			78.5	21.8		25.2	
LOS	B	B		D	C			E	C		C	
Approach Delay		13.2			29.4			52.5			25.2	
Approach LOS		B			C			D			C	
Queue Length 50th (ft)	24	54		501	335			317	278		154	
Queue Length 95th (ft)	m22	m44		m287	m271			m#382	m314		m201	
Internal Link Dist (ft)		436			658			436			664	
Turn Bay Length (ft)	105			220								
Base Capacity (vph)	292	1094		814	2214			689	1042		807	
Starvation Cap Reductn	0	0		0	0			0	366		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.36	0.27		0.71	0.47			0.97	0.84		0.60	

Intersection Summary	
Area Type:	Other
Cycle Length: 135	
Actuated Cycle Length: 135	
Offset: 118.5 (88%), Referenced to phase 4:NWSE and 8:NWSE, Start of Red	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 34.7	Intersection LOS: C
Intersection Capacity Utilization 88.3%	ICU Level of Service E
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Barton Springs Rd & Riverside Dr

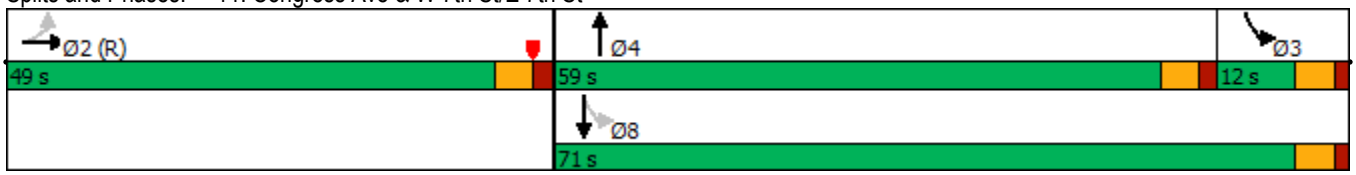
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	478	30	0	0	0	0	640	322	73	409	0
Future Volume (vph)	14	478	30	0	0	0	0	640	322	73	409	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.86	0.86	0.86	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Frt		0.991						0.950				
Flt Protected		0.999									0.993	
Satd. Flow (prot)	0	5831	0	0	0	0	0	3329	0	0	3489	0
Flt Permitted		0.999									0.653	
Satd. Flow (perm)	0	5831	0	0	0	0	0	3329	0	0	2294	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12						95				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		673			575			360			249	
Travel Time (s)		15.3			13.1			8.2			5.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	8%	11%	12%	0%	0%	0%	0%	2%	5%	7%	2%	0%
Adj. Flow (vph)	14	488	31	0	0	0	0	653	329	74	417	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	533	0	0	0	0	0	982	0	0	491	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA		pm+pt	NA	
Protected Phases		2						4		3	8	
Permitted Phases	2									8		
Detector Phase	2	2						4		3	8	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0						10.0		5.0	10.0	
Minimum Split (s)	49.0	49.0						59.0		12.0	71.0	
Total Split (s)	49.0	49.0						59.0		12.0	71.0	
Total Split (%)	40.8%	40.8%						49.2%		10.0%	59.2%	
Maximum Green (s)	43.5	43.5						54.0		7.0	66.0	
Yellow Time (s)	3.5	3.5						3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0						1.5		1.5	1.5	
Lost Time Adjust (s)		0.0						0.0			0.0	
Total Lost Time (s)		5.5						5.0			5.0	
Lead/Lag								Lead		Lag		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	1.0	1.0						1.0		1.0	1.0	
Recall Mode	C-Max	C-Max						Max		None	Max	
Walk Time (s)	7.0	7.0						7.0			7.0	
Flash Dont Walk (s)	17.0	17.0						12.0			12.0	
Pedestrian Calls (#/hr)	0	0						0			0	
Act Effct Green (s)		43.5						66.0			66.0	
Actuated g/C Ratio		0.36						0.55			0.55	
v/c Ratio		0.25						0.52			0.39	
Control Delay		26.6						3.1			16.6	
Queue Delay		0.0						0.5			0.0	
Total Delay		26.6						3.6			16.6	
LOS		C						A			B	
Approach Delay		26.6						3.6			16.6	
Approach LOS		C						A			B	
Queue Length 50th (ft)		81						5			110	
Queue Length 95th (ft)		105						9			149	
Internal Link Dist (ft)		593			495			280			169	
Turn Bay Length (ft)												
Base Capacity (vph)		2121						1873			1261	
Starvation Cap Reductn		0						451			0	
Spillback Cap Reductn		0						0			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.25						0.69			0.39	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 116 (97%), Referenced to phase 2:EBTL, Start of Red
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.52
Intersection Signal Delay: 12.9 — Intersection LOS: B
Intersection Capacity Utilization 62.7% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 11: Congress Ave & W 7th St/E 7th St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	151	1407	74	312	932	0	0	284	108
Future Volume (vph)	0	0	0	151	1407	74	312	932	0	0	284	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	75		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25			25			40			25		
Lane Util. Factor	1.00	1.00	1.00	0.86	0.86	0.86	1.00	0.95	1.00	1.00	0.95	0.95
Frt					0.993						0.959	
Flt Protected					0.995		0.950					
Satd. Flow (prot)	0	0	0	0	6215	0	1787	3505	0	0	3347	0
Flt Permitted					0.995		0.366					
Satd. Flow (perm)	0	0	0	0	6215	0	689	3505	0	0	3347	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					10						44	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		654			528			358			360	
Travel Time (s)		14.9			12.0			8.1			8.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.25	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	4%	4%	2%	1%	3%	0%	0%	4%	2%
Adj. Flow (vph)	0	0	0	162	1513	80	335	1002	0	0	305	116
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1755	0	335	1002	0	0	421	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2			2	
Detector Template				Left	Thru		Left	Thru			Thru	
Leading Detector (ft)				20	100		20	100			100	
Trailing Detector (ft)				0	0		0	0			0	
Detector 1 Position(ft)				0	0		0	0			0	
Detector 1 Size(ft)				20	6		20	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA		pm+pt	NA			NA	
Protected Phases					6		7	4			8	

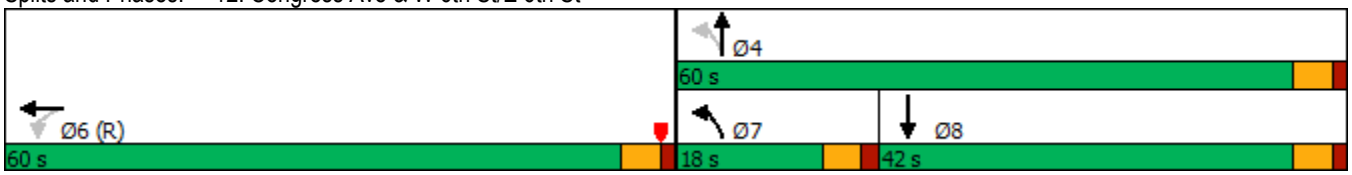
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				6			4					
Detector Phase				6	6		7	4			8	
Switch Phase												
Minimum Initial (s)				10.0	10.0		5.0	10.0			10.0	
Minimum Split (s)				60.0	60.0		10.0	60.0			42.0	
Total Split (s)				60.0	60.0		18.0	60.0			42.0	
Total Split (%)				50.0%	50.0%		15.0%	50.0%			35.0%	
Maximum Green (s)				55.0	55.0		13.0	55.0			37.0	
Yellow Time (s)				3.5	3.5		3.5	3.5			3.5	
All-Red Time (s)				1.5	1.5		1.5	1.5			1.5	
Lost Time Adjust (s)					0.0		0.0	0.0			0.0	
Total Lost Time (s)					5.0		5.0	5.0			5.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				3.0	3.0		3.0	3.0			3.0	
Recall Mode				C-Max	C-Max		Max	Max			Max	
Walk Time (s)				7.0	7.0			7.0			7.0	
Flash Dont Walk (s)				18.0	18.0			12.0			12.0	
Pedestrian Calls (#/hr)				0	0			0			0	
Act Effct Green (s)					55.0		55.0	55.0			37.0	
Actuated g/C Ratio					0.46		0.46	0.46			0.31	
v/c Ratio					0.62		0.77	0.62			0.40	
Control Delay					25.5		30.4	16.8			17.8	
Queue Delay					0.0		0.0	1.0			0.0	
Total Delay					25.5		30.4	17.9			17.8	
LOS					C		C	B			B	
Approach Delay					25.5			21.0			17.8	
Approach LOS					C			C			B	
Queue Length 50th (ft)					289		97	131			37	
Queue Length 95th (ft)					329		m152	201			53	
Internal Link Dist (ft)		574			448			278			280	
Turn Bay Length (ft)							75					
Base Capacity (vph)					2853		434	1606			1062	
Starvation Cap Reductn					0		0	338			0	
Spillback Cap Reductn					0		0	0			0	
Storage Cap Reductn					0		0	0			0	
Reduced v/c Ratio					0.62		0.77	0.79			0.40	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 103 (86%), Referenced to phase 6:WBTL, Start of Red
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 22.9 Intersection LOS: C
Intersection Capacity Utilization 72.0% ICU Level of Service C
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: Congress Ave & W 6th St/E 6th St



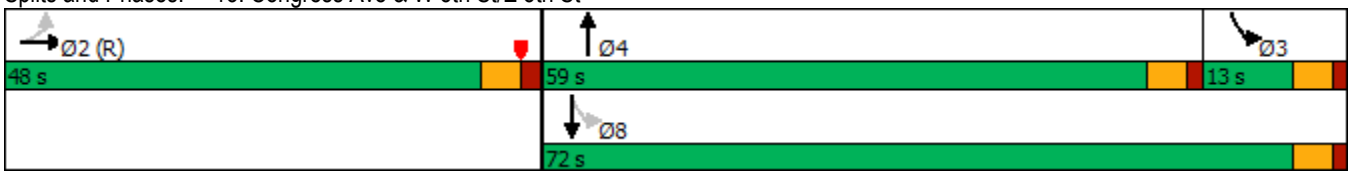
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	780	106	0	0	0	0	1095	227	62	388	0
Future Volume (vph)	99	780	106	0	0	0	0	1095	227	62	388	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	70		0
Storage Lanes	1		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			30		
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.982						0.974				
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1703	4909	0	0	0	0	0	3447	0	1703	3505	0
Flt Permitted	0.950									0.072		
Satd. Flow (perm)	1703	4909	0	0	0	0	0	3447	0	129	3505	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22						26				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		447			446			1388			358	
Travel Time (s)		10.2			10.1			31.5			8.1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	6%	4%	2%	0%	0%	0%	0%	2%	2%	6%	3%	0%
Adj. Flow (vph)	101	796	108	0	0	0	0	1117	232	63	396	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	101	904	0	0	0	0	0	1349	0	63	396	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA		pm+pt	NA	
Protected Phases		2						4		3	8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2									8		
Detector Phase	2	2						4		3	8	
Switch Phase												
Minimum Initial (s)	10.0	10.0						10.0		5.0	10.0	
Minimum Split (s)	48.0	48.0						59.0		13.0	72.0	
Total Split (s)	48.0	48.0						59.0		13.0	72.0	
Total Split (%)	40.0%	40.0%						49.2%		10.8%	60.0%	
Maximum Green (s)	42.5	42.5						54.0		8.0	67.0	
Yellow Time (s)	3.5	3.5						3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0						1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0						0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5						5.0		5.0	5.0	
Lead/Lag								Lead		Lag		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	3.0	3.0						3.0		3.0	3.0	
Recall Mode	C-Max	C-Max						Max		Max	Max	
Walk Time (s)	7.0	7.0						7.0			7.0	
Flash Dont Walk (s)	18.0	18.0						13.0			13.0	
Pedestrian Calls (#/hr)	0	0						0			0	
Act Effct Green (s)	42.5	42.5						54.0		67.0	67.0	
Actuated g/C Ratio	0.35	0.35						0.45		0.56	0.56	
v/c Ratio	0.17	0.52						0.86		0.36	0.20	
Control Delay	27.6	31.1						16.0		29.3	11.0	
Queue Delay	0.0	0.0						0.0		0.0	0.0	
Total Delay	27.6	31.1						16.0		29.3	11.0	
LOS	C	C						B		C	B	
Approach Delay		30.7						16.0			13.5	
Approach LOS		C						B			B	
Queue Length 50th (ft)	53	196						528		15	49	
Queue Length 95th (ft)	96	239						m475		m44	65	
Internal Link Dist (ft)		367			366			1308			278	
Turn Bay Length (ft)										70		
Base Capacity (vph)	603	1752						1565		176	1956	
Starvation Cap Reductn	0	0						0		0	0	
Spillback Cap Reductn	0	0						0		0	0	
Storage Cap Reductn	0	0						0		0	0	
Reduced v/c Ratio	0.17	0.52						0.86		0.36	0.20	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 113 (94%), Referenced to phase 2:EBTL, Start of Red	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 20.8	Intersection LOS: C
Intersection Capacity Utilization 72.0%	ICU Level of Service C
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 13: Congress Ave & W 5th St/E 5th St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	227	883	310	252	713	117	121	1606	510	26	371	43
Future Volume (vph)	227	883	310	252	713	117	121	1606	510	26	371	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		180	135		0	150		125	120		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	175			80			75			60		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor			0.92	0.98	0.99		0.96		0.92		0.99	
Frt			0.850		0.979				0.850		0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	5085	1615	1719	3391	0	1805	3574	1583	1656	3346	0
Flt Permitted	0.156			0.266			0.460			0.087		
Satd. Flow (perm)	293	5085	1482	473	3391	0	843	3574	1463	152	3346	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			222		17				36		12	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		846			600			1418			1388	
Travel Time (s)		16.5			11.7			32.2			31.5	
Confl. Peds. (#/hr)	38		38	38		38	38		38	38		38
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	1%	2%	0%	5%	3%	3%	0%	1%	2%	9%	6%	0%
Adj. Flow (vph)	229	892	313	255	720	118	122	1622	515	26	375	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	229	892	313	255	838	0	122	1622	515	26	418	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	5	2		1	6			4	1		8	
Permitted Phases	2		2	6			4		4	8		
Detector Phase	5	2	2	1	6		4	4	1	8	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	11.0	28.0	28.0	16.0	47.0		52.0	52.0	16.0	52.0	52.0	
Total Split (s)	21.0	52.0	52.0	16.0	47.0		52.0	52.0	16.0	52.0	52.0	
Total Split (%)	17.5%	43.3%	43.3%	13.3%	39.2%		43.3%	43.3%	13.3%	43.3%	43.3%	
Maximum Green (s)	15.0	46.0	46.0	10.0	41.0		46.0	46.0	10.0	46.0	46.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Recall Mode	Max	C-Max	C-Max	Max	C-Max		Max	Max	Max	Max	Max	
Walk Time (s)		5.0	5.0		5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		14.0	14.0		14.0		16.0	16.0		14.0	14.0	
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	
Act Effct Green (s)	61.0	46.0	46.0	51.0	41.0		46.0	46.0	56.0	46.0	46.0	
Actuated g/C Ratio	0.51	0.38	0.38	0.42	0.34		0.38	0.38	0.47	0.38	0.38	
v/c Ratio	0.68	0.46	0.44	0.84	0.72		0.38	1.18	0.72	0.45	0.32	
Control Delay	22.8	30.5	16.5	43.2	43.4		31.0	124.8	27.0	56.1	25.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	22.8	30.5	16.5	43.2	43.4		31.0	124.8	27.0	56.1	25.2	
LOS	C	C	B	D	D		C	F	C	E	C	
Approach Delay		26.2			43.3			97.4			27.0	
Approach LOS		C			D			F			C	
Queue Length 50th (ft)	120	233	128	133	323		67	~794	254	16	131	
Queue Length 95th (ft)	m165	273	m190	m#189	m371		124	#934	371	m#53	185	
Internal Link Dist (ft)		766			520			1338			1308	
Turn Bay Length (ft)	140		180	135			150		125	120		
Base Capacity (vph)	335	1949	705	304	1169		323	1370	711	58	1290	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.68	0.46	0.44	0.84	0.72		0.38	1.18	0.72	0.45	0.32	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 68 (57%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.18
Intersection Signal Delay: 60.6 Intersection LOS: E

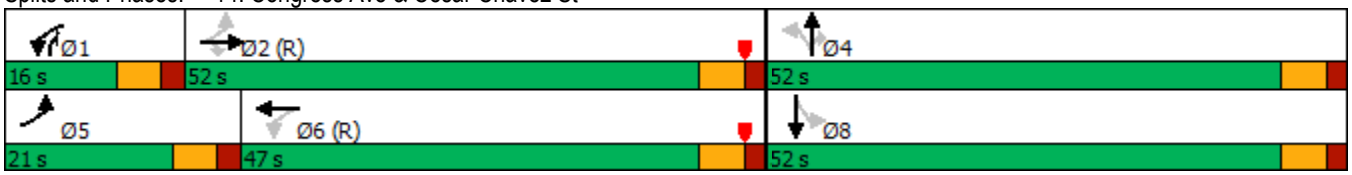
Intersection Capacity Utilization 109.2%	ICU Level of Service H
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: Congress Ave & Cesar Chavez St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	287	311	37	13	114	93	93	2010	103	132	512	265
Future Volume (vph)	287	311	37	13	114	93	93	2010	103	132	512	265
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		120	0		0	100		105	70		100
Storage Lanes	2		1	0		1	1		1	1		1
Taper Length (ft)	25			25			150			65		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	0.96	1.00			1.00	0.96	0.98		0.96			0.92
Frt		0.984				0.850			0.850			0.850
Flt Protected	0.950				0.995		0.950			0.950		
Satd. Flow (prot)	3433	1856	0	0	1890	1615	1736	3574	1615	1805	3505	1553
Flt Permitted	0.950				0.914		0.223			0.054		
Satd. Flow (perm)	3301	1856	0	0	1734	1551	399	3574	1550	103	3505	1436
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				154			158			270
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		744			260			663			303	
Travel Time (s)		14.5			5.1			12.9			5.9	
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	0%	3%	0%	0%	0%	4%	1%	0%	0%	3%	4%
Adj. Flow (vph)	315	342	41	14	125	102	102	2209	113	145	563	291
Shared Lane Traffic (%)												
Lane Group Flow (vph)	315	383	0	0	139	102	102	2209	113	145	563	291
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA		pm+pt	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases				8		8	6		2	2		6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	6.0	5.0		3.0	5.0	5.0	3.0	25.0	25.0	3.0	25.0	25.0
Minimum Split (s)	20.0	32.0		10.0	18.0	18.0	15.0	45.0	45.0	15.0	45.0	45.0
Total Split (s)	24.0	32.0		10.0	18.0	18.0	18.0	75.0	75.0	18.0	75.0	75.0
Total Split (%)	17.8%	23.7%		7.4%	13.3%	13.3%	13.3%	55.6%	55.6%	13.3%	55.6%	55.6%
Maximum Green (s)	18.5	26.5		4.0	12.0	12.0	12.5	69.5	69.5	12.5	69.5	69.5
Yellow Time (s)	4.0	4.0		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5		2.5	2.5	2.5	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5			6.0	6.0	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0		1.5	2.0	2.0	1.5	2.0	2.0	1.5	2.0	2.0
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		26.0			22.0	22.0		21.0	21.0		17.0	17.0
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	16.1	34.9			12.7	12.7	83.6	73.8	73.8	83.6	30.5	30.5
Actuated g/C Ratio	0.12	0.26			0.09	0.09	0.62	0.55	0.55	0.62	0.23	0.23
v/c Ratio	0.77	0.79			0.85	0.36	0.13	1.13	0.12	0.78	0.71	0.55
Control Delay	47.2	49.3			99.9	5.4	31.2	110.6	13.8	55.9	53.5	10.3
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0
Total Delay	47.2	49.3			99.9	5.4	31.2	111.6	13.8	55.9	53.5	10.3
LOS	D	D			F	A	C	F	B	E	D	B
Approach Delay		48.3			59.9			103.6			41.3	
Approach LOS		D			E			F			D	
Queue Length 50th (ft)	148	332			121	0	74	~1245	32	74	250	15
Queue Length 95th (ft)	m159	m349			m#238	m5	m53	m719	m10	#150	290	93
Internal Link Dist (ft)		664			180			583			223	
Turn Bay Length (ft)							100		105	70		100
Base Capacity (vph)	470	482			165	287	773	1953	919	223	1804	870
Starvation Cap Reductn	0	0			0	0	0	510	0	0	0	0
Spillback Cap Reductn	0	0			0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0			0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.79			0.84	0.36	0.13	1.53	0.12	0.65	0.31	0.33

Intersection Summary

Area Type: Other
Cycle Length: 135
Actuated Cycle Length: 135
Offset: 70 (52%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.13
Intersection Signal Delay: 78.1 Intersection LOS: E

Intersection Capacity Utilization 108.5% ICU Level of Service G

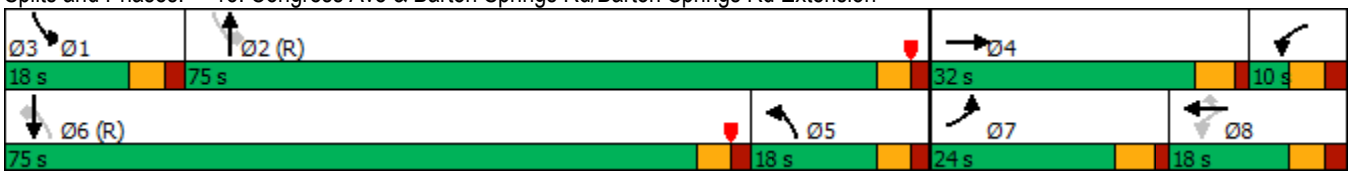
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Congress Ave & Barton Springs Rd/Barton Springs Rd Extension



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	693	141	159	1187	447	442	1791	264	165	292	30
Future Volume (vph)	62	693	141	159	1187	447	442	1791	264	165	292	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		0	140		0	215		200	180		0
Storage Lanes	1		1	1		0	2		1	2		0
Taper Length (ft)	115			50			150			150		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	1.00	0.97	0.95	0.95
Ped Bike Factor			0.96	0.99	0.99		0.93		0.97	0.99	1.00	
Frt			0.850		0.959				0.850		0.986	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3374	1417	1703	3346	0	3335	3574	1553	3467	3381	0
Flt Permitted	0.071			0.257			0.950			0.950		
Satd. Flow (perm)	135	3374	1366	458	3346	0	3098	3574	1506	3431	3381	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			145		48				137		8	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		738			912			704			663	
Travel Time (s)		14.4			17.8			13.7			12.9	
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	7%	14%	6%	3%	1%	5%	1%	4%	1%	3%	24%
Adj. Flow (vph)	64	714	145	164	1224	461	456	1846	272	170	301	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	714	145	164	1685	0	456	1846	272	170	332	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

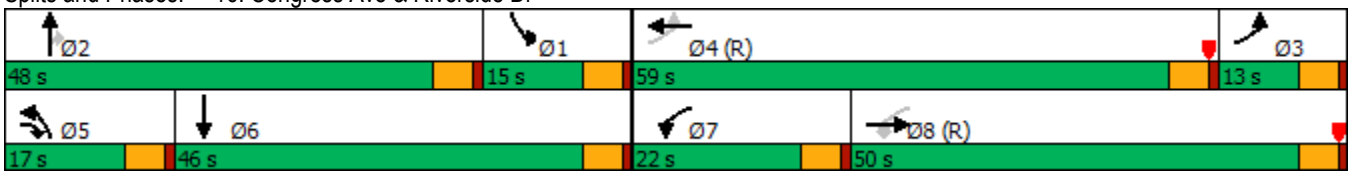
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	D.P+P	NA	pm+ov	D.P+P	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	3	8	5	7	4		5	2		1	6	
Permitted Phases	4		8	8					2			
Detector Phase	3	8	5	7	4		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	8.0	10.0	3.0	3.0	10.0		3.0	5.0	5.0	3.0	5.0	
Minimum Split (s)	13.0	38.0	8.0	8.0	38.0		8.0	10.0	10.0	8.0	10.0	
Total Split (s)	13.0	50.0	17.0	22.0	59.0		17.0	48.0	48.0	15.0	46.0	
Total Split (%)	9.6%	37.0%	12.6%	16.3%	43.7%		12.6%	35.6%	35.6%	11.1%	34.1%	
Maximum Green (s)	8.0	45.0	12.0	17.0	54.0		12.0	43.0	43.0	10.0	41.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag	Lead	Lead	Lead		Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	1.0	2.5	1.0	1.0	2.5		1.0	2.0	2.0	1.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	Min	Min	None	Min	
Walk Time (s)		5.0			5.0							
Flash Dont Walk (s)		28.0			28.0							
Pedestrian Calls (#/hr)		0			0							
Act Effct Green (s)	63.9	52.2	64.2	62.9	57.5		12.0	43.0	43.0	9.1	40.1	
Actuated g/C Ratio	0.47	0.39	0.48	0.47	0.43		0.09	0.32	0.32	0.07	0.30	
v/c Ratio	0.40	0.55	0.20	0.53	1.16		1.54	1.62	0.47	0.73	0.33	
Control Delay	53.0	43.0	5.9	30.0	116.8		299.0	315.7	20.7	115.4	71.4	
Queue Delay	3.1	0.0	0.0	0.0	2.1		0.0	1.9	0.0	0.0	0.0	
Total Delay	56.1	43.0	5.9	30.0	118.9		299.0	317.6	20.7	115.4	71.5	
LOS	E	D	A	C	F		F	F	C	F	E	
Approach Delay		38.0			111.0			282.9			86.3	
Approach LOS		D			F			F			F	
Queue Length 50th (ft)	31	315	10	119	~966		~288	~1223	91	79	149	
Queue Length 95th (ft)	m63	389	48	m117	m#605		#398	#1361	178	m117	m200	
Internal Link Dist (ft)		658			832			624			583	
Turn Bay Length (ft)	170			140			215		200	180		
Base Capacity (vph)	162	1304	730	384	1453		296	1138	573	256	1032	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	44	0	0	0	563		0	353	0	0	6	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.54	0.55	0.20	0.43	1.89		1.54	2.35	0.47	0.66	0.32	

Intersection Summary

Area Type: Other
Cycle Length: 135
Actuated Cycle Length: 135
Offset: 59 (44%), Referenced to phase 4:EBWB and 8:EBWB, Start of Red
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.62
Intersection Signal Delay: 173.0 Intersection LOS: F

Intersection Capacity Utilization 125.2%	ICU Level of Service H
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 16: Congress Ave & Riverside Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	13	14	23	38	48	18	2129	22	16	376	13
Future Volume (vph)	14	13	14	23	38	48	18	2129	22	16	376	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.954			0.940			0.998			0.995	
Flt Protected		0.983			0.990		0.950			0.950		
Satd. Flow (prot)	0	1695	0	0	1712	0	1805	3533	0	1671	3355	0
Flt Permitted		0.895			0.931		0.503			0.042		
Satd. Flow (perm)	0	1543	0	0	1610	0	956	3533	0	74	3355	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			26			2			7	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		1628			208			250			375	
Travel Time (s)		44.4			5.7			5.7			8.5	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	15%	5%	0%	5%	0%	2%	0%	8%	7%	9%
Adj. Flow (vph)	15	14	15	25	42	53	20	2340	24	18	413	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	44	0	0	120	0	20	2364	0	18	427	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		D.Pm	NA		D.P+P	NA	
Protected Phases		4			8			2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		6	2		1	6	
Switch Phase												
Minimum Initial (s)	19.0	19.0		19.0	19.0		20.0	20.0		5.0	20.0	
Minimum Split (s)	31.0	31.0		31.0	31.0		104.0	94.0		10.0	104.0	
Total Split (s)	31.0	31.0		31.0	31.0		104.0	94.0		10.0	104.0	
Total Split (%)	23.0%	23.0%		23.0%	23.0%		77.0%	69.6%		7.4%	77.0%	
Maximum Green (s)	26.0	26.0		26.0	26.0		99.0	89.0		5.0	99.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		C-Max	C-Max		Min	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0			7.0	
Flash Dont Walk (s)	19.0	19.0		19.0	19.0		9.0	9.0			9.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0			0	
Act Effct Green (s)		19.1			19.1		105.9	95.1		100.9	105.9	
Actuated g/C Ratio		0.14			0.14		0.78	0.70		0.75	0.78	
v/c Ratio		0.19			0.48		0.03	0.95		0.15	0.16	
Control Delay		39.3			48.8		3.3	28.0		5.9	3.7	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		39.3			48.8		3.3	28.0		5.9	3.7	
LOS		D			D		A	C		A	A	
Approach Delay		39.3			48.8			27.8			3.8	
Approach LOS		D			D			C			A	
Queue Length 50th (ft)		23			76		3	884		3	40	
Queue Length 95th (ft)		60			142		9	#1128		8	54	
Internal Link Dist (ft)		1548			128			170			295	
Turn Bay Length (ft)							100			100		
Base Capacity (vph)		309			331		750	2489		124	2634	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.14			0.36		0.03	0.95		0.15	0.16	

Intersection Summary

Area Type: Other
Cycle Length: 135
Actuated Cycle Length: 135
Offset: 8 (6%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red
Natural Cycle: 135
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 25.3 Intersection LOS: C
Intersection Capacity Utilization 83.7% ICU Level of Service E
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 17: Congress Ave & Monroe St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	199	817	5	2	1881	240	2	1	2	52	1	69
Future Volume (vph)	199	817	5	2	1881	240	2	1	2	52	1	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	100			100			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.983			0.946			0.924	
Flt Protected	0.950			0.950				0.980			0.979	
Satd. Flow (prot)	1805	3403	0	1805	3457	0	0	1468	0	0	1719	0
Flt Permitted	0.040			0.314				0.888			0.859	
Satd. Flow (perm)	76	3403	0	597	3457	0	0	1330	0	0	1508	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			18			2			43	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		912			2164			151			600	
Travel Time (s)		17.8			42.2			3.4			13.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	6%	0%	0%	3%	0%	50%	0%	0%	0%	0%	0%
Adj. Flow (vph)	214	878	5	2	2023	258	2	1	2	56	1	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	214	883	0	2	2281	0	0	5	0	0	131	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		D.Pm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			4			8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			2			4			8		
Detector Phase	5	2		2	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	8.0	22.0		22.0	24.0		28.0	28.0		28.0	28.0	
Total Split (s)	18.0	103.0		103.0	85.0		32.0	32.0		32.0	32.0	
Total Split (%)	13.3%	76.3%		76.3%	63.0%		23.7%	23.7%		23.7%	23.7%	
Maximum Green (s)	13.0	98.0		98.0	80.0		27.0	27.0		27.0	27.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lead/Lag	Lag				Lead							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	1.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	
Walk Time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		12.0		12.0	14.0		18.0	18.0		18.0	18.0	
Pedestrian Calls (#/hr)		0		0	0		0	0		0	0	
Act Effct Green (s)	112.5	112.5		112.5	94.5			12.5			12.5	
Actuated g/C Ratio	0.83	0.83		0.83	0.70			0.09			0.09	
v/c Ratio	0.93	0.31		0.00	0.94			0.04			0.74	
Control Delay	103.7	9.3		3.0	27.8			43.8			53.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	103.7	9.3		3.0	27.8			43.8			53.1	
LOS	F	A		A	C			D			D	
Approach Delay		27.7			27.7			43.8			53.1	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	149	267		0	835			2			72	
Queue Length 95th (ft)	#312	318		2	#1236			15			m126	
Internal Link Dist (ft)		832			2084			71			520	
Turn Bay Length (ft)	100			100								
Base Capacity (vph)	229	2835		497	2425			267			336	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.93	0.31		0.00	0.94			0.02			0.39	

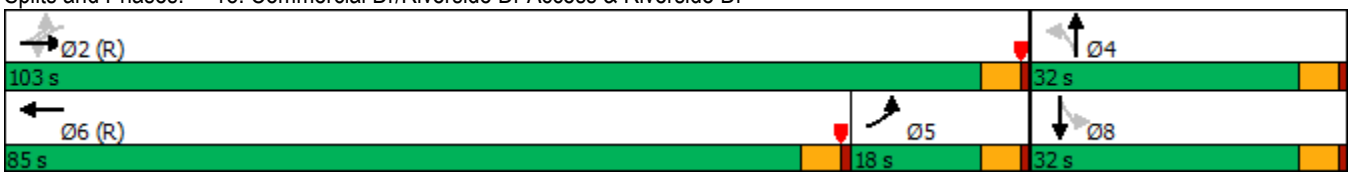
Intersection Summary

Area Type: Other
Cycle Length: 135
Actuated Cycle Length: 135
Offset: 15 (11%), Referenced to phase 2:EBWB and 6:WBT, Start of Red
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 28.7 Intersection LOS: C
Intersection Capacity Utilization 92.7% ICU Level of Service F
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 18: Commercial Dr/Riverside Dr Access & Riverside Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	981	125	0	0	0	0	0	0	958	1677	0
Future Volume (vph)	0	981	125	0	0	0	0	0	0	958	1677	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
Frt		0.983										
Flt Protected										0.950		
Satd. Flow (prot)	0	5859	0	0	0	0	0	0	0	1719	5036	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	5859	0	0	0	0	0	0	0	1719	5036	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)		7								64		
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		288			235			357			333	
Travel Time (s)		6.5			5.3			5.4			5.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	10%	7%	0%	0%	0%	0%	0%	0%	5%	3%	0%
Adj. Flow (vph)	0	1022	130	0	0	0	0	0	0	998	1747	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1152	0	0	0	0	0	0	0	998	1747	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			12	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2								1	2	
Detector Template		Thru								Left	Thru	
Leading Detector (ft)		100								20	100	
Trailing Detector (ft)		0								0	0	
Detector 1 Position(ft)		0								0	0	
Detector 1 Size(ft)		6								20	6	
Detector 1 Type		Cl+Ex								Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0								0.0	0.0	
Detector 1 Queue (s)		0.0								0.0	0.0	
Detector 1 Delay (s)		0.0								0.0	0.0	
Detector 2 Position(ft)		94									94	
Detector 2 Size(ft)		6									6	
Detector 2 Type		Cl+Ex									Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0									0.0	
Turn Type		NA								Perm	NA	
Protected Phases		2 6									4 8	
Permitted Phases										4 8		
Detector Phase		2 6								4 8	4 8	
Switch Phase												

Lane Group	Ø2	Ø4	Ø6	Ø8
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Lane Util. Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Peak Hour Factor				
Heavy Vehicles (%)				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(ft)				
Link Offset(ft)				
Crosswalk Width(ft)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (mph)				
Number of Detectors				
Detector Template				
Leading Detector (ft)				
Trailing Detector (ft)				
Detector 1 Position(ft)				
Detector 1 Size(ft)				
Detector 1 Type				
Detector 1 Channel				
Detector 1 Extend (s)				
Detector 1 Queue (s)				
Detector 1 Delay (s)				
Detector 2 Position(ft)				
Detector 2 Size(ft)				
Detector 2 Type				
Detector 2 Channel				
Detector 2 Extend (s)				
Turn Type				
Protected Phases	2	4	6	8
Permitted Phases				
Detector Phase				
Switch Phase				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)		52.0								58.0	58.0	
Actuated g/C Ratio		0.43								0.48	0.48	
v/c Ratio		0.45								1.16	0.72	
Control Delay		24.5								111.9	26.6	
Queue Delay		0.1								1.1	1.3	
Total Delay		24.6								113.1	27.9	
LOS		C								F	C	
Approach Delay		24.6									58.9	
Approach LOS		C									E	
Queue Length 50th (ft)		178								~888	381	
Queue Length 95th (ft)		210								#1146	438	
Internal Link Dist (ft)		208			155			277			253	
Turn Bay Length (ft)												
Base Capacity (vph)		2542								863	2434	
Starvation Cap Reductn		0								0	0	
Spillback Cap Reductn		412								153	441	
Storage Cap Reductn		0								0	0	
Reduced v/c Ratio		0.54								1.41	0.88	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 101 (84%), Referenced to phase 2:EBT, Start of Red
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.23
Intersection Signal Delay: 48.8 Intersection LOS: D
Intersection Capacity Utilization 128.6% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 19: IH 35 SB FR & 7th St

Lane Group	Ø2	Ø4	Ø6	Ø8
Minimum Initial (s)	3.0	5.0	10.0	10.0
Minimum Split (s)	28.0	10.0	29.0	49.0
Total Split (s)	28.0	14.0	29.0	49.0
Total Split (%)	23%	12%	24%	41%
Maximum Green (s)	23.0	9.0	24.0	44.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag				
Lead-Lag Optimize?				
Vehicle Extension (s)	1.0	1.0	1.0	1.0
Recall Mode	C-Max	Max	Max	Max
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Queue Length 50th (ft)				
Queue Length 95th (ft)				
Internal Link Dist (ft)				
Turn Bay Length (ft)				
Base Capacity (vph)				
Starvation Cap Reductn				
Spillback Cap Reductn				
Storage Cap Reductn				
Reduced v/c Ratio				

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	759	1181	0	0	0	730	0	1336	152	0	0	0
Future Volume (vph)	759	1181	0	0	0	730	0	1336	152	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	0.88	1.00	0.91	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950											
Satd. Flow (prot)	3367	3343	0	0	0	2682	0	5085	1538	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	3367	3343	0	0	0	2682	0	5085	1538	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	64					109			109			
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		235			293			361			209	
Travel Time (s)		5.3			6.7			5.5			3.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92
Heavy Vehicles (%)	4%	8%	0%	0%	0%	6%	0%	2%	5%	0%	0%	0%
Adj. Flow (vph)	799	1243	0	0	0	768	0	1406	160	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	799	1243	0	0	0	768	0	1406	160	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			0			0			0	
Link Offset(ft)		0			-12			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2				1		2	1			
Detector Template	Left	Thru				Right		Thru	Right			
Leading Detector (ft)	20	100				20		100	20			
Trailing Detector (ft)	0	0				0		0	0			
Detector 1 Position(ft)	0	0				0		0	0			
Detector 1 Size(ft)	20	6				20		6	20			
Detector 1 Type	Cl+Ex	Cl+Ex				Cl+Ex		Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0				0.0		0.0	0.0			
Detector 1 Queue (s)	0.0	0.0				0.0		0.0	0.0			
Detector 1 Delay (s)	0.0	0.0				0.0		0.0	0.0			
Detector 2 Position(ft)		94						94				
Detector 2 Size(ft)		6						6				
Detector 2 Type		Cl+Ex						Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				
Turn Type	Prot	NA				Prot		NA	Perm			
Protected Phases	2 4	2 4 6				6		8				
Permitted Phases									8			
Detector Phase	2 4	2 4 6				6		8	8			
Switch Phase												

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		
Detector Phase		
Switch Phase		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)						10.0		10.0	10.0			
Minimum Split (s)						29.0		49.0	49.0			
Total Split (s)						29.0		49.0	49.0			
Total Split (%)						24.2%		40.8%	40.8%			
Maximum Green (s)						24.0		44.0	44.0			
Yellow Time (s)						4.0		4.0	4.0			
All-Red Time (s)						1.0		1.0	1.0			
Lost Time Adjust (s)						0.0		0.0	0.0			
Total Lost Time (s)						5.0		5.0	5.0			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)						1.0		1.0	1.0			
Recall Mode						Max		Max	Max			
Act Effct Green (s)	37.0	66.0				24.0		44.0	44.0			
Actuated g/C Ratio	0.31	0.55				0.20		0.37	0.37			
v/c Ratio	0.74	0.68				1.23		0.75	0.25			
Control Delay	41.5	23.9				153.5		53.7	26.7			
Queue Delay	51.2	1.3				0.0		48.4	0.0			
Total Delay	92.7	25.2				153.5		102.1	26.7			
LOS	F	C				F		F	C			
Approach Delay		51.6			153.5			94.4				
Approach LOS		D			F			F				
Queue Length 50th (ft)	298	464				~378		346	56			
Queue Length 95th (ft)	m309	m465				#516		400	m116			
Internal Link Dist (ft)		155			213			281			129	
Turn Bay Length (ft)												
Base Capacity (vph)	1082	1838				623		1864	632			
Starvation Cap Reductn	412	366				0		591	0			
Spillback Cap Reductn	0	0				0		0	0			
Storage Cap Reductn	0	0				0		0	0			
Reduced v/c Ratio	1.19	0.84				1.23		1.10	0.25			

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 101 (84%), Referenced to phase 2:EBT, Start of Red
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.23
Intersection Signal Delay: 84.8 Intersection LOS: F
Intersection Capacity Utilization 128.6% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: IH 35 NB FR & 7th St

Lane Group	Ø2	Ø4
Minimum Initial (s)	3.0	5.0
Minimum Split (s)	28.0	10.0
Total Split (s)	28.0	14.0
Total Split (%)	23%	12%
Maximum Green (s)	23.0	9.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	1.0	1.0
Recall Mode	C-Max	Max
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	251	1091	0	0	0	0	98	751	985
Future Volume (vph)	0	0	0	251	1091	0	0	0	0	98	751	985
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt												0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	0	0	1752	3505	0	0	0	0	1752	3471	1553
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	0	0	1752	3505	0	0	0	0	1752	3471	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												64
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		271			245			217			357	
Travel Time (s)		6.2			5.6			3.3			5.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	3%	3%	0%	0%	0%	0%	3%	4%	4%
Adj. Flow (vph)	0	0	0	259	1125	0	0	0	0	101	774	1015
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	259	1125	0	0	0	0	101	774	1015
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		12			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2					1	2	1
Detector Template				Left	Thru					Left	Thru	Right
Leading Detector (ft)				20	100					20	100	20
Trailing Detector (ft)				0	0					0	0	0
Detector 1 Position(ft)				0	0					0	0	0
Detector 1 Size(ft)				20	6					20	6	20
Detector 1 Type				Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)				0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)				0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)					94						94	
Detector 2 Size(ft)					6						6	
Detector 2 Type					Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0						0.0	
Turn Type				Perm	NA					Perm	NA	Perm
Protected Phases					1 12						8 5	

Lane Group	Ø1	Ø5	Ø8	Ø12
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Storage Length (ft)				
Storage Lanes				
Taper Length (ft)				
Lane Util. Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Peak Hour Factor				
Heavy Vehicles (%)				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(ft)				
Link Offset(ft)				
Crosswalk Width(ft)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (mph)				
Number of Detectors				
Detector Template				
Leading Detector (ft)				
Trailing Detector (ft)				
Detector 1 Position(ft)				
Detector 1 Size(ft)				
Detector 1 Type				
Detector 1 Channel				
Detector 1 Extend (s)				
Detector 1 Queue (s)				
Detector 1 Delay (s)				
Detector 2 Position(ft)				
Detector 2 Size(ft)				
Detector 2 Type				
Detector 2 Channel				
Detector 2 Extend (s)				
Turn Type				
Protected Phases	1	5	8	12

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				1 12						8 5		8 5
Detector Phase				1 12	1 12					8 5	8 5	8 5
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)				42.0	42.0					68.0	68.0	68.0
Actuated g/C Ratio				0.35	0.35					0.57	0.57	0.57
v/c Ratio				0.42	0.92					0.10	0.39	1.12
Control Delay				28.7	45.6					25.6	34.5	111.6
Queue Delay				5.9	46.2					0.0	24.5	4.4
Total Delay				34.6	91.9					25.6	59.0	116.0
LOS				C	F					C	E	F
Approach Delay					81.2						87.8	
Approach LOS					F						F	
Queue Length 50th (ft)				123	474					71	317	~898
Queue Length 95th (ft)				196	#585					m102	383	#1187
Internal Link Dist (ft)		191			165			137			277	
Turn Bay Length (ft)				100								
Base Capacity (vph)				613	1226					992	1966	907
Starvation Cap Reductn				292	289					0	1211	435
Spillback Cap Reductn				0	0					0	0	0
Storage Cap Reductn				0	0					0	0	0
Reduced v/c Ratio				0.81	1.20					0.10	1.03	2.15

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 100 (83%), Referenced to phase 8:SBTL, Start of Red
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.12
Intersection Signal Delay: 85.0 Intersection LOS: F
Intersection Capacity Utilization 127.8% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.

Lane Group	Ø1	Ø5	Ø8	Ø12
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	3.0	1.0	10.0	10.0
Minimum Split (s)	8.0	6.0	21.0	21.0
Total Split (s)	8.0	6.0	67.0	39.0
Total Split (%)	7%	5%	56%	33%
Maximum Green (s)	3.0	1.0	62.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag				
Lead-Lag Optimize?				
Vehicle Extension (s)	1.0	1.0	2.0	2.0
Recall Mode	None	None	C-Max	None
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Queue Length 50th (ft)				
Queue Length 95th (ft)				
Internal Link Dist (ft)				
Turn Bay Length (ft)				
Base Capacity (vph)				
Starvation Cap Reductn				
Spillback Cap Reductn				
Storage Cap Reductn				
Reduced v/c Ratio				

Intersection Summary

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 21: IH 35 SB FR & 6th St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	92	0	0	699	61	643	1465	120	0	0	0
Future Volume (vph)	6	92	0	0	699	61	643	1465	120	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.86	0.86	0.86	1.00	1.00	1.00
Frt					0.988			0.992				
Flt Protected	0.950							0.986				
Satd. Flow (prot)	1504	1900	0	0	3410	0	0	6264	0	0	0	0
Flt Permitted	0.193							0.986				
Satd. Flow (perm)	306	1900	0	0	3410	0	0	6264	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					8			16				
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		245			294			209			361	
Travel Time (s)		5.6			6.7			3.2			5.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.92	0.92	0.92
Heavy Vehicles (%)	20%	0%	0%	0%	5%	0%	2%	2%	3%	0%	0%	0%
Adj. Flow (vph)	6	94	0	0	713	62	656	1495	122	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	6	94	0	0	775	0	0	2273	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2				
Detector Template	Left	Thru			Thru		Left	Thru				
Leading Detector (ft)	20	100			100		20	100				
Trailing Detector (ft)	0	0			0		0	0				
Detector 1 Position(ft)	0	0			0		0	0				
Detector 1 Size(ft)	20	6			6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		5 12			5 12			1 8				

Lane Group	Ø1	Ø5	Ø8	Ø12
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Storage Length (ft)				
Storage Lanes				
Taper Length (ft)				
Lane Util. Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Peak Hour Factor				
Heavy Vehicles (%)				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(ft)				
Link Offset(ft)				
Crosswalk Width(ft)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (mph)				
Number of Detectors				
Detector Template				
Leading Detector (ft)				
Trailing Detector (ft)				
Detector 1 Position(ft)				
Detector 1 Size(ft)				
Detector 1 Type				
Detector 1 Channel				
Detector 1 Extend (s)				
Detector 1 Queue (s)				
Detector 1 Delay (s)				
Detector 2 Position(ft)				
Detector 2 Size(ft)				
Detector 2 Type				
Detector 2 Channel				
Detector 2 Extend (s)				
Turn Type				
Protected Phases	1	5	8	12

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	5 12						1 8					
Detector Phase	5 12	5 12			5 12		1 8	1 8				
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	40.0	40.0			40.0			70.0				
Actuated g/C Ratio	0.33	0.33			0.33			0.58				
v/c Ratio	0.06	0.15			0.68			0.62				
Control Delay	60.8	59.8			37.7			17.1				
Queue Delay	0.0	3.0			51.5			0.2				
Total Delay	60.8	62.8			89.2			17.4				
LOS	E	E			F			B				
Approach Delay		62.7			89.2			17.4				
Approach LOS		E			F			B				
Queue Length 50th (ft)	5	79			267			314				
Queue Length 95th (ft)	21	136			339			350				
Internal Link Dist (ft)		165			214			129			281	
Turn Bay Length (ft)	100											
Base Capacity (vph)	102	633			1142			3660				
Starvation Cap Reductn	0	452			0			0				
Spillback Cap Reductn	0	0			467			540				
Storage Cap Reductn	0	0			0			0				
Reduced v/c Ratio	0.06	0.52			1.15			0.73				

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 100 (83%), Referenced to phase 8:SBTL, Start of Red
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.12
Intersection Signal Delay: 36.5 — Intersection LOS: D
Intersection Capacity Utilization 118.4% — ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 22: IH 35 NB FR & 6th St

HDR

Lane Group	Ø1	Ø5	Ø8	Ø12
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	3.0	1.0	10.0	10.0
Minimum Split (s)	8.0	6.0	21.0	21.0
Total Split (s)	8.0	6.0	67.0	39.0
Total Split (%)	7%	5%	56%	33%
Maximum Green (s)	3.0	1.0	62.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag				
Lead-Lag Optimize?				
Vehicle Extension (s)	1.0	1.0	2.0	2.0
Recall Mode	None	None	C-Max	None
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Queue Length 50th (ft)				
Queue Length 95th (ft)				
Internal Link Dist (ft)				
Turn Bay Length (ft)				
Base Capacity (vph)				
Starvation Cap Reductn				
Spillback Cap Reductn				
Storage Cap Reductn				
Reduced v/c Ratio				

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	868	198	232	983	0	0	0	0	188	268	664
Future Volume (vph)	0	868	198	232	983	0	0	0	0	188	268	664
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.91	0.91
Frt			0.850								0.939	0.850
Flt Protected					0.991						0.988	
Satd. Flow (prot)	0	3539	1568	0	3448	0	0	0	0	0	3085	1441
Flt Permitted					0.662						0.988	
Satd. Flow (perm)	0	3539	1568	0	2303	0	0	0	0	0	3085	1441
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			191								107	191
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		2006			301			310			247	
Travel Time (s)		39.1			5.9			4.7			3.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.92	0.92	0.92	0.98	0.98	0.98
Heavy Vehicles (%)	0%	2%	3%	7%	3%	0%	0%	0%	0%	3%	7%	2%
Adj. Flow (vph)	0	886	202	237	1003	0	0	0	0	192	273	678
Shared Lane Traffic (%)												47%
Lane Group Flow (vph)	0	886	202	0	1240	0	0	0	0	0	784	359
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1	2	1
Detector Template		Thru	Right	Left	Thru					Left	Thru	Right
Leading Detector (ft)		100	20	20	100					20	100	20
Trailing Detector (ft)		0	0	0	0					0	0	0
Detector 1 Position(ft)		0	0	0	0					0	0	0
Detector 1 Size(ft)		6	20	20	6					20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm	custom	NA					Perm	NA	Perm
Protected Phases		12 13			11 9 11 12 13						4 8	

Lane Group	Ø4	Ø8	Ø9	Ø11	Ø12	Ø13
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Heavy Vehicles (%)						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Detector 2 Position(ft)						
Detector 2 Size(ft)						
Detector 2 Type						
Detector 2 Channel						
Detector 2 Extend (s)						
Turn Type						
Protected Phases	4	8	9	11	12	13

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			12 13	11	9					4 8		4 8
Detector Phase		12 13	12 13	11 9 11	12 13					4 8	4 8	4 8
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)		31.0	31.0		78.0						24.0	24.0
Actuated g/C Ratio		0.26	0.26		0.65						0.20	0.20
v/c Ratio		0.97	0.37		0.60						1.12	0.81
Control Delay		65.7	9.3		6.5						109.1	36.9
Queue Delay		12.7	0.0		6.4						2.2	17.7
Total Delay		78.4	9.3		12.8						111.3	54.6
LOS		E	A		B						F	D
Approach Delay		65.6			12.8						93.5	
Approach LOS		E			B						F	
Queue Length 50th (ft)		386	71		99						~345	141
Queue Length 95th (ft)		#510	m110		m98						#478	#315
Internal Link Dist (ft)		1926			221			230			167	
Turn Bay Length (ft)			100									
Base Capacity (vph)		914	546		2059						702	441
Starvation Cap Reductn		0	0		762						186	77
Spillback Cap Reductn		49	0		0						1	0
Storage Cap Reductn		0	0		0						0	0
Reduced v/c Ratio		1.02	0.37		0.96						1.52	0.99

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 5 (4%), Referenced to phase 13:EBWB, Start of Red
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.34
Intersection Signal Delay: 55.9 Intersection LOS: E
Intersection Capacity Utilization 92.9% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.

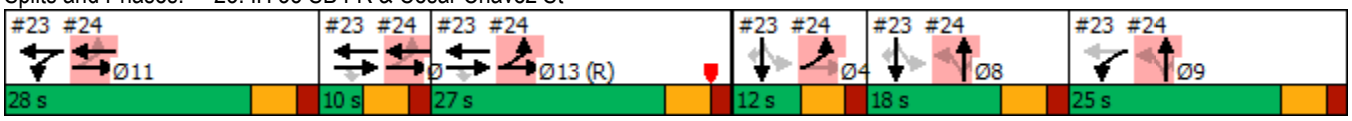
Lane Group	Ø4	Ø8	Ø9	Ø11	Ø12	Ø13
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	3.0	5.0	1.0	5.0	3.0	5.0
Minimum Split (s)	10.0	11.0	8.0	11.0	10.0	11.0
Total Split (s)	12.0	18.0	25.0	28.0	10.0	27.0
Total Split (%)	10%	15%	21%	23%	8%	23%
Maximum Green (s)	6.0	12.0	19.0	22.0	4.0	21.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	1.0	1.0	1.0	1.0	1.0
Recall Mode	Max	Max	Max	Max	Max	C-Max
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 23: IH 35 SB FR & Cesar Chavez St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	431	349	0	0	659	222	556	1340	264	0	0	0
Future Volume (vph)	431	349	0	0	659	222	556	1340	264	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.91	0.91	1.00	1.00	1.00	1.00
Frt					0.962				0.850			
Flt Protected	0.950						0.950	0.998				
Satd. Flow (prot)	1770	1845	0	0	3388	0	1595	3414	1583	0	0	0
Flt Permitted	0.125						0.950	0.998				
Satd. Flow (perm)	233	1845	0	0	3388	0	1595	3414	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					38				191			
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		301			331			361			347	
Travel Time (s)		5.9			6.4			5.5			5.3	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.92	0.92	0.92
Heavy Vehicles (%)	2%	3%	0%	0%	3%	1%	3%	1%	2%	0%	0%	0%
Adj. Flow (vph)	435	353	0	0	666	224	562	1354	267	0	0	0
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	435	353	0	0	890	0	506	1410	267	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2	1			
Detector Template	Left	Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	20	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Detector 1 Position(ft)	0	0			0		0	0	0			
Detector 1 Size(ft)	20	6			6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	D.P+P	NA			NA		Perm	NA	Perm			
Protected Phases	4 13 11	12 13			11 12			8 9				
Permitted Phases	11 12	4					8 9		8 9			
Detector Phase	4 13 11	12 13			11 12		8 9	8 9	8 9			
Switch Phase												

Lane Group	Ø4	Ø8	Ø9	Ø11	Ø12	Ø13
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Heavy Vehicles (%)						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Detector 2 Position(ft)						
Detector 2 Size(ft)						
Detector 2 Type						
Detector 2 Channel						
Detector 2 Extend (s)						
Turn Type						
Protected Phases	4	8	9	11	12	13
Permitted Phases						
Detector Phase						
Switch Phase						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	65.0	71.0			32.0		37.0	37.0	37.0			
Actuated g/C Ratio	0.54	0.59			0.27		0.31	0.31	0.31			
v/c Ratio	0.79	0.32			0.96		1.03	1.34	0.43			
Control Delay	15.4	6.4			62.4		89.9	194.1	12.2			
Queue Delay	53.6	1.4			9.2		11.0	0.1	0.0			
Total Delay	69.0	7.8			71.5		100.8	194.1	12.2			
LOS	E	A			E		F	F	B			
Approach Delay		41.6			71.5			150.3				
Approach LOS		D			E			F				
Queue Length 50th (ft)	58	47			345		~460	~782	43			
Queue Length 95th (ft)	m59	m48			#478		#694	#926	117			
Internal Link Dist (ft)		221			251			281			267	
Turn Bay Length (ft)												
Base Capacity (vph)	548	1091			931		491	1052	620			
Starvation Cap Reductn	167	536			0		0	0	0			
Spillback Cap Reductn	0	0			46		15	16	0			
Storage Cap Reductn	0	0			0		0	0	0			
Reduced v/c Ratio	1.14	0.64			1.01		1.06	1.36	0.43			

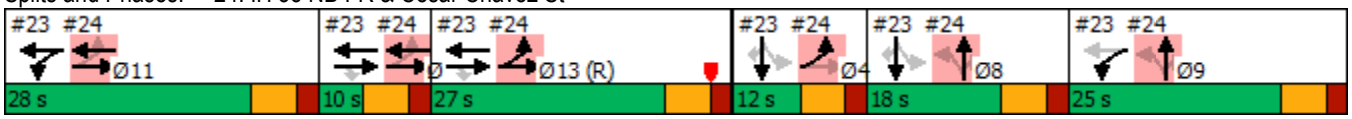
Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 5 (4%), Referenced to phase 13:EBWB, Start of Red	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.34	
Intersection Signal Delay: 109.9	Intersection LOS: F
Intersection Capacity Utilization 101.2%	ICU Level of Service G
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 24: IH 35 NB FR & Cesar Chavez St



Lane Group	Ø4	Ø8	Ø9	Ø11	Ø12	Ø13
Minimum Initial (s)	3.0	5.0	1.0	5.0	3.0	5.0
Minimum Split (s)	10.0	11.0	8.0	11.0	10.0	11.0
Total Split (s)	12.0	18.0	25.0	28.0	10.0	27.0
Total Split (%)	10%	15%	21%	23%	8%	23%
Maximum Green (s)	6.0	12.0	19.0	22.0	4.0	21.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	1.0	1.0	1.0	1.0	1.0
Recall Mode	Max	Max	Max	Max	Max	C-Max
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1057	268	344	1337	0	0	0	0	559	275	817
Future Volume (vph)	0	1057	268	344	1337	0	0	0	0	559	275	817
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	0		0	0		0	0		200
Storage Lanes	1		0	1		0	0		0	1		1
Taper Length (ft)	70			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Frt		0.970										0.850
Flt Protected				0.950						0.950	0.975	
Satd. Flow (prot)	0	4828	0	1770	3505	0	0	0	0	1535	3195	1568
Flt Permitted				0.125						0.950	0.975	
Satd. Flow (perm)	0	4828	0	233	3505	0	0	0	0	1535	3195	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		44										156
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		544			302			548			667	
Travel Time (s)		10.6			5.9			8.3			10.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.92	0.92	0.92	0.96	0.96	0.96
Heavy Vehicles (%)	0%	4%	5%	2%	3%	0%	0%	0%	0%	7%	4%	3%
Adj. Flow (vph)	0	1101	279	358	1393	0	0	0	0	582	286	851
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	0	1380	0	358	1393	0	0	0	0	291	577	851
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	1
Detector Template		Thru		Left	Thru					Left	Thru	Right
Leading Detector (ft)		100		20	100					20	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		6		20	6					20	6	20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA		D.P+P	NA					Perm	NA	Perm
Protected Phases		1 2		6 7	1 2 6 7						4 5	

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Heavy Vehicles (%)						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Detector 2 Position(ft)						
Detector 2 Size(ft)						
Detector 2 Type						
Detector 2 Channel						
Detector 2 Extend (s)						
Turn Type						
Protected Phases	1	2	4	5	6	7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				1 2						4 5		4 5
Detector Phase		1 2		6 7	1 2 6 7					4 5	4 5	4 5
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)		38.0		92.0	99.0					30.0	30.0	30.0
Actuated g/C Ratio		0.27		0.66	0.71					0.21	0.21	0.21
v/c Ratio		1.03		0.47	0.56					0.89	0.84	1.86
Control Delay		80.1		3.0	4.3					81.4	65.1	419.9
Queue Delay		15.4		0.4	49.2					0.0	0.0	0.0
Total Delay		95.5		3.3	53.6					81.4	65.1	419.9
LOS		F		A	D					F	E	F
Approach Delay		95.5			43.3						243.5	
Approach LOS		F			D						F	
Queue Length 50th (ft)		~479		28	509					284	279	~1066
Queue Length 95th (ft)		#578		m29	m3					#468	#370	#1323
Internal Link Dist (ft)		464			222			468			587	
Turn Bay Length (ft)												200
Base Capacity (vph)		1342		756	2478					328	684	458
Starvation Cap Reductn		0		103	1286					0	0	0
Spillback Cap Reductn		52		0	0					0	0	0
Storage Cap Reductn		0		0	0					0	0	0
Reduced v/c Ratio		1.07		0.55	1.17					0.89	0.84	1.86

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 112.5 (80%), Referenced to phase 2:EBWB, Start of Red
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.86
Intersection Signal Delay: 129.1 Intersection LOS: F
Intersection Capacity Utilization 135.9% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.

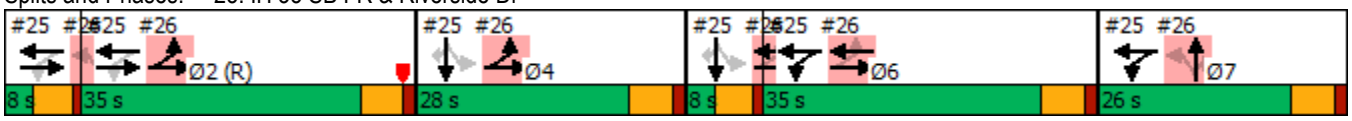
Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	8.0	22.0	22.0	8.0	22.0	11.0
Total Split (s)	8.0	35.0	28.0	8.0	35.0	26.0
Total Split (%)	6%	25%	20%	6%	25%	19%
Maximum Green (s)	3.0	29.0	22.0	3.0	29.0	20.0
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	1.0	1.5	1.5	1.0	1.5	1.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	0.2	2.0	1.5	0.2	2.0	1.5
Recall Mode	Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 25: IH 35 SB FR & Riverside Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	633	983	0	0	1225	2432	457	1017	96	0	0	0
Future Volume (vph)	633	983	0	0	1225	2432	457	1017	96	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950	0.998				
Satd. Flow (prot)	1770	3406	0	0	5036	1583	1610	3415	1568	0	0	0
Flt Permitted	0.125						0.950	0.998				
Satd. Flow (perm)	233	3406	0	0	5036	1583	1610	3415	1568	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						335			156			
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		302			867			448			495	
Travel Time (s)		5.9			16.9			6.8			7.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.92	0.92	0.92
Heavy Vehicles (%)	2%	6%	0%	0%	3%	2%	2%	1%	3%	0%	0%	0%
Adj. Flow (vph)	646	1003	0	0	1250	2482	466	1038	98	0	0	0
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	646	1003	0	0	1250	2482	419	1085	98	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	6			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	D.P+P	NA			NA	Free	Perm	NA	Perm			
Protected Phases	2 4	2 4 5 6			5 6			1 7				
Permitted Phases	5 6					Free	1 7		1 7			
Detector Phase	2 4	2 4 5 6			5 6		1 7	1 7	1 7			
Switch Phase												

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Heavy Vehicles (%)						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Detector 2 Position(ft)						
Detector 2 Size(ft)						
Detector 2 Type						
Detector 2 Channel						
Detector 2 Extend (s)						
Turn Type						
Protected Phases	1	2	4	5	6	7
Permitted Phases						
Detector Phase						
Switch Phase						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	94.0	100.0			38.0	140.0	29.0	29.0	29.0			
Actuated g/C Ratio	0.67	0.71			0.27	1.00	0.21	0.21	0.21			
v/c Ratio	0.83	0.41			0.92	1.57	1.26	1.53	0.22			
Control Delay	11.2	0.5			60.5	272.5	183.0	284.9	1.7			
Queue Delay	1.5	3.5			9.9	0.0	0.0	0.0	0.0			
Total Delay	12.7	4.0			70.4	272.5	183.0	284.9	1.7			
LOS	B	A			E	F	F	F	A			
Approach Delay		7.4			204.8			240.9				
Approach LOS		A			F			F				
Queue Length 50th (ft)	71	2			405	~1699	~524	~759	0			
Queue Length 95th (ft)	m97	m2			#489	#1937	#756	#903	5			
Internal Link Dist (ft)		222			787			368			415	
Turn Bay Length (ft)												
Base Capacity (vph)	782	2432			1366	1583	333	707	448			
Starvation Cap Reductn	42	1307			0	0	0	0	0			
Spillback Cap Reductn	0	0			115	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.87	0.89			1.00	1.57	1.26	1.53	0.22			

Intersection Summary

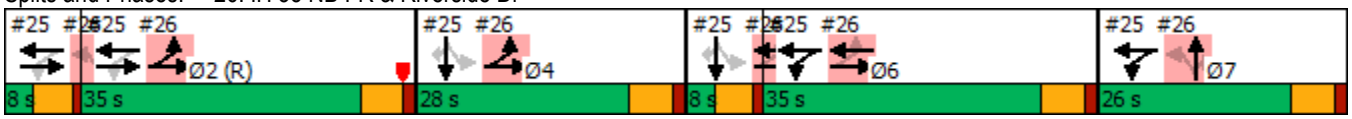
Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 112.5 (80%), Referenced to phase 2:EBWB, Start of Red
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.86
Intersection Signal Delay: 166.5 Intersection LOS: F
Intersection Capacity Utilization 135.9% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 26: IH 35 NB FR & Riverside Dr



Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Minimum Initial (s)	3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	8.0	22.0	22.0	8.0	22.0	11.0
Total Split (s)	8.0	35.0	28.0	8.0	35.0	26.0
Total Split (%)	6%	25%	20%	6%	25%	19%
Maximum Green (s)	3.0	29.0	22.0	3.0	29.0	20.0
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	1.0	1.5	1.5	1.0	1.5	1.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	0.2	2.0	1.5	0.2	2.0	1.5
Recall Mode	Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	1	19	5	6	39	49	2298	24	8	384	27
Future Volume (vph)	17	1	19	5	6	39	49	2298	24	8	384	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.931			0.893			0.998			0.990	
Flt Protected		0.977			0.995			0.999			0.999	
Satd. Flow (prot)	0	1728	0	0	1688	0	0	3561	0	0	3475	0
Flt Permitted		0.977			0.995			0.999			0.999	
Satd. Flow (perm)	0	1728	0	0	1688	0	0	3561	0	0	3475	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		219			1628			278			409	
Travel Time (s)		6.0			44.4			5.4			8.0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	1%	5%	0%	3%	0%
Adj. Flow (vph)	18	1	20	5	6	42	53	2471	26	9	413	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	39	0	0	53	0	0	2550	0	0	451	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		-35			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 94.0%	ICU Level of Service F
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	12.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	1	19	5	6	39	49	2298	24	8	384	27
Future Vol, veh/h	17	1	19	5	6	39	49	2298	24	8	384	27
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	2	1	5	0	3	0
Mvmt Flow	18	1	20	5	6	42	53	2471	26	9	413	29

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1791	3049	221	2815	3050	1249	442	0	0	2497	0	0
Stage 1	446	446	-	2590	2590	-	-	-	-	-	-	-
Stage 2	1345	2603	-	225	460	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.14	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.22	-	-	2.2	-	-
Pot Cap-1 Maneuver	52	13	789	9	13	167	1114	-	-	186	-	-
Stage 1	567	577	-	26	52	-	-	-	-	-	-	-
Stage 2	163	52	-	763	569	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	21	12	789	8	12	167	1114	-	-	186	-	-
Mov Cap-2 Maneuver	21	12	-	8	12	-	-	-	-	-	-	-
Stage 1	567	540	-	26	52	-	-	-	-	-	-	-
Stage 2	107	52	-	694	533	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	294.5	$ 476.3	0.2	1.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1114	-	-	40	37	186	-	-
HCM Lane V/C Ratio	0.047	-	-	0.995	1.453	0.046	-	-
HCM Control Delay (s)	8.4	0	-	294.5	$ 476.3	25.3	0.8	-
HCM Lane LOS	A	A	-	F	F	D	A	-
HCM 95th %tile Q(veh)	0.1	-	-	3.8	5.7	0.1	-	-

Notes

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

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	172	321	70	27	28	132
Future Volume (vph)	172	321	70	27	28	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.959			0.850
Flt Protected		0.983			0.950	
Satd. Flow (prot)	0	3479	3394	0	1770	1583
Flt Permitted		0.983			0.950	
Satd. Flow (perm)	0	3479	3394	0	1770	1583
Link Speed (mph)		35	30		30	
Link Distance (ft)		260	216		258	
Travel Time (s)		5.1	4.9		5.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	187	349	76	29	30	143
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	536	105	0	30	143
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 27.1%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	172	321	70	27	28	132
Future Vol, veh/h	172	321	70	27	28	132
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	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	187	349	76	29	30	143

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	105	0	-	0	640	53
Stage 1	-	-	-	-	91	-
Stage 2	-	-	-	-	549	-
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	1484	-	-	-	408	1003
Stage 1	-	-	-	-	922	-
Stage 2	-	-	-	-	542	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1484	-	-	-	344	1003
Mov Cap-2 Maneuver	-	-	-	-	344	-
Stage 1	-	-	-	-	778	-
Stage 2	-	-	-	-	542	-

Approach	EB	WB	SB
HCM Control Delay, s	2.9	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1484	-	-	-	344	1003
HCM Lane V/C Ratio	0.126	-	-	-	0.088	0.143
HCM Control Delay (s)	7.8	0.3	-	-	16.5	9.2
HCM Lane LOS	A	A	-	-	C	A
HCM 95th %tile Q(veh)	0.4	-	-	-	0.3	0.5

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	180	169	55	27	15	42
Future Volume (vph)	180	169	55	27	15	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.951			0.850
Flt Protected		0.975			0.950	
Satd. Flow (prot)	0	3451	3366	0	1770	1583
Flt Permitted		0.975			0.950	
Satd. Flow (perm)	0	3451	3366	0	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		216	246		268	
Travel Time (s)		4.9	5.6		6.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	196	184	60	29	16	46
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	380	89	0	16	46
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 26.6%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	180	169	55	27	15	42
Future Vol, veh/h	180	169	55	27	15	42
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	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	196	184	60	29	16	46

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	89	0	-	0	559	45
Stage 1	-	-	-	-	75	-
Stage 2	-	-	-	-	484	-
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	1504	-	-	-	459	1015
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	585	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1504	-	-	-	392	1015
Mov Cap-2 Maneuver	-	-	-	-	392	-
Stage 1	-	-	-	-	803	-
Stage 2	-	-	-	-	585	-

Approach	EB	WB	SB
HCM Control Delay, s	4.1	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1504	-	-	-	392	1015
HCM Lane V/C Ratio	0.13	-	-	-	0.042	0.045
HCM Control Delay (s)	7.8	0.2	-	-	14.6	8.7
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.4	-	-	-	0.1	0.1

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	94	89	64	157	37	18
Future Volume (vph)	94	89	64	157	37	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.894			0.850
Flt Protected		0.975			0.950	
Satd. Flow (prot)	0	3451	3164	0	1770	1583
Flt Permitted		0.975			0.950	
Satd. Flow (perm)	0	3451	3164	0	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		246	187		242	
Travel Time (s)		5.6	4.3		5.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	102	97	70	171	40	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	199	241	0	40	20
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 25.4%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	94	89	64	157	37	18
Future Vol, veh/h	94	89	64	157	37	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	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	102	97	70	171	40	20

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	241	0	-	0	409	121
Stage 1	-	-	-	-	156	-
Stage 2	-	-	-	-	253	-
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	1323	-	-	-	570	908
Stage 1	-	-	-	-	856	-
Stage 2	-	-	-	-	766	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1323	-	-	-	524	908
Mov Cap-2 Maneuver	-	-	-	-	524	-
Stage 1	-	-	-	-	787	-
Stage 2	-	-	-	-	766	-

Approach	EB	WB	SB
HCM Control Delay, s	4.1	0	11.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1323	-	-	-	524	908
HCM Lane V/C Ratio	0.077	-	-	-	0.077	0.022
HCM Control Delay (s)	7.9	0.1	-	-	12.4	9.1
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0.2	0.1

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	47	79	211	78	18	9
Future Volume (vph)	47	79	211	78	18	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.959			0.850
Flt Protected		0.982			0.950	
Satd. Flow (prot)	0	3476	3394	0	1770	1583
Flt Permitted		0.982			0.950	
Satd. Flow (perm)	0	3476	3394	0	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		187	120		289	
Travel Time (s)		4.3	2.7		6.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	51	86	229	85	20	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	137	314	0	20	10
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 25.2%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	47	79	211	78	18	9
Future Vol, veh/h	47	79	211	78	18	9
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	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	86	229	85	20	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	314	0	-	0	417	157
Stage 1	-	-	-	-	272	-
Stage 2	-	-	-	-	145	-
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	1243	-	-	-	564	861
Stage 1	-	-	-	-	749	-
Stage 2	-	-	-	-	867	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1243	-	-	-	540	861
Mov Cap-2 Maneuver	-	-	-	-	540	-
Stage 1	-	-	-	-	717	-
Stage 2	-	-	-	-	867	-

Approach	EB	WB	SB
HCM Control Delay, s	3.1	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1243	-	-	-	540	861
HCM Lane V/C Ratio	0.041	-	-	-	0.036	0.011
HCM Control Delay (s)	8	0.1	-	-	11.9	9.2
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	68	2392	0	0	933
Future Volume (vph)	0	68	2392	0	0	933
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1611	3539	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	1611	3539	0	0	3539
Link Speed (mph)	30		30			35
Link Distance (ft)	242		303			1418
Travel Time (s)	5.5		6.9			27.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	74	2600	0	0	1014
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	74	2600	0	0	1014
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 77.0%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱	↑↑			↑↑
Traffic Vol, veh/h	0	68	2392	0	0	933
Future Vol, veh/h	0	68	2392	0	0	933
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	74	2600	0	0	1014

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1300	0	-	-	-
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	152	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	152	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	49.3	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	152	-
HCM Lane V/C Ratio	-	0.486	-
HCM Control Delay (s)	-	49.3	-
HCM Lane LOS	-	E	-
HCM 95th %tile Q(veh)	-	2.3	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	308	996	218	293	1456	0	0	1671	49
Future Volume (vph)	0	0	0	308	996	218	293	1456	0	0	1671	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	140		0	0		0
Storage Lanes	0		0	2		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.996	
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	3502	5085	1568	1770	3574	0	0	3561	0
Flt Permitted				0.950			0.052					
Satd. Flow (perm)	0	0	0	3502	5085	1568	97	3574	0	0	3561	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						73					3	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		423			486			427			261	
Travel Time (s)		9.6			11.0			8.3			5.1	
Peak Hour Factor	0.92	0.92	0.92	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	2%	3%	2%	1%	0%	0%	1%	0%
Adj. Flow (vph)	0	0	0	350	1132	248	333	1655	0	0	1899	56
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	350	1132	248	333	1655	0	0	1955	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm	NA	Perm	custom	NA			NA	
Protected Phases					4		5 3	2 3			6	
Permitted Phases				4		4	2					
Minimum Split (s)				21.0	21.0	21.0					27.0	
Total Split (s)				40.0	40.0	40.0					78.0	
Total Split (%)				26.7%	26.7%	26.7%					52.0%	
Maximum Green (s)				35.0	35.0	35.0					73.0	
Yellow Time (s)				4.0	4.0	4.0					4.0	
All-Red Time (s)				1.0	1.0	1.0					1.0	
Lost Time Adjust (s)				0.0	0.0	0.0					0.0	
Total Lost Time (s)				5.0	5.0	5.0					5.0	
Lead/Lag				Lag	Lag	Lag					Lag	
Lead-Lag Optimize?				Yes	Yes	Yes					Yes	
Walk Time (s)											10.0	
Flash Dont Walk (s)											12.0	
Pedestrian Calls (#/hr)											0	
Act Effct Green (s)				35.0	35.0	35.0	102.0	105.0			73.0	
Actuated g/C Ratio				0.23	0.23	0.23	0.68	0.70			0.49	

Lane Group	Ø2	Ø3	Ø5
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Turn Type			
Protected Phases	2	3	5
Permitted Phases			
Minimum Split (s)	31.0	8.0	8.0
Total Split (s)	95.0	15.0	17.0
Total Split (%)	63%	10%	11%
Maximum Green (s)	90.0	11.0	13.0
Yellow Time (s)	4.0	3.5	3.5
All-Red Time (s)	1.0	0.5	0.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lead
Lead-Lag Optimize?		Yes	Yes
Walk Time (s)	10.0		
Flash Dont Walk (s)	16.0		
Pedestrian Calls (#/hr)	0		
Act Effct Green (s)			
Actuated g/C Ratio			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio				0.43	0.95	0.59	1.00	0.66			1.13	
Control Delay				50.9	73.7	42.0	69.3	29.7			101.6	
Queue Delay				0.1	0.0	0.0	10.7	49.4			1.6	
Total Delay				51.0	73.7	42.0	80.0	79.0			103.2	
LOS				D	E	D	E	E			F	
Approach Delay					64.6			79.2			103.2	
Approach LOS					E			E			F	
Queue Length 50th (ft)				151	404	154	207	730			~1163	
Queue Length 95th (ft)				196	#476	242	m#216	m702			#1248	
Internal Link Dist (ft)		343			406			347			181	
Turn Bay Length (ft)							140					
Base Capacity (vph)				817	1186	421	333	2501			1734	
Starvation Cap Reductn				0	0	0	12	1377			0	
Spillback Cap Reductn				44	0	0	0	0			623	
Storage Cap Reductn				0	0	0	0	0			0	
Reduced v/c Ratio				0.45	0.95	0.59	1.04	1.47			1.76	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 11 (7%), Referenced to phase 6:SBT, Start of Red
Natural Cycle: 140
Control Type: Pretimed
Maximum v/c Ratio: 1.13
Intersection Signal Delay: 83.0 Intersection LOS: F
Intersection Capacity Utilization 94.9% ICU Level of Service F
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Lamar Blvd & 6th St

Lane Group	Ø2	Ø3	Ø5
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	227	797	592	0	0	0	0	1428	348	85	1984	0
Future Volume (vph)	227	797	592	0	0	0	0	1428	348	85	1984	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	140		0
Storage Lanes	1		1	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.81	0.81	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.959	0.850					0.971				
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1787	5777	1308	0	0	0	0	3464	0	1752	3574	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1787	5777	1308	0	0	0	0	3464	0	1752	3574	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18	51					28				
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		453			422			278			427	
Travel Time (s)		10.3			9.6			5.4			8.3	
Peak Hour Factor	0.94	0.94	0.94	0.92	0.92	0.92	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	3%	0%	0%	0%	0%	0%	1%	2%	3%	1%	0%
Adj. Flow (vph)	241	848	630	0	0	0	0	1519	370	90	2111	0
Shared Lane Traffic (%)			50%									
Lane Group Flow (vph)	241	1163	315	0	0	0	0	1889	0	90	2111	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2		1	2	
Detector Template	Left	Thru	Right					Thru		Left	Thru	
Leading Detector (ft)	20	100	20					100		20	100	
Trailing Detector (ft)	0	0	0					0		0	0	
Detector 1 Position(ft)	0	0	0					0		0	0	
Detector 1 Size(ft)	20	6	20					6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA		Prot	NA	
Protected Phases		4						2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4									
Detector Phase	4	4	4					2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0					10.0		3.0	10.0	
Minimum Split (s)	30.0	30.0	30.0					21.0		8.0	35.0	
Total Split (s)	40.0	40.0	40.0					80.0		30.0	110.0	
Total Split (%)	26.7%	26.7%	26.7%					53.3%		20.0%	73.3%	
Maximum Green (s)	35.0	35.0	35.0					75.0		25.0	105.0	
Yellow Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0					1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0					5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0	1.0					1.0		1.0	3.0	
Recall Mode	None	None	None					C-Max		None	C-Max	
Walk Time (s)	7.0	7.0	7.0					0.0			10.0	
Flash Dont Walk (s)	18.0	18.0	18.0					0.0			20.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)	34.1	34.1	34.1					75.9		25.0	105.9	
Actuated g/C Ratio	0.23	0.23	0.23					0.51		0.17	0.71	
v/c Ratio	0.60	0.88	0.94					1.07		0.31	0.84	
Control Delay	58.4	63.5	82.5					77.9		67.7	31.6	
Queue Delay	0.0	0.0	0.0					15.7		0.0	47.1	
Total Delay	58.4	63.5	82.5					93.6		67.7	78.6	
LOS	E	E	F					F		E	E	
Approach Delay		66.3						93.6			78.2	
Approach LOS		E						F			E	
Queue Length 50th (ft)	211	334	320					~1078		68	847	
Queue Length 95th (ft)	305	383	#553					#1215		m68	m760	
Internal Link Dist (ft)		373			342			198			347	
Turn Bay Length (ft)										140		
Base Capacity (vph)	416	1361	344					1767		292	2523	
Starvation Cap Reductn	0	0	0					0		0	773	
Spillback Cap Reductn	0	0	0					878		0	0	
Storage Cap Reductn	0	0	0					0		0	0	
Reduced v/c Ratio	0.58	0.85	0.92					2.12		0.31	1.21	

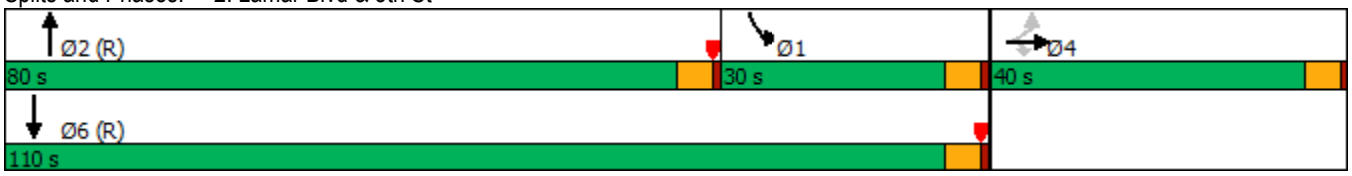
Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 90 (60%), Referenced to phase 2:NBT and 6:SBT, Start of Red	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay: 79.7	Intersection LOS: E
Intersection Capacity Utilization 94.9%	ICU Level of Service F
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Lamar Blvd & 5th St



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø7
Lane Configurations							
Traffic Volume (vph)	360	1499	2333	244	119	183	
Future Volume (vph)	360	1499	2333	244	119	183	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	250			100	0	155	
Storage Lanes	1			1	1	1	
Taper Length (ft)	100				25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	
Frt				0.850		0.850	
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1752	3539	3539	1568	1752	1615	
Flt Permitted	0.035				0.950		
Satd. Flow (perm)	65	3539	3539	1568	1752	1615	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)				83		9	
Link Speed (mph)		35	35		30		
Link Distance (ft)		912	521		444		
Travel Time (s)		17.8	10.1		10.1		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	
Heavy Vehicles (%)	3%	2%	2%	3%	3%	0%	
Adj. Flow (vph)	383	1595	2482	260	127	195	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	383	1595	2482	260	127	195	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2	1	1	1	
Detector Template	Left	Thru	Thru	Right	Left	Right	
Leading Detector (ft)	20	100	100	20	20	20	
Trailing Detector (ft)	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	6	20	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA	Perm	Prot	pt+ov	
Protected Phases	5	2	6		3	5 7	7

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø7
Permitted Phases	2			6		3	
Detector Phase	5	2	6	6	3	5 7	
Switch Phase							
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0		5.0
Minimum Split (s)	18.0	21.0	27.0	27.0	20.0		20.0
Total Split (s)	18.0	130.0	112.0	112.0	20.0		20.0
Total Split (%)	12.0%	86.7%	74.7%	74.7%	13.3%		13%
Maximum Green (s)	12.0	125.0	107.0	107.0	15.0		14.0
Yellow Time (s)	5.0	4.0	4.0	4.0	3.0		5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	2.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	5.0	5.0	5.0	5.0		
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0
Recall Mode	None	C-Max	C-Max	C-Max	None		None
Walk Time (s)			5.0	5.0			
Flash Dont Walk (s)			17.0	17.0			
Pedestrian Calls (#/hr)			0	0			
Act Effct Green (s)	124.4	125.4	107.0	107.0	14.6	32.0	
Actuated g/C Ratio	0.83	0.84	0.71	0.71	0.10	0.21	
v/c Ratio	1.99	0.54	0.98	0.23	0.74	0.56	
Control Delay	490.6	4.5	18.7	5.1	91.1	57.0	
Queue Delay	0.0	0.1	40.8	0.0	0.0	0.0	
Total Delay	490.6	4.6	59.5	5.1	91.1	57.0	
LOS	F	A	E	A	F	E	
Approach Delay		98.7	54.4		70.5		
Approach LOS		F	D		E		
Queue Length 50th (ft)	~540	202	519	40	123	164	
Queue Length 95th (ft)	#754	234	m481	m36	#220	251	
Internal Link Dist (ft)		832	441		364		
Turn Bay Length (ft)	250			100		155	
Base Capacity (vph)	192	2958	2524	1142	175	342	
Starvation Cap Reductn	0	0	292	0	0	0	
Spillback Cap Reductn	0	380	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	1.99	0.62	1.11	0.23	0.73	0.57	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 149 (99%), Referenced to phase 2:EBTL and 6:WBT, Start of Red	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.99	
Intersection Signal Delay: 72.8	Intersection LOS: E
Intersection Capacity Utilization 104.4%	ICU Level of Service G
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Cesar Chavez St & BR Reynolds Dr

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4	Ø5	Ø7
Lane Configurations									
Traffic Volume (vph)	0	1688	2048	85	39	485			
Future Volume (vph)	0	1688	2048	85	39	485			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00			
Frt			0.994			0.850			
Flt Protected					0.950				
Satd. Flow (prot)	0	3574	3521	0	1530	1583			
Flt Permitted					0.950				
Satd. Flow (perm)	0	3574	3521	0	1530	1583			
Right Turn on Red				Yes		Yes			
Satd. Flow (RTOR)			5			7			
Link Speed (mph)		35	35		30				
Link Distance (ft)		521	2492		303				
Travel Time (s)		10.1	48.5		6.9				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96			
Heavy Vehicles (%)	0%	1%	2%	0%	18%	2%			
Adj. Flow (vph)	0	1758	2133	89	41	505			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	1758	2222	0	41	505			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Left	Left	Right	Left	Right			
Median Width(ft)		12	12		12				
Link Offset(ft)		0	0		0				
Crosswalk Width(ft)		16	16		16				
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Turning Speed (mph)	15			9	15	9			
Number of Detectors		2	2		1	1			
Detector Template		Thru	Thru		Left	Right			
Leading Detector (ft)		100	100		20	20			
Trailing Detector (ft)		0	0		0	0			
Detector 1 Position(ft)		0	0		0	0			
Detector 1 Size(ft)		6	6		20	20			
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			
Detector 1 Channel									
Detector 1 Extend (s)		0.0	0.0		0.0	0.0			
Detector 1 Queue (s)		0.0	0.0		0.0	0.0			
Detector 1 Delay (s)		0.0	0.0		0.0	0.0			
Detector 2 Position(ft)		94	94						
Detector 2 Size(ft)		6	6						
Detector 2 Type		Cl+Ex	Cl+Ex						
Detector 2 Channel									
Detector 2 Extend (s)		0.0	0.0						
Turn Type		NA	NA		pm+pt	custom			
Protected Phases		2	6		3	5 7	4	5	7
Permitted Phases					7				
Detector Phase		2	6		3	5 7			
Switch Phase									

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4	Ø5	Ø7
Minimum Initial (s)		15.0	15.0		5.0		5.0	5.0	5.0
Minimum Split (s)		21.0	22.0		21.0		24.0	21.0	21.0
Total Split (s)		113.0	92.0		18.0		19.0	21.0	37.0
Total Split (%)		75.3%	61.3%		12.0%		13%	14%	25%
Maximum Green (s)		108.0	87.0		13.0		14.0	16.0	32.0
Yellow Time (s)		4.0	4.0		3.0		3.0	3.0	3.0
All-Red Time (s)		1.0	1.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0				
Total Lost Time (s)		5.0	5.0		5.0				
Lead/Lag			Lag		Lag		Lead	Lead	
Lead-Lag Optimize?			Yes		Yes		Yes	Yes	
Vehicle Extension (s)		2.0	2.0		2.0		1.0	2.0	2.0
Recall Mode		C-Max	C-Max		None		None	None	None
Walk Time (s)			5.0				7.0		
Flash Dont Walk (s)			12.0				12.0		
Pedestrian Calls (#/hr)			0				0		
Act Effct Green (s)		108.0	88.3		32.0	51.7			
Actuated g/C Ratio		0.72	0.59		0.21	0.34			
v/c Ratio		0.68	1.07		0.13	0.92			
Control Delay		13.3	72.2		49.1	69.5			
Queue Delay		0.0	0.0		0.0	50.8			
Total Delay		13.3	72.2		49.1	120.2			
LOS		B	E		D	F			
Approach Delay		13.3	72.2		114.9				
Approach LOS		B	E		F				
Queue Length 50th (ft)		524	~1282		33	462			
Queue Length 95th (ft)		598	#1412		69	#676			
Internal Link Dist (ft)		441	2412		223				
Turn Bay Length (ft)									
Base Capacity (vph)		2573	2075		326	563			
Starvation Cap Reductn		3	0		0	0			
Spillback Cap Reductn		0	0		0	209			
Storage Cap Reductn		0	0		0	0			
Reduced v/c Ratio		0.68	1.07		0.13	1.43			

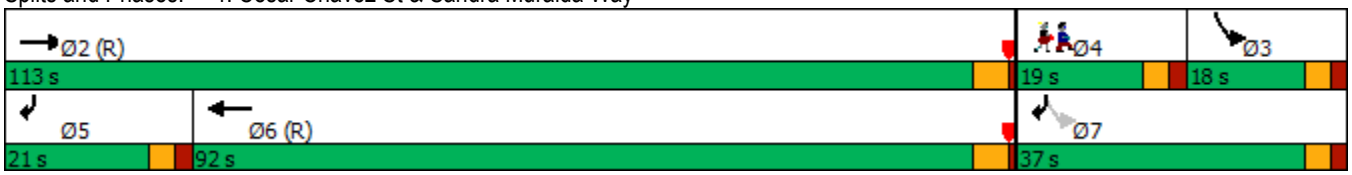
Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 9 (6%), Referenced to phase 2:EBT and 6:WBT, Start of Red
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.07
Intersection Signal Delay: 54.5 Intersection LOS: D
Intersection Capacity Utilization 97.7% ICU Level of Service F
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Cesar Chavez St & Sandra Muraida Way



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	353	619	284	417	928	352	172	995	264	191	2252	716
Future Volume (vph)	353	619	284	417	928	352	172	995	264	191	2252	716
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		100	290		320	185		165	230		0
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	90			90			50			110		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3502	3610	1599	3467	3574	1615	1787	5085	1599	1805	3574	1599
Flt Permitted	0.950			0.950			0.060			0.187		
Satd. Flow (perm)	3502	3610	1599	3467	3574	1615	113	5085	1599	355	3574	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			138			280			213			285
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2543			2792			875			732	
Travel Time (s)		49.5			54.4			17.0			14.3	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	1%	1%	1%	0%	1%	2%	1%	0%	1%	1%
Adj. Flow (vph)	357	625	287	421	937	356	174	1005	267	193	2275	723
Shared Lane Traffic (%)												
Lane Group Flow (vph)	357	625	287	421	937	356	174	1005	267	193	2275	723
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			16	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	

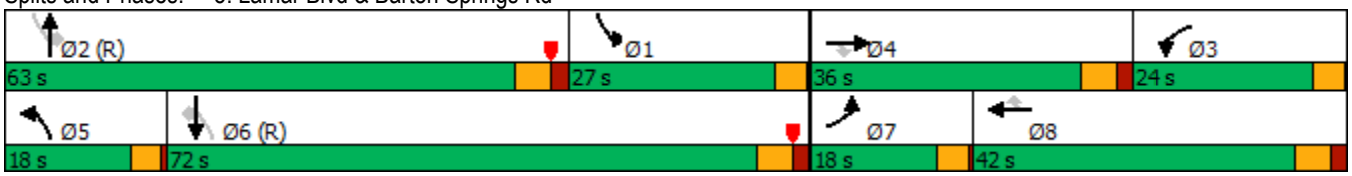
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4			8	6		2	2		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	15.0	15.0	4.0	15.0	15.0	4.0	20.0	20.0	4.0	20.0	20.0
Minimum Split (s)	8.0	37.0	37.0	8.0	37.0	37.0	8.0	35.0	35.0	8.0	35.0	35.0
Total Split (s)	18.0	36.0	36.0	24.0	42.0	42.0	18.0	63.0	63.0	27.0	72.0	72.0
Total Split (%)	12.0%	24.0%	24.0%	16.0%	28.0%	28.0%	12.0%	42.0%	42.0%	18.0%	48.0%	48.0%
Maximum Green (s)	14.0	30.0	30.0	20.0	36.0	36.0	14.0	57.0	57.0	23.0	66.0	66.0
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0	4.0	3.5	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	0.5	2.0	2.0	0.5	2.0	2.0	0.5	2.0	2.0	0.5	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		24.0	24.0		24.0	24.0		22.0	22.0		22.0	22.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	14.0	28.8	28.8	21.2	36.0	36.0	82.0	57.0	57.0	82.0	67.0	67.0
Actuated g/C Ratio	0.09	0.19	0.19	0.14	0.24	0.24	0.55	0.38	0.38	0.55	0.45	0.45
v/c Ratio	1.10	0.90	0.68	0.86	1.09	0.59	0.84	0.52	0.36	0.46	1.43	0.83
Control Delay	138.5	76.1	37.6	80.7	111.5	15.8	68.5	37.1	8.9	35.0	228.4	31.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	138.5	76.1	37.6	80.7	111.5	15.8	68.5	37.1	8.9	35.0	228.4	31.1
LOS	F	E	D	F	F	B	E	D	A	D	F	C
Approach Delay		84.9			84.1			35.7			172.0	
Approach LOS		F			F			D			F	
Queue Length 50th (ft)	~202	315	137	212	~542	60	115	277	34	87	~1589	412
Queue Length 95th (ft)	#308	#407	246	#309	#680	169	#238	323	102	131	#1715	620
Internal Link Dist (ft)		2463			2712			795			652	
Turn Bay Length (ft)	230		100	290		320	185		165	230		
Base Capacity (vph)	326	722	430	489	857	600	219	1932	739	416	1595	871
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.10	0.87	0.67	0.86	1.09	0.59	0.79	0.52	0.36	0.46	1.43	0.83

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 119 (79%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.43	
Intersection Signal Delay: 111.8	Intersection LOS: F
Intersection Capacity Utilization 124.2%	ICU Level of Service H
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Lamar Blvd & Barton Springs Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	821	1065	0	1201	0	0	0	0	150	2230	243
Future Volume (vph)	0	821	1065	0	1201	0	0	0	0	150	2230	243
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		100	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		0	0		1
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Frt			0.850									0.850
Flt Protected											0.997	
Satd. Flow (prot)	0	6346	1599	0	3574	0	0	0	0	0	5061	1482
Flt Permitted											0.997	
Satd. Flow (perm)	0	6346	1599	0	3574	0	0	0	0	0	5061	1482
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			91									82
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		2492			289			254			305	
Travel Time (s)		48.5			5.6			5.8			6.9	
Peak Hour Factor	0.98	0.98	0.98	0.92	0.98	0.92	0.92	0.92	0.92	0.98	0.98	0.98
Heavy Vehicles (%)	0%	3%	1%	0%	1%	0%	0%	0%	0%	5%	2%	9%
Adj. Flow (vph)	0	838	1087	0	1226	0	0	0	0	153	2276	248
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	838	1087	0	1226	0	0	0	0	0	2429	248
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1		2					1	2	1
Detector Template		Thru	Right		Thru					Left	Thru	Right
Leading Detector (ft)		100	20		100					20	100	20
Trailing Detector (ft)		0	0		0					0	0	0
Detector 1 Position(ft)		0	0		0					0	0	0
Detector 1 Size(ft)		6	20		6					20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0		0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0		0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0		0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm		NA					Perm	NA	Perm
Protected Phases		2			2						4	

Lane Group	Ø5	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	5	6	8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			2							4		4
Detector Phase		2	2		2					4	4	4
Switch Phase												
Minimum Initial (s)		10.0	10.0		10.0					8.0	8.0	8.0
Minimum Split (s)		16.0	16.0		16.0					37.0	37.0	37.0
Total Split (s)		68.0	68.0		68.0					52.0	52.0	52.0
Total Split (%)		56.7%	56.7%		56.7%					43.3%	43.3%	43.3%
Maximum Green (s)		62.0	62.0		62.0					46.0	46.0	46.0
Yellow Time (s)		4.0	4.0		4.0					4.0	4.0	4.0
All-Red Time (s)		2.0	2.0		2.0					2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0						0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0						6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		1.0	1.0		1.0					1.0	1.0	1.0
Recall Mode		C-Max	C-Max		C-Max					None	None	None
Walk Time (s)										7.0	7.0	7.0
Flash Dont Walk (s)										24.0	24.0	24.0
Pedestrian Calls (#/hr)										0	0	0
Act Effct Green (s)		62.0	62.0		62.0						46.0	46.0
Actuated g/C Ratio		0.52	0.52		0.52						0.38	0.38
v/c Ratio		0.26	1.25		0.66						1.25	0.40
Control Delay		16.4	148.0		18.6						151.1	19.8
Queue Delay		0.0	0.0		10.6						0.0	0.0
Total Delay		16.4	148.0		29.2						151.1	19.8
LOS		B	F		C						F	B
Approach Delay		90.7			29.2						138.9	
Approach LOS		F			C						F	
Queue Length 50th (ft)		101	~1020		432						~861	90
Queue Length 95th (ft)		122	#1281		457						#954	162
Internal Link Dist (ft)		2412			209			174			225	
Turn Bay Length (ft)			100									
Base Capacity (vph)		3278	870		1846						1940	618
Starvation Cap Reductn		0	0		603						0	0
Spillback Cap Reductn		153	0		0						0	0
Storage Cap Reductn		0	0		0						0	0
Reduced v/c Ratio		0.27	1.25		0.99						1.25	0.40

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 38 (32%), Referenced to phase 2:EBWB, Start of Red	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.25	
Intersection Signal Delay: 99.9	Intersection LOS: F
Intersection Capacity Utilization 174.4%	ICU Level of Service H
Analysis Period (min) 15	

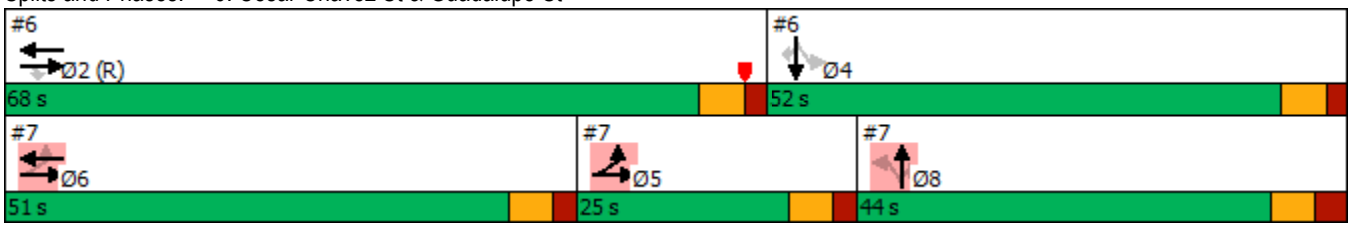
Lane Group	Ø5	Ø6	Ø8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	1.0	10.0	10.0
Minimum Split (s)	8.0	27.0	30.0
Total Split (s)	25.0	51.0	44.0
Total Split (%)	21%	43%	37%
Maximum Green (s)	19.0	45.0	37.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	3.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	1.0	1.0	1.0
Recall Mode	None	None	None
Walk Time (s)		7.0	5.0
Flash Dont Walk (s)		14.0	18.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: Cesar Chavez St & Guadalupe St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	886	0	0	784	109	410	900	168	0	0	0
Future Volume (vph)	122	886	0	0	784	109	410	900	168	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	0.95	0.91	0.91	1.00	1.00	1.00	1.00
Frt					0.982				0.850			
Flt Protected	0.950							0.985				
Satd. Flow (prot)	3303	3539	0	0	3510	0	0	4892	1568	0	0	0
Flt Permitted	0.117							0.985				
Satd. Flow (perm)	407	3539	0	0	3510	0	0	4892	1568	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					14				145			
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		289			846			219			325	
Travel Time (s)		5.6			16.5			5.0			7.4	
Peak Hour Factor	0.99	0.99	0.99	0.92	0.99	0.99	0.99	0.99	0.99	0.92	0.92	0.92
Heavy Vehicles (%)	6%	2%	0%	0%	1%	1%	1%	6%	3%	0%	0%	0%
Adj. Flow (vph)	123	895	0	0	792	110	414	909	170	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	123	895	0	0	902	0	0	1323	170	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			12			0			0	
Link Offset(ft)		0			0			0			-36	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2	1			
Detector Template	Left	Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	20	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Detector 1 Position(ft)	0	0			0		0	0	0			
Detector 1 Size(ft)	20	6			6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	D.P+P	NA			NA		Perm	NA	Perm			
Protected Phases	5	5 6			6			8				
Permitted Phases	6						8		8			
Detector Phase	5	5 6			6		8	8	8			
Switch Phase												

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		
Detector Phase		
Switch Phase		

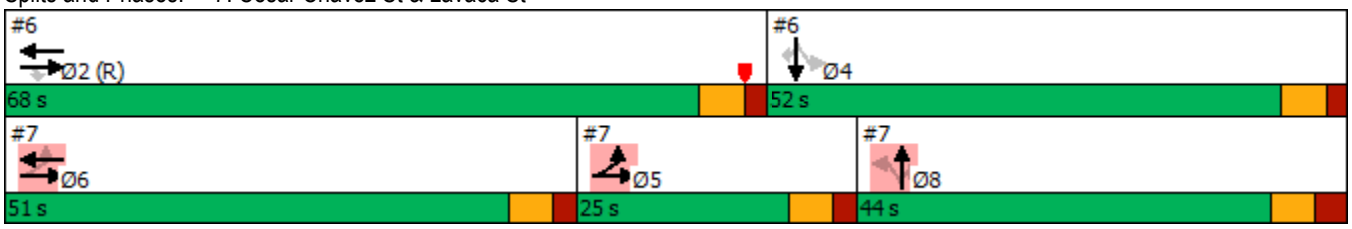
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	1.0				10.0		10.0	10.0	10.0			
Minimum Split (s)	8.0				27.0		30.0	30.0	30.0			
Total Split (s)	25.0				51.0		44.0	44.0	44.0			
Total Split (%)	20.8%				42.5%		36.7%	36.7%	36.7%			
Maximum Green (s)	19.0				45.0		37.0	37.0	37.0			
Yellow Time (s)	4.0				4.0		4.0	4.0	4.0			
All-Red Time (s)	2.0				2.0		3.0	3.0	3.0			
Lost Time Adjust (s)	0.0				0.0			0.0	0.0			
Total Lost Time (s)	6.0				6.0			7.0	7.0			
Lead/Lag	Lag				Lead							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	1.0				1.0		1.0	1.0	1.0			
Recall Mode	None				None		None	None	None			
Walk Time (s)					7.0		5.0	5.0	5.0			
Flash Dont Walk (s)					14.0		18.0	18.0	18.0			
Pedestrian Calls (#/hr)					0		0	0	0			
Act Effct Green (s)	43.9	49.9			37.4			57.1	57.1			
Actuated g/C Ratio	0.37	0.42			0.31			0.48	0.48			
v/c Ratio	0.40	0.61			0.82			0.57	0.21			
Control Delay	22.4	17.0			39.9			24.9	5.7			
Queue Delay	0.0	0.1			2.0			0.0	0.0			
Total Delay	22.4	17.2			41.9			24.9	5.7			
LOS	C	B			D			C	A			
Approach Delay		17.8			41.9			22.7				
Approach LOS		B			D			C				
Queue Length 50th (ft)	13	301			313			264	10			
Queue Length 95th (ft)	m19	m309			m292			359	56			
Internal Link Dist (ft)		209			766			139			245	
Turn Bay Length (ft)												
Base Capacity (vph)	649	1827			1325			2328	822			
Starvation Cap Reductn	0	205			0			0	0			
Spillback Cap Reductn	0	0			268			34	0			
Storage Cap Reductn	0	0			0			0	0			
Reduced v/c Ratio	0.19	0.55			0.85			0.58	0.21			

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 38 (32%), Referenced to phase 2:EBWB, Start of Red
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.25
Intersection Signal Delay: 26.3 Intersection LOS: C
Intersection Capacity Utilization 174.4% ICU Level of Service H
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Cesar Chavez St & Lavaca St



Lane Group	Ø2	Ø4
Minimum Initial (s)	10.0	8.0
Minimum Split (s)	16.0	37.0
Total Split (s)	68.0	52.0
Total Split (%)	57%	43%
Maximum Green (s)	62.0	46.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	1.0	1.0
Recall Mode	C-Max	None
Walk Time (s)		7.0
Flash Dont Walk (s)		24.0
Pedestrian Calls (#/hr)		0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	243	64	189	538	462	161	932	48	743	2424	323
Future Volume (vph)	53	243	64	189	538	462	161	932	48	743	2424	323
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	125		0	100		0	300		80
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	60			90			160			120		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91
Frt		0.969			0.931			0.993			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3444	0	1805	3127	0	1805	5102	0	1736	5043	0
Flt Permitted	0.950			0.459			0.950			0.950		
Satd. Flow (perm)	1752	3444	0	872	3127	0	1805	5102	0	1736	5043	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			135			6			29	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		485			516			580			1524	
Travel Time (s)		9.4			10.1			13.2			34.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	3%	2%	0%	0%	1%	15%	0%	1%	0%	4%	1%	1%
Adj. Flow (vph)	54	248	65	193	549	471	164	951	49	758	2473	330
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	313	0	193	1020	0	164	1000	0	758	2803	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes			Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases	3	8			4		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				4								
Detector Phase	3	8		4	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0		4.0	25.0		5.0	25.0	
Minimum Split (s)	10.0	41.0		31.0	31.0		11.0	41.0		10.0	41.0	
Total Split (s)	10.0	41.0		31.0	31.0		11.0	57.0		42.0	88.0	
Total Split (%)	7.1%	29.3%		22.1%	22.1%		7.9%	40.7%		30.0%	62.9%	
Maximum Green (s)	5.0	35.0		25.0	25.0		6.0	51.0		37.0	82.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0		2.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	6.0		6.0	6.0		5.0	6.0		5.0	6.0	
Lead/Lag	Lag			Lead	Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		2.0	2.0		1.0	1.0		2.0	2.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		6.0		6.0	6.0			6.0			6.0	
Flash Dont Walk (s)		29.0		29.0	29.0			23.0			23.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effct Green (s)	5.0	35.0		25.0	25.0		6.0	51.0		37.0	82.0	
Actuated g/C Ratio	0.04	0.25		0.18	0.18		0.04	0.36		0.26	0.59	
v/c Ratio	0.87	0.36		1.25	1.52		2.13	0.54		1.66	0.95	
Control Delay	147.3	41.4		188.1	273.7		573.7	34.3		337.5	34.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.2		0.7	44.4	
Total Delay	147.3	41.4		188.1	273.7		573.7	34.5		338.2	79.3	
LOS	F	D		F	F		F	C		F	E	
Approach Delay		57.0			260.1			110.5			134.4	
Approach LOS		E			F			F			F	
Queue Length 50th (ft)	50	115		~219	~628		~242	310		~999	825	
Queue Length 95th (ft)	#137	161		m#304	m#593		m#349	m348		#1246	908	
Internal Link Dist (ft)		405			436			500			1444	
Turn Bay Length (ft)	290			125			100			300		
Base Capacity (vph)	62	877		155	669		77	1862		458	2965	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	3		0	0		0	220		33	476	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.87	0.36		1.25	1.52		2.13	0.61		1.78	1.13	

Intersection Summary	
Area Type:	Other
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 59 (42%), Referenced to phase 2:NBT and 6:SBT, Start of Red	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 2.13	
Intersection Signal Delay: 149.7	Intersection LOS: F
Intersection Capacity Utilization 115.1%	ICU Level of Service H
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: S 1st St & Riverside Dr

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	270	546	201	362	888	109	186	807	131	125	1916	613
Future Volume (vph)	270	546	201	362	888	109	186	807	131	125	1916	613
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	165		0	125		0	80		65	85		0
Storage Lanes	2		0	1		0	1		1	1		1
Taper Length (ft)	175			120			50			50		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.95	1.00
Frt		0.960			0.984			0.979				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3467	3431	0	1787	3521	0	1787	5035	0	1805	3574	1599
Flt Permitted	0.950			0.201			0.062			0.218		
Satd. Flow (perm)	3467	3431	0	378	3521	0	117	5035	0	414	3574	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35			9			28				271
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		2792			516			310			580	
Travel Time (s)		54.4			10.1			7.0			13.2	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	1%	1%	1%	0%	1%	1%	0%	0%	1%	1%
Adj. Flow (vph)	276	557	205	369	906	111	190	823	134	128	1955	626
Shared Lane Traffic (%)												
Lane Group Flow (vph)	276	762	0	369	1017	0	190	957	0	128	1955	626
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		pm+pt	NA		D.P+P	NA		D.P+P	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				8			6			2		6
Detector Phase	7	4		3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	6.0	5.0		3.0	10.0		3.0	10.0		3.0	10.0	10.0
Minimum Split (s)	11.0	31.0		8.0	39.0		8.0	40.0		8.0	40.0	40.0
Total Split (s)	17.0	38.0		20.0	41.0		13.0	65.0		17.0	69.0	69.0
Total Split (%)	12.1%	27.1%		14.3%	29.3%		9.3%	46.4%		12.1%	49.3%	49.3%
Maximum Green (s)	12.0	33.0		15.0	36.0		8.0	60.0		12.0	64.0	64.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	1.0	2.0		1.0	2.0		1.0	1.0		1.0	1.0	1.0
Recall Mode	None	None		None	Min		None	C-Max		None	C-Max	C-Max
Walk Time (s)		7.0			8.0			9.0			9.0	9.0
Flash Dont Walk (s)		19.0			26.0			26.0			26.0	26.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	12.0	32.1		36.0	36.0		72.0	60.0		72.0	64.0	64.0
Actuated g/C Ratio	0.09	0.23		0.26	0.26		0.51	0.43		0.51	0.46	0.46
v/c Ratio	0.93	0.94		1.44	1.12		1.23	0.44		0.39	1.20	0.71
Control Delay	99.9	70.0		242.0	100.6		175.7	28.1		15.1	114.9	8.0
Queue Delay	0.0	0.0		0.0	0.1		0.0	0.0		0.0	0.1	1.9
Total Delay	99.9	70.0		242.0	100.7		175.7	28.1		15.1	115.1	10.0
LOS	F	E		F	F		F	C		B	F	A
Approach Delay		77.9			138.3			52.5			86.0	
Approach LOS		E			F			D			F	
Queue Length 50th (ft)	130	344		~458	~545		~161	215		30	~1119	56
Queue Length 95th (ft)	#219	#460		m#429	m#500		#324	256		m37	m#1201	m90
Internal Link Dist (ft)		2712			436			230			500	
Turn Bay Length (ft)	165			125			80			85		
Base Capacity (vph)	297	835		257	912		155	2173		332	1633	878
Starvation Cap Reductn	0	0		0	16		0	0		0	62	127
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.93	0.91		1.44	1.14		1.23	0.44		0.39	1.24	0.83

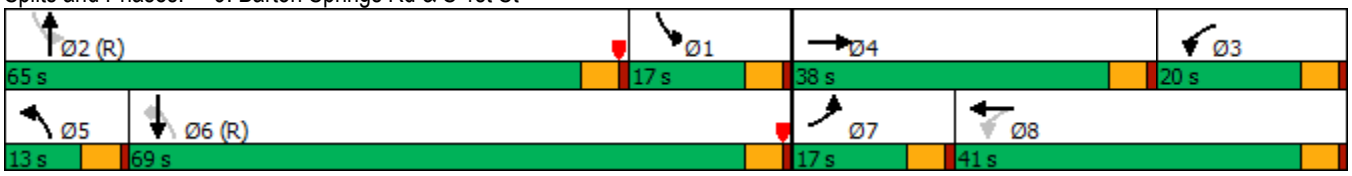
Intersection Summary	
Area Type:	Other
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 37 (26%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.44	
Intersection Signal Delay: 90.1	Intersection LOS: F
Intersection Capacity Utilization 121.5%	ICU Level of Service H
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: Barton Springs Rd & S 1st St



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	75	863	6	469	822	14	11	264	718	13	659	443
Future Volume (vph)	75	863	6	469	822	14	11	264	718	13	659	443
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	291		0	150		0	0		385
Storage Lanes	1		0	1		0	1		1	0		1
Taper Length (ft)	90			25			120			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95
Frt		0.999			0.997				0.850		0.940	
Flt Protected	0.950			0.950				0.998			0.999	
Satd. Flow (prot)	1805	3502	0	1787	3368	0	0	3568	1599	0	3377	0
Flt Permitted	0.283			0.175				0.695			0.948	
Satd. Flow (perm)	538	3502	0	329	3368	0	0	2485	1599	0	3204	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			2				409		110	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		516			738			516			744	
Travel Time (s)		10.1			14.4			10.1			14.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	3%	0%	1%	7%	0%	0%	1%	1%	0%	0%	1%
Adj. Flow (vph)	78	899	6	489	856	15	11	275	748	14	686	461
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	905	0	489	871	0	0	286	748	0	1161	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.Pm	NA		D.P+P	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			2			6	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	4			8			2		2	6		
Detector Phase	4	8		7	4		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0	10.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	30.5	30.5		20.0	30.5		30.5	30.5	30.5	30.5	30.5	
Total Split (s)	80.0	61.0		34.0	80.0		45.0	45.0	45.0	45.0	45.0	
Total Split (%)	57.1%	43.6%		24.3%	57.1%		32.1%	32.1%	32.1%	32.1%	32.1%	
Maximum Green (s)	74.5	55.5		29.0	74.5		39.5	39.5	39.5	39.5	39.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.5	1.5		1.0	1.5		1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	5.5	5.5		5.0	5.5			5.5	5.5		5.5	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Recall Mode	C-Max	C-Max		None	C-Max		Max	Max	Max	None	None	
Walk Time (s)	10.0	10.0		0.0	10.0		10.0	10.0	10.0	10.0	10.0	
Flash Dont Walk (s)	15.0	15.0		0.0	15.0		15.0	15.0	15.0	15.0	15.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0	0	0	
Act Effct Green (s)	89.5	55.7		85.0	89.5			39.5	39.5		39.5	
Actuated g/C Ratio	0.64	0.40		0.61	0.64			0.28	0.28		0.28	
v/c Ratio	0.23	0.65		0.98	0.40			0.41	1.01		1.18	
Control Delay	7.9	40.9		64.7	4.9			25.4	43.0		124.0	
Queue Delay	0.0	13.4		0.0	0.0			0.0	28.0		2.1	
Total Delay	7.9	54.4		64.7	4.9			25.4	71.0		126.1	
LOS	A	D		E	A			C	E		F	
Approach Delay		50.7			26.4			58.4			126.1	
Approach LOS		D			C			E			F	
Queue Length 50th (ft)	17	455		348	67			61	~135		~635	
Queue Length 95th (ft)	m16	m338		m324	m62			m77	m#251		m#546	
Internal Link Dist (ft)		436			658			436			664	
Turn Bay Length (ft)	105			291								
Base Capacity (vph)	343	1394		502	2153			701	744		982	
Starvation Cap Reductn	0	480		0	0			0	56		0	
Spillback Cap Reductn	0	0		0	0			0	0		304	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.23	0.99		0.97	0.40			0.41	1.09		1.71	

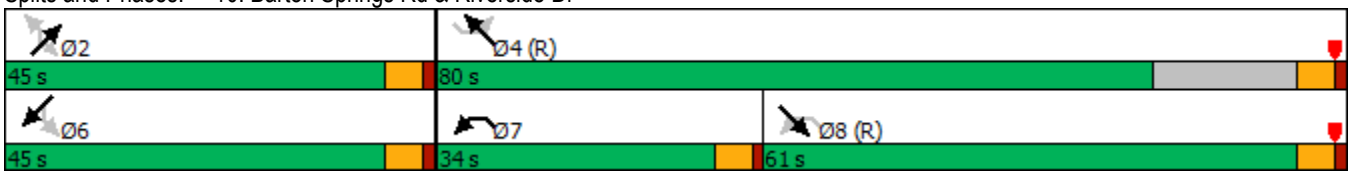
Intersection Summary	
Area Type:	Other
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 62.5 (45%), Referenced to phase 4:NWSE and 8:NWSE, Start of Red	
Natural Cycle: 95	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.18	
Intersection Signal Delay: 64.5	Intersection LOS: E
Intersection Capacity Utilization 115.0%	ICU Level of Service H
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Barton Springs Rd & Riverside Dr



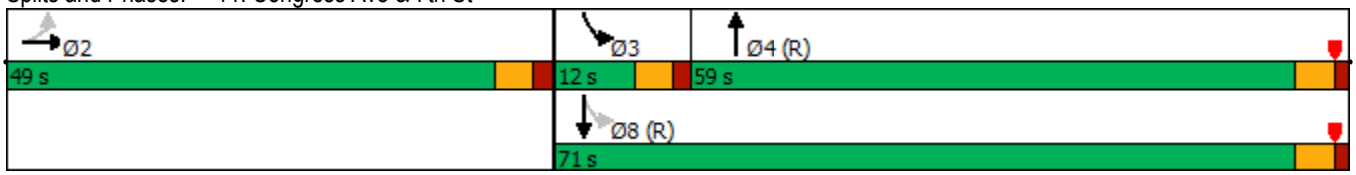
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	654	219	0	0	0	0	414	254	75	1087	0
Future Volume (vph)	43	654	219	0	0	0	0	414	254	75	1087	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.86	0.86	0.86	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Frt		0.964						0.943				
Flt Protected		0.998									0.997	
Satd. Flow (prot)	0	6035	0	0	0	0	0	3313	0	0	3559	0
Flt Permitted		0.998									0.794	
Satd. Flow (perm)	0	6035	0	0	0	0	0	3313	0	0	2834	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		59						141				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		673			575			360			249	
Travel Time (s)		15.3			13.1			8.2			5.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	5%	2%	0%	0%	0%	0%	2%	4%	3%	1%	0%
Adj. Flow (vph)	48	727	243	0	0	0	0	460	282	83	1208	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1018	0	0	0	0	0	742	0	0	1291	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA		pm+pt	NA	
Protected Phases		2						4		3	8	
Permitted Phases	2									8		
Detector Phase	2	2						4		3	8	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0						10.0		5.0	10.0	
Minimum Split (s)	29.5	29.5						24.0		10.0	24.0	
Total Split (s)	49.0	49.0						59.0		12.0	71.0	
Total Split (%)	40.8%	40.8%						49.2%		10.0%	59.2%	
Maximum Green (s)	43.5	43.5						54.0		7.0	66.0	
Yellow Time (s)	3.5	3.5						3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0						1.5		1.5	1.5	
Lost Time Adjust (s)		0.0						0.0			0.0	
Total Lost Time (s)		5.5						5.0			5.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	1.0	1.0						1.0		0.2	1.0	
Recall Mode	Max	Max						C-Max		None	C-Max	
Walk Time (s)	7.0	7.0						7.0			7.0	
Flash Dont Walk (s)	17.0	17.0						12.0			12.0	
Pedestrian Calls (#/hr)	0	0						0			0	
Act Effct Green (s)		43.5						66.0			66.0	
Actuated g/C Ratio		0.36						0.55			0.55	
v/c Ratio		0.46						0.39			0.83	
Control Delay		28.2						5.2			28.2	
Queue Delay		0.3						0.8			38.0	
Total Delay		28.5						5.9			66.1	
LOS		C						A			E	
Approach Delay		28.5						5.9			66.1	
Approach LOS		C						A			E	
Queue Length 50th (ft)		163						0			415	
Queue Length 95th (ft)		196						108			523	
Internal Link Dist (ft)		593			495			280			169	
Turn Bay Length (ft)												
Base Capacity (vph)		2225						1885			1558	
Starvation Cap Reductn		0						775			0	
Spillback Cap Reductn		543						0			358	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.61						0.67			1.08	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 117 (98%), Referenced to phase 4:NBT and 8:SBTL, Start of Red
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 38.9 — Intersection LOS: D
Intersection Capacity Utilization 78.5% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 11: Congress Ave & 7th St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	388	809	105	185	598	0	0	1204	80
Future Volume (vph)	0	0	0	388	809	105	185	598	0	0	1204	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	75		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25			25			40			25		
Lane Util. Factor	1.00	1.00	1.00	0.86	0.86	0.86	1.00	0.95	1.00	1.00	0.95	0.95
Frt					0.988						0.991	
Flt Protected					0.985		0.950					
Satd. Flow (prot)	0	0	0	0	6293	0	1787	3505	0	0	3533	0
Flt Permitted					0.985		0.091					
Satd. Flow (perm)	0	0	0	0	6293	0	171	3505	0	0	3533	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					21						6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		654			528			358			360	
Travel Time (s)		14.9			12.0			8.1			8.2	
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
Heavy Vehicles (%)	0%	0%	0%	1%	1%	2%	1%	3%	0%	0%	1%	5%
Adj. Flow (vph)	0	0	0	422	879	114	201	650	0	0	1309	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1415	0	201	650	0	0	1396	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2			2	
Detector Template				Left	Thru		Left	Thru			Thru	
Leading Detector (ft)				20	100		20	100			100	
Trailing Detector (ft)				0	0		0	0			0	
Detector 1 Position(ft)				0	0		0	0			0	
Detector 1 Size(ft)				20	6		20	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA		pm+pt	NA			NA	
Protected Phases					6		7	4			8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				6			4					
Detector Phase				6	6		7	4			8	
Switch Phase												
Minimum Initial (s)				10.0	10.0		5.0	10.0			10.0	
Minimum Split (s)				30.0	30.0		10.0	24.0			24.0	
Total Split (s)				60.0	60.0		18.0	60.0			42.0	
Total Split (%)				50.0%	50.0%		15.0%	50.0%			35.0%	
Maximum Green (s)				55.0	55.0		13.0	55.0			37.0	
Yellow Time (s)				3.5	3.5		3.5	3.5			3.5	
All-Red Time (s)				1.5	1.5		1.5	1.5			1.5	
Lost Time Adjust (s)					0.0		0.0	0.0			0.0	
Total Lost Time (s)					5.0		5.0	5.0			5.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				1.0	1.0		0.2	1.0			1.0	
Recall Mode				Max	Max		None	C-Max			C-Max	
Walk Time (s)				7.0	7.0		0.0	7.0			7.0	
Flash Dont Walk (s)				18.0	18.0		0.0	12.0			12.0	
Pedestrian Calls (#/hr)				0	0		0	0			0	
Act Effct Green (s)					55.0		55.0	55.0			38.9	
Actuated g/C Ratio					0.46		0.46	0.46			0.32	
v/c Ratio					0.49		0.88	0.40			1.22	
Control Delay					23.0		83.3	10.4			141.5	
Queue Delay					0.0		0.0	0.5			0.5	
Total Delay					23.0		83.3	10.9			142.0	
LOS					C		F	B			F	
Approach Delay					23.0			28.0			142.0	
Approach LOS					C			C			F	
Queue Length 50th (ft)					213		119	44			~699	
Queue Length 95th (ft)					247		m#226	116			#852	
Internal Link Dist (ft)		574			448			278			280	
Turn Bay Length (ft)							75					
Base Capacity (vph)					2895		253	1606			1148	
Starvation Cap Reductn					0		0	498			121	
Spillback Cap Reductn					87		0	0			0	
Storage Cap Reductn					0		0	0			0	
Reduced v/c Ratio					0.50		0.79	0.59			1.36	

Intersection Summary

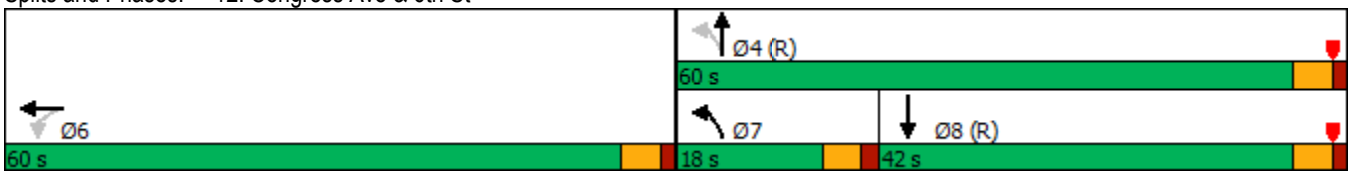
Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 79.5 (66%), Referenced to phase 4:NBTL and 8:SBT, Start of Red
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.22
Intersection Signal Delay: 69.5 Intersection LOS: E
Intersection Capacity Utilization 78.0% ICU Level of Service D
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: Congress Ave & 6th St



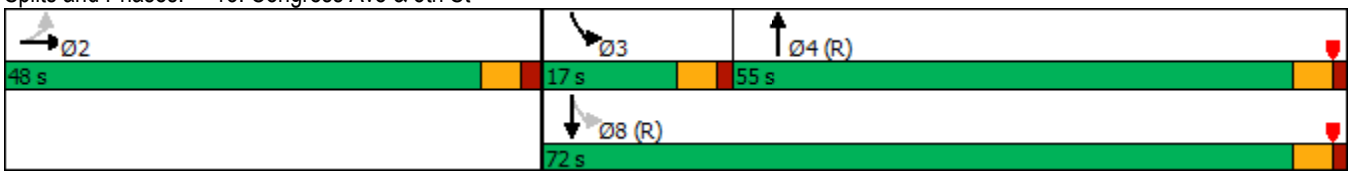
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	815	188	0	0	0	0	687	409	66	1506	0
Future Volume (vph)	85	815	188	0	0	0	0	687	409	66	1506	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	70		0
Storage Lanes	1		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			30		
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.972						0.944				
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1736	4925	0	0	0	0	0	3353	0	1770	3574	0
Flt Permitted	0.950									0.117		
Satd. Flow (perm)	1736	4925	0	0	0	0	0	3353	0	218	3574	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22						125				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		447			446			1388			358	
Travel Time (s)		10.2			10.1			31.5			8.1	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	2%	4%	0%	0%	0%	0%	2%	1%	2%	1%	0%
Adj. Flow (vph)	90	867	200	0	0	0	0	731	435	70	1602	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	90	1067	0	0	0	0	0	1166	0	70	1602	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA		pm+pt	NA	
Protected Phases		2						4		3	8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2									8		
Detector Phase	2	2						4		3	8	
Switch Phase												
Minimum Initial (s)	10.0	10.0						10.0		5.0	10.0	
Minimum Split (s)	30.5	30.5						30.0		10.0	25.0	
Total Split (s)	48.0	48.0						55.0		17.0	72.0	
Total Split (%)	40.0%	40.0%						45.8%		14.2%	60.0%	
Maximum Green (s)	42.5	42.5						50.0		12.0	67.0	
Yellow Time (s)	3.5	3.5						3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0						1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0						0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5						5.0		5.0	5.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	0.2	0.2						0.2		0.2	0.2	
Recall Mode	Max	Max						C-Max		None	C-Max	
Walk Time (s)	7.0	7.0						7.0			7.0	
Flash Dont Walk (s)	18.0	18.0						13.0			13.0	
Pedestrian Calls (#/hr)	0	0						0			0	
Act Effct Green (s)	42.5	42.5						58.5		67.0	67.0	
Actuated g/C Ratio	0.35	0.35						0.49		0.56	0.56	
v/c Ratio	0.15	0.61						0.69		0.36	0.80	
Control Delay	27.3	32.9						30.1		14.8	15.4	
Queue Delay	0.0	0.0						0.0		0.0	9.3	
Total Delay	27.3	32.9						30.1		14.8	24.7	
LOS	C	C						C		B	C	
Approach Delay		32.5						30.1			24.3	
Approach LOS		C						C			C	
Queue Length 50th (ft)	47	242						485		13	193	
Queue Length 95th (ft)	86	290						m276		m14	m153	
Internal Link Dist (ft)		367			366			1308			278	
Turn Bay Length (ft)										70		
Base Capacity (vph)	614	1758						1699		276	1995	
Starvation Cap Reductn	0	0						0		0	379	
Spillback Cap Reductn	0	0						0		0	0	
Storage Cap Reductn	0	0						0		0	0	
Reduced v/c Ratio	0.15	0.61						0.69		0.25	0.99	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 89 (74%), Referenced to phase 4:NBT and 8:SBTL, Start of Red	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 28.4	Intersection LOS: C
Intersection Capacity Utilization 78.0%	ICU Level of Service D
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 13: Congress Ave & 5th St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	71	660	480	496	449	53	132	1284	374	60	1853	116
Future Volume (vph)	71	660	480	496	449	53	132	1284	374	60	1853	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		180	135		0	150		125	120		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	175			80			75			60		
Lane Util. Factor	1.00	0.91	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor			0.92	0.95	0.99				0.92		1.00	
Frt			0.850		0.984				0.850		0.991	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	4988	1615	3433	1827	0	1736	3539	1599	1805	3525	0
Flt Permitted	0.161			0.950			0.160			0.129		
Satd. Flow (perm)	306	4988	1482	3276	1827	0	292	3539	1478	245	3525	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			191		5				155		7	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		846			464			1238			1388	
Travel Time (s)		16.5			9.0			28.1			31.5	
Confl. Peds. (#/hr)	38		38	38		38	38		38	38		38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	4%	0%	2%	1%	5%	4%	2%	1%	0%	1%	1%
Adj. Flow (vph)	75	695	505	522	473	56	139	1352	394	63	1951	122
Shared Lane Traffic (%)												
Lane Group Flow (vph)	75	695	505	522	529	0	139	1352	394	63	2073	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

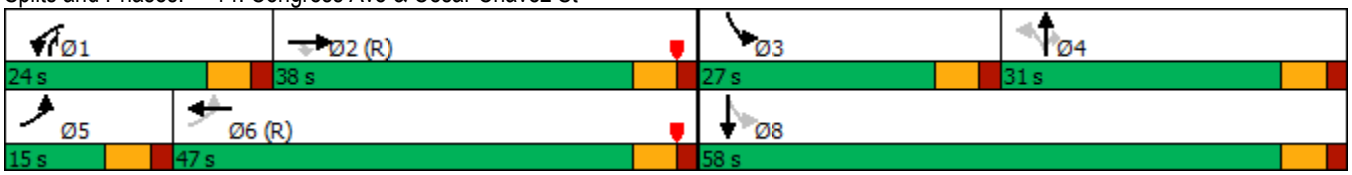
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	D.P+P	NA	Perm	Prot	NA		Perm	NA	pm+ov	pm+pt	NA	
Protected Phases	5	2		1	6			4	1	3	8	
Permitted Phases	6		2				4		4	8		
Detector Phase	5	2	2	1	6		4	4	1	3	8	
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0		10.0	10.0	4.0	4.0	10.0	
Minimum Split (s)	10.0	25.0	25.0	10.0	25.0		27.0	27.0	10.0	10.0	25.0	
Total Split (s)	15.0	38.0	38.0	24.0	47.0		31.0	31.0	24.0	27.0	58.0	
Total Split (%)	12.5%	31.7%	31.7%	20.0%	39.2%		25.8%	25.8%	20.0%	22.5%	48.3%	
Maximum Green (s)	9.0	32.0	32.0	18.0	41.0		25.0	25.0	18.0	21.0	52.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes		
Vehicle Extension (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Recall Mode	Max	C-Max	C-Max	Max	C-Max		Max	Max	Max	Max	Max	
Walk Time (s)		5.0	5.0		5.0		5.0	5.0		0.0	5.0	
Flash Dont Walk (s)		14.0	14.0		14.0		16.0	16.0		0.0	14.0	
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	
Act Effct Green (s)	50.0	32.0	32.0	18.0	41.0		25.0	25.0	43.0	52.0	52.0	
Actuated g/C Ratio	0.42	0.27	0.27	0.15	0.34		0.21	0.21	0.36	0.43	0.43	
v/c Ratio	0.31	0.52	0.94	1.02	0.84		2.32	1.83	0.61	0.17	1.35	
Control Delay	12.0	32.6	51.9	98.4	63.8		664.8	409.8	20.7	10.8	183.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	12.0	32.6	51.9	98.4	63.8		664.8	409.8	20.7	10.8	183.3	
LOS	B	C	D	F	E		F	F	C	B	F	
Approach Delay		39.0			80.9			347.3			178.2	
Approach LOS		D			F			F			F	
Queue Length 50th (ft)	23	194	311	~224	362		~175	~834	135	17	~1090	
Queue Length 95th (ft)	41	226	#481	m#332	m#564		#307	#972	231	m22	#1237	
Internal Link Dist (ft)		766			384			1158			1308	
Turn Bay Length (ft)	140		180	135			150		125	120		
Base Capacity (vph)	239	1330	535	514	627		60	737	647	379	1531	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.31	0.52	0.94	1.02	0.84		2.32	1.83	0.61	0.17	1.35	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 62 (52%), Referenced to phase 2:EBT and 6:EBWB, Start of Red
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 2.32
Intersection Signal Delay: 184.4 Intersection LOS: F

Intersection Capacity Utilization 117.2%	ICU Level of Service H
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 14: Congress Ave & Cesar Chavez St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	217	138	100	96	301	194	91	1305	156	178	1924	582
Future Volume (vph)	217	138	100	96	301	194	91	1305	156	178	1924	582
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		120	0		0	100		105	70		100
Storage Lanes	2		0	0		1	1		1	1		1
Taper Length (ft)	25			25			150			65		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	0.96	0.98			0.99	0.91			0.96			0.93
Frt		0.937				0.850			0.850			0.850
Flt Protected	0.950				0.988		0.950			0.950		
Satd. Flow (prot)	3467	1585	0	0	1877	1615	1787	3539	1615	1805	3574	1583
Flt Permitted	0.950				0.837		0.050			0.105		
Satd. Flow (perm)	3337	1585	0	0	1568	1463	94	3539	1548	200	3574	1477
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				110			152			171
Link Speed (mph)		35			30			35			35	
Link Distance (ft)		744			238			663			484	
Travel Time (s)		14.5			5.4			12.9			9.4	
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
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
Heavy Vehicles (%)	1%	17%	1%	0%	0%	0%	1%	2%	0%	0%	1%	2%
Adj. Flow (vph)	236	150	109	104	327	211	99	1418	170	193	2091	633
Shared Lane Traffic (%)												
Lane Group Flow (vph)	236	259	0	0	431	211	99	1418	170	193	2091	633
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA		pm+pt	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases				8		8	6		2	2		6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	6.0	5.0		3.0	5.0	5.0	3.0	25.0	25.0	3.0	25.0	25.0
Minimum Split (s)	11.5	10.5		9.0	11.0	11.0	8.5	33.5	33.5	8.5	34.5	34.5
Total Split (s)	26.0	32.0		10.0	16.0	16.0	13.0	87.0	87.0	11.0	85.0	85.0
Total Split (%)	18.6%	22.9%		7.1%	11.4%	11.4%	9.3%	62.1%	62.1%	7.9%	60.7%	60.7%
Maximum Green (s)	20.5	26.5		4.0	10.0	10.0	7.5	81.5	81.5	5.5	79.5	79.5
Yellow Time (s)	4.0	4.0		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5		2.5	2.5	2.5	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5			6.0	6.0	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0		1.5	2.0	2.0	1.5	2.0	2.0	1.5	2.0	2.0
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)								7.0	7.0		7.0	7.0
Flash Dont Walk (s)								21.0	21.0		22.0	22.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	13.9	36.5			16.6	16.6	87.0	81.5	81.5	87.0	80.2	80.2
Actuated g/C Ratio	0.10	0.26			0.12	0.12	0.62	0.58	0.58	0.62	0.57	0.57
v/c Ratio	0.69	0.60			2.32	0.78	0.71	0.69	0.18	1.03	1.02	0.69
Control Delay	51.5	34.7			637.8	50.0	35.1	29.5	3.8	91.6	55.4	19.5
Queue Delay	0.0	24.2			0.0	0.0	0.0	1.3	0.0	0.0	31.4	0.0
Total Delay	51.5	58.9			637.8	50.0	35.1	30.8	3.8	91.6	86.8	19.5
LOS	D	E			F	D	D	C	A	F	F	B
Approach Delay		55.4			444.6			28.3			72.5	
Approach LOS		E			F			C			E	
Queue Length 50th (ft)	102	202			~644	90	56	374	11	~68	~1070	294
Queue Length 95th (ft)	141	305			m#904	m#245	m41	m174	m7	#186	#1203	443
Internal Link Dist (ft)		664			158			583			404	
Turn Bay Length (ft)							100		105	70		100
Base Capacity (vph)	507	430			186	270	149	2060	964	187	2047	919
Starvation Cap Reductn	0	0			0	0	0	399	0	0	0	0
Spillback Cap Reductn	0	166			0	0	0	0	0	0	337	0
Storage Cap Reductn	0	0			0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.98			2.32	0.78	0.66	0.85	0.18	1.03	1.22	0.69

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 94 (67%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 2.32
Intersection Signal Delay: 99.6 Intersection LOS: F

Intersection Capacity Utilization 112.3% ICU Level of Service H

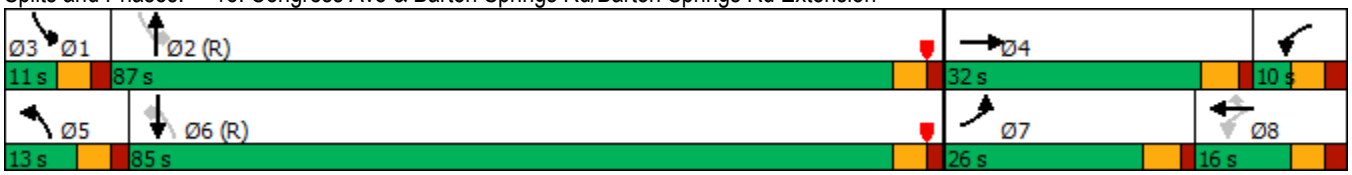
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Congress Ave & Barton Springs Rd/Barton Springs Rd Extension



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	144	1232	314	289	1089	245	173	1058	238	648	1269	55
Future Volume (vph)	144	1232	314	289	1089	245	173	1058	238	648	1269	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		0	140		0	215		200	180		0
Storage Lanes	1		1	1		0	2		1	2		0
Taper Length (ft)	115			50			150			150		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	1.00	0.97	0.95	0.95
Ped Bike Factor			0.96		0.99		0.98		0.96	0.99	1.00	
Frt			0.850		0.972				0.850		0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3539	1553	1787	3343	0	3242	3505	1568	3467	3528	0
Flt Permitted	0.077			0.083			0.950			0.950		
Satd. Flow (perm)	146	3539	1496	156	3343	0	3187	3505	1500	3437	3528	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			94		22				132		3	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		738			912			572			663	
Travel Time (s)		14.4			17.8			11.1			12.9	
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	4%	1%	5%	1%	8%	3%	3%	1%	1%	15%
Adj. Flow (vph)	150	1283	327	301	1134	255	180	1102	248	675	1322	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	150	1283	327	301	1389	0	180	1102	248	675	1379	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	D.P+P	NA	pm+ov	D.P+P	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	3	8	5	7	4		5	2		1	6	
Permitted Phases	4		8	8					2			
Detector Phase	3	8	5	7	4		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	8.0	10.0	3.0	3.0	10.0		3.0	5.0	5.0	3.0	3.0	
Minimum Split (s)	13.0	38.0	8.0	10.0	38.0		8.0	10.0	10.0	8.0	8.0	
Total Split (s)	12.0	53.0	17.0	16.0	57.0		17.0	31.0	31.0	30.0	54.0	
Total Split (%)	8.6%	37.9%	12.1%	11.4%	40.7%		12.1%	22.1%	22.1%	21.4%	38.6%	
Maximum Green (s)	7.0	48.0	12.0	11.0	52.0		12.0	26.0	26.0	25.0	49.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag	Lead	Lead	Lead		Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	1.0	2.5	1.0	1.0	2.5		1.0	2.0	2.0	1.0	1.0	
Recall Mode	None	C-Max	None	None	C-Max		None	Min	Min	None	None	
Walk Time (s)		5.0			5.0							
Flash Dont Walk (s)		28.0			28.0							
Pedestrian Calls (#/hr)		0			0							
Act Effct Green (s)	59.0	48.0	58.4	59.0	52.0		10.4	26.0	26.0	35.0	50.6	
Actuated g/C Ratio	0.42	0.34	0.42	0.42	0.37		0.07	0.19	0.19	0.25	0.36	
v/c Ratio	1.04	1.06	0.48	1.56	1.11		0.75	1.70	0.64	0.78	1.08	
Control Delay	107.8	66.6	12.0	283.8	96.8		82.2	353.9	32.6	45.3	76.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.5	56.6	7.8	
Total Delay	107.8	66.6	12.0	283.8	96.8		82.2	353.9	33.1	102.0	84.6	
LOS	F	E	B	F	F		F	F	C	F	F	
Approach Delay		60.0			130.1			269.9			90.3	
Approach LOS		E			F			F			F	
Queue Length 50th (ft)	~92	~662	63	~339	~758		84	~772	98	328	~762	
Queue Length 95th (ft)	m#173	m#736	m85	m#372	m#730		125	#910	196	m319	m#717	
Internal Link Dist (ft)		658			832			492			583	
Turn Bay Length (ft)	170			140			215		200	180		
Base Capacity (vph)	144	1213	699	193	1255		277	650	386	866	1275	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	59	
Spillback Cap Reductn	0	0	0	0	0		0	0	19	536	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	1.04	1.06	0.47	1.56	1.11		0.65	1.70	0.68	2.05	1.13	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 46 (33%), Referenced to phase 4:EBWB and 8:EBWB, Start of Red
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.70
Intersection Signal Delay: 131.3 Intersection LOS: F

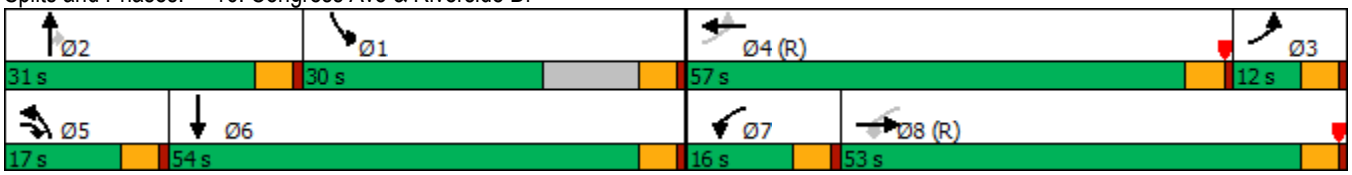
Intersection Capacity Utilization 114.5%	ICU Level of Service H
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 16: Congress Ave & Riverside Dr



17: Congress Ave & W Monroe St/E Monroe St

2029 Site Plus Forecasted No Impr - PM Peak

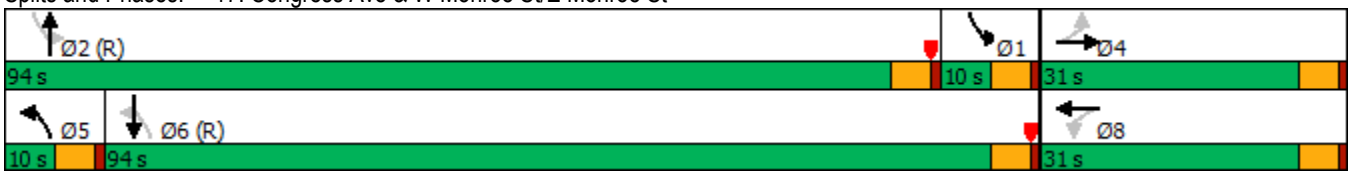
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	33	31	8	51	81	29	768	39	40	2131	5
Future Volume (vph)	33	33	31	8	51	81	29	768	39	40	2131	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.957			0.922			0.993				
Flt Protected		0.983			0.997		0.950			0.950		
Satd. Flow (prot)	0	1763	0	0	1715	0	1805	3485	0	1805	3574	0
Flt Permitted		0.835			0.985		0.045			0.301		
Satd. Flow (perm)	0	1498	0	0	1695	0	86	3485	0	572	3574	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			45			8				
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		1628			208			250			375	
Travel Time (s)		44.4			5.7			5.7			8.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	0%	0%	0%	5%	0%	0%	3%	0%	0%	1%	0%
Adj. Flow (vph)	34	34	32	8	53	84	30	792	40	41	2197	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	100	0	0	145	0	30	832	0	41	2202	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		D.P+P	NA		D.P+P	NA	
Protected Phases		4			8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	19.0	19.0		19.0	19.0		5.0	20.0		5.0	20.0	
Minimum Split (s)	31.0	31.0		31.0	31.0		10.0	25.0		10.0	25.0	
Total Split (s)	31.0	31.0		31.0	31.0		10.0	94.0		10.0	94.0	
Total Split (%)	23.0%	23.0%		23.0%	23.0%		7.4%	69.6%		7.4%	69.6%	
Maximum Green (s)	26.0	26.0		26.0	26.0		5.0	89.0		5.0	89.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lead		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	1.0		1.0	1.0		1.5	2.0		1.0	2.0	
Recall Mode	Max	Max		Max	Max		Min	C-Max		Min	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	19.0	19.0		19.0	19.0			9.0			9.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		26.0			26.0		94.0	89.0		94.0	89.0	
Actuated g/C Ratio		0.19			0.19		0.70	0.66		0.70	0.66	
v/c Ratio		0.33			0.40		0.24	0.36		0.09	0.93	
Control Delay		42.8			36.2		9.9	10.7		5.9	29.5	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		42.8			36.2		9.9	10.7		5.9	29.5	
LOS		D			D		A	B		A	C	
Approach Delay		42.8			36.2			10.7			29.0	
Approach LOS		D			D			B			C	
Queue Length 50th (ft)		64			76		6	158		9	838	
Queue Length 95th (ft)		121			143		15	194		19	993	
Internal Link Dist (ft)		1548			128			170			295	
Turn Bay Length (ft)							100			100		
Base Capacity (vph)		301			362		123	2300		443	2356	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.33			0.40		0.24	0.36		0.09	0.93	

Intersection Summary

Area Type: Other
Cycle Length: 135
Actuated Cycle Length: 135
Offset: 132 (98%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 25.0 Intersection LOS: C
Intersection Capacity Utilization 84.4% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 17: Congress Ave & W Monroe St/E Monroe St



18: Commercial Dr/Barton Springs Rd Extension & Riverside Dr

2029 Site Plus Forecasted No Impr - PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	2033	7	4	1179	94	12	2	5	365	1	413
Future Volume (vph)	102	2033	7	4	1179	94	12	2	5	365	1	413
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	100			100			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.989			0.964			0.928	
Flt Protected	0.950			0.950				0.969			0.977	
Satd. Flow (prot)	1671	3539	0	1805	3443	0	0	1775	0	0	1688	0
Flt Permitted	0.085			0.047				0.765			0.841	
Satd. Flow (perm)	150	3539	0	89	3443	0	0	1401	0	0	1453	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					8			5			43	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		912			2164			174			600	
Travel Time (s)		17.8			42.2			4.0			13.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	8%	2%	0%	0%	4%	0%	0%	0%	0%	1%	0%	3%
Adj. Flow (vph)	105	2096	7	4	1215	97	12	2	5	376	1	426
Shared Lane Traffic (%)												
Lane Group Flow (vph)	105	2103	0	4	1312	0	0	19	0	0	803	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		D.Pm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			4			8	

18: Commercial Dr/Barton Springs Rd Extension & Riverside Dr

2029 Site Plus Forecasted No Impr - PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			2			4			8		
Detector Phase	5	2		2	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	8.0	22.0		22.0	24.0		28.0	28.0		28.0	28.0	
Total Split (s)	20.0	90.0		90.0	70.0		50.0	50.0		50.0	50.0	
Total Split (%)	14.3%	64.3%		64.3%	50.0%		35.7%	35.7%		35.7%	35.7%	
Maximum Green (s)	15.0	85.0		85.0	65.0		45.0	45.0		45.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lead/Lag	Lag				Lead							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	1.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	
Walk Time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		12.0		12.0	14.0		18.0	18.0		18.0	18.0	
Pedestrian Calls (#/hr)		0		0	0		0	0		0	0	
Act Effct Green (s)	85.0	85.0		85.0	65.0			45.0			45.0	
Actuated g/C Ratio	0.61	0.61		0.61	0.46			0.32			0.32	
v/c Ratio	0.41	0.98		0.07	0.82			0.04			1.62	
Control Delay	46.1	45.9		7.5	18.1			26.8			318.2	
Queue Delay	0.0	41.2		0.0	0.0			0.0			0.0	
Total Delay	46.1	87.1		7.5	18.1			26.8			318.2	
LOS	D	F		A	B			C			F	
Approach Delay		85.1			18.1			26.8			318.2	
Approach LOS		F			B			C			F	
Queue Length 50th (ft)	61	1072		1	548			9			~1030	
Queue Length 95th (ft)	m67	m1068		m2	655			29			m#1267	
Internal Link Dist (ft)		832			2084			94			520	
Turn Bay Length (ft)	100			100								
Base Capacity (vph)	254	2148		54	1602			453			496	
Starvation Cap Reductn	0	329		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.41	1.16		0.07	0.82			0.04			1.62	

Intersection Summary

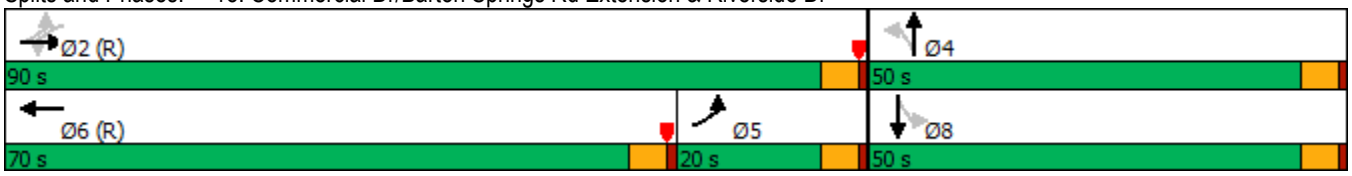
Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:WBT, Start of Red, Master Intersection
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.62
Intersection Signal Delay: 107.6 Intersection LOS: F
Intersection Capacity Utilization 126.9% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 18: Commercial Dr/Barton Springs Rd Extension & Riverside Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1328	178	0	0	0	0	0	0	188	996	0
Future Volume (vph)	0	1328	178	0	0	0	0	0	0	188	996	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
Frt		0.982										
Flt Protected										0.950		
Satd. Flow (prot)	0	6355	0	0	0	0	0	0	0	1770	5085	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	6355	0	0	0	0	0	0	0	1770	5085	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)		35								64		
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		288			235			357			333	
Travel Time (s)		6.5			5.3			5.4			5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%	0%	0%	0%	2%	2%	0%
Adj. Flow (vph)	0	1443	193	0	0	0	0	0	0	204	1083	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1636	0	0	0	0	0	0	0	204	1083	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			12	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2								1	2	
Detector Template		Thru								Left	Thru	
Leading Detector (ft)		100								20	100	
Trailing Detector (ft)		0								0	0	
Detector 1 Position(ft)		0								0	0	
Detector 1 Size(ft)		6								20	6	
Detector 1 Type		Cl+Ex								Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0								0.0	0.0	
Detector 1 Queue (s)		0.0								0.0	0.0	
Detector 1 Delay (s)		0.0								0.0	0.0	
Detector 2 Position(ft)		94									94	
Detector 2 Size(ft)		6									6	
Detector 2 Type		Cl+Ex									Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0									0.0	
Turn Type		NA								Perm	NA	
Protected Phases		2 6									4 8	
Permitted Phases										4 8		
Detector Phase		2 6								4 8	4 8	
Switch Phase												

Lane Group	Ø2	Ø4	Ø6	Ø8
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Lane Util. Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Peak Hour Factor				
Heavy Vehicles (%)				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(ft)				
Link Offset(ft)				
Crosswalk Width(ft)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (mph)				
Number of Detectors				
Detector Template				
Leading Detector (ft)				
Trailing Detector (ft)				
Detector 1 Position(ft)				
Detector 1 Size(ft)				
Detector 1 Type				
Detector 1 Channel				
Detector 1 Extend (s)				
Detector 1 Queue (s)				
Detector 1 Delay (s)				
Detector 2 Position(ft)				
Detector 2 Size(ft)				
Detector 2 Type				
Detector 2 Channel				
Detector 2 Extend (s)				
Turn Type				
Protected Phases	2	4	6	8
Permitted Phases				
Detector Phase				
Switch Phase				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)		56.4								53.6	53.6	
Actuated g/C Ratio		0.47								0.45	0.45	
v/c Ratio		0.54								0.25	0.48	
Control Delay		23.4								14.0	23.8	
Queue Delay		0.2								0.0	0.6	
Total Delay		23.7								14.0	24.3	
LOS		C								B	C	
Approach Delay		23.7									22.7	
Approach LOS		C									C	
Queue Length 50th (ft)		253								63	208	
Queue Length 95th (ft)		307								107	234	
Internal Link Dist (ft)		208			155			277			253	
Turn Bay Length (ft)												
Base Capacity (vph)		3003								888	2457	
Starvation Cap Reductn		0								0	0	
Spillback Cap Reductn		519								5	869	
Storage Cap Reductn		0								0	0	
Reduced v/c Ratio		0.66								0.23	0.68	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 101 (84%), Referenced to phase 2:EBT, Start of Red
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 23.2 — Intersection LOS: C
Intersection Capacity Utilization 71.7% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 19: IH 35 SB FR & 7th St

Lane Group	Ø2	Ø4	Ø6	Ø8
Minimum Initial (s)	3.0	5.0	10.0	10.0
Minimum Split (s)	8.0	10.0	15.0	15.0
Total Split (s)	28.0	14.0	29.0	49.0
Total Split (%)	23%	12%	24%	41%
Maximum Green (s)	23.0	9.0	24.0	44.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag				
Lead-Lag Optimize?				
Vehicle Extension (s)	1.0	0.2	1.0	0.2
Recall Mode	C-Max	None	None	None
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Queue Length 50th (ft)				
Queue Length 95th (ft)				
Internal Link Dist (ft)				
Turn Bay Length (ft)				
Base Capacity (vph)				
Starvation Cap Reductn				
Spillback Cap Reductn				
Storage Cap Reductn				
Reduced v/c Ratio				

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	619	900	0	0	0	393	0	1437	180	0	0	0
Future Volume (vph)	619	900	0	0	0	393	0	1437	180	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	0.88	1.00	0.91	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950											
Satd. Flow (prot)	3467	3539	0	0	0	2707	0	5085	1583	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	3467	3539	0	0	0	2707	0	5085	1583	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	64					109			117			
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		235			293			361			209	
Travel Time (s)		5.3			6.7			5.5			3.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	2%	0%	0%	0%	5%	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	638	928	0	0	0	405	0	1481	186	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	638	928	0	0	0	405	0	1481	186	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			0			0			0	
Link Offset(ft)		0			-12			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2				1		2	1			
Detector Template	Left	Thru				Right		Thru	Right			
Leading Detector (ft)	20	100				20		100	20			
Trailing Detector (ft)	0	0				0		0	0			
Detector 1 Position(ft)	0	0				0		0	0			
Detector 1 Size(ft)	20	6				20		6	20			
Detector 1 Type	Cl+Ex	Cl+Ex				Cl+Ex		Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0				0.0		0.0	0.0			
Detector 1 Queue (s)	0.0	0.0				0.0		0.0	0.0			
Detector 1 Delay (s)	0.0	0.0				0.0		0.0	0.0			
Detector 2 Position(ft)		94						94				
Detector 2 Size(ft)		6						6				
Detector 2 Type		Cl+Ex						Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				
Turn Type	Prot	NA				Perm		NA	Perm			
Protected Phases	2 4	2 4 6						8				
Permitted Phases						6			8			
Detector Phase	2 4	2 4 6				6		8	8			
Switch Phase												

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		
Detector Phase		
Switch Phase		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)						10.0		10.0	10.0			
Minimum Split (s)						15.0		15.0	15.0			
Total Split (s)						29.0		49.0	49.0			
Total Split (%)						24.2%		40.8%	40.8%			
Maximum Green (s)						24.0		44.0	44.0			
Yellow Time (s)						4.0		4.0	4.0			
All-Red Time (s)						1.0		1.0	1.0			
Lost Time Adjust (s)						0.0		0.0	0.0			
Total Lost Time (s)						5.0		5.0	5.0			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)						1.0		0.2	0.2			
Recall Mode						None		None	None			
Act Effct Green (s)	38.1	70.4				27.3		39.6	39.6			
Actuated g/C Ratio	0.32	0.59				0.23		0.33	0.33			
v/c Ratio	0.56	0.45				0.58		0.88	0.31			
Control Delay	19.9	3.1				34.0		60.9	29.4			
Queue Delay	3.6	0.2				0.0		46.3	0.0			
Total Delay	23.6	3.3				34.0		107.2	29.4			
LOS	C	A				C		F	C			
Approach Delay		11.5			34.0			98.6				
Approach LOS		B			C			F				
Queue Length 50th (ft)	208	29				115		394	76			
Queue Length 95th (ft)	277	43				181		405	127			
Internal Link Dist (ft)		155			213			281			129	
Turn Bay Length (ft)												
Base Capacity (vph)	1144	2075				699		1864	654			
Starvation Cap Reductn	403	365				0		513	0			
Spillback Cap Reductn	0	0				0		0	0			
Storage Cap Reductn	0	0				0		0	0			
Reduced v/c Ratio	0.86	0.54				0.58		1.10	0.28			

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 101 (84%), Referenced to phase 2:EBT, Start of Red	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 53.9	Intersection LOS: D
Intersection Capacity Utilization 71.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 20: IH 35 NB FR & 7th St

Lane Group	Ø2	Ø4
Minimum Initial (s)	3.0	5.0
Minimum Split (s)	8.0	10.0
Total Split (s)	28.0	14.0
Total Split (%)	23%	12%
Maximum Green (s)	23.0	9.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	1.0	0.2
Recall Mode	C-Max	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	407	394	0	0	0	0	27	1136	112
Future Volume (vph)	0	0	0	407	394	0	0	0	0	27	1136	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt												0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	0	0	1787	3539	0	0	0	0	1805	3574	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	0	0	1787	3539	0	0	0	0	1805	3574	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												122
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		271			245			217			357	
Travel Time (s)		6.2			5.6			3.3			5.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%	0%	0%	0%	0%	1%	2%
Adj. Flow (vph)	0	0	0	442	428	0	0	0	0	29	1235	122
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	442	428	0	0	0	0	29	1235	122
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		12			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2					1	2	1
Detector Template				Left	Thru					Left	Thru	Right
Leading Detector (ft)				20	100					20	100	20
Trailing Detector (ft)				0	0					0	0	0
Detector 1 Position(ft)				0	0					0	0	0
Detector 1 Size(ft)				20	6					20	6	20
Detector 1 Type				Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)				0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)				0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)					94						94	
Detector 2 Size(ft)					6						6	
Detector 2 Type					Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0						0.0	
Turn Type				Perm	NA					Perm	NA	Perm
Protected Phases					1 12						8 5	

Lane Group	Ø1	Ø5	Ø8	Ø12
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Storage Length (ft)				
Storage Lanes				
Taper Length (ft)				
Lane Util. Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Peak Hour Factor				
Heavy Vehicles (%)				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(ft)				
Link Offset(ft)				
Crosswalk Width(ft)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (mph)				
Number of Detectors				
Detector Template				
Leading Detector (ft)				
Trailing Detector (ft)				
Detector 1 Position(ft)				
Detector 1 Size(ft)				
Detector 1 Type				
Detector 1 Channel				
Detector 1 Extend (s)				
Detector 1 Queue (s)				
Detector 1 Delay (s)				
Detector 2 Position(ft)				
Detector 2 Size(ft)				
Detector 2 Type				
Detector 2 Channel				
Detector 2 Extend (s)				
Turn Type				
Protected Phases	1	5	8	12

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				1 12						8 5		8 5
Detector Phase				1 12	1 12					8 5	8 5	8 5
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)				42.0	42.0					68.0	68.0	68.0
Actuated g/C Ratio				0.35	0.35					0.57	0.57	0.57
v/c Ratio				0.71	0.35					0.03	0.61	0.13
Control Delay				30.6	19.2					24.8	41.1	16.1
Queue Delay				1.2	0.8					0.0	50.1	0.0
Total Delay				31.8	20.0					24.8	91.2	16.1
LOS				C	B					C	F	B
Approach Delay					26.0						83.2	
Approach LOS					C						F	
Queue Length 50th (ft)				327	66					18	503	35
Queue Length 95th (ft)				446	97					m39	565	86
Internal Link Dist (ft)		191			165			137			277	
Turn Bay Length (ft)				100								
Base Capacity (vph)				620	1228					1022	2025	949
Starvation Cap Reductn				56	502					0	1067	0
Spillback Cap Reductn				0	0					0	0	0
Storage Cap Reductn				0	0					0	0	0
Reduced v/c Ratio				0.78	0.59					0.03	1.29	0.13

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 100 (83%), Referenced to phase 8:SBTL, Start of Red
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 61.2 Intersection LOS: E
Intersection Capacity Utilization 62.3% ICU Level of Service B
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 21: IH 35 SB FR & 6th St

Lane Group	Ø1	Ø5	Ø8	Ø12
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	3.0	1.0	10.0	10.0
Minimum Split (s)	8.0	6.0	20.0	20.0
Total Split (s)	8.0	6.0	67.0	39.0
Total Split (%)	7%	5%	56%	33%
Maximum Green (s)	3.0	1.0	62.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes
Vehicle Extension (s)	0.2	0.2	2.0	2.0
Recall Mode	None	None	C-Max	None
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Queue Length 50th (ft)				
Queue Length 95th (ft)				
Internal Link Dist (ft)				
Turn Bay Length (ft)				
Base Capacity (vph)				
Starvation Cap Reductn				
Spillback Cap Reductn				
Storage Cap Reductn				
Reduced v/c Ratio				

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	7	0	0	534	48	263	1567	74	0	0	0
Future Volume (vph)	20	7	0	0	534	48	263	1567	74	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.86	0.86	0.86	1.00	1.00	1.00
Frt					0.988			0.994				
Flt Protected	0.950							0.993				
Satd. Flow (prot)	1805	1900	0	0	3520	0	0	6322	0	0	0	0
Flt Permitted	0.284							0.993				
Satd. Flow (perm)	540	1900	0	0	3520	0	0	6322	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					8			11				
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		245			294			209			361	
Travel Time (s)		5.6			6.7			3.2			5.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	0%	1%	5%	2%	2%	3%	0%	0%	0%
Adj. Flow (vph)	20	7	0	0	545	49	268	1599	76	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	20	7	0	0	594	0	0	1943	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2				
Detector Template	Left	Thru			Thru		Left	Thru				
Leading Detector (ft)	20	100			100		20	100				
Trailing Detector (ft)	0	0			0		0	0				
Detector 1 Position(ft)	0	0			0		0	0				
Detector 1 Size(ft)	20	6			6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		5 12			5 12			8 1				

Lane Group	Ø1	Ø5	Ø8	Ø12
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Storage Length (ft)				
Storage Lanes				
Taper Length (ft)				
Lane Util. Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Peak Hour Factor				
Heavy Vehicles (%)				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(ft)				
Link Offset(ft)				
Crosswalk Width(ft)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (mph)				
Number of Detectors				
Detector Template				
Leading Detector (ft)				
Trailing Detector (ft)				
Detector 1 Position(ft)				
Detector 1 Size(ft)				
Detector 1 Type				
Detector 1 Channel				
Detector 1 Extend (s)				
Detector 1 Queue (s)				
Detector 1 Delay (s)				
Detector 2 Position(ft)				
Detector 2 Size(ft)				
Detector 2 Type				
Detector 2 Channel				
Detector 2 Extend (s)				
Turn Type				
Protected Phases	1	5	8	12

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	5 12						8 1					
Detector Phase	5 12	5 12			5 12		8 1	8 1				
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	37.1	37.1			37.1			72.9				
Actuated g/C Ratio	0.31	0.31			0.31			0.61				
v/c Ratio	0.12	0.01			0.54			0.51				
Control Delay	60.5	55.1			35.5			14.2				
Queue Delay	2.7	0.0			3.7			0.2				
Total Delay	63.1	55.1			39.3			14.4				
LOS	E	E			D			B				
Approach Delay		61.1			39.3			14.4				
Approach LOS		E			D			B				
Queue Length 50th (ft)	17	6			190			247				
Queue Length 95th (ft)	45	23			247			278				
Internal Link Dist (ft)		165			214			129			281	
Turn Bay Length (ft)	100											
Base Capacity (vph)	180	633			1178			3844				
Starvation Cap Reductn	0	0			0			0				
Spillback Cap Reductn	110	0			481			862				
Storage Cap Reductn	0	0			0			0				
Reduced v/c Ratio	0.29	0.01			0.85			0.65				

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 100 (83%), Referenced to phase 8:SBTL, Start of Red
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 20.7 — Intersection LOS: C
Intersection Capacity Utilization 62.3% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 22: IH 35 NB FR & 6th St

HDR

Lane Group	Ø1	Ø5	Ø8	Ø12
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	3.0	1.0	10.0	10.0
Minimum Split (s)	8.0	6.0	20.0	20.0
Total Split (s)	8.0	6.0	67.0	39.0
Total Split (%)	7%	5%	56%	33%
Maximum Green (s)	3.0	1.0	62.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes
Vehicle Extension (s)	0.2	0.2	2.0	2.0
Recall Mode	None	None	C-Max	None
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Queue Length 50th (ft)				
Queue Length 95th (ft)				
Internal Link Dist (ft)				
Turn Bay Length (ft)				
Base Capacity (vph)				
Starvation Cap Reductn				
Spillback Cap Reductn				
Storage Cap Reductn				
Reduced v/c Ratio				

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	985	708	439	642	0	0	0	0	57	694	155
Future Volume (vph)	0	985	708	439	642	0	0	0	0	57	694	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.91	0.91
Frt			0.850								0.997	0.850
Flt Protected					0.980						0.996	
Satd. Flow (prot)	0	3539	1599	0	3442	0	0	0	0	0	3361	1427
Flt Permitted					0.641						0.996	
Satd. Flow (perm)	0	3539	1599	0	2251	0	0	0	0	0	3361	1427
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			333								1	191
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		2143			301			310			250	
Travel Time (s)		41.7			5.9			4.7			3.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	2%	1%	1%	4%	0%	0%	0%	0%	4%	2%	3%
Adj. Flow (vph)	0	1015	730	453	662	0	0	0	0	59	715	160
Shared Lane Traffic (%)												10%
Lane Group Flow (vph)	0	1015	730	0	1115	0	0	0	0	0	790	144
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1	2	1
Detector Template		Thru	Right	Left	Thru					Left	Thru	Right
Leading Detector (ft)		100	20	20	100					20	100	20
Trailing Detector (ft)		0	0	0	0					0	0	0
Detector 1 Position(ft)		0	0	0	0					0	0	0
Detector 1 Size(ft)		6	20	20	6					20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm	custom	NA					Perm	NA	Perm
Protected Phases		12 13			11 9 11 12 13						4 8	

Lane Group	Ø4	Ø8	Ø9	Ø11	Ø12	Ø13
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Heavy Vehicles (%)						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Detector 2 Position(ft)						
Detector 2 Size(ft)						
Detector 2 Type						
Detector 2 Channel						
Detector 2 Extend (s)						
Turn Type						
Protected Phases	4	8	9	11	12	13

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			12 13	11	9					4 8		4 8
Detector Phase		12 13	12 13	11 9 11	12 13					4 8	4 8	4 8
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		46.0	46.0		85.0						17.0	17.0
Actuated g/C Ratio		0.38	0.38		0.71						0.14	0.14
v/c Ratio		0.75	0.89		0.48						1.66	0.39
Control Delay		42.6	43.9		2.6						337.6	5.5
Queue Delay		0.1	0.0		3.6						0.0	0.0
Total Delay		42.7	43.9		6.2						337.6	5.5
LOS		D	D		A						F	A
Approach Delay		43.2			6.2						286.4	
Approach LOS		D			A						F	
Queue Length 50th (ft)		341	336		50						~492	0
Queue Length 95th (ft)		424	#546		m16						#626	27
Internal Link Dist (ft)		2063			221			230			170	
Turn Bay Length (ft)			100									
Base Capacity (vph)		1356	818		2328						477	366
Starvation Cap Reductn		0	0		1095						0	0
Spillback Cap Reductn		13	0		0						0	0
Storage Cap Reductn		0	0		0						0	0
Reduced v/c Ratio		0.76	0.89		0.90						1.66	0.39

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 86 (72%), Referenced to phase 13:EBWB, Start of Red
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.66
Intersection Signal Delay: 92.2 Intersection LOS: F
Intersection Capacity Utilization 111.8% ICU Level of Service H
Analysis Period (min) 15

Lane Group	Ø4	Ø8	Ø9	Ø11	Ø12	Ø13
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	3.0	5.0	1.0	5.0	3.0	5.0
Minimum Split (s)	9.0	11.0	9.0	11.0	9.0	11.0
Total Split (s)	10.0	13.0	17.0	28.0	10.0	42.0
Total Split (%)	8%	11%	14%	23%	8%	35%
Maximum Green (s)	4.0	7.0	11.0	22.0	4.0	36.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	0.2	0.2	0.2	0.2	0.2	0.2
Recall Mode	None	None	None	None	None	C-Max
Walk Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Flash Dont Walk (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 23: IH 35 SB FR & Cesar Chavez St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	352	690	0	0	766	94	314	1024	293	0	0	0
Future Volume (vph)	352	690	0	0	766	94	314	1024	293	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.91	0.91	1.00	1.00	1.00	1.00
Frt					0.984				0.850			
Flt Protected	0.950						0.950	0.999				
Satd. Flow (prot)	1770	1827	0	0	3486	0	1595	3354	1583	0	0	0
Flt Permitted	0.125						0.950	0.999				
Satd. Flow (perm)	233	1827	0	0	3486	0	1595	3354	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					11				208			
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		301			331			361			347	
Travel Time (s)		5.9			6.4			5.5			5.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	4%	0%	0%	2%	1%	3%	3%	2%	0%	0%	0%
Adj. Flow (vph)	363	711	0	0	790	97	324	1056	302	0	0	0
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	363	711	0	0	887	0	292	1088	302	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2	1			
Detector Template	Left	Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	20	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Detector 1 Position(ft)	0	0			0		0	0	0			
Detector 1 Size(ft)	20	6			6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	D.P+P	NA			NA		Perm	NA	Perm			
Protected Phases	4 13 11	12 13			11 12			8 9				
Permitted Phases	11 12	4					8 9		8 9			
Detector Phase	4 13 11	12 13			11 12		8 9	8 9	8 9			
Switch Phase												

Lane Group	Ø4	Ø8	Ø9	Ø11	Ø12	Ø13
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Heavy Vehicles (%)						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Detector 2 Position(ft)						
Detector 2 Size(ft)						
Detector 2 Type						
Detector 2 Channel						
Detector 2 Extend (s)						
Turn Type						
Protected Phases	4	8	9	11	12	13
Permitted Phases						
Detector Phase						
Switch Phase						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	78.0	84.0			32.0		24.0	24.0	24.0			
Actuated g/C Ratio	0.65	0.70			0.27		0.20	0.20	0.20			
v/c Ratio	0.49	0.56			0.95		0.92	1.62	0.63			
Control Delay	3.8	7.2			62.0		80.5	320.0	20.3			
Queue Delay	1.8	1.2			1.1		0.0	0.0	0.0			
Total Delay	5.6	8.4			63.1		80.5	320.0	20.3			
LOS	A	A			E		F	F	C			
Approach Delay		7.4			63.1			224.6				
Approach LOS		A			E			F				
Queue Length 50th (ft)	17	104			352		246	~666	63			
Queue Length 95th (ft)	m21	m114			#482		#427	#807	162			
Internal Link Dist (ft)		221			251			281			267	
Turn Bay Length (ft)												
Base Capacity (vph)	740	1278			937		319	670	483			
Starvation Cap Reductn	227	338			0		0	0	0			
Spillback Cap Reductn	0	0			10		0	0	0			
Storage Cap Reductn	0	0			0		0	0	0			
Reduced v/c Ratio	0.71	0.76			0.96		0.92	1.62	0.63			

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 86 (72%), Referenced to phase 13:EBWB, Start of Red
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.66
Intersection Signal Delay: 121.3 Intersection LOS: F
Intersection Capacity Utilization 87.0% ICU Level of Service E
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.

Lane Group	Ø4	Ø8	Ø9	Ø11	Ø12	Ø13
Minimum Initial (s)	3.0	5.0	1.0	5.0	3.0	5.0
Minimum Split (s)	9.0	11.0	9.0	11.0	9.0	11.0
Total Split (s)	10.0	13.0	17.0	28.0	10.0	42.0
Total Split (%)	8%	11%	14%	23%	8%	35%
Maximum Green (s)	4.0	7.0	11.0	22.0	4.0	36.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	0.2	0.2	0.2	0.2	0.2	0.2
Recall Mode	None	None	None	None	None	C-Max
Walk Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Flash Dont Walk (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 24: IH 35 NB FR & Cesar Chavez St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1522	721	494	900	0	0	0	0	693	835	336
Future Volume (vph)	0	1522	721	494	900	0	0	0	0	693	835	336
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		100	0		0	0		0	0		200
Storage Lanes	1		0	1		0	0		0	1		1
Taper Length (ft)	70			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Frt		0.952										0.850
Flt Protected				0.950						0.950	0.991	
Satd. Flow (prot)	0	4857	0	1787	3471	0	0	0	0	1595	3380	1583
Flt Permitted				0.108						0.950	0.991	
Satd. Flow (perm)	0	4857	0	203	3471	0	0	0	0	1595	3380	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		88										176
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		544			302			548			667	
Travel Time (s)		10.6			5.9			8.3			10.1	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	2%	1%	1%	4%	0%	0%	0%	0%	3%	1%	2%
Adj. Flow (vph)	0	1537	728	499	909	0	0	0	0	700	843	339
Shared Lane Traffic (%)										28%		
Lane Group Flow (vph)	0	2265	0	499	909	0	0	0	0	504	1039	339
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	1
Detector Template		Thru		Left	Thru					Left	Thru	Right
Leading Detector (ft)		100		20	100					20	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		6		20	6					20	6	20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA		D.P+P	NA					Perm	NA	Perm
Protected Phases		1 2		6 7	1 2 6 7						4 5	

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Heavy Vehicles (%)						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Detector 2 Position(ft)						
Detector 2 Size(ft)						
Detector 2 Type						
Detector 2 Channel						
Detector 2 Extend (s)						
Turn Type						
Protected Phases	1	2	4	5	6	7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				1 2						4 5		4 5
Detector Phase		1 2		6 7	1 2 6 7					4 5	4 5	4 5
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)		43.0		91.0	98.0					31.0	31.0	31.0
Actuated g/C Ratio		0.31		0.65	0.70					0.22	0.22	0.22
v/c Ratio		1.46		0.73	0.37					1.43	1.39	0.70
Control Delay		234.3		6.2	1.6					247.5	223.6	31.9
Queue Delay		0.2		53.8	14.0					0.0	0.0	0.0
Total Delay		234.5		59.9	15.6					247.5	223.6	31.9
LOS		F		E	B					F	F	C
Approach Delay		234.5			31.3						195.5	
Approach LOS		F			C						F	
Queue Length 50th (ft)		~819		14	0					~680	~690	139
Queue Length 95th (ft)		m#643		m35	m0					#925	#833	256
Internal Link Dist (ft)		464			222			468			587	
Turn Bay Length (ft)												200
Base Capacity (vph)		1552		686	2429					353	748	487
Starvation Cap Reductn		0		244	1511					0	0	0
Spillback Cap Reductn		99		0	0					0	0	0
Storage Cap Reductn		0		0	0					0	0	0
Reduced v/c Ratio		1.56		1.13	0.99					1.43	1.39	0.70

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 99.5 (71%), Referenced to phase 2:EBWB, Start of Red
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.46
Intersection Signal Delay: 169.8 Intersection LOS: F
Intersection Capacity Utilization 129.6% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	8.0	11.0	11.0	8.0	11.0	11.0
Total Split (s)	8.0	40.0	29.0	8.0	28.0	27.0
Total Split (%)	6%	29%	21%	6%	20%	19%
Maximum Green (s)	3.0	34.0	23.0	3.0	22.0	21.0
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	1.0	1.5	1.5	1.0	1.5	1.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag		Lead	Lag	Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	
Vehicle Extension (s)	0.2	2.0	1.5	0.2	2.0	1.5
Recall Mode	None	C-Max	None	None	None	None
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 25: IH 35 SB FR & Riverside Dr

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	592	1623	0	0	1089	1242	304	854	428	0	0	0
Future Volume (vph)	592	1623	0	0	1089	1242	304	854	428	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950	0.998				
Satd. Flow (prot)	1805	3539	0	0	5085	1599	1626	3417	1599	0	0	0
Flt Permitted	0.160						0.950	0.998				
Satd. Flow (perm)	304	3539	0	0	5085	1599	1626	3417	1599	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						308			156			
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		302			867			448			495	
Travel Time (s)		5.9			16.9			6.8			7.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	0%	0%	2%	1%	1%	1%	1%	0%	0%	0%
Adj. Flow (vph)	617	1691	0	0	1134	1294	317	890	446	0	0	0
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	617	1691	0	0	1134	1294	285	922	446	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	6			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	D.P+P	NA			NA	Free	Perm	NA	Perm			
Protected Phases	2 4	2 4 5 6			5 6			1 7				
Permitted Phases	5 6					Free	1 7		1 7			
Detector Phase	2 4	2 4 5 6			5 6		1 7	1 7	1 7			
Switch Phase												

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Heavy Vehicles (%)						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Detector 2 Position(ft)						
Detector 2 Size(ft)						
Detector 2 Type						
Detector 2 Channel						
Detector 2 Extend (s)						
Turn Type						
Protected Phases	1	2	4	5	6	7
Permitted Phases						
Detector Phase						
Switch Phase						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	93.0	99.0			31.0	140.0	30.0	30.0	30.0			
Actuated g/C Ratio	0.66	0.71			0.22	1.00	0.21	0.21	0.21			
v/c Ratio	0.70	0.68			1.01	0.81	0.82	1.26	0.96			
Control Delay	7.1	3.4			82.5	4.5	71.9	172.2	67.9			
Queue Delay	50.0	48.9			13.3	0.0	0.0	0.0	0.0			
Total Delay	57.1	52.3			95.8	4.5	71.9	172.2	67.9			
LOS	E	D			F	A	E	F	E			
Approach Delay		53.6			47.2			126.7				
Approach LOS		D			D			F				
Queue Length 50th (ft)	66	15			~386	0	274	~576	282			
Queue Length 95th (ft)	m37	m10			#492	0	#434	#718	#502			
Internal Link Dist (ft)		222			787			368			415	
Turn Bay Length (ft)												
Base Capacity (vph)	877	2502			1125	1599	348	732	465			
Starvation Cap Reductn	313	1260			0	0	0	0	0			
Spillback Cap Reductn	0	0			44	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	1.09	1.36			1.05	0.81	0.82	1.26	0.96			

Intersection Summary

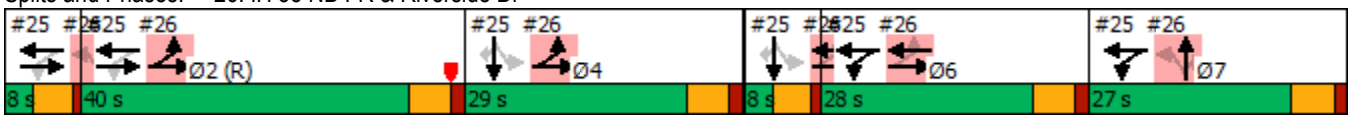
Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 99.5 (71%), Referenced to phase 2:EBWB, Start of Red
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.46
Intersection Signal Delay: 70.1 Intersection LOS: E
Intersection Capacity Utilization 129.6% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 26: IH 35 NB FR & Riverside Dr



Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Minimum Initial (s)	3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	8.0	11.0	11.0	8.0	11.0	11.0
Total Split (s)	8.0	40.0	29.0	8.0	28.0	27.0
Total Split (%)	6%	29%	21%	6%	20%	19%
Maximum Green (s)	3.0	34.0	23.0	3.0	22.0	21.0
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	1.0	1.5	1.5	1.0	1.5	1.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag		Lead	Lag	Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	
Vehicle Extension (s)	0.2	2.0	1.5	0.2	2.0	1.5
Recall Mode	None	C-Max	None	None	None	None
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	1	24	11	2	54	16	1171	43	94	2121	47
Future Volume (vph)	7	1	24	11	2	54	16	1171	43	94	2121	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.899			0.891			0.995			0.997	
Flt Protected		0.989			0.992			0.999			0.998	
Satd. Flow (prot)	0	1689	0	0	1679	0	0	3521	0	0	3555	0
Flt Permitted		0.989			0.992			0.999			0.998	
Satd. Flow (perm)	0	1689	0	0	1679	0	0	3521	0	0	3555	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		219			1628			278			409	
Travel Time (s)		6.0			44.4			5.4			8.0	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	1%	1%	3%
Adj. Flow (vph)	7	1	24	11	2	55	16	1183	43	95	2142	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	32	0	0	68	0	0	1242	0	0	2284	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		-35			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 112.0%	ICU Level of Service H
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	25.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	1	24	11	2	54	16	1171	43	94	2121	47
Future Vol, veh/h	7	1	24	11	2	54	16	1171	43	94	2121	47
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	1	1	3
Mvmt Flow	7	1	24	11	2	55	16	1183	43	95	2142	47

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2981	3614	1095	2499	3616	613	2189	0	0	1226	0	0
Stage 1	2356	2356	-	1237	1237	-	-	-	-	-	-	-
Stage 2	625	1258	-	1262	2379	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.21	-	-
Pot Cap-1 Maneuver	~ 6	5	212	15	5	440	245	-	-	570	-	-
Stage 1	37	69	-	189	250	-	-	-	-	-	-	-
Stage 2	444	245	-	183	68	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 3	4	212	~ 9	4	440	245	-	-	570	-	-
Mov Cap-2 Maneuver	~ 3	4	-	~ 9	4	-	-	-	-	-	-	-
Stage 1	29	69	-	150	198	-	-	-	-	-	-	-
Stage 2	305	194	-	160	68	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, $	1399.4	$ 654.8	2.3	0.5
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	245	-	-	12	36	570	-	-
HCM Lane V/C Ratio	0.066	-	-	2.694	1.88	0.167	-	-
HCM Control Delay (s)	20.7	2.1	$	1399.4	$ 654.8	12.6	0	-
HCM Lane LOS	C	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.2	-	-	5	7.4	0.6	-	-

Notes

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

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	194	246	291	18	110	176
Future Volume (vph)	194	246	291	18	110	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	100
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.991			0.850
Flt Protected		0.978			0.950	
Satd. Flow (prot)	0	3461	3507	0	1770	1583
Flt Permitted		0.978			0.950	
Satd. Flow (perm)	0	3461	3507	0	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		238	222		291	
Travel Time (s)		5.4	5.0		6.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	211	267	316	20	120	191
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	478	336	0	120	191
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 37.1%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	7.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	194	246	291	18	110	176
Future Vol, veh/h	194	246	291	18	110	176
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	100
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	211	267	316	20	120	191

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	336	0	-	0	882	168
Stage 1	-	-	-	-	326	-
Stage 2	-	-	-	-	556	-
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	1220	-	-	-	286	847
Stage 1	-	-	-	-	704	-
Stage 2	-	-	-	-	538	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1220	-	-	-	228	847
Mov Cap-2 Maneuver	-	-	-	-	228	-
Stage 1	-	-	-	-	561	-
Stage 2	-	-	-	-	538	-

Approach	EB	WB	SB
HCM Control Delay, s	3.9	0	20.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1220	-	-	-	228	847
HCM Lane V/C Ratio	0.173	-	-	-	0.524	0.226
HCM Control Delay (s)	8.6	0.3	-	-	37	10.5
HCM Lane LOS	A	A	-	-	E	B
HCM 95th %tile Q(veh)	0.6	-	-	-	2.8	0.9

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	135	221	117	18	165	93
Future Volume (vph)	135	221	117	18	165	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	100
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.980			0.850
Flt Protected		0.981			0.950	
Satd. Flow (prot)	0	3472	3468	0	1770	1583
Flt Permitted		0.981			0.950	
Satd. Flow (perm)	0	3472	3468	0	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		222	238		239	
Travel Time (s)		5.0	5.4		5.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	147	240	127	20	179	101
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	387	147	0	179	101
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 33.0%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	7.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	135	221	117	18	165	93
Future Vol, veh/h	135	221	117	18	165	93
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	100
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	147	240	127	20	179	101

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	147	0	-	0	551	74
Stage 1	-	-	-	-	137	-
Stage 2	-	-	-	-	414	-
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	1432	-	-	-	464	973
Stage 1	-	-	-	-	875	-
Stage 2	-	-	-	-	635	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1432	-	-	-	409	973
Mov Cap-2 Maneuver	-	-	-	-	409	-
Stage 1	-	-	-	-	772	-
Stage 2	-	-	-	-	635	-

Approach	EB	WB	SB
HCM Control Delay, s	3.1	0	16.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1432	-	-	-	409	973
HCM Lane V/C Ratio	0.102	-	-	-	0.439	0.104
HCM Control Delay (s)	7.8	0.2	-	-	20.5	9.1
HCM Lane LOS	A	A	-	-	C	A
HCM 95th %tile Q(veh)	0.3	-	-	-	2.2	0.3

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	74	312	86	83	176	49
Future Volume (vph)	74	312	86	83	176	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	100
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.926			0.850
Flt Protected		0.991			0.950	
Satd. Flow (prot)	0	3507	3277	0	1770	1583
Flt Permitted		0.991			0.950	
Satd. Flow (perm)	0	3507	3277	0	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		238	186		231	
Travel Time (s)		5.4	4.2		5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	80	339	93	90	191	53
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	419	183	0	191	53
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 35.6%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	74	312	86	83	176	49
Future Vol, veh/h	74	312	86	83	176	49
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	100
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	80	339	93	90	191	53

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	183	0	-	0	468	92
Stage 1	-	-	-	-	138	-
Stage 2	-	-	-	-	330	-
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	1389	-	-	-	524	947
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	701	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1389	-	-	-	487	947
Mov Cap-2 Maneuver	-	-	-	-	487	-
Stage 1	-	-	-	-	812	-
Stage 2	-	-	-	-	701	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	15.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1389	-	-	-	487	947
HCM Lane V/C Ratio	0.058	-	-	-	0.393	0.056
HCM Control Delay (s)	7.8	0.2	-	-	17.1	9
HCM Lane LOS	A	A	-	-	C	A
HCM 95th %tile Q(veh)	0.2	-	-	-	1.8	0.2

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	37	451	120	55	110	49
Future Volume (vph)	37	451	120	55	110	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	100
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.953			0.850
Flt Protected		0.996			0.950	
Satd. Flow (prot)	0	3525	3373	0	1770	1583
Flt Permitted		0.996			0.950	
Satd. Flow (perm)	0	3525	3373	0	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		186	96		260	
Travel Time (s)		4.2	2.2		5.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	40	490	130	60	120	53
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	530	190	0	120	53
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 34.7%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	37	451	120	55	110	49
Future Vol, veh/h	37	451	120	55	110	49
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	100
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	40	490	130	60	120	53

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	190	0	-	0	485	95
Stage 1	-	-	-	-	160	-
Stage 2	-	-	-	-	325	-
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	1381	-	-	-	511	943
Stage 1	-	-	-	-	852	-
Stage 2	-	-	-	-	705	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1381	-	-	-	491	943
Mov Cap-2 Maneuver	-	-	-	-	491	-
Stage 1	-	-	-	-	818	-
Stage 2	-	-	-	-	705	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	12.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1381	-	-	-	491	943
HCM Lane V/C Ratio	0.029	-	-	-	0.244	0.056
HCM Control Delay (s)	7.7	0.1	-	-	14.7	9
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9	0.2

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	170	1550	0	0	2687
Future Volume (vph)	0	170	1550	0	0	2687
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1611	3539	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	1611	3539	0	0	3539
Link Speed (mph)	30		30			35
Link Distance (ft)	331		484			1238
Travel Time (s)	7.5		11.0			24.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	185	1685	0	0	2921
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	185	1685	0	0	2921
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 77.6%	ICU Level of Service D
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱	↑↑			↑↑
Traffic Vol, veh/h	0	170	1550	0	0	2687
Future Vol, veh/h	0	170	1550	0	0	2687
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	185	1685	0	0	2921

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	843	0	-	-	-
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	307	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	307	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	33	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	307	-
HCM Lane V/C Ratio	-	0.602	-
HCM Control Delay (s)	-	33	-
HCM Lane LOS	-	D	-
HCM 95th %tile Q(veh)	-	3.7	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	216	742	123	286	1608	0	0	1089	159
Future Volume (vph)	0	0	0	216	742	123	286	1608	0	0	1089	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	140		0	0		0
Storage Lanes	0		0	2		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.981	
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	3400	4988	1524	1787	3574	0	0	3463	0
Flt Permitted				0.950			0.058					
Satd. Flow (perm)	0	0	0	3400	4988	1524	109	3574	0	0	3463	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						87					13	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		423			486			427			261	
Travel Time (s)		9.6			11.0			8.3			5.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	3%	4%	6%	1%	1%	0%	0%	2%	4%
Adj. Flow (vph)	0	0	0	225	773	128	298	1675	0	0	1134	166
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	225	773	128	298	1675	0	0	1300	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)				20	100	20	20	100			100	
Trailing Detector (ft)				0	0	0	0	0			0	
Detector 1 Position(ft)				0	0	0	0	0			0	
Detector 1 Size(ft)				20	6	20	20	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	custom	NA			NA	
Protected Phases					4		5 3	2 3			6	

Lane Group	Ø2	Ø3	Ø5
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	2	3	5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				4		4	2					
Detector Phase				4	4	4	5 3	2 3			6	
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0					10.0	
Minimum Split (s)				32.0	32.0	32.0					69.0	
Total Split (s)				32.0	32.0	32.0					69.0	
Total Split (%)				21.3%	21.3%	21.3%					46.0%	
Maximum Green (s)				27.0	27.0	27.0					64.0	
Yellow Time (s)				4.0	4.0	4.0					4.0	
All-Red Time (s)				1.0	1.0	1.0					1.0	
Lost Time Adjust (s)				0.0	0.0	0.0					0.0	
Total Lost Time (s)				5.0	5.0	5.0					5.0	
Lead/Lag				Lag	Lag	Lag					Lag	
Lead-Lag Optimize?				Yes	Yes	Yes					Yes	
Vehicle Extension (s)				2.0	2.0	2.0					1.0	
Recall Mode				Max	Max	Max					C-Max	
Walk Time (s)											10.0	
Flash Dont Walk (s)											16.0	
Pedestrian Calls (#/hr)											0	
Act Effct Green (s)				27.0	27.0	27.0	108.0	113.0			64.0	
Actuated g/C Ratio				0.18	0.18	0.18	0.72	0.75			0.43	
v/c Ratio				0.37	0.86	0.37	0.58	0.62			0.88	
Control Delay				56.0	70.4	22.7	27.4	3.0			46.9	
Queue Delay				0.0	0.0	0.0	0.7	13.4			0.0	
Total Delay				56.0	70.4	22.7	28.2	16.4			46.9	
LOS				E	E	C	C	B			D	
Approach Delay					62.1			18.2			46.9	
Approach LOS					E			B			D	
Queue Length 50th (ft)				101	272	34	200	140			602	
Queue Length 95th (ft)				143	325	98	m189	m123			706	
Internal Link Dist (ft)		343			406			347			181	
Turn Bay Length (ft)							140					
Base Capacity (vph)				612	897	345	514	2692			1485	
Starvation Cap Reductn				0	0	0	57	1028			0	
Spillback Cap Reductn				0	0	0	0	0			0	
Storage Cap Reductn				0	0	0	0	0			0	
Reduced v/c Ratio				0.37	0.86	0.37	0.65	1.01			0.88	

Intersection Summary

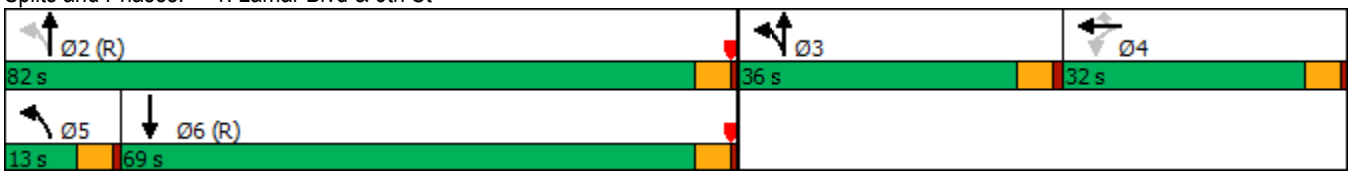
Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 139 (93%), Referenced to phase 2:NBTL and 6:SBT, Start of Red
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 37.9 Intersection LOS: D
Intersection Capacity Utilization 112.8% ICU Level of Service H
Analysis Period (min) 15

Lane Group	Ø2	Ø3	Ø5
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	10.0	3.0	3.0
Minimum Split (s)	82.0	36.0	13.0
Total Split (s)	82.0	36.0	13.0
Total Split (%)	55%	24%	9%
Maximum Green (s)	77.0	31.0	8.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lead
Lead-Lag Optimize?		Yes	Yes
Vehicle Extension (s)	1.0	1.0	1.0
Recall Mode	C-Max	Max	Max
Walk Time (s)	10.0		
Flash Dont Walk (s)	16.0		
Pedestrian Calls (#/hr)	0		
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Lamar Blvd & 6th St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	267	1472	156	0	0	0	0	1565	562	305	975	0
Future Volume (vph)	267	1472	156	0	0	0	0	1565	562	305	975	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	140		0
Storage Lanes	1		1	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.81	0.81	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.998	0.850					0.960				
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1805	6024	1295	0	0	0	0	3440	0	1787	3539	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1805	6024	1295	0	0	0	0	3440	0	1787	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1	105					18				
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		453			422			278			427	
Travel Time (s)		10.3			9.6			5.4			8.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	2%	1%	0%	0%	0%	0%	1%	0%	1%	2%	0%
Adj. Flow (vph)	275	1518	161	0	0	0	0	1613	579	314	1005	0
Shared Lane Traffic (%)			10%									
Lane Group Flow (vph)	275	1534	145	0	0	0	0	2192	0	314	1005	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2		1	2	
Detector Template	Left	Thru	Right					Thru		Left	Thru	
Leading Detector (ft)	20	100	20					100		20	100	
Trailing Detector (ft)	0	0	0					0		0	0	
Detector 1 Position(ft)	0	0	0					0		0	0	
Detector 1 Size(ft)	20	6	20					6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA		Prot	NA	
Protected Phases		4						2		11	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4									
Detector Phase	4	4	4					2		11	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0					10.0		5.0	10.0	
Minimum Split (s)	35.0	35.0	35.0					50.0		15.0	65.0	
Total Split (s)	35.0	35.0	35.0					90.0		25.0	90.0	
Total Split (%)	23.3%	23.3%	23.3%					60.0%		16.7%	60.0%	
Maximum Green (s)	30.0	30.0	30.0					85.0		20.0	85.0	
Yellow Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0					1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0					5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0	3.0	
Recall Mode	Min	Min	Min					C-Max		Min	C-Max	
Walk Time (s)	7.0	7.0	7.0								10.0	
Flash Dont Walk (s)	20.0	20.0	20.0								20.0	
Pedestrian Calls (#/hr)	0	0	0								0	
Act Effct Green (s)	30.0	30.0	30.0					85.0		20.0	110.0	
Actuated g/C Ratio	0.20	0.20	0.20					0.57		0.13	0.73	
v/c Ratio	0.76	1.27	0.42					1.12		1.32	0.39	
Control Delay	71.3	176.5	20.6					92.9		207.4	4.2	
Queue Delay	0.0	0.0	0.0					0.0		0.0	0.6	
Total Delay	71.3	176.5	20.6					92.9		207.4	4.8	
LOS	E	F	C					F		F	A	
Approach Delay		150.2						92.9			53.0	
Approach LOS		F						F			D	
Queue Length 50th (ft)	257	~585	40					~1294		~407	92	
Queue Length 95th (ft)	#380	#668	125					#1424		m#517	104	
Internal Link Dist (ft)		373			342			198			347	
Turn Bay Length (ft)										140		
Base Capacity (vph)	361	1205	343					1957		238	2595	
Starvation Cap Reductn	0	0	0					0		0	1118	
Spillback Cap Reductn	0	0	0					0		0	0	
Storage Cap Reductn	0	0	0					0		0	0	
Reduced v/c Ratio	0.76	1.27	0.42					1.12		1.32	0.68	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 149 (99%), Referenced to phase 2:NBT and 6:SBT, Start of Red	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.32	
Intersection Signal Delay: 103.8	Intersection LOS: F
Intersection Capacity Utilization 112.8%	ICU Level of Service H
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Lamar Blvd & 5th St

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø7
Lane Configurations							
Traffic Volume (vph)	286	2428	1799	135	124	164	
Future Volume (vph)	286	2428	1799	135	124	164	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	250			100	0	285	
Storage Lanes	1			1	1	1	
Taper Length (ft)	100				25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	
Frt				0.850		0.850	
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1787	3574	3539	1495	1805	1553	
Flt Permitted	0.050				0.950		
Satd. Flow (perm)	94	3574	3539	1495	1805	1553	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)				54		15	
Link Speed (mph)		35	35		30		
Link Distance (ft)		912	521		444		
Travel Time (s)		17.8	10.1		10.1		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	1%	1%	2%	8%	0%	4%	
Adj. Flow (vph)	298	2529	1874	141	129	171	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	298	2529	1874	141	129	171	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2	1	1	1	
Detector Template	Left	Thru	Thru	Right	Left	Right	
Leading Detector (ft)	20	100	100	20	20	20	
Trailing Detector (ft)	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	6	20	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA	Perm	Prot	pt+ov	
Protected Phases	5	2	6		3	5 7	7

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø7
Permitted Phases	2			6		3	
Detector Phase	5	2	6	6	3	5 7	
Switch Phase							
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0		4.0
Minimum Split (s)	10.0	20.0	27.0	27.0	21.0		8.0
Total Split (s)	23.0	100.0	77.0	77.0	20.0		20.0
Total Split (%)	19.2%	83.3%	64.2%	64.2%	16.7%		17%
Maximum Green (s)	18.0	95.0	72.0	72.0	15.0		16.0
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0		3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	2.0		0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0
Recall Mode	None	C-Max	C-Max	C-Max	None		None
Walk Time (s)			5.0	5.0			
Flash Dont Walk (s)			17.0	17.0			
Pedestrian Calls (#/hr)			0	0			
Act Effct Green (s)	97.2	97.2	74.2	74.2	12.8	35.8	
Actuated g/C Ratio	0.81	0.81	0.62	0.62	0.11	0.30	
v/c Ratio	0.91	0.87	0.86	0.15	0.67	0.36	
Control Delay	66.5	12.6	29.1	7.9	68.5	31.9	
Queue Delay	0.0	46.3	47.1	0.0	7.7	0.0	
Total Delay	66.5	59.0	76.2	7.9	76.2	31.9	
LOS	E	E	E	A	E	C	
Approach Delay		59.7	71.4		50.9		
Approach LOS		E	E		D		
Queue Length 50th (ft)	175	563	675	43	97	92	
Queue Length 95th (ft)	#347	751	808	m53	162	155	
Internal Link Dist (ft)		832	441		364		
Turn Bay Length (ft)	250			100		285	
Base Capacity (vph)	338	2894	2189	945	225	468	
Starvation Cap Reductn	0	0	637	0	0	0	
Spillback Cap Reductn	0	740	0	0	61	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.88	1.17	1.21	0.15	0.79	0.37	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 9 (8%), Referenced to phase 2:EBTL and 6:WBT, Start of Red
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 63.8 Intersection LOS: E
Intersection Capacity Utilization 84.9% ICU Level of Service E
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Cesar Chavez St & BR Reynolds Dr

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4	Ø5	Ø7
Lane Configurations									
Traffic Volume (vph)	0	2595	1344	67	94	572			
Future Volume (vph)	0	2595	1344	67	94	572			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Storage Length (ft)	0			150	0	0			
Storage Lanes	0			1	1	1			
Taper Length (ft)	25				25				
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00			
Frt				0.850		0.850			
Flt Protected					0.950				
Satd. Flow (prot)	0	3574	3505	1553	1641	1615			
Flt Permitted					0.950				
Satd. Flow (perm)	0	3574	3505	1553	1641	1615			
Right Turn on Red				Yes		Yes			
Satd. Flow (RTOR)				42		32			
Link Speed (mph)		35	35		30				
Link Distance (ft)		521	2492		303				
Travel Time (s)		10.1	48.5		6.9				
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98			
Heavy Vehicles (%)	0%	1%	3%	4%	10%	0%			
Adj. Flow (vph)	0	2648	1371	68	96	584			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	2648	1371	68	96	584			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Left	Left	Right	Left	Right			
Median Width(ft)		12	12		12				
Link Offset(ft)		0	0		0				
Crosswalk Width(ft)		16	16		16				
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Turning Speed (mph)	15			9	15	9			
Number of Detectors		2	2	1	1	1			
Detector Template		Thru	Thru	Right	Left	Right			
Leading Detector (ft)		100	100	20	20	20			
Trailing Detector (ft)		0	0	0	0	0			
Detector 1 Position(ft)		0	0	0	0	0			
Detector 1 Size(ft)		6	6	20	20	20			
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel									
Detector 1 Extend (s)		0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)		0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)		0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94	94						
Detector 2 Size(ft)		6	6						
Detector 2 Type		Cl+Ex	Cl+Ex						
Detector 2 Channel									
Detector 2 Extend (s)		0.0	0.0						
Turn Type		NA	NA	Perm	pm+pt	custom			
Protected Phases		2	6		3	7 5	4	5	7

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4	Ø5	Ø7
Permitted Phases				6	7				
Detector Phase		2	6	6	3	7 5			
Switch Phase									
Minimum Initial (s)		15.0	15.0	15.0	5.0		1.0	5.0	5.0
Minimum Split (s)		21.0	22.0	22.0	10.0		24.0	10.0	21.0
Total Split (s)		88.0	68.0	68.0	10.0		22.0	20.0	32.0
Total Split (%)		73.3%	56.7%	56.7%	8.3%		18%	17%	27%
Maximum Green (s)		83.0	63.0	63.0	5.0		17.0	15.0	27.0
Yellow Time (s)		4.0	4.0	4.0	3.0		3.0	4.0	3.0
All-Red Time (s)		1.0	1.0	1.0	2.0		2.0	1.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0				
Total Lost Time (s)		5.0	5.0	5.0	5.0				
Lead/Lag			Lag	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)		2.0	2.0	2.0	2.0		3.0	2.0	2.0
Recall Mode		C-Max	C-Max	C-Max	None		None	Max	None
Walk Time (s)			5.0	5.0			7.0		
Flash Dont Walk (s)			12.0	12.0			12.0		
Pedestrian Calls (#/hr)			0	0			0		
Act Effct Green (s)		83.0	63.0	63.0	27.0	47.0			
Actuated g/C Ratio		0.69	0.52	0.52	0.22	0.39			
v/c Ratio		1.07	0.75	0.08	0.26	0.90			
Control Delay		56.8	31.5	7.8	40.6	50.5			
Queue Delay		12.6	49.6	0.0	0.0	0.7			
Total Delay		69.4	81.1	7.8	40.6	51.2			
LOS		E	F	A	D	D			
Approach Delay		69.4	77.6		49.7				
Approach LOS		E	E		D				
Queue Length 50th (ft)		~1188	591	23	62	400			
Queue Length 95th (ft)		#1324	664	m26	112	#624			
Internal Link Dist (ft)		441	2412		223				
Turn Bay Length (ft)				150					
Base Capacity (vph)		2472	1840	835	369	652			
Starvation Cap Reductn		319	0	0	0	0			
Spillback Cap Reductn		0	865	0	0	8			
Storage Cap Reductn		0	0	0	0	0			
Reduced v/c Ratio		1.23	1.41	0.08	0.26	0.91			

Intersection Summary

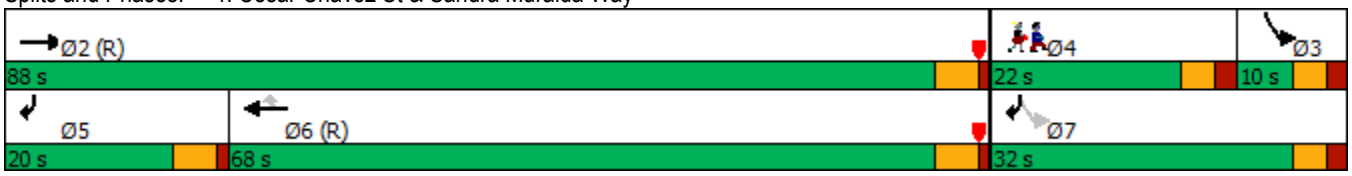
Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 77 (64%), Referenced to phase 2:EBT and 6:WBT, Start of Red
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.07
Intersection Signal Delay: 69.1 Intersection LOS: E
Intersection Capacity Utilization 85.3% ICU Level of Service E
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Cesar Chavez St & Sandra Muraida Way



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	374	476	75	106	644	429	146	1551	421	242	564	171
Future Volume (vph)	374	476	75	106	644	429	146	1551	421	242	564	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		100	290		320	185		165	230		0
Storage Lanes	2		1	2		1	1		2	1		1
Taper Length (ft)	90			90			50			110		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3502	3574	1553	3367	3574	1615	1787	5085	1615	1770	3505	1568
Flt Permitted	0.950			0.950			0.344			0.095		
Satd. Flow (perm)	3502	3574	1553	3367	3574	1615	647	5085	1615	177	3505	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			121			204			121			170
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2543			2792			875			732	
Travel Time (s)		49.5			54.4			17.0			14.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	4%	4%	1%	0%	1%	2%	0%	2%	3%	3%
Adj. Flow (vph)	398	506	80	113	685	456	155	1650	448	257	600	182
Shared Lane Traffic (%)												
Lane Group Flow (vph)	398	506	80	113	685	456	155	1650	448	257	600	182
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			16	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	D.P+P	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	7	4	5	3	8		5	2	3	1	6	7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4			8	6		2	6		6
Detector Phase	7	4	5	3	8	8	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	15.0	5.0	5.0	15.0	15.0	5.0	20.0	5.0	5.0	20.0	5.0
Minimum Split (s)	24.0	40.0	18.0	18.0	30.0	30.0	18.0	57.0	18.0	20.0	59.0	24.0
Total Split (s)	24.0	40.0	18.0	18.0	34.0	34.0	18.0	57.0	18.0	20.0	59.0	24.0
Total Split (%)	17.8%	29.6%	13.3%	13.3%	25.2%	25.2%	13.3%	42.2%	13.3%	14.8%	43.7%	17.8%
Maximum Green (s)	18.0	34.0	12.0	12.0	28.0	28.0	12.0	51.0	12.0	14.0	53.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.5	2.0	2.0	2.0	1.5	2.0	2.0	1.5	2.0	2.0
Recall Mode	None	None	Min	None	None	None	Min	C-Max	None	Min	C-Max	None
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		24.0			24.0	24.0		22.0			22.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	17.4	34.2	50.0	10.8	27.6	27.6	65.9	51.9	62.8	56.2	56.2	73.7
Actuated g/C Ratio	0.13	0.25	0.37	0.08	0.20	0.20	0.49	0.38	0.47	0.42	0.42	0.55
v/c Ratio	0.88	0.56	0.12	0.42	0.94	0.93	0.39	0.84	0.55	1.08	0.41	0.20
Control Delay	78.9	46.6	1.5	64.0	80.5	62.2	19.7	43.0	12.7	130.4	29.4	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.9	46.6	1.5	64.0	80.5	62.2	19.7	43.0	12.7	130.4	29.4	2.0
LOS	E	D	A	E	F	E	B	D	B	F	C	A
Approach Delay		56.0			72.3			35.4			49.6	
Approach LOS		E			E			D			D	
Queue Length 50th (ft)	178	204	0	51	325	258	68	484	120	~202	195	3
Queue Length 95th (ft)	#259	263	10	m75	#434	m#447	109	550	182	#386	254	24
Internal Link Dist (ft)		2463			2712			795			652	
Turn Bay Length (ft)	230		100	290		320	185		165	230		
Base Capacity (vph)	466	911	675	299	741	496	428	1956	828	239	1459	938
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.56	0.12	0.38	0.92	0.92	0.36	0.84	0.54	1.08	0.41	0.19

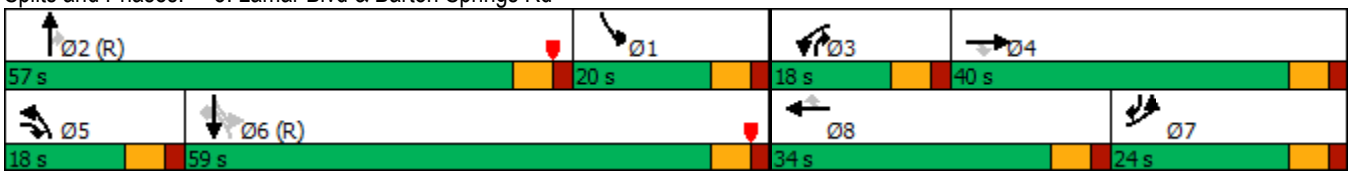
Intersection Summary	
Area Type:	Other
Cycle Length: 135	
Actuated Cycle Length: 135	
Offset: 71 (53%), Referenced to phase 2:NBT and 6:NBSB, Start of Red	
Natural Cycle: 135	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 50.1	Intersection LOS: D
Intersection Capacity Utilization 91.8%	ICU Level of Service F
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Lamar Blvd & Barton Springs Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1456	401	0	1382	0	0	0	0	121	468	137
Future Volume (vph)	0	1456	401	0	1382	0	0	0	0	121	468	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		100	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		0	0		1
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Frt			0.850									0.850
Flt Protected											0.990	
Satd. Flow (prot)	0	6471	1599	0	3539	0	0	0	0	0	4603	1442
Flt Permitted											0.990	
Satd. Flow (perm)	0	6471	1599	0	3539	0	0	0	0	0	4603	1442
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			219									136
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		2492			289			254			305	
Travel Time (s)		48.5			5.6			5.8			6.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	1%	0%	2%	0%	0%	0%	0%	6%	13%	12%
Adj. Flow (vph)	0	1549	427	0	1470	0	0	0	0	129	498	146
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1549	427	0	1470	0	0	0	0	0	627	146
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1		2					1	2	1
Detector Template		Thru	Right		Thru					Left	Thru	Right
Leading Detector (ft)		100	20		100					20	100	20
Trailing Detector (ft)		0	0		0					0	0	0
Detector 1 Position(ft)		0	0		0					0	0	0
Detector 1 Size(ft)		6	20		6					20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0		0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0		0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0		0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm		NA					Perm	NA	Perm
Protected Phases		2			1 2						4 12	

Lane Group	Ø1	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16
Lane Configurations							
Traffic Volume (vph)							
Future Volume (vph)							
Ideal Flow (vphpl)							
Storage Length (ft)							
Storage Lanes							
Taper Length (ft)							
Lane Util. Factor							
Frt							
Flt Protected							
Satd. Flow (prot)							
Flt Permitted							
Satd. Flow (perm)							
Right Turn on Red							
Satd. Flow (RTOR)							
Link Speed (mph)							
Link Distance (ft)							
Travel Time (s)							
Peak Hour Factor							
Heavy Vehicles (%)							
Adj. Flow (vph)							
Shared Lane Traffic (%)							
Lane Group Flow (vph)							
Enter Blocked Intersection							
Lane Alignment							
Median Width(ft)							
Link Offset(ft)							
Crosswalk Width(ft)							
Two way Left Turn Lane							
Headway Factor							
Turning Speed (mph)							
Number of Detectors							
Detector Template							
Leading Detector (ft)							
Trailing Detector (ft)							
Detector 1 Position(ft)							
Detector 1 Size(ft)							
Detector 1 Type							
Detector 1 Channel							
Detector 1 Extend (s)							
Detector 1 Queue (s)							
Detector 1 Delay (s)							
Detector 2 Position(ft)							
Detector 2 Size(ft)							
Detector 2 Type							
Detector 2 Channel							
Detector 2 Extend (s)							
Turn Type							
Protected Phases	1	4	5	6	8	12	16

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			2							4 12		4 12
Detector Phase		2	2		1 2					4 12	4 12	4 12
Switch Phase												
Minimum Initial (s)		10.0	10.0									
Minimum Split (s)		22.0	22.0									
Total Split (s)		48.0	48.0									
Total Split (%)		40.0%	40.0%									
Maximum Green (s)		42.0	42.0									
Yellow Time (s)		4.0	4.0									
All-Red Time (s)		2.0	2.0									
Lost Time Adjust (s)		0.0	0.0									
Total Lost Time (s)		6.0	6.0									
Lead/Lag		Lag	Lag									
Lead-Lag Optimize?		Yes	Yes									
Vehicle Extension (s)		1.0	1.0									
Recall Mode		C-Max	C-Max									
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		42.0	42.0		64.0						44.0	44.0
Actuated g/C Ratio		0.35	0.35		0.53						0.37	0.37
v/c Ratio		0.68	0.61		0.78						0.37	0.24
Control Delay		21.2	7.3		14.6						28.7	6.2
Queue Delay		0.3	0.0		1.6						0.0	0.0
Total Delay		21.5	7.3		16.2						28.7	6.2
LOS		C	A		B						C	A
Approach Delay		18.4			16.2						24.4	
Approach LOS		B			B						C	
Queue Length 50th (ft)		249	96		328						129	5
Queue Length 95th (ft)		m227	m84		m294						164	49
Internal Link Dist (ft)		2412			209			174			225	
Turn Bay Length (ft)			100									
Base Capacity (vph)		2264	702		1887						1687	614
Starvation Cap Reductn		0	0		241						0	0
Spillback Cap Reductn		238	0		0						0	0
Storage Cap Reductn		0	0		0						0	0
Reduced v/c Ratio		0.76	0.61		0.89						0.37	0.24

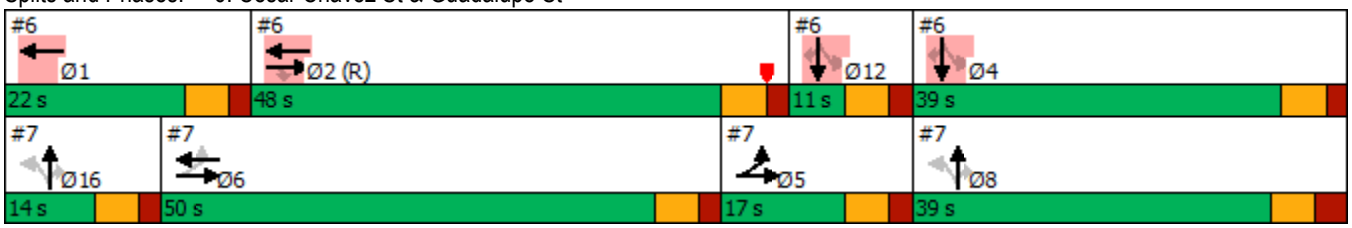
Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 118 (98%), Referenced to phase 2:EBWB, Start of Red	
Natural Cycle: 95	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.50	
Intersection Signal Delay: 18.7	Intersection LOS: B
Intersection Capacity Utilization 124.3%	ICU Level of Service H
Analysis Period (min) 15	

Lane Group	Ø1	Ø4	Ø5	Ø6	Ø8	Ø12	Ø16
Permitted Phases							
Detector Phase							
Switch Phase							
Minimum Initial (s)	10.0	4.0	4.0	10.0	10.0	4.0	4.0
Minimum Split (s)	22.0	22.0	10.0	27.0	30.0	11.0	14.0
Total Split (s)	22.0	39.0	17.0	50.0	39.0	11.0	14.0
Total Split (%)	18%	33%	14%	42%	33%	9%	12%
Maximum Green (s)	16.0	33.0	11.0	44.0	32.0	5.0	8.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	3.0	2.0	2.0
Lost Time Adjust (s)							
Total Lost Time (s)							
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.0	3.0	3.0	1.0	1.0	3.0	3.0
Recall Mode	Max	None	None	Max	Max	None	None
Walk Time (s)		5.0		7.0	5.0		
Flash Dont Walk (s)		11.0		14.0	18.0		
Pedestrian Calls (#/hr)		0		0	0		
Act Effct Green (s)							
Actuated g/C Ratio							
v/c Ratio							
Control Delay							
Queue Delay							
Total Delay							
LOS							
Approach Delay							
Approach LOS							
Queue Length 50th (ft)							
Queue Length 95th (ft)							
Internal Link Dist (ft)							
Turn Bay Length (ft)							
Base Capacity (vph)							
Starvation Cap Reductn							
Spillback Cap Reductn							
Storage Cap Reductn							
Reduced v/c Ratio							

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Cesar Chavez St & Guadalupe St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	239	1383	0	0	692	68	692	2129	401	0	0	0
Future Volume (vph)	239	1383	0	0	692	68	692	2129	401	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	0.95	0.91	0.91	1.00	1.00	1.00	1.00
Frt					0.987				0.850			
Flt Protected	0.950							0.988				
Satd. Flow (prot)	3303	3574	0	0	3478	0	0	5024	1568	0	0	0
Flt Permitted	0.226							0.988				
Satd. Flow (perm)	786	3574	0	0	3478	0	0	5024	1568	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					10				136			
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		289			846			218			325	
Travel Time (s)		5.6			16.5			5.0			7.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.92	0.92	0.92
Heavy Vehicles (%)	6%	1%	0%	0%	2%	7%	2%	2%	3%	0%	0%	0%
Adj. Flow (vph)	244	1411	0	0	706	69	706	2172	409	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	244	1411	0	0	775	0	0	2878	409	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			12			0			0	
Link Offset(ft)		0			0			0			-36	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2	1			
Detector Template	Left	Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	20	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Detector 1 Position(ft)	0	0			0		0	0	0			
Detector 1 Size(ft)	20	6			6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	D.P+P	NA			NA		Perm	NA	Perm			
Protected Phases	5	5 6			6			8 16				
Permitted Phases	6						8 16		8 16			
Detector Phase	5	5 6			6		8 16	8 16	8 16			
Switch Phase												

Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø16
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Heavy Vehicles (%)						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Detector 2 Position(ft)						
Detector 2 Size(ft)						
Detector 2 Type						
Detector 2 Channel						
Detector 2 Extend (s)						
Turn Type						
Protected Phases	1	2	4	8	12	16
Permitted Phases						
Detector Phase						
Switch Phase						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0				10.0							
Minimum Split (s)	10.0				27.0							
Total Split (s)	17.0				50.0							
Total Split (%)	14.2%				41.7%							
Maximum Green (s)	11.0				44.0							
Yellow Time (s)	4.0				4.0							
All-Red Time (s)	2.0				2.0							
Lost Time Adjust (s)	0.0				0.0							
Total Lost Time (s)	6.0				6.0							
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0				1.0							
Recall Mode	None				Max							
Walk Time (s)					7.0							
Flash Dont Walk (s)					14.0							
Pedestrian Calls (#/hr)					0							
Act Effct Green (s)	55.0	61.0			44.0			46.0	46.0			
Actuated g/C Ratio	0.46	0.51			0.37			0.38	0.38			
v/c Ratio	0.41	0.78			0.60			1.50	0.60			
Control Delay	8.6	13.1			20.8			255.4	23.3			
Queue Delay	0.0	0.8			0.0			0.4	0.0			
Total Delay	8.6	14.0			20.8			255.8	23.3			
LOS	A	B			C			F	C			
Approach Delay		13.2			20.8			226.9				
Approach LOS		B			C			F				
Queue Length 50th (ft)	9	226			285			~1130	167			
Queue Length 95th (ft)	31	265			342			#1217	274			
Internal Link Dist (ft)		209			766			138			245	
Turn Bay Length (ft)												
Base Capacity (vph)	590	1816			1281			1925	684			
Starvation Cap Reductn	0	161			0			0	0			
Spillback Cap Reductn	0	0			1			253	0			
Storage Cap Reductn	0	0			0			0	0			
Reduced v/c Ratio	0.41	0.85			0.61			1.72	0.60			

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 118 (98%), Referenced to phase 2:EBWB, Start of Red
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.50
Intersection Signal Delay: 137.1 Intersection LOS: F
Intersection Capacity Utilization 124.3% ICU Level of Service H
Analysis Period (min) 15

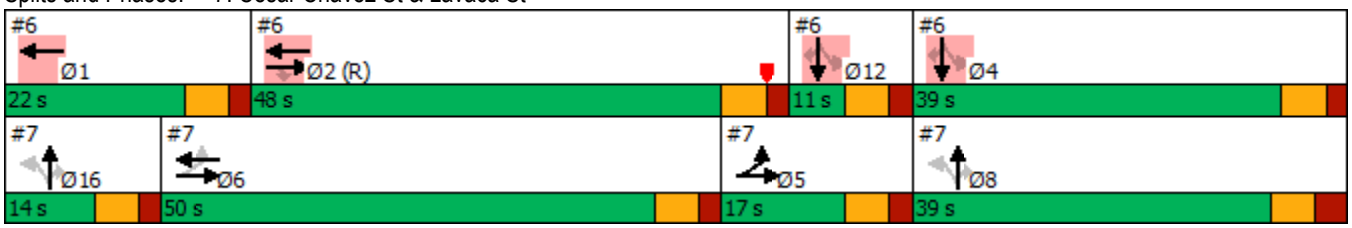
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.

Lane Group	Ø1	Ø2	Ø4	Ø8	Ø12	Ø16
Minimum Initial (s)	10.0	10.0	4.0	10.0	4.0	4.0
Minimum Split (s)	22.0	22.0	22.0	30.0	11.0	14.0
Total Split (s)	22.0	48.0	39.0	39.0	11.0	14.0
Total Split (%)	18%	40%	33%	33%	9%	12%
Maximum Green (s)	16.0	42.0	33.0	32.0	5.0	8.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	3.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.0	1.0	3.0	1.0	3.0	3.0
Recall Mode	Max	C-Max	None	Max	None	None
Walk Time (s)			5.0	5.0		
Flash Dont Walk (s)			11.0	18.0		
Pedestrian Calls (#/hr)			0	0		
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Queue shown is maximum after two cycles.

Splits and Phases: 7: Cesar Chavez St & Lavaca St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	131	151	14	44	493	472	74	2435	102	311	502	70
Future Volume (vph)	131	151	14	44	493	472	74	2435	102	311	502	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	125		0	150		0	300		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	60			90			25			120		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91
Frt		0.987			0.927			0.994			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3563	0	1480	3159	0	1805	5107	0	1530	4963	0
Flt Permitted	0.122			0.646			0.400			0.069		
Satd. Flow (perm)	230	3563	0	1006	3159	0	760	5107	0	111	4963	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			167			6			25	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		485			516			580			1524	
Travel Time (s)		9.4			10.1			13.2			34.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	0%	0%	22%	3%	9%	0%	1%	0%	18%	3%	0%
Adj. Flow (vph)	134	154	14	45	503	482	76	2485	104	317	512	71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	134	168	0	45	985	0	76	2589	0	317	583	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes			Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	3	8		7	4		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			6			2		
Detector Phase	3	8		7	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		6.0	15.0		5.0	15.0	
Minimum Split (s)	15.0	38.0		14.0	37.0		14.0	66.0		17.0	69.0	
Total Split (s)	15.0	38.0		14.0	37.0		14.0	66.0		17.0	69.0	
Total Split (%)	11.1%	28.1%		10.4%	27.4%		10.4%	48.9%		12.6%	51.1%	
Maximum Green (s)	10.0	32.0		9.0	31.0		9.0	60.0		12.0	63.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	6.0		5.0	6.0		5.0	6.0		5.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0		1.0	1.0		2.0	2.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			23.0			23.0			23.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	42.0	36.5		43.0	31.8		74.0	60.0		73.0	67.6	
Actuated g/C Ratio	0.31	0.27		0.32	0.24		0.55	0.44		0.54	0.50	
v/c Ratio	0.76	0.17		0.13	1.13		0.16	1.14		1.70	0.23	
Control Delay	58.4	38.0		10.8	94.1		6.8	90.7		370.7	19.0	
Queue Delay	0.0	0.0		0.0	0.1		0.0	0.1		0.0	0.0	
Total Delay	58.4	38.0		10.8	94.2		6.8	90.8		370.7	19.0	
LOS	E	D		B	F		A	F		F	B	
Approach Delay		47.0			90.5			88.4			142.9	
Approach LOS		D			F			F			F	
Queue Length 50th (ft)	83	57		11	~182		14	~950		~364	100	
Queue Length 95th (ft)	#159	92		m22	m#520		m13	m#792		#556	131	
Internal Link Dist (ft)		405			436			500			1444	
Turn Bay Length (ft)	290			125			150			300		
Base Capacity (vph)	188	967		364	871		496	2273		186	2499	
Starvation Cap Reductn	0	0		0	9		0	119		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.71	0.17		0.12	1.14		0.15	1.20		1.70	0.23	

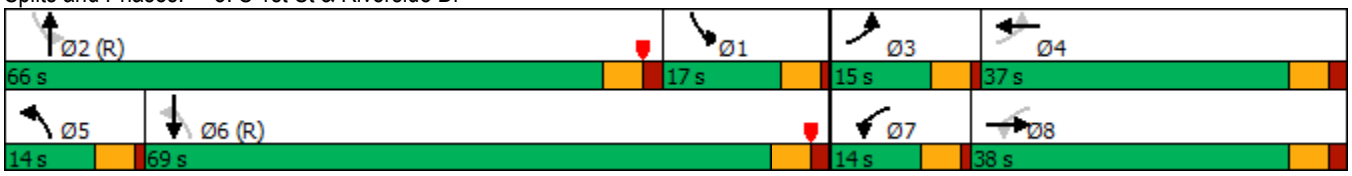
Intersection Summary	
Area Type:	Other
Cycle Length: 135	
Actuated Cycle Length: 135	
Offset: 58 (43%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red	
Natural Cycle: 135	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.70	
Intersection Signal Delay: 96.3	Intersection LOS: F
Intersection Capacity Utilization 120.9%	ICU Level of Service H
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: S 1st St & Riverside Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	488	804	49	233	537	110	152	2141	229	121	272	84
Future Volume (vph)	488	804	49	233	537	110	152	2141	229	121	272	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	165		0	125		0	80		65	85		0
Storage Lanes	2		0	1		0	1		1	1		1
Taper Length (ft)	175			120			50			50		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.95	1.00
Frt		0.991			0.975			0.986				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3467	3544	0	1671	3462	0	1787	5064	0	1641	3505	1553
Flt Permitted	0.950			0.215			0.558			0.068		
Satd. Flow (perm)	3467	3544	0	378	3462	0	1050	5064	0	117	3505	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			17			17				137
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		2792			516			310			580	
Travel Time (s)		54.4			10.1			7.0			13.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	0%	8%	2%	0%	1%	1%	1%	10%	3%	4%
Adj. Flow (vph)	503	829	51	240	554	113	157	2207	236	125	280	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	503	880	0	240	667	0	157	2443	0	125	280	87
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		pm+pt	NA		D.P+P	NA		D.P+P	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				8			6			2		6
Detector Phase	7	4		3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	6.0	5.0		3.0	10.0		3.0	15.0		3.0	10.0	10.0
Minimum Split (s)	11.0	31.0		8.0	37.0		8.0	40.0		8.0	40.0	40.0
Total Split (s)	22.0	44.0		15.0	37.0		16.0	64.0		12.0	60.0	60.0
Total Split (%)	16.3%	32.6%		11.1%	27.4%		11.9%	47.4%		8.9%	44.4%	44.4%
Maximum Green (s)	17.0	39.0		10.0	32.0		11.0	59.0		7.0	55.0	55.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	Min		None	C-Max		None	C-Max	C-Max
Walk Time (s)		7.0			8.0			9.0			9.0	9.0
Flash Dont Walk (s)		19.0			26.0			26.0			26.0	26.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	17.0	37.4		32.0	32.0		66.0	59.0		66.0	55.7	55.7
Actuated g/C Ratio	0.13	0.28		0.24	0.24		0.49	0.44		0.49	0.41	0.41
v/c Ratio	1.15	0.89		1.19	0.80		0.28	1.10		0.92	0.19	0.12
Control Delay	136.9	60.6		166.6	51.8		18.2	88.5		93.0	13.2	0.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.9		0.0	0.0	0.0
Total Delay	136.9	60.6		166.6	51.8		18.2	89.4		93.0	13.2	0.4
LOS	F	E		F	D		B	F		F	B	A
Approach Delay		88.3			82.2			85.1			31.2	
Approach LOS		F			F			F			C	
Queue Length 50th (ft)	~272	406		~241	276		69	~886		49	31	1
Queue Length 95th (ft)	m#356	m463		#448	362		110	#977		#193	42	0
Internal Link Dist (ft)		2712			436			230			500	
Turn Bay Length (ft)	165			125			80			85		
Base Capacity (vph)	436	1027		201	833		579	2222		136	1446	721
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	487		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	1.15	0.86		1.19	0.80		0.27	1.41		0.92	0.19	0.12

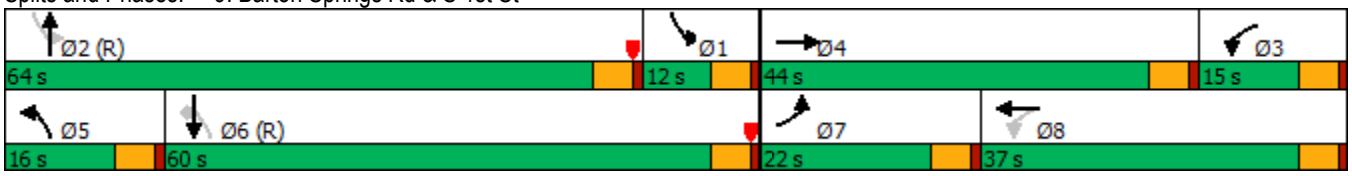
Intersection Summary	
Area Type:	Other
Cycle Length: 135	
Actuated Cycle Length: 135	
Offset: 59 (44%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.19	
Intersection Signal Delay: 80.5	Intersection LOS: F
Intersection Capacity Utilization 106.5%	ICU Level of Service G
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: Barton Springs Rd & S 1st St



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	99	281	2	552	971	13	48	583	537	12	201	249
Future Volume (vph)	99	281	2	552	971	13	48	583	537	12	201	249
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	220		0	150		0	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	90			100			130			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95
Frt		0.999			0.998				0.850		0.919	
Flt Protected	0.950			0.950				0.996			0.999	
Satd. Flow (prot)	1805	2984	0	1736	3339	0	0	3549	1568	0	3131	0
Flt Permitted	0.232			0.539				0.757			0.875	
Satd. Flow (perm)	441	2984	0	985	3339	0	0	2698	1568	0	2743	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			2				385		143	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		516			738			516			744	
Travel Time (s)		10.1			14.4			10.1			14.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	21%	0%	4%	8%	0%	5%	1%	3%	0%	6%	6%
Adj. Flow (vph)	104	296	2	581	1022	14	51	614	565	13	212	262
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	298	0	581	1036	0	0	665	565	0	487	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.Pm	NA		D.P+P	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases		8		7	4			2	7		6	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	4			8			2		2	6		
Detector Phase	4	8		7	4		2	2	7	6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0	10.0		5.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	30.5	30.5		8.0	30.5		35.0	35.0	8.0	30.5	30.5	
Total Split (s)	77.0	55.0		40.0	77.0		40.0	40.0	40.0	40.0	40.0	
Total Split (%)	57.0%	40.7%		29.6%	57.0%		29.6%	29.6%	29.6%	29.6%	29.6%	
Maximum Green (s)	71.5	49.5		35.0	71.5		34.5	34.5	35.0	34.5	34.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.5	1.5		1.0	1.5		1.5	1.5	1.0	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	5.5	5.5		5.0	5.5			5.5	5.0		5.5	
Lead/Lag		Lead		Lag					Lag			
Lead-Lag Optimize?		Yes		Yes					Yes			
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	C-Max	C-Max		Min	C-Max		Max	Max	Min	None	None	
Walk Time (s)	10.0	10.0			10.0		10.0	10.0		10.0	10.0	
Flash Dont Walk (s)	15.0	15.0			15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0			0		0	0		0	0	
Act Effct Green (s)	89.5	49.5		85.0	89.5			34.5	75.0		34.5	
Actuated g/C Ratio	0.66	0.37		0.63	0.66			0.26	0.56		0.26	
v/c Ratio	0.36	0.27		0.71	0.47			0.97	0.54		0.60	
Control Delay	10.3	14.3		39.7	23.3			78.5	18.6		20.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0	3.3		0.0	
Total Delay	10.3	14.3		39.7	23.3			78.5	21.8		20.5	
LOS	B	B		D	C			E	C		C	
Approach Delay		13.2			29.2			52.5			20.5	
Approach LOS		B			C			D			C	
Queue Length 50th (ft)	24	54		501	335			317	278		92	
Queue Length 95th (ft)	m22	m44		m287	m271			m#382	m314		120	
Internal Link Dist (ft)		436			658			436			664	
Turn Bay Length (ft)	105			220								
Base Capacity (vph)	292	1094		814	2214			689	1042		807	
Starvation Cap Reductn	0	0		0	0			0	366		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.36	0.27		0.71	0.47			0.97	0.84		0.60	

Intersection Summary	
Area Type:	Other
Cycle Length: 135	
Actuated Cycle Length: 135	
Offset: 118.5 (88%), Referenced to phase 4:NWSE and 8:NWSE, Start of Red	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 34.0	Intersection LOS: C
Intersection Capacity Utilization 88.3%	ICU Level of Service E
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Barton Springs Rd & Riverside Dr

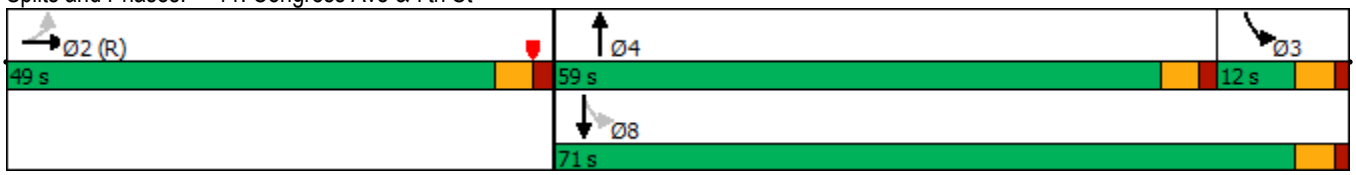
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	478	30	0	0	0	0	640	322	73	409	0
Future Volume (vph)	14	478	30	0	0	0	0	640	322	73	409	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.86	0.86	0.86	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Frt		0.991						0.950				
Flt Protected		0.999									0.993	
Satd. Flow (prot)	0	5831	0	0	0	0	0	3329	0	0	3489	0
Flt Permitted		0.999									0.653	
Satd. Flow (perm)	0	5831	0	0	0	0	0	3329	0	0	2294	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12						95				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		673			575			360			249	
Travel Time (s)		15.3			13.1			8.2			5.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	8%	11%	12%	0%	0%	0%	0%	2%	5%	7%	2%	0%
Adj. Flow (vph)	14	488	31	0	0	0	0	653	329	74	417	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	533	0	0	0	0	0	982	0	0	491	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA		pm+pt	NA	
Protected Phases		2						4		3	8	
Permitted Phases	2									8		
Detector Phase	2	2						4		3	8	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0						10.0		5.0	10.0	
Minimum Split (s)	49.0	49.0						59.0		12.0	71.0	
Total Split (s)	49.0	49.0						59.0		12.0	71.0	
Total Split (%)	40.8%	40.8%						49.2%		10.0%	59.2%	
Maximum Green (s)	43.5	43.5						54.0		7.0	66.0	
Yellow Time (s)	3.5	3.5						3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0						1.5		1.5	1.5	
Lost Time Adjust (s)		0.0						0.0			0.0	
Total Lost Time (s)		5.5						5.0			5.0	
Lead/Lag								Lead		Lag		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	1.0	1.0						1.0		1.0	1.0	
Recall Mode	C-Max	C-Max						Max		None	Max	
Walk Time (s)	7.0	7.0						7.0			7.0	
Flash Dont Walk (s)	17.0	17.0						12.0			12.0	
Pedestrian Calls (#/hr)	0	0						0			0	
Act Effct Green (s)		43.5						66.0			66.0	
Actuated g/C Ratio		0.36						0.55			0.55	
v/c Ratio		0.25						0.52			0.39	
Control Delay		26.6						3.1			16.6	
Queue Delay		0.0						0.5			0.0	
Total Delay		26.6						3.6			16.6	
LOS		C						A			B	
Approach Delay		26.6						3.6			16.6	
Approach LOS		C						A			B	
Queue Length 50th (ft)		81						5			110	
Queue Length 95th (ft)		105						9			149	
Internal Link Dist (ft)		593			495			280			169	
Turn Bay Length (ft)												
Base Capacity (vph)		2121						1873			1261	
Starvation Cap Reductn		0						451			0	
Spillback Cap Reductn		0						0			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.25						0.69			0.39	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 116 (97%), Referenced to phase 2:EBTL, Start of Red
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.52
Intersection Signal Delay: 12.9 — Intersection LOS: B
Intersection Capacity Utilization 62.7% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 11: Congress Ave & 7th St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	151	1407	74	312	932	0	0	284	108
Future Volume (vph)	0	0	0	151	1407	74	312	932	0	0	284	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	75		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25			25			40			25		
Lane Util. Factor	1.00	1.00	1.00	0.86	0.86	0.86	1.00	0.95	1.00	1.00	0.95	0.95
Frt					0.993						0.959	
Flt Protected					0.995		0.950					
Satd. Flow (prot)	0	0	0	0	6215	0	1787	3505	0	0	3347	0
Flt Permitted					0.995		0.366					
Satd. Flow (perm)	0	0	0	0	6215	0	689	3505	0	0	3347	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					10						44	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		654			528			358			360	
Travel Time (s)		14.9			12.0			8.1			8.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.25	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	4%	4%	2%	1%	3%	0%	0%	4%	2%
Adj. Flow (vph)	0	0	0	162	1513	80	335	1002	0	0	305	116
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1755	0	335	1002	0	0	421	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2			2	
Detector Template				Left	Thru		Left	Thru			Thru	
Leading Detector (ft)				20	100		20	100			100	
Trailing Detector (ft)				0	0		0	0			0	
Detector 1 Position(ft)				0	0		0	0			0	
Detector 1 Size(ft)				20	6		20	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA		pm+pt	NA			NA	
Protected Phases					6		7	4			8	

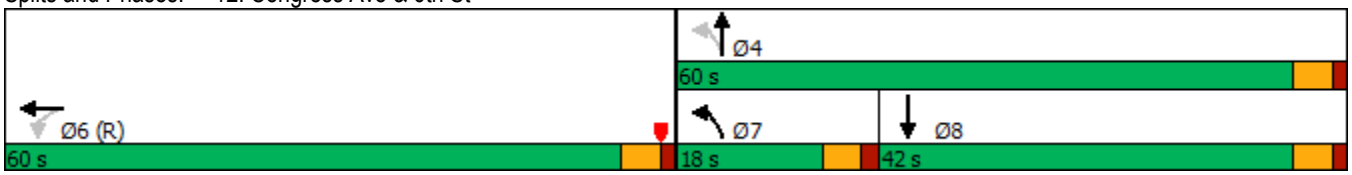
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				6			4					
Detector Phase				6	6		7	4			8	
Switch Phase												
Minimum Initial (s)				10.0	10.0		5.0	10.0			10.0	
Minimum Split (s)				60.0	60.0		10.0	60.0			42.0	
Total Split (s)				60.0	60.0		18.0	60.0			42.0	
Total Split (%)				50.0%	50.0%		15.0%	50.0%			35.0%	
Maximum Green (s)				55.0	55.0		13.0	55.0			37.0	
Yellow Time (s)				3.5	3.5		3.5	3.5			3.5	
All-Red Time (s)				1.5	1.5		1.5	1.5			1.5	
Lost Time Adjust (s)					0.0		0.0	0.0			0.0	
Total Lost Time (s)					5.0		5.0	5.0			5.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				3.0	3.0		3.0	3.0			3.0	
Recall Mode				C-Max	C-Max		Max	Max			Max	
Walk Time (s)				7.0	7.0			7.0			7.0	
Flash Dont Walk (s)				18.0	18.0			12.0			12.0	
Pedestrian Calls (#/hr)				0	0			0			0	
Act Effct Green (s)					55.0		55.0	55.0			37.0	
Actuated g/C Ratio					0.46		0.46	0.46			0.31	
v/c Ratio					0.62		0.77	0.62			0.40	
Control Delay					25.5		30.4	16.8			17.8	
Queue Delay					0.0		0.0	1.0			0.0	
Total Delay					25.5		30.4	17.9			17.8	
LOS					C		C	B			B	
Approach Delay					25.5			21.0			17.8	
Approach LOS					C			C			B	
Queue Length 50th (ft)					289		97	131			37	
Queue Length 95th (ft)					329		m152	201			53	
Internal Link Dist (ft)		574			448			278			280	
Turn Bay Length (ft)							75					
Base Capacity (vph)					2853		434	1606			1062	
Starvation Cap Reductn					0		0	338			0	
Spillback Cap Reductn					0		0	0			0	
Storage Cap Reductn					0		0	0			0	
Reduced v/c Ratio					0.62		0.77	0.79			0.40	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 103 (86%), Referenced to phase 6:WBTL, Start of Red
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 22.9 Intersection LOS: C
Intersection Capacity Utilization 72.0% ICU Level of Service C
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: Congress Ave & 6th St



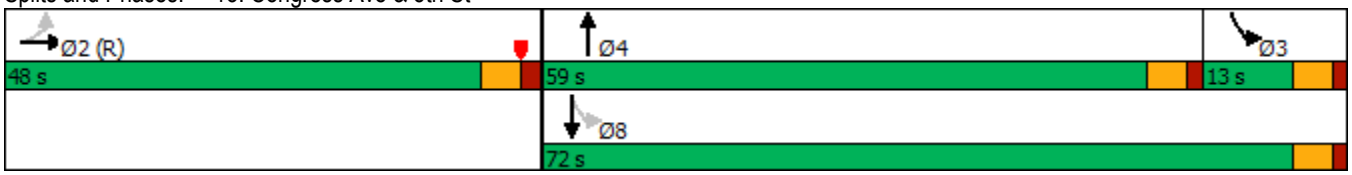
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	780	106	0	0	0	0	1095	227	62	388	0
Future Volume (vph)	99	780	106	0	0	0	0	1095	227	62	388	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	70		0
Storage Lanes	1		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			30		
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.982						0.974				
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1703	4909	0	0	0	0	0	3447	0	1703	3505	0
Flt Permitted	0.950									0.072		
Satd. Flow (perm)	1703	4909	0	0	0	0	0	3447	0	129	3505	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22						26				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		447			446			1388			358	
Travel Time (s)		10.2			10.1			31.5			8.1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	6%	4%	2%	0%	0%	0%	0%	2%	2%	6%	3%	0%
Adj. Flow (vph)	101	796	108	0	0	0	0	1117	232	63	396	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	101	904	0	0	0	0	0	1349	0	63	396	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA		pm+pt	NA	
Protected Phases		2						4		3	8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2									8		
Detector Phase	2	2						4		3	8	
Switch Phase												
Minimum Initial (s)	10.0	10.0						10.0		5.0	10.0	
Minimum Split (s)	48.0	48.0						59.0		13.0	72.0	
Total Split (s)	48.0	48.0						59.0		13.0	72.0	
Total Split (%)	40.0%	40.0%						49.2%		10.8%	60.0%	
Maximum Green (s)	42.5	42.5						54.0		8.0	67.0	
Yellow Time (s)	3.5	3.5						3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0						1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0						0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5						5.0		5.0	5.0	
Lead/Lag								Lead		Lag		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	3.0	3.0						3.0		3.0	3.0	
Recall Mode	C-Max	C-Max						Max		Max	Max	
Walk Time (s)	7.0	7.0						7.0			7.0	
Flash Dont Walk (s)	18.0	18.0						13.0			13.0	
Pedestrian Calls (#/hr)	0	0						0			0	
Act Effct Green (s)	42.5	42.5						54.0		67.0	67.0	
Actuated g/C Ratio	0.35	0.35						0.45		0.56	0.56	
v/c Ratio	0.17	0.52						0.86		0.36	0.20	
Control Delay	27.6	31.1						16.0		29.3	11.0	
Queue Delay	0.0	0.0						0.0		0.0	0.0	
Total Delay	27.6	31.1						16.0		29.3	11.0	
LOS	C	C						B		C	B	
Approach Delay		30.7						16.0			13.5	
Approach LOS		C						B			B	
Queue Length 50th (ft)	53	196						528		15	49	
Queue Length 95th (ft)	96	239						m475		m44	65	
Internal Link Dist (ft)		367			366			1308			278	
Turn Bay Length (ft)										70		
Base Capacity (vph)	603	1752						1565		176	1956	
Starvation Cap Reductn	0	0						0		0	0	
Spillback Cap Reductn	0	0						0		0	0	
Storage Cap Reductn	0	0						0		0	0	
Reduced v/c Ratio	0.17	0.52						0.86		0.36	0.20	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 113 (94%), Referenced to phase 2:EBTL, Start of Red	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 20.8	Intersection LOS: C
Intersection Capacity Utilization 72.0%	ICU Level of Service C
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 13: Congress Ave & 5th St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	227	883	310	252	713	117	121	1606	510	26	371	43
Future Volume (vph)	227	883	310	252	713	117	121	1606	510	26	371	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		180	135		0	150		125	120		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	175			80			75			60		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor			0.92	0.98	0.99		0.96		0.92		0.99	
Frt			0.850		0.979				0.850		0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	5085	1615	1719	3391	0	1805	3574	1583	1656	3346	0
Flt Permitted	0.156			0.266			0.460			0.087		
Satd. Flow (perm)	293	5085	1482	473	3391	0	843	3574	1463	152	3346	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			222		17				36		12	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		846			563			1364			1388	
Travel Time (s)		16.5			11.0			31.0			31.5	
Confl. Peds. (#/hr)	38		38	38		38	38		38	38		38
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	1%	2%	0%	5%	3%	3%	0%	1%	2%	9%	6%	0%
Adj. Flow (vph)	229	892	313	255	720	118	122	1622	515	26	375	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	229	892	313	255	838	0	122	1622	515	26	418	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

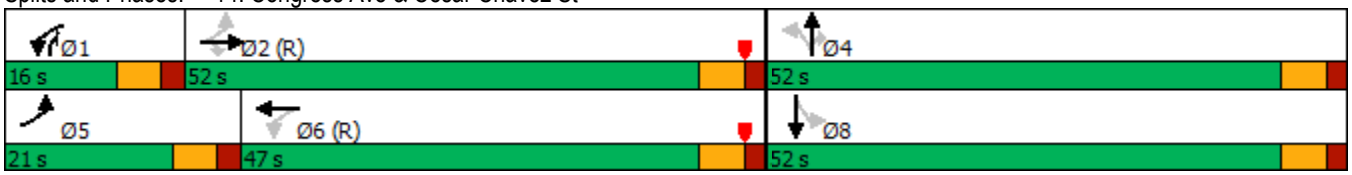
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	5	2		1	6			4	1		8	
Permitted Phases	2		2	6			4		4	8		
Detector Phase	5	2	2	1	6		4	4	1	8	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	11.0	28.0	28.0	16.0	47.0		52.0	52.0	16.0	52.0	52.0	
Total Split (s)	21.0	52.0	52.0	16.0	47.0		52.0	52.0	16.0	52.0	52.0	
Total Split (%)	17.5%	43.3%	43.3%	13.3%	39.2%		43.3%	43.3%	13.3%	43.3%	43.3%	
Maximum Green (s)	15.0	46.0	46.0	10.0	41.0		46.0	46.0	10.0	46.0	46.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Recall Mode	Max	C-Max	C-Max	Max	C-Max		Max	Max	Max	Max	Max	
Walk Time (s)		5.0	5.0		5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		14.0	14.0		14.0		16.0	16.0		14.0	14.0	
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	
Act Effct Green (s)	61.0	46.0	46.0	51.0	41.0		46.0	46.0	56.0	46.0	46.0	
Actuated g/C Ratio	0.51	0.38	0.38	0.42	0.34		0.38	0.38	0.47	0.38	0.38	
v/c Ratio	0.68	0.46	0.44	0.84	0.72		0.38	1.18	0.72	0.45	0.32	
Control Delay	22.8	30.5	16.4	43.2	43.4		31.0	124.8	27.0	56.1	25.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	22.8	30.5	16.4	43.2	43.4		31.0	124.8	27.0	56.1	25.2	
LOS	C	C	B	D	D		C	F	C	E	C	
Approach Delay		26.2			43.3			97.4			27.0	
Approach LOS		C			D			F			C	
Queue Length 50th (ft)	120	233	128	133	323		67	~794	254	16	131	
Queue Length 95th (ft)	m165	273	m190	m#189	m371		124	#934	371	m#53	185	
Internal Link Dist (ft)		766			483			1284			1308	
Turn Bay Length (ft)	140		180	135			150		125	120		
Base Capacity (vph)	335	1949	705	304	1169		323	1370	711	58	1290	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.68	0.46	0.44	0.84	0.72		0.38	1.18	0.72	0.45	0.32	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 68 (57%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.18
Intersection Signal Delay: 60.6 Intersection LOS: E

Intersection Capacity Utilization 109.2%	ICU Level of Service H
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 14: Congress Ave & Cesar Chavez St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	287	311	37	13	114	93	93	2010	103	132	512	265
Future Volume (vph)	287	311	37	13	114	93	93	2010	103	132	512	265
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		120	0		120	100		105	70		100
Storage Lanes	2		0	1		1	1		1	1		1
Taper Length (ft)	25			25			150			65		
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	0.97	1.00		0.99	0.98		0.99		0.96			0.95
Frt		0.984			0.933				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1856	0	1805	3309	0	1736	3574	1615	1805	3505	1553
Flt Permitted	0.950			0.459			0.226			0.055		
Satd. Flow (perm)	3316	1856	0	860	3309	0	408	3574	1550	104	3505	1483
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			102				113			198
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		744			294			663			357	
Travel Time (s)		14.5			5.7			12.9			7.0	
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	0%	3%	0%	0%	0%	4%	1%	0%	0%	3%	4%
Adj. Flow (vph)	315	342	41	14	125	102	102	2209	113	145	563	291
Shared Lane Traffic (%)												
Lane Group Flow (vph)	315	383	0	14	227	0	102	2209	113	145	563	291
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			12			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

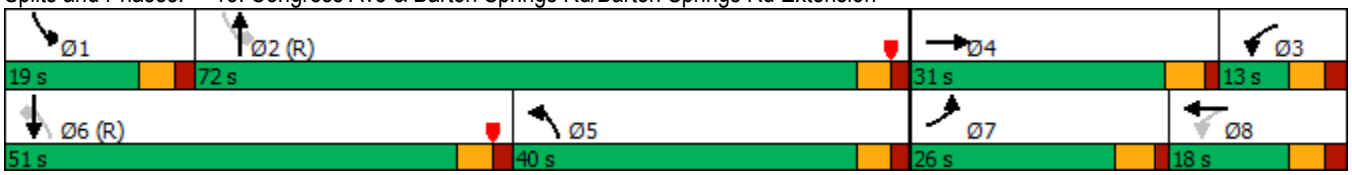
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA		pm+pt	NA		D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases				8			6		2	2		6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	6.0	5.0		3.0	5.0		3.0	25.0	25.0	3.0	25.0	25.0
Minimum Split (s)	20.0	32.0		10.0	18.0		15.0	45.0	45.0	15.0	45.0	45.0
Total Split (s)	26.0	31.0		13.0	18.0		40.0	72.0	72.0	19.0	51.0	51.0
Total Split (%)	19.3%	23.0%		9.6%	13.3%		29.6%	53.3%	53.3%	14.1%	37.8%	37.8%
Maximum Green (s)	20.5	25.5		7.0	12.0		34.5	66.5	66.5	13.5	45.5	45.5
Yellow Time (s)	4.0	4.0		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5		2.5	2.5		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5		6.0	6.0		5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lead		Lag	Lag		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0		1.5	2.0		1.5	2.0	2.0	1.5	2.0	2.0
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		26.0			22.0			21.0	21.0		17.0	17.0
Pedestrian Calls (#/hr)		0			0			0	0		0	0
Act Effct Green (s)	16.5	27.5		11.9	9.6		86.3	76.3	76.3	86.3	34.5	34.5
Actuated g/C Ratio	0.12	0.20		0.09	0.07		0.64	0.57	0.57	0.64	0.26	0.26
v/c Ratio	0.75	1.01		0.13	0.69		0.13	1.09	0.12	0.75	0.63	0.55
Control Delay	62.9	94.5		62.6	44.7		19.0	83.6	9.7	52.1	48.5	18.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	2.8	0.0	0.0	0.0	0.0
Total Delay	62.9	94.5		62.6	44.7		19.0	86.4	9.7	52.1	48.5	18.5
LOS	E	F		E	D		B	F	A	D	D	B
Approach Delay		80.2			45.7			80.0			40.3	
Approach LOS		F			D			F			D	
Queue Length 50th (ft)	151	356		11	56		40	~1114	22	70	238	68
Queue Length 95th (ft)	m160	m#438		m31	m95		m30	m477	m11	148	294	161
Internal Link Dist (ft)		664			214			583			277	
Turn Bay Length (ft)							100		105	70		100
Base Capacity (vph)	521	381		139	387		771	2019	924	238	1181	631
Starvation Cap Reductn	0	0		0	0		0	183	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.60	1.01		0.10	0.59		0.13	1.20	0.12	0.61	0.48	0.46

Intersection Summary

Area Type: Other
Cycle Length: 135
Actuated Cycle Length: 135
Offset: 70 (52%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.09
Intersection Signal Delay: 69.1 Intersection LOS: E

Intersection Capacity Utilization 108.0%	ICU Level of Service G
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 15: Congress Ave & Barton Springs Rd/Barton Springs Rd Extension



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	693	141	159	1187	447	442	1791	264	165	292	30
Future Volume (vph)	62	693	141	159	1187	447	442	1791	264	165	292	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		0	140		0	215		200	180		0
Storage Lanes	1		1	1		0	2		1	2		0
Taper Length (ft)	115			50			150			150		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	1.00	0.97	0.95	0.95
Ped Bike Factor			0.96	0.99	0.99		0.93		0.97	0.99	1.00	
Frt			0.850		0.959				0.850		0.986	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3374	1417	1703	3346	0	3335	3574	1553	3467	3381	0
Flt Permitted	0.071			0.257			0.950			0.950		
Satd. Flow (perm)	135	3374	1366	458	3346	0	3098	3574	1506	3431	3381	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			145		48				137		8	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		738			912			704			663	
Travel Time (s)		14.4			17.8			13.7			12.9	
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	7%	14%	6%	3%	1%	5%	1%	4%	1%	3%	24%
Adj. Flow (vph)	64	714	145	164	1224	461	456	1846	272	170	301	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	714	145	164	1685	0	456	1846	272	170	332	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	D.P+P	NA	pm+ov	D.P+P	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	3	8	5	7	4		5	2		1	6	
Permitted Phases	4		8	8					2			
Detector Phase	3	8	5	7	4		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	8.0	10.0	3.0	3.0	10.0		3.0	5.0	5.0	3.0	5.0	
Minimum Split (s)	13.0	38.0	8.0	8.0	38.0		8.0	10.0	10.0	8.0	10.0	
Total Split (s)	13.0	50.0	17.0	22.0	59.0		17.0	48.0	48.0	15.0	46.0	
Total Split (%)	9.6%	37.0%	12.6%	16.3%	43.7%		12.6%	35.6%	35.6%	11.1%	34.1%	
Maximum Green (s)	8.0	45.0	12.0	17.0	54.0		12.0	43.0	43.0	10.0	41.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag	Lead	Lead	Lead		Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	1.0	2.5	1.0	1.0	2.5		1.0	2.0	2.0	1.0	2.0	
Recall Mode	None	C-Max	None	None	C-Max		None	Min	Min	None	Min	
Walk Time (s)		5.0			5.0							
Flash Dont Walk (s)		28.0			28.0							
Pedestrian Calls (#/hr)		0			0							
Act Effct Green (s)	63.9	52.2	64.2	62.9	57.5		12.0	43.0	43.0	9.1	40.1	
Actuated g/C Ratio	0.47	0.39	0.48	0.47	0.43		0.09	0.32	0.32	0.07	0.30	
v/c Ratio	0.40	0.55	0.20	0.53	1.16		1.54	1.62	0.47	0.73	0.33	
Control Delay	53.0	43.0	5.9	32.6	121.2		299.0	315.7	20.7	101.6	58.3	
Queue Delay	95.5	0.0	0.0	0.0	2.2		0.0	0.0	0.0	0.0	0.0	
Total Delay	148.5	43.0	5.9	32.6	123.4		299.0	315.7	20.7	101.6	58.3	
LOS	F	D	A	C	F		F	F	C	F	E	
Approach Delay		44.5			115.4			281.6			72.9	
Approach LOS		D			F			F			E	
Queue Length 50th (ft)	31	315	10	109	~938		~288	~1223	91	80	159	
Queue Length 95th (ft)	m63	388	48	m145	#1118		#398	#1361	178	m117	m206	
Internal Link Dist (ft)		658			832			624			583	
Turn Bay Length (ft)	170			140			215		200	180		
Base Capacity (vph)	162	1304	730	384	1453		296	1138	573	256	1032	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	110	0	0	0	571		0	0	0	0	7	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	1.23	0.55	0.20	0.43	1.91		1.54	1.62	0.47	0.66	0.32	

Intersection Summary

Area Type: Other
Cycle Length: 135
Actuated Cycle Length: 135
Offset: 59 (44%), Referenced to phase 4:EBWB and 8:EBWB, Start of Red
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.62
Intersection Signal Delay: 173.7 Intersection LOS: F

Intersection Capacity Utilization 125.2% ICU Level of Service H

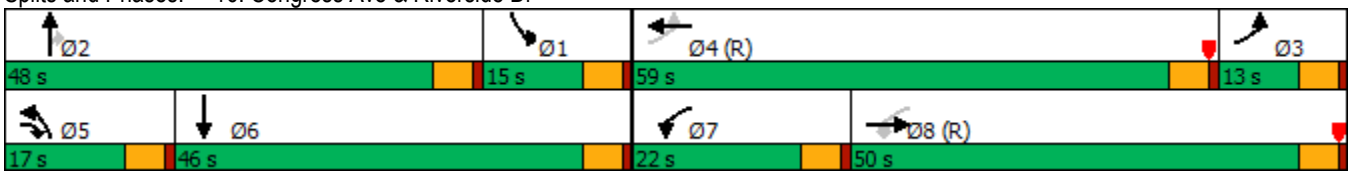
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 16: Congress Ave & Riverside Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	13	14	23	38	48	18	2129	22	16	376	13
Future Volume (vph)	14	13	14	23	38	48	18	2129	22	16	376	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.954			0.940			0.998			0.995	
Flt Protected		0.983			0.990		0.950			0.950		
Satd. Flow (prot)	0	1695	0	0	1712	0	1805	3533	0	1671	3355	0
Flt Permitted		0.895			0.931		0.503			0.042		
Satd. Flow (perm)	0	1543	0	0	1610	0	956	3533	0	74	3355	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			26			2			7	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		1628			208			250			375	
Travel Time (s)		44.4			5.7			5.7			8.5	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	15%	5%	0%	5%	0%	2%	0%	8%	7%	9%
Adj. Flow (vph)	15	14	15	25	42	53	20	2340	24	18	413	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	44	0	0	120	0	20	2364	0	18	427	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		D.Pm	NA		D.P+P	NA	
Protected Phases		4			8			2		1	6	

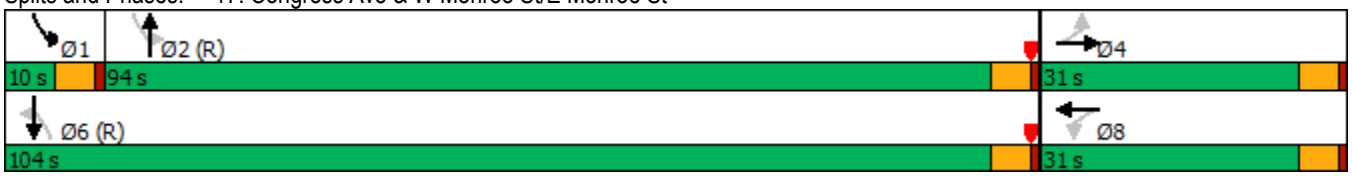
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		6	2		1	6	
Switch Phase												
Minimum Initial (s)	19.0	19.0		19.0	19.0		20.0	20.0		5.0	20.0	
Minimum Split (s)	31.0	31.0		31.0	31.0		104.0	94.0		10.0	104.0	
Total Split (s)	31.0	31.0		31.0	31.0		104.0	94.0		10.0	104.0	
Total Split (%)	23.0%	23.0%		23.0%	23.0%		77.0%	69.6%		7.4%	77.0%	
Maximum Green (s)	26.0	26.0		26.0	26.0		99.0	89.0		5.0	99.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		C-Max	C-Max		Min	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0			7.0	
Flash Dont Walk (s)	19.0	19.0		19.0	19.0		9.0	9.0			9.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0			0	
Act Effct Green (s)		19.1			19.1		105.9	95.1		100.9	105.9	
Actuated g/C Ratio		0.14			0.14		0.78	0.70		0.75	0.78	
v/c Ratio		0.19			0.48		0.03	0.95		0.15	0.16	
Control Delay		39.3			48.8		3.3	28.0		5.9	3.7	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		39.3			48.8		3.3	28.0		5.9	3.7	
LOS		D			D		A	C		A	A	
Approach Delay		39.3			48.8			27.8			3.8	
Approach LOS		D			D			C			A	
Queue Length 50th (ft)		23			76		3	884		3	40	
Queue Length 95th (ft)		60			142		9	#1128		8	54	
Internal Link Dist (ft)		1548			128			170			295	
Turn Bay Length (ft)							100			100		
Base Capacity (vph)		309			331		750	2489		124	2634	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.14			0.36		0.03	0.95		0.15	0.16	

Intersection Summary

Area Type: Other
Cycle Length: 135
Actuated Cycle Length: 135
Offset: 8 (6%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red
Natural Cycle: 135
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 25.3 Intersection LOS: C
Intersection Capacity Utilization 83.7% ICU Level of Service E
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 17: Congress Ave & W Monroe St/E Monroe St



18: Commercial Dr/Barton Springs Rd Extension & Riverside Dr

2029 Site Plus Forecasted With Impr - AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	199	817	5	2	1881	240	2	1	2	52	1	69
Future Volume (vph)	199	817	5	2	1881	240	2	1	2	52	1	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		0	600		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	100			100			25			100		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.999			0.983			0.946			0.863	
Flt Protected	0.950			0.950				0.980		0.950	0.996	
Satd. Flow (prot)	1805	3403	0	1805	3457	0	0	1468	0	1715	1551	0
Flt Permitted	0.041			0.311				0.980		0.950	0.996	
Satd. Flow (perm)	78	3403	0	591	3457	0	0	1468	0	1715	1551	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			15			2			74	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		912			2164			151			600	
Travel Time (s)		17.8			42.2			3.4			13.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	6%	0%	0%	3%	0%	50%	0%	0%	0%	0%	0%
Adj. Flow (vph)	214	878	5	2	2023	258	2	1	2	56	1	74
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	214	883	0	2	2281	0	0	5	0	50	81	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		D.Pm	NA		Split	NA		Split	NA	
Protected Phases	5	2			6		4	4		3	3	

18: Commercial Dr/Barton Springs Rd Extension & Riverside Dr

2029 Site Plus Forecasted With Impr - AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			2								
Detector Phase	5	2		2	6		4	4		3	3	
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	8.0	22.0		22.0	24.0		14.0	14.0		28.0	28.0	
Total Split (s)	17.0	93.0		93.0	76.0		14.0	14.0		28.0	28.0	
Total Split (%)	12.6%	68.9%		68.9%	56.3%		10.4%	10.4%		20.7%	20.7%	
Maximum Green (s)	12.0	88.0		88.0	71.0		9.0	9.0		23.0	23.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0		5.0	5.0	
Lead/Lag	Lag				Lead		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes				Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	
Walk Time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		12.0		12.0	14.0		18.0	18.0		18.0	18.0	
Pedestrian Calls (#/hr)		0		0	0		0	0		0	0	
Act Effct Green (s)	114.2	114.2		114.2	97.2			6.0		8.6	8.6	
Actuated g/C Ratio	0.85	0.85		0.85	0.72			0.04		0.06	0.06	
v/c Ratio	0.98	0.31		0.00	0.92			0.07		0.46	0.48	
Control Delay	102.1	1.3		3.0	23.4			54.0		76.4	26.9	
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay	102.1	1.3		3.0	23.4			54.0		76.4	26.9	
LOS	F	A		A	C			D		E	C	
Approach Delay		21.0			23.4			54.0			45.8	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	121	4		0	713			3		42	6	
Queue Length 95th (ft)	#294	91		3	#1273			17		m70	m36	
Internal Link Dist (ft)		832			2084			71			520	
Turn Bay Length (ft)	100			100						600		
Base Capacity (vph)	219	2878		499	2492			99		292	325	
Starvation Cap Reductn	0	0		0	0			0		0	0	
Spillback Cap Reductn	0	0		0	0			0		0	0	
Storage Cap Reductn	0	0		0	0			0		0	0	
Reduced v/c Ratio	0.98	0.31		0.00	0.92			0.05		0.17	0.25	

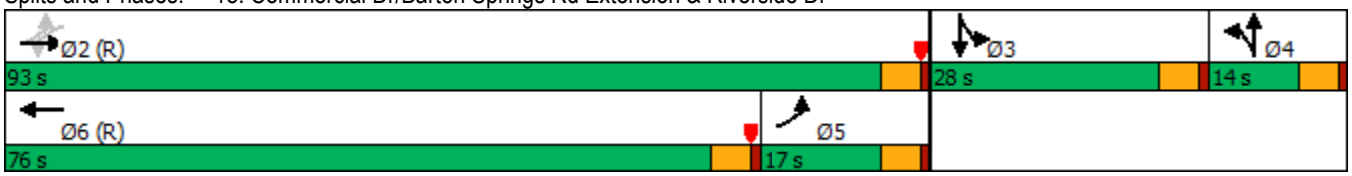
Intersection Summary

Area Type: Other
Cycle Length: 135
Actuated Cycle Length: 135
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:WBT, Start of Red
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 23.5 Intersection LOS: C
Intersection Capacity Utilization 88.2% ICU Level of Service E
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 18: Commercial Dr/Barton Springs Rd Extension & Riverside Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	981	125	0	0	0	0	0	0	958	1677	0
Future Volume (vph)	0	981	125	0	0	0	0	0	0	958	1677	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
Frt		0.983										
Flt Protected										0.950		
Satd. Flow (prot)	0	5859	0	0	0	0	0	0	0	1719	5036	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	5859	0	0	0	0	0	0	0	1719	5036	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)		7								64		
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		288			235			357			333	
Travel Time (s)		6.5			5.3			5.4			5.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	10%	7%	0%	0%	0%	0%	0%	0%	5%	3%	0%
Adj. Flow (vph)	0	1022	130	0	0	0	0	0	0	998	1747	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1152	0	0	0	0	0	0	0	998	1747	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			12	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2								1	2	
Detector Template		Thru								Left	Thru	
Leading Detector (ft)		100								20	100	
Trailing Detector (ft)		0								0	0	
Detector 1 Position(ft)		0								0	0	
Detector 1 Size(ft)		6								20	6	
Detector 1 Type		Cl+Ex								Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0								0.0	0.0	
Detector 1 Queue (s)		0.0								0.0	0.0	
Detector 1 Delay (s)		0.0								0.0	0.0	
Detector 2 Position(ft)		94									94	
Detector 2 Size(ft)		6									6	
Detector 2 Type		Cl+Ex									Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0									0.0	
Turn Type		NA								Perm	NA	
Protected Phases		2 6									4 8	
Permitted Phases										4 8		
Detector Phase		2 6								4 8	4 8	
Switch Phase												

Lane Group	Ø2	Ø4	Ø6	Ø8
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Lane Util. Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Peak Hour Factor				
Heavy Vehicles (%)				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(ft)				
Link Offset(ft)				
Crosswalk Width(ft)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (mph)				
Number of Detectors				
Detector Template				
Leading Detector (ft)				
Trailing Detector (ft)				
Detector 1 Position(ft)				
Detector 1 Size(ft)				
Detector 1 Type				
Detector 1 Channel				
Detector 1 Extend (s)				
Detector 1 Queue (s)				
Detector 1 Delay (s)				
Detector 2 Position(ft)				
Detector 2 Size(ft)				
Detector 2 Type				
Detector 2 Channel				
Detector 2 Extend (s)				
Turn Type				
Protected Phases	2	4	6	8
Permitted Phases				
Detector Phase				
Switch Phase				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)		52.0								58.0	58.0	
Actuated g/C Ratio		0.43								0.48	0.48	
v/c Ratio		0.45								1.16	0.72	
Control Delay		24.5								111.9	26.6	
Queue Delay		0.1								1.1	1.3	
Total Delay		24.6								113.1	27.9	
LOS		C								F	C	
Approach Delay		24.6									58.9	
Approach LOS		C									E	
Queue Length 50th (ft)		178								~888	381	
Queue Length 95th (ft)		210								#1146	438	
Internal Link Dist (ft)		208			155			277			253	
Turn Bay Length (ft)												
Base Capacity (vph)		2542								863	2434	
Starvation Cap Reductn		0								0	0	
Spillback Cap Reductn		412								153	441	
Storage Cap Reductn		0								0	0	
Reduced v/c Ratio		0.54								1.41	0.88	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 101 (84%), Referenced to phase 2:EBT, Start of Red
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.23
Intersection Signal Delay: 48.8 Intersection LOS: D
Intersection Capacity Utilization 128.6% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 19: IH 35 SB FR & 7th St

Lane Group	Ø2	Ø4	Ø6	Ø8
Minimum Initial (s)	3.0	5.0	10.0	10.0
Minimum Split (s)	28.0	10.0	29.0	49.0
Total Split (s)	28.0	14.0	29.0	49.0
Total Split (%)	23%	12%	24%	41%
Maximum Green (s)	23.0	9.0	24.0	44.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag				
Lead-Lag Optimize?				
Vehicle Extension (s)	1.0	1.0	1.0	1.0
Recall Mode	C-Max	Max	Max	Max
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Queue Length 50th (ft)				
Queue Length 95th (ft)				
Internal Link Dist (ft)				
Turn Bay Length (ft)				
Base Capacity (vph)				
Starvation Cap Reductn				
Spillback Cap Reductn				
Storage Cap Reductn				
Reduced v/c Ratio				

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	759	1181	0	0	0	730	0	1336	152	0	0	0
Future Volume (vph)	759	1181	0	0	0	730	0	1336	152	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	0.88	1.00	0.91	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950											
Satd. Flow (prot)	3367	3343	0	0	0	2682	0	5085	1538	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	3367	3343	0	0	0	2682	0	5085	1538	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	64					109			109			
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		235			293			361			209	
Travel Time (s)		5.3			6.7			5.5			3.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92
Heavy Vehicles (%)	4%	8%	0%	0%	0%	6%	0%	2%	5%	0%	0%	0%
Adj. Flow (vph)	799	1243	0	0	0	768	0	1406	160	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	799	1243	0	0	0	768	0	1406	160	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			0			0			0	
Link Offset(ft)		0			-12			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2				1		2	1			
Detector Template	Left	Thru				Right		Thru	Right			
Leading Detector (ft)	20	100				20		100	20			
Trailing Detector (ft)	0	0				0		0	0			
Detector 1 Position(ft)	0	0				0		0	0			
Detector 1 Size(ft)	20	6				20		6	20			
Detector 1 Type	Cl+Ex	Cl+Ex				Cl+Ex		Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0				0.0		0.0	0.0			
Detector 1 Queue (s)	0.0	0.0				0.0		0.0	0.0			
Detector 1 Delay (s)	0.0	0.0				0.0		0.0	0.0			
Detector 2 Position(ft)		94						94				
Detector 2 Size(ft)		6						6				
Detector 2 Type		Cl+Ex						Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				
Turn Type	Prot	NA				Prot		NA	Perm			
Protected Phases	2 4	2 4 6				6		8				
Permitted Phases									8			
Detector Phase	2 4	2 4 6				6		8	8			
Switch Phase												

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		
Detector Phase		
Switch Phase		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)						10.0		10.0	10.0			
Minimum Split (s)						29.0		49.0	49.0			
Total Split (s)						29.0		49.0	49.0			
Total Split (%)						24.2%		40.8%	40.8%			
Maximum Green (s)						24.0		44.0	44.0			
Yellow Time (s)						4.0		4.0	4.0			
All-Red Time (s)						1.0		1.0	1.0			
Lost Time Adjust (s)						0.0		0.0	0.0			
Total Lost Time (s)						5.0		5.0	5.0			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)						1.0		1.0	1.0			
Recall Mode						Max		Max	Max			
Act Effct Green (s)	37.0	66.0				24.0		44.0	44.0			
Actuated g/C Ratio	0.31	0.55				0.20		0.37	0.37			
v/c Ratio	0.74	0.68				1.23		0.75	0.25			
Control Delay	41.5	23.9				153.5		53.7	26.7			
Queue Delay	51.2	1.3				0.0		48.4	0.0			
Total Delay	92.7	25.2				153.5		102.1	26.7			
LOS	F	C				F		F	C			
Approach Delay		51.6			153.5			94.4				
Approach LOS		D			F			F				
Queue Length 50th (ft)	298	464				~378		346	56			
Queue Length 95th (ft)	m309	m465				#516		400	m116			
Internal Link Dist (ft)		155			213			281			129	
Turn Bay Length (ft)												
Base Capacity (vph)	1082	1838				623		1864	632			
Starvation Cap Reductn	412	366				0		591	0			
Spillback Cap Reductn	0	0				0		0	0			
Storage Cap Reductn	0	0				0		0	0			
Reduced v/c Ratio	1.19	0.84				1.23		1.10	0.25			

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 101 (84%), Referenced to phase 2:EBT, Start of Red
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.23
Intersection Signal Delay: 84.8 Intersection LOS: F
Intersection Capacity Utilization 128.6% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: IH 35 NB FR & 7th St

Lane Group	Ø2	Ø4
Minimum Initial (s)	3.0	5.0
Minimum Split (s)	28.0	10.0
Total Split (s)	28.0	14.0
Total Split (%)	23%	12%
Maximum Green (s)	23.0	9.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	1.0	1.0
Recall Mode	C-Max	Max
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	251	1091	0	0	0	0	98	751	985
Future Volume (vph)	0	0	0	251	1091	0	0	0	0	98	751	985
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt												0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	0	0	1752	3505	0	0	0	0	1752	3471	1553
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	0	0	1752	3505	0	0	0	0	1752	3471	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												64
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		271			245			217			357	
Travel Time (s)		6.2			5.6			3.3			5.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	3%	3%	0%	0%	0%	0%	3%	4%	4%
Adj. Flow (vph)	0	0	0	259	1125	0	0	0	0	101	774	1015
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	259	1125	0	0	0	0	101	774	1015
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		12			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2					1	2	1
Detector Template				Left	Thru					Left	Thru	Right
Leading Detector (ft)				20	100					20	100	20
Trailing Detector (ft)				0	0					0	0	0
Detector 1 Position(ft)				0	0					0	0	0
Detector 1 Size(ft)				20	6					20	6	20
Detector 1 Type				Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)				0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)				0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)					94						94	
Detector 2 Size(ft)					6						6	
Detector 2 Type					Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0						0.0	
Turn Type				Perm	NA					Perm	NA	Perm
Protected Phases					1 12						8 5	

Lane Group	Ø1	Ø5	Ø8	Ø12
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Storage Length (ft)				
Storage Lanes				
Taper Length (ft)				
Lane Util. Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Peak Hour Factor				
Heavy Vehicles (%)				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(ft)				
Link Offset(ft)				
Crosswalk Width(ft)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (mph)				
Number of Detectors				
Detector Template				
Leading Detector (ft)				
Trailing Detector (ft)				
Detector 1 Position(ft)				
Detector 1 Size(ft)				
Detector 1 Type				
Detector 1 Channel				
Detector 1 Extend (s)				
Detector 1 Queue (s)				
Detector 1 Delay (s)				
Detector 2 Position(ft)				
Detector 2 Size(ft)				
Detector 2 Type				
Detector 2 Channel				
Detector 2 Extend (s)				
Turn Type				
Protected Phases	1	5	8	12

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				1 12						8 5		8 5
Detector Phase				1 12	1 12					8 5	8 5	8 5
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)				42.0	42.0					68.0	68.0	68.0
Actuated g/C Ratio				0.35	0.35					0.57	0.57	0.57
v/c Ratio				0.42	0.92					0.10	0.39	1.12
Control Delay				28.7	45.6					25.6	34.5	111.6
Queue Delay				5.9	46.2					0.0	24.5	4.4
Total Delay				34.6	91.9					25.6	59.0	116.0
LOS				C	F					C	E	F
Approach Delay					81.2						87.8	
Approach LOS					F						F	
Queue Length 50th (ft)				123	474					71	317	~898
Queue Length 95th (ft)				196	#585					m102	383	#1187
Internal Link Dist (ft)		191			165			137			277	
Turn Bay Length (ft)				100								
Base Capacity (vph)				613	1226					992	1966	907
Starvation Cap Reductn				292	289					0	1211	435
Spillback Cap Reductn				0	0					0	0	0
Storage Cap Reductn				0	0					0	0	0
Reduced v/c Ratio				0.81	1.20					0.10	1.03	2.15

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 100 (83%), Referenced to phase 8:SBTL, Start of Red
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.12
Intersection Signal Delay: 85.0 Intersection LOS: F
Intersection Capacity Utilization 127.8% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.

Lane Group	Ø1	Ø5	Ø8	Ø12
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	3.0	1.0	10.0	10.0
Minimum Split (s)	8.0	6.0	21.0	21.0
Total Split (s)	8.0	6.0	67.0	39.0
Total Split (%)	7%	5%	56%	33%
Maximum Green (s)	3.0	1.0	62.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag				
Lead-Lag Optimize?				
Vehicle Extension (s)	1.0	1.0	2.0	2.0
Recall Mode	None	None	C-Max	None
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Queue Length 50th (ft)				
Queue Length 95th (ft)				
Internal Link Dist (ft)				
Turn Bay Length (ft)				
Base Capacity (vph)				
Starvation Cap Reductn				
Spillback Cap Reductn				
Storage Cap Reductn				
Reduced v/c Ratio				

Intersection Summary

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 21: IH 35 SB FR & 6th St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	92	0	0	699	61	643	1465	120	0	0	0
Future Volume (vph)	6	92	0	0	699	61	643	1465	120	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.86	0.86	0.86	1.00	1.00	1.00
Frt					0.988			0.992				
Flt Protected	0.950							0.986				
Satd. Flow (prot)	1504	1900	0	0	3410	0	0	6264	0	0	0	0
Flt Permitted	0.193							0.986				
Satd. Flow (perm)	306	1900	0	0	3410	0	0	6264	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					8			16				
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		245			294			209			361	
Travel Time (s)		5.6			6.7			3.2			5.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.92	0.92	0.92
Heavy Vehicles (%)	20%	0%	0%	0%	5%	0%	2%	2%	3%	0%	0%	0%
Adj. Flow (vph)	6	94	0	0	713	62	656	1495	122	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	6	94	0	0	775	0	0	2273	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2				
Detector Template	Left	Thru			Thru		Left	Thru				
Leading Detector (ft)	20	100			100		20	100				
Trailing Detector (ft)	0	0			0		0	0				
Detector 1 Position(ft)	0	0			0		0	0				
Detector 1 Size(ft)	20	6			6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		5 12			5 12			1 8				

Lane Group	Ø1	Ø5	Ø8	Ø12
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Storage Length (ft)				
Storage Lanes				
Taper Length (ft)				
Lane Util. Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Peak Hour Factor				
Heavy Vehicles (%)				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(ft)				
Link Offset(ft)				
Crosswalk Width(ft)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (mph)				
Number of Detectors				
Detector Template				
Leading Detector (ft)				
Trailing Detector (ft)				
Detector 1 Position(ft)				
Detector 1 Size(ft)				
Detector 1 Type				
Detector 1 Channel				
Detector 1 Extend (s)				
Detector 1 Queue (s)				
Detector 1 Delay (s)				
Detector 2 Position(ft)				
Detector 2 Size(ft)				
Detector 2 Type				
Detector 2 Channel				
Detector 2 Extend (s)				
Turn Type				
Protected Phases	1	5	8	12

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	5 12						1 8					
Detector Phase	5 12	5 12			5 12		1 8	1 8				
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	40.0	40.0			40.0			70.0				
Actuated g/C Ratio	0.33	0.33			0.33			0.58				
v/c Ratio	0.06	0.15			0.68			0.62				
Control Delay	60.8	59.8			37.7			17.1				
Queue Delay	0.0	3.0			51.5			0.2				
Total Delay	60.8	62.8			89.2			17.4				
LOS	E	E			F			B				
Approach Delay		62.7			89.2			17.4				
Approach LOS		E			F			B				
Queue Length 50th (ft)	5	79			267			314				
Queue Length 95th (ft)	21	136			339			350				
Internal Link Dist (ft)		165			214			129			281	
Turn Bay Length (ft)	100											
Base Capacity (vph)	102	633			1142			3660				
Starvation Cap Reductn	0	452			0			0				
Spillback Cap Reductn	0	0			467			540				
Storage Cap Reductn	0	0			0			0				
Reduced v/c Ratio	0.06	0.52			1.15			0.73				

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 100 (83%), Referenced to phase 8:SBTL, Start of Red
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.12
Intersection Signal Delay: 36.5 Intersection LOS: D
Intersection Capacity Utilization 118.4% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 22: IH 35 NB FR & 6th St

HDR

Lane Group	Ø1	Ø5	Ø8	Ø12
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	3.0	1.0	10.0	10.0
Minimum Split (s)	8.0	6.0	21.0	21.0
Total Split (s)	8.0	6.0	67.0	39.0
Total Split (%)	7%	5%	56%	33%
Maximum Green (s)	3.0	1.0	62.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag				
Lead-Lag Optimize?				
Vehicle Extension (s)	1.0	1.0	2.0	2.0
Recall Mode	None	None	C-Max	None
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Queue Length 50th (ft)				
Queue Length 95th (ft)				
Internal Link Dist (ft)				
Turn Bay Length (ft)				
Base Capacity (vph)				
Starvation Cap Reductn				
Spillback Cap Reductn				
Storage Cap Reductn				
Reduced v/c Ratio				

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	868	198	232	983	0	0	0	0	188	268	664
Future Volume (vph)	0	868	198	232	983	0	0	0	0	188	268	664
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.91	0.91
Frt			0.850								0.939	0.850
Flt Protected					0.991						0.988	
Satd. Flow (prot)	0	3539	1568	0	3448	0	0	0	0	0	3085	1441
Flt Permitted					0.662						0.988	
Satd. Flow (perm)	0	3539	1568	0	2303	0	0	0	0	0	3085	1441
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			191								107	191
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		2044			301			310			247	
Travel Time (s)		39.8			5.9			4.7			3.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.92	0.92	0.92	0.98	0.98	0.98
Heavy Vehicles (%)	0%	2%	3%	7%	3%	0%	0%	0%	0%	3%	7%	2%
Adj. Flow (vph)	0	886	202	237	1003	0	0	0	0	192	273	678
Shared Lane Traffic (%)												47%
Lane Group Flow (vph)	0	886	202	0	1240	0	0	0	0	0	784	359
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1	2	1
Detector Template		Thru	Right	Left	Thru					Left	Thru	Right
Leading Detector (ft)		100	20	20	100					20	100	20
Trailing Detector (ft)		0	0	0	0					0	0	0
Detector 1 Position(ft)		0	0	0	0					0	0	0
Detector 1 Size(ft)		6	20	20	6					20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm	custom	NA					Perm	NA	Perm
Protected Phases		12 13			11 9 11 12 13						4 8	

Lane Group	Ø4	Ø8	Ø9	Ø11	Ø12	Ø13
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Heavy Vehicles (%)						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Detector 2 Position(ft)						
Detector 2 Size(ft)						
Detector 2 Type						
Detector 2 Channel						
Detector 2 Extend (s)						
Turn Type						
Protected Phases	4	8	9	11	12	13

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			12 13	11	9					4 8		4 8
Detector Phase		12 13	12 13	11 9 11	12 13					4 8	4 8	4 8
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)		31.0	31.0		78.0						24.0	24.0
Actuated g/C Ratio		0.26	0.26		0.65						0.20	0.20
v/c Ratio		0.97	0.37		0.60						1.12	0.81
Control Delay		65.7	9.3		6.5						109.1	36.9
Queue Delay		12.7	0.0		6.4						2.2	17.7
Total Delay		78.4	9.3		12.8						111.3	54.6
LOS		E	A		B						F	D
Approach Delay		65.6			12.8						93.5	
Approach LOS		E			B						F	
Queue Length 50th (ft)		386	71		99						~345	141
Queue Length 95th (ft)		#510	m110		m98						#478	#315
Internal Link Dist (ft)		1964			221			230			167	
Turn Bay Length (ft)			100									
Base Capacity (vph)		914	546		2059						702	441
Starvation Cap Reductn		0	0		762						186	77
Spillback Cap Reductn		49	0		0						1	0
Storage Cap Reductn		0	0		0						0	0
Reduced v/c Ratio		1.02	0.37		0.96						1.52	0.99

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 5 (4%), Referenced to phase 13:EBWB, Start of Red
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.34
Intersection Signal Delay: 55.9 Intersection LOS: E
Intersection Capacity Utilization 92.9% ICU Level of Service F
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.

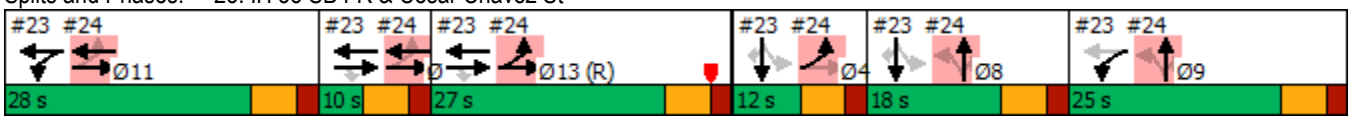
Lane Group	Ø4	Ø8	Ø9	Ø11	Ø12	Ø13
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	3.0	5.0	1.0	5.0	3.0	5.0
Minimum Split (s)	10.0	11.0	8.0	11.0	10.0	11.0
Total Split (s)	12.0	18.0	25.0	28.0	10.0	27.0
Total Split (%)	10%	15%	21%	23%	8%	23%
Maximum Green (s)	6.0	12.0	19.0	22.0	4.0	21.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	1.0	1.0	1.0	1.0	1.0
Recall Mode	Max	Max	Max	Max	Max	C-Max
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 23: IH 35 SB FR & Cesar Chavez St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	431	349	0	0	659	222	556	1340	264	0	0	0
Future Volume (vph)	431	349	0	0	659	222	556	1340	264	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.91	0.91	1.00	1.00	1.00	1.00
Frt					0.962				0.850			
Flt Protected	0.950						0.950	0.998				
Satd. Flow (prot)	1770	1845	0	0	3388	0	1595	3414	1583	0	0	0
Flt Permitted	0.125						0.950	0.998				
Satd. Flow (perm)	233	1845	0	0	3388	0	1595	3414	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					38				191			
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		301			331			361			347	
Travel Time (s)		5.9			6.4			5.5			5.3	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.92	0.92	0.92
Heavy Vehicles (%)	2%	3%	0%	0%	3%	1%	3%	1%	2%	0%	0%	0%
Adj. Flow (vph)	435	353	0	0	666	224	562	1354	267	0	0	0
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	435	353	0	0	890	0	506	1410	267	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2	1			
Detector Template	Left	Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	20	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Detector 1 Position(ft)	0	0			0		0	0	0			
Detector 1 Size(ft)	20	6			6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	D.P+P	NA			NA		Perm	NA	Perm			
Protected Phases	4 13 11	12 13			11 12			8 9				
Permitted Phases	11 12	4					8 9		8 9			
Detector Phase	4 13 11	12 13			11 12		8 9	8 9	8 9			
Switch Phase												

Lane Group	Ø4	Ø8	Ø9	Ø11	Ø12	Ø13
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Heavy Vehicles (%)						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Detector 2 Position(ft)						
Detector 2 Size(ft)						
Detector 2 Type						
Detector 2 Channel						
Detector 2 Extend (s)						
Turn Type						
Protected Phases	4	8	9	11	12	13
Permitted Phases						
Detector Phase						
Switch Phase						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	65.0	71.0			32.0		37.0	37.0	37.0			
Actuated g/C Ratio	0.54	0.59			0.27		0.31	0.31	0.31			
v/c Ratio	0.79	0.32			0.96		1.03	1.34	0.43			
Control Delay	15.4	6.4			62.4		89.9	194.1	12.2			
Queue Delay	53.6	1.4			9.2		11.0	0.1	0.0			
Total Delay	69.0	7.8			71.5		100.8	194.1	12.2			
LOS	E	A			E		F	F	B			
Approach Delay		41.6			71.5			150.3				
Approach LOS		D			E			F				
Queue Length 50th (ft)	58	47			345		~460	~782	43			
Queue Length 95th (ft)	m59	m48			#478		#694	#926	117			
Internal Link Dist (ft)		221			251			281			267	
Turn Bay Length (ft)												
Base Capacity (vph)	548	1091			931		491	1052	620			
Starvation Cap Reductn	167	536			0		0	0	0			
Spillback Cap Reductn	0	0			46		15	16	0			
Storage Cap Reductn	0	0			0		0	0	0			
Reduced v/c Ratio	1.14	0.64			1.01		1.06	1.36	0.43			

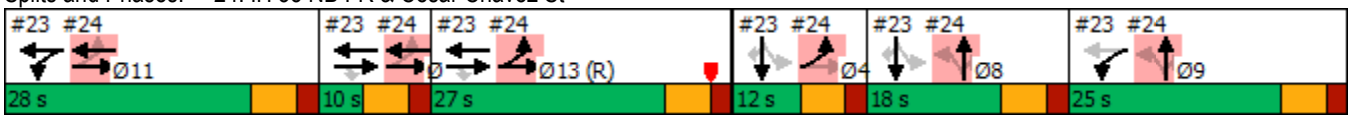
Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 5 (4%), Referenced to phase 13:EBWB, Start of Red	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.34	
Intersection Signal Delay: 109.9	Intersection LOS: F
Intersection Capacity Utilization 101.2%	ICU Level of Service G
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 24: IH 35 NB FR & Cesar Chavez St



Lane Group	Ø4	Ø8	Ø9	Ø11	Ø12	Ø13
Minimum Initial (s)	3.0	5.0	1.0	5.0	3.0	5.0
Minimum Split (s)	10.0	11.0	8.0	11.0	10.0	11.0
Total Split (s)	12.0	18.0	25.0	28.0	10.0	27.0
Total Split (%)	10%	15%	21%	23%	8%	23%
Maximum Green (s)	6.0	12.0	19.0	22.0	4.0	21.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	1.0	1.0	1.0	1.0	1.0
Recall Mode	Max	Max	Max	Max	Max	C-Max
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1057	268	344	1337	0	0	0	0	559	275	817
Future Volume (vph)	0	1057	268	344	1337	0	0	0	0	559	275	817
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	0		0	0		0	0		200
Storage Lanes	1		0	1		0	0		0	1		1
Taper Length (ft)	70			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Frt		0.970										0.850
Flt Protected				0.950						0.950	0.975	
Satd. Flow (prot)	0	4828	0	1770	3505	0	0	0	0	1535	3195	1568
Flt Permitted				0.125						0.950	0.975	
Satd. Flow (perm)	0	4828	0	233	3505	0	0	0	0	1535	3195	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		44										156
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		544			302			548			667	
Travel Time (s)		10.6			5.9			8.3			10.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.92	0.92	0.92	0.96	0.96	0.96
Heavy Vehicles (%)	0%	4%	5%	2%	3%	0%	0%	0%	0%	7%	4%	3%
Adj. Flow (vph)	0	1101	279	358	1393	0	0	0	0	582	286	851
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	0	1380	0	358	1393	0	0	0	0	291	577	851
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	1
Detector Template		Thru		Left	Thru					Left	Thru	Right
Leading Detector (ft)		100		20	100					20	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		6		20	6					20	6	20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA		D.P+P	NA					Perm	NA	Perm
Protected Phases		1 2		6 7	1 2 6 7						4 5	

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Heavy Vehicles (%)						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Detector 2 Position(ft)						
Detector 2 Size(ft)						
Detector 2 Type						
Detector 2 Channel						
Detector 2 Extend (s)						
Turn Type						
Protected Phases	1	2	4	5	6	7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				1 2						4 5		4 5
Detector Phase		1 2		6 7	1 2 6 7					4 5	4 5	4 5
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)		38.0		92.0	99.0					30.0	30.0	30.0
Actuated g/C Ratio		0.27		0.66	0.71					0.21	0.21	0.21
v/c Ratio		1.03		0.47	0.56					0.89	0.84	1.86
Control Delay		80.1		3.0	4.3					81.4	65.1	419.9
Queue Delay		15.4		0.4	49.2					0.0	0.0	0.0
Total Delay		95.5		3.3	53.6					81.4	65.1	419.9
LOS		F		A	D					F	E	F
Approach Delay		95.5			43.3						243.5	
Approach LOS		F			D						F	
Queue Length 50th (ft)		~479		28	509					284	279	~1066
Queue Length 95th (ft)		#578		m29	m3					#468	#370	#1323
Internal Link Dist (ft)		464			222			468			587	
Turn Bay Length (ft)												200
Base Capacity (vph)		1342		756	2478					328	684	458
Starvation Cap Reductn		0		103	1286					0	0	0
Spillback Cap Reductn		52		0	0					0	0	0
Storage Cap Reductn		0		0	0					0	0	0
Reduced v/c Ratio		1.07		0.55	1.17					0.89	0.84	1.86

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 112.5 (80%), Referenced to phase 2:EBWB, Start of Red
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.86
Intersection Signal Delay: 129.1 Intersection LOS: F
Intersection Capacity Utilization 135.9% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.

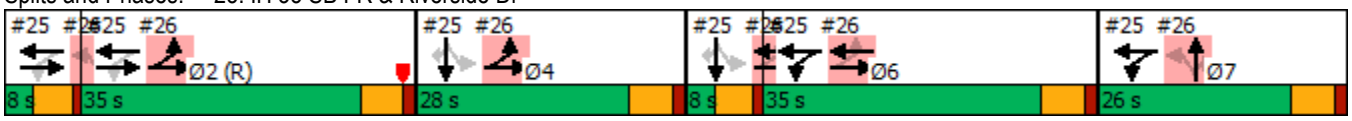
Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	8.0	22.0	22.0	8.0	22.0	11.0
Total Split (s)	8.0	35.0	28.0	8.0	35.0	26.0
Total Split (%)	6%	25%	20%	6%	25%	19%
Maximum Green (s)	3.0	29.0	22.0	3.0	29.0	20.0
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	1.0	1.5	1.5	1.0	1.5	1.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	0.2	2.0	1.5	0.2	2.0	1.5
Recall Mode	Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 25: IH 35 SB FR & Riverside Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	633	983	0	0	1225	2432	457	1017	96	0	0	0
Future Volume (vph)	633	983	0	0	1225	2432	457	1017	96	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950	0.998				
Satd. Flow (prot)	1770	3406	0	0	5036	1583	1610	3415	1568	0	0	0
Flt Permitted	0.125						0.950	0.998				
Satd. Flow (perm)	233	3406	0	0	5036	1583	1610	3415	1568	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						335			156			
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		302			867			448			495	
Travel Time (s)		5.9			16.9			6.8			7.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.92	0.92	0.92
Heavy Vehicles (%)	2%	6%	0%	0%	3%	2%	2%	1%	3%	0%	0%	0%
Adj. Flow (vph)	646	1003	0	0	1250	2482	466	1038	98	0	0	0
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	646	1003	0	0	1250	2482	419	1085	98	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	6			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	D.P+P	NA			NA	Free	Perm	NA	Perm			
Protected Phases	2 4	2 4 5 6			5 6			1 7				
Permitted Phases	5 6					Free	1 7		1 7			
Detector Phase	2 4	2 4 5 6			5 6		1 7	1 7	1 7			
Switch Phase												

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Heavy Vehicles (%)						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Detector 2 Position(ft)						
Detector 2 Size(ft)						
Detector 2 Type						
Detector 2 Channel						
Detector 2 Extend (s)						
Turn Type						
Protected Phases	1	2	4	5	6	7
Permitted Phases						
Detector Phase						
Switch Phase						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	94.0	100.0			38.0	140.0	29.0	29.0	29.0			
Actuated g/C Ratio	0.67	0.71			0.27	1.00	0.21	0.21	0.21			
v/c Ratio	0.83	0.41			0.92	1.57	1.26	1.53	0.22			
Control Delay	11.2	0.5			60.5	272.5	183.0	284.9	1.7			
Queue Delay	1.5	3.5			9.9	0.0	0.0	0.0	0.0			
Total Delay	12.7	4.0			70.4	272.5	183.0	284.9	1.7			
LOS	B	A			E	F	F	F	A			
Approach Delay		7.4			204.8			240.9				
Approach LOS		A			F			F				
Queue Length 50th (ft)	71	2			405	~1699	~524	~759	0			
Queue Length 95th (ft)	m97	m2			#489	#1937	#756	#903	5			
Internal Link Dist (ft)		222			787			368			415	
Turn Bay Length (ft)												
Base Capacity (vph)	782	2432			1366	1583	333	707	448			
Starvation Cap Reductn	42	1307			0	0	0	0	0			
Spillback Cap Reductn	0	0			115	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.87	0.89			1.00	1.57	1.26	1.53	0.22			

Intersection Summary

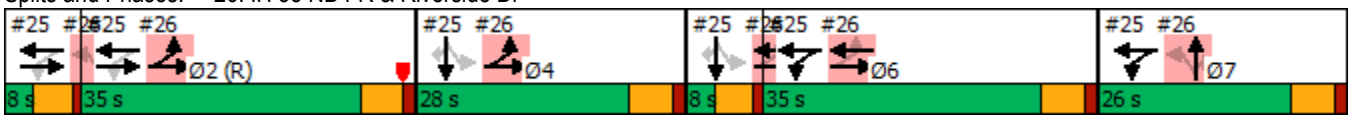
Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 112.5 (80%), Referenced to phase 2:EBWB, Start of Red
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.86
Intersection Signal Delay: 166.5 Intersection LOS: F
Intersection Capacity Utilization 135.9% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 26: IH 35 NB FR & Riverside Dr



Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Minimum Initial (s)	3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	8.0	22.0	22.0	8.0	22.0	11.0
Total Split (s)	8.0	35.0	28.0	8.0	35.0	26.0
Total Split (%)	6%	25%	20%	6%	25%	19%
Maximum Green (s)	3.0	29.0	22.0	3.0	29.0	20.0
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	1.0	1.5	1.5	1.0	1.5	1.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	0.2	2.0	1.5	0.2	2.0	1.5
Recall Mode	Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	1	19	5	6	39	49	2298	24	8	384	27
Future Volume (vph)	17	1	19	5	6	39	49	2298	24	8	384	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.931			0.893			0.998			0.990	
Flt Protected		0.977			0.995			0.999			0.999	
Satd. Flow (prot)	0	1728	0	0	1688	0	0	3561	0	0	3475	0
Flt Permitted		0.580			0.964			0.930			0.868	
Satd. Flow (perm)	0	1026	0	0	1636	0	0	3315	0	0	3019	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			42			2			16	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		219			1628			278			409	
Travel Time (s)		6.0			44.4			5.4			8.0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	1%	5%	0%	3%	0%
Adj. Flow (vph)	18	1	20	5	6	42	53	2471	26	9	413	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	39	0	0	53	0	0	2550	0	0	451	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		-35			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		3			4			2			6	
Permitted Phases	3			4			2			6		
Detector Phase	3	3		4	4		2	2		6	6	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	14.0	14.0		14.0	14.0		92.0	92.0		92.0	92.0	
Total Split (%)	11.7%	11.7%		11.7%	11.7%		76.7%	76.7%		76.7%	76.7%	
Maximum Green (s)	10.0	10.0		10.0	10.0		88.0	88.0		88.0	88.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		7.8			7.0			99.7			99.7	
Actuated g/C Ratio		0.06			0.06			0.83			0.83	
v/c Ratio		0.46			0.39			0.93			0.18	
Control Delay		48.9			29.4			18.9			3.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		48.9			29.4			18.9			3.3	
LOS		D			C			B			A	
Approach Delay		48.9			29.4			18.9			3.3	
Approach LOS		D			C			B			A	
Queue Length 50th (ft)		14			8			813			37	
Queue Length 95th (ft)		51			49			#1266			65	
Internal Link Dist (ft)		139			1548			198			329	
Turn Bay Length (ft)												
Base Capacity (vph)		103			174			2755			2511	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.38			0.30			0.93			0.18	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Red
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 17.2 Intersection LOS: B
Intersection Capacity Utilization 94.0% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 27: S First St & W Monroe St

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	172	321	70	27	28	132
Future Volume (vph)	172	321	70	27	28	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	100
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.959			0.850
Flt Protected		0.983			0.950	
Satd. Flow (prot)	0	3479	3394	0	1770	1583
Flt Permitted		0.983			0.950	
Satd. Flow (perm)	0	3479	3394	0	1770	1583
Link Speed (mph)		35	30		30	
Link Distance (ft)		294	189		248	
Travel Time (s)		5.7	4.3		5.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	187	349	76	29	30	143
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	536	105	0	30	143
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane			Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 27.1%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	172	321	70	27	28	132
Future Vol, veh/h	172	321	70	27	28	132
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	100
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	187	349	76	29	30	143

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	105	0	-	0	640	53
Stage 1	-	-	-	-	91	-
Stage 2	-	-	-	-	549	-
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	1484	-	-	-	408	1003
Stage 1	-	-	-	-	922	-
Stage 2	-	-	-	-	542	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1484	-	-	-	344	1003
Mov Cap-2 Maneuver	-	-	-	-	438	-
Stage 1	-	-	-	-	778	-
Stage 2	-	-	-	-	542	-

Approach	EB	WB	SB
HCM Control Delay, s	2.9	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1484	-	-	-	438	1003
HCM Lane V/C Ratio	0.126	-	-	-	0.069	0.143
HCM Control Delay (s)	7.8	0.3	-	-	13.8	9.2
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.4	-	-	-	0.2	0.5

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	180	169	55	27	15	42
Future Volume (vph)	180	169	55	27	15	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	100
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.951			0.850
Flt Protected		0.975			0.950	
Satd. Flow (prot)	0	3451	3366	0	1770	1583
Flt Permitted		0.975			0.950	
Satd. Flow (perm)	0	3451	3366	0	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		189	187		268	
Travel Time (s)		4.3	4.3		6.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	196	184	60	29	16	46
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	380	89	0	16	46
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 26.6%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	180	169	55	27	15	42
Future Vol, veh/h	180	169	55	27	15	42
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	100
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	196	184	60	29	16	46

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	89	0	-	0	559	45
Stage 1	-	-	-	-	75	-
Stage 2	-	-	-	-	484	-
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	1504	-	-	-	459	1015
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	585	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1504	-	-	-	392	1015
Mov Cap-2 Maneuver	-	-	-	-	478	-
Stage 1	-	-	-	-	803	-
Stage 2	-	-	-	-	585	-

Approach	EB	WB	SB
HCM Control Delay, s	4.1	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1504	-	-	-	478	1015
HCM Lane V/C Ratio	0.13	-	-	-	0.034	0.045
HCM Control Delay (s)	7.8	0.2	-	-	12.8	8.7
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.4	-	-	-	0.1	0.1

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	94	89	64	157	37	18
Future Volume (vph)	94	89	64	157	37	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	100
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.894			0.850
Flt Protected		0.975			0.950	
Satd. Flow (prot)	0	3451	3164	0	1770	1583
Flt Permitted		0.975			0.950	
Satd. Flow (perm)	0	3451	3164	0	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		187	193		282	
Travel Time (s)		4.3	4.4		6.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	102	97	70	171	40	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	199	241	0	40	20
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 25.4%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	94	89	64	157	37	18
Future Vol, veh/h	94	89	64	157	37	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	100
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	102	97	70	171	40	20

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	241	0	-	0	409	121
Stage 1	-	-	-	-	156	-
Stage 2	-	-	-	-	253	-
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	1323	-	-	-	570	908
Stage 1	-	-	-	-	856	-
Stage 2	-	-	-	-	766	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1323	-	-	-	524	908
Mov Cap-2 Maneuver	-	-	-	-	593	-
Stage 1	-	-	-	-	787	-
Stage 2	-	-	-	-	766	-

Approach	EB	WB	SB
HCM Control Delay, s	4.1	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1323	-	-	-	593	908
HCM Lane V/C Ratio	0.077	-	-	-	0.068	0.022
HCM Control Delay (s)	7.9	0.1	-	-	11.5	9.1
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0.2	0.1

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	47	79	211	78	18	9
Future Volume (vph)	47	79	211	78	18	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	100
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.959			0.850
Flt Protected		0.982			0.950	
Satd. Flow (prot)	0	3476	3394	0	1770	1583
Flt Permitted		0.982			0.950	
Satd. Flow (perm)	0	3476	3394	0	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		193	126		284	
Travel Time (s)		4.4	2.9		6.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	51	86	229	85	20	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	137	314	0	20	10
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 25.2%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	47	79	211	78	18	9
Future Vol, veh/h	47	79	211	78	18	9
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	100
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	51	86	229	85	20	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	314	0	-	0	417	157
Stage 1	-	-	-	-	272	-
Stage 2	-	-	-	-	145	-
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	1243	-	-	-	564	861
Stage 1	-	-	-	-	749	-
Stage 2	-	-	-	-	867	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1243	-	-	-	540	861
Mov Cap-2 Maneuver	-	-	-	-	598	-
Stage 1	-	-	-	-	717	-
Stage 2	-	-	-	-	867	-

Approach	EB	WB	SB
HCM Control Delay, s	3.1	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1243	-	-	-	598	861
HCM Lane V/C Ratio	0.041	-	-	-	0.033	0.011
HCM Control Delay (s)	8	0.1	-	-	11.2	9.2
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	68	2392	0	0	933
Future Volume (vph)	0	68	2392	0	0	933
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1611	3539	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	1611	3539	0	0	3539
Link Speed (mph)	30		30			35
Link Distance (ft)	219		357			1364
Travel Time (s)	5.0		8.1			26.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	74	2600	0	0	1014
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	74	2600	0	0	1014
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 77.0%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱	↑↑			↑↑
Traffic Vol, veh/h	0	68	2392	0	0	933
Future Vol, veh/h	0	68	2392	0	0	933
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	74	2600	0	0	1014

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1300	0	-	-	-
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	152	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	152	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	49.3	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	152	-
HCM Lane V/C Ratio	-	0.486	-
HCM Control Delay (s)	-	49.3	-
HCM Lane LOS	-	E	-
HCM 95th %tile Q(veh)	-	2.3	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	308	996	218	293	1456	0	0	1671	49
Future Volume (vph)	0	0	0	308	996	218	293	1456	0	0	1671	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	280		0	140		0	0		0
Storage Lanes	0		0	1		1	1		0	0		0
Taper Length (ft)	25			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.996	
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	3502	5085	1568	1770	3574	0	0	3561	0
Flt Permitted				0.950			0.052					
Satd. Flow (perm)	0	0	0	3502	5085	1568	97	3574	0	0	3561	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						73					3	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		423			486			427			261	
Travel Time (s)		9.6			11.0			8.3			5.1	
Peak Hour Factor	0.92	0.92	0.92	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	2%	3%	2%	1%	0%	0%	1%	0%
Adj. Flow (vph)	0	0	0	350	1132	248	333	1655	0	0	1899	56
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	350	1132	248	333	1655	0	0	1955	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm	NA	Perm	custom	NA			NA	
Protected Phases					4		5 3	2 3			6	
Permitted Phases				4		4	2					
Minimum Split (s)				21.0	21.0	21.0					27.0	
Total Split (s)				40.0	40.0	40.0					78.0	
Total Split (%)				26.7%	26.7%	26.7%					52.0%	
Maximum Green (s)				35.0	35.0	35.0					73.0	
Yellow Time (s)				4.0	4.0	4.0					4.0	
All-Red Time (s)				1.0	1.0	1.0					1.0	
Lost Time Adjust (s)				0.0	0.0	0.0					0.0	
Total Lost Time (s)				5.0	5.0	5.0					5.0	
Lead/Lag				Lag	Lag	Lag					Lag	
Lead-Lag Optimize?				Yes	Yes	Yes					Yes	
Walk Time (s)											10.0	
Flash Dont Walk (s)											12.0	
Pedestrian Calls (#/hr)											0	
Act Effct Green (s)				35.0	35.0	35.0	102.0	105.0			73.0	
Actuated g/C Ratio				0.23	0.23	0.23	0.68	0.70			0.49	

Lane Group	Ø2	Ø3	Ø5
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Turn Type			
Protected Phases	2	3	5
Permitted Phases			
Minimum Split (s)	31.0	8.0	8.0
Total Split (s)	95.0	15.0	17.0
Total Split (%)	63%	10%	11%
Maximum Green (s)	90.0	11.0	13.0
Yellow Time (s)	4.0	3.5	3.5
All-Red Time (s)	1.0	0.5	0.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lead
Lead-Lag Optimize?		Yes	Yes
Walk Time (s)	10.0		
Flash Dont Walk (s)	16.0		
Pedestrian Calls (#/hr)	0		
Act Effct Green (s)			
Actuated g/C Ratio			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio				0.43	0.95	0.59	1.00	0.66			1.13	
Control Delay				50.9	73.7	42.0	69.3	29.7			101.6	
Queue Delay				0.1	0.0	0.0	10.7	49.4			1.6	
Total Delay				51.0	73.7	42.0	80.0	79.0			103.2	
LOS				D	E	D	E	E			F	
Approach Delay					64.6			79.2			103.2	
Approach LOS					E			E			F	
Queue Length 50th (ft)				151	404	154	207	730			~1163	
Queue Length 95th (ft)				196	#476	242	m#216	m702			#1248	
Internal Link Dist (ft)		343			406			347			181	
Turn Bay Length (ft)				280			140					
Base Capacity (vph)				817	1186	421	333	2501			1734	
Starvation Cap Reductn				0	0	0	12	1377			0	
Spillback Cap Reductn				44	0	0	0	0			623	
Storage Cap Reductn				0	0	0	0	0			0	
Reduced v/c Ratio				0.45	0.95	0.59	1.04	1.47			1.76	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 11 (7%), Referenced to phase 6:SBT, Start of Red
Natural Cycle: 140
Control Type: Pretimed
Maximum v/c Ratio: 1.13
Intersection Signal Delay: 83.0 Intersection LOS: F
Intersection Capacity Utilization 94.9% ICU Level of Service F
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Lamar Blvd & 6th St

Lane Group	Ø2	Ø3	Ø5
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	227	797	592	0	0	0	0	1428	348	85	1984	0
Future Volume (vph)	227	797	592	0	0	0	0	1428	348	85	1984	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	140		0
Storage Lanes	1		1	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.81	0.81	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.959	0.850					0.971				
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1787	5777	1308	0	0	0	0	3464	0	1752	3574	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1787	5777	1308	0	0	0	0	3464	0	1752	3574	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18	51					28				
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		453			422			278			427	
Travel Time (s)		10.3			9.6			5.4			8.3	
Peak Hour Factor	0.94	0.94	0.94	0.92	0.92	0.92	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	3%	0%	0%	0%	0%	0%	1%	2%	3%	1%	0%
Adj. Flow (vph)	241	848	630	0	0	0	0	1519	370	90	2111	0
Shared Lane Traffic (%)			50%									
Lane Group Flow (vph)	241	1163	315	0	0	0	0	1889	0	90	2111	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2		1	2	
Detector Template	Left	Thru	Right					Thru		Left	Thru	
Leading Detector (ft)	20	100	20					100		20	100	
Trailing Detector (ft)	0	0	0					0		0	0	
Detector 1 Position(ft)	0	0	0					0		0	0	
Detector 1 Size(ft)	20	6	20					6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA		Prot	NA	
Protected Phases		4						2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4									
Detector Phase	4	4	4					2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0					10.0		3.0	10.0	
Minimum Split (s)	30.0	30.0	30.0					21.0		8.0	35.0	
Total Split (s)	40.0	40.0	40.0					80.0		30.0	110.0	
Total Split (%)	26.7%	26.7%	26.7%					53.3%		20.0%	73.3%	
Maximum Green (s)	35.0	35.0	35.0					75.0		25.0	105.0	
Yellow Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0					1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0					5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0	1.0					1.0		1.0	3.0	
Recall Mode	None	None	None					C-Max		None	C-Max	
Walk Time (s)	7.0	7.0	7.0					0.0			10.0	
Flash Dont Walk (s)	18.0	18.0	18.0					0.0			20.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)	34.1	34.1	34.1					75.9		25.0	105.9	
Actuated g/C Ratio	0.23	0.23	0.23					0.51		0.17	0.71	
v/c Ratio	0.60	0.88	0.94					1.07		0.31	0.84	
Control Delay	58.4	63.5	82.5					77.9		67.7	31.6	
Queue Delay	0.0	0.0	0.0					15.7		0.0	47.1	
Total Delay	58.4	63.5	82.5					93.6		67.7	78.6	
LOS	E	E	F					F		E	E	
Approach Delay		66.3						93.6			78.2	
Approach LOS		E						F			E	
Queue Length 50th (ft)	211	334	320					~1078		68	847	
Queue Length 95th (ft)	305	383	#553					#1215		m68	m760	
Internal Link Dist (ft)		373			342			198			347	
Turn Bay Length (ft)										140		
Base Capacity (vph)	416	1361	344					1767		292	2523	
Starvation Cap Reductn	0	0	0					0		0	773	
Spillback Cap Reductn	0	0	0					878		0	0	
Storage Cap Reductn	0	0	0					0		0	0	
Reduced v/c Ratio	0.58	0.85	0.92					2.12		0.31	1.21	

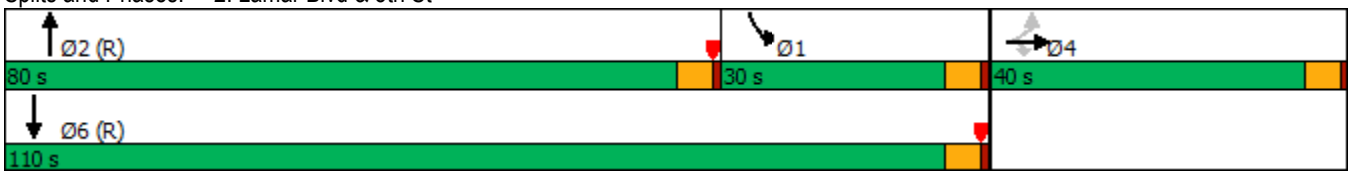
Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 90 (60%), Referenced to phase 2:NBT and 6:SBT, Start of Red	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay: 79.7	Intersection LOS: E
Intersection Capacity Utilization 94.9%	ICU Level of Service F
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Lamar Blvd & 5th St



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø7
Lane Configurations							
Traffic Volume (vph)	360	1499	2333	244	119	183	
Future Volume (vph)	360	1499	2333	244	119	183	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	250			100	0	285	
Storage Lanes	1			1	1	1	
Taper Length (ft)	100				25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	
Frt				0.850		0.850	
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1752	3539	3539	1568	1752	1615	
Flt Permitted	0.035				0.950		
Satd. Flow (perm)	65	3539	3539	1568	1752	1615	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)				83		9	
Link Speed (mph)		35	35		30		
Link Distance (ft)		912	521		444		
Travel Time (s)		17.8	10.1		10.1		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	
Heavy Vehicles (%)	3%	2%	2%	3%	3%	0%	
Adj. Flow (vph)	383	1595	2482	260	127	195	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	383	1595	2482	260	127	195	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	2	2	1	1	1	
Detector Template	Left	Thru	Thru	Right	Left	Right	
Leading Detector (ft)	20	100	100	20	20	20	
Trailing Detector (ft)	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	6	20	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94	94				
Detector 2 Size(ft)		6	6				
Detector 2 Type		Cl+Ex	Cl+Ex				
Detector 2 Channel							
Detector 2 Extend (s)		0.0	0.0				
Turn Type	pm+pt	NA	NA	Perm	Prot	pt+ov	
Protected Phases	5	2	6		3	5 7	7

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø7
Permitted Phases	2			6		3	
Detector Phase	5	2	6	6	3	5 7	
Switch Phase							
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0		5.0
Minimum Split (s)	18.0	21.0	27.0	27.0	20.0		20.0
Total Split (s)	18.0	130.0	112.0	112.0	20.0		20.0
Total Split (%)	12.0%	86.7%	74.7%	74.7%	13.3%		13%
Maximum Green (s)	12.0	125.0	107.0	107.0	15.0		14.0
Yellow Time (s)	5.0	4.0	4.0	4.0	3.0		5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	2.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	5.0	5.0	5.0	5.0		
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0
Recall Mode	None	C-Max	C-Max	C-Max	None		None
Walk Time (s)			5.0	5.0			
Flash Dont Walk (s)			17.0	17.0			
Pedestrian Calls (#/hr)			0	0			
Act Effct Green (s)	124.4	125.4	107.0	107.0	14.6	32.0	
Actuated g/C Ratio	0.83	0.84	0.71	0.71	0.10	0.21	
v/c Ratio	1.99	0.54	0.98	0.23	0.74	0.56	
Control Delay	490.6	4.5	19.7	5.1	91.1	57.0	
Queue Delay	0.0	0.1	32.9	0.0	0.0	0.0	
Total Delay	490.6	4.6	52.6	5.1	91.1	57.0	
LOS	F	A	D	A	F	E	
Approach Delay		98.7	48.1		70.5		
Approach LOS		F	D		E		
Queue Length 50th (ft)	~540	202	518	40	123	164	
Queue Length 95th (ft)	#754	234	m506	m39	#220	251	
Internal Link Dist (ft)		832	441		364		
Turn Bay Length (ft)	250			100		285	
Base Capacity (vph)	192	2958	2524	1142	175	342	
Starvation Cap Reductn	0	0	229	0	0	0	
Spillback Cap Reductn	0	380	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	1.99	0.62	1.08	0.23	0.73	0.57	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 149 (99%), Referenced to phase 2:EBTL and 6:WBT, Start of Red
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.99
Intersection Signal Delay: 69.4 Intersection LOS: E
Intersection Capacity Utilization 104.4% ICU Level of Service G
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Cesar Chavez St & BR Reynolds Dr

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4	Ø5	Ø7
Lane Configurations									
Traffic Volume (vph)	0	1688	2048	85	39	485			
Future Volume (vph)	0	1688	2048	85	39	485			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Storage Length (ft)	0			75	0	0			
Storage Lanes	0			1	1	1			
Taper Length (ft)	25				25				
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00			
Frt				0.850		0.850			
Flt Protected					0.950				
Satd. Flow (prot)	0	3574	3539	1615	1530	1583			
Flt Permitted					0.950				
Satd. Flow (perm)	0	3574	3539	1615	1530	1583			
Right Turn on Red				Yes		Yes			
Satd. Flow (RTOR)				18		7			
Link Speed (mph)		35	35		30				
Link Distance (ft)		521	2492		303				
Travel Time (s)		10.1	48.5		6.9				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96			
Heavy Vehicles (%)	0%	1%	2%	0%	18%	2%			
Adj. Flow (vph)	0	1758	2133	89	41	505			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	1758	2133	89	41	505			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Left	Left	Right	Left	Right			
Median Width(ft)		12	12		12				
Link Offset(ft)		0	0		0				
Crosswalk Width(ft)		16	16		16				
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Turning Speed (mph)	15			9	15	9			
Number of Detectors		2	2	1	1	1			
Detector Template		Thru	Thru	Right	Left	Right			
Leading Detector (ft)		100	100	20	20	20			
Trailing Detector (ft)		0	0	0	0	0			
Detector 1 Position(ft)		0	0	0	0	0			
Detector 1 Size(ft)		6	6	20	20	20			
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel									
Detector 1 Extend (s)		0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)		0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)		0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94	94						
Detector 2 Size(ft)		6	6						
Detector 2 Type		Cl+Ex	Cl+Ex						
Detector 2 Channel									
Detector 2 Extend (s)		0.0	0.0						
Turn Type		NA	NA	Perm	pm+pt	custom			
Protected Phases		2	6		3	5 7	4	5	7

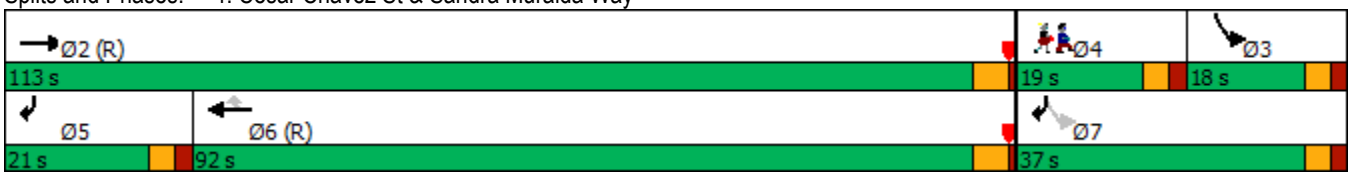
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4	Ø5	Ø7
Permitted Phases				6	7				
Detector Phase		2	6	6	3	5 7			
Switch Phase									
Minimum Initial (s)		15.0	15.0	15.0	5.0		5.0	5.0	5.0
Minimum Split (s)		21.0	22.0	22.0	21.0		24.0	21.0	21.0
Total Split (s)		113.0	92.0	92.0	18.0		19.0	21.0	37.0
Total Split (%)		75.3%	61.3%	61.3%	12.0%		13%	14%	25%
Maximum Green (s)		108.0	87.0	87.0	13.0		14.0	16.0	32.0
Yellow Time (s)		4.0	4.0	4.0	3.0		3.0	3.0	3.0
All-Red Time (s)		1.0	1.0	1.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0				
Total Lost Time (s)		5.0	5.0	5.0	5.0				
Lead/Lag			Lag	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)		2.0	2.0	2.0	2.0		1.0	2.0	2.0
Recall Mode		C-Max	C-Max	C-Max	None		None	None	None
Walk Time (s)			5.0	5.0			7.0		
Flash Dont Walk (s)			12.0	12.0			12.0		
Pedestrian Calls (#/hr)			0	0			0		
Act Effct Green (s)		108.0	88.3	88.3	32.0	51.7			
Actuated g/C Ratio		0.72	0.59	0.59	0.21	0.34			
v/c Ratio		0.68	1.02	0.09	0.13	0.92			
Control Delay		13.3	56.7	11.3	49.1	69.5			
Queue Delay		0.0	0.0	0.0	0.0	50.8			
Total Delay		13.3	56.7	11.3	49.1	120.2			
LOS		B	E	B	D	F			
Approach Delay		13.3	54.9		114.9				
Approach LOS		B	D		F				
Queue Length 50th (ft)		524	~1181	29	33	462			
Queue Length 95th (ft)		598	#1311	57	69	#676			
Internal Link Dist (ft)		441	2412		223				
Turn Bay Length (ft)				75					
Base Capacity (vph)		2573	2084	958	326	563			
Starvation Cap Reductn		3	0	0	0	0			
Spillback Cap Reductn		0	0	0	0	209			
Storage Cap Reductn		0	0	0	0	0			
Reduced v/c Ratio		0.68	1.02	0.09	0.13	1.43			

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 9 (6%), Referenced to phase 2:EBT and 6:WBT, Start of Red	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 46.0	Intersection LOS: D
Intersection Capacity Utilization 95.0%	ICU Level of Service F
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Cesar Chavez St & Sandra Muraida Way



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	353	619	284	417	928	352	172	995	264	191	2252	716
Future Volume (vph)	353	619	284	417	928	352	172	995	264	191	2252	716
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		100	290		320	185		165	230		0
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	90			90			50			110		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3502	3610	1599	3467	3574	1615	1787	5085	1599	1805	3574	1599
Flt Permitted	0.950			0.950			0.060			0.187		
Satd. Flow (perm)	3502	3610	1599	3467	3574	1615	113	5085	1599	355	3574	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			138			280			213			285
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		2543			2792			875			732	
Travel Time (s)		49.5			54.4			17.0			14.3	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	1%	1%	1%	0%	1%	2%	1%	0%	1%	1%
Adj. Flow (vph)	357	625	287	421	937	356	174	1005	267	193	2275	723
Shared Lane Traffic (%)												
Lane Group Flow (vph)	357	625	287	421	937	356	174	1005	267	193	2275	723
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			16	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	

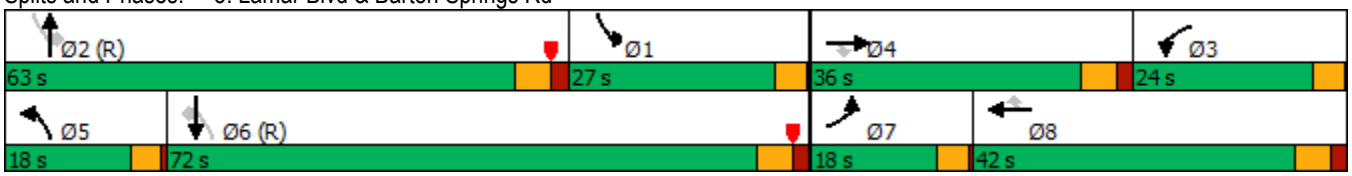
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4			8	6		2	2		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	15.0	15.0	4.0	15.0	15.0	4.0	20.0	20.0	4.0	20.0	20.0
Minimum Split (s)	8.0	37.0	37.0	8.0	37.0	37.0	8.0	35.0	35.0	8.0	35.0	35.0
Total Split (s)	18.0	36.0	36.0	24.0	42.0	42.0	18.0	63.0	63.0	27.0	72.0	72.0
Total Split (%)	12.0%	24.0%	24.0%	16.0%	28.0%	28.0%	12.0%	42.0%	42.0%	18.0%	48.0%	48.0%
Maximum Green (s)	14.0	30.0	30.0	20.0	36.0	36.0	14.0	57.0	57.0	23.0	66.0	66.0
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0	4.0	3.5	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	0.5	2.0	2.0	0.5	2.0	2.0	0.5	2.0	2.0	0.5	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		24.0	24.0		24.0	24.0		22.0	22.0		22.0	22.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	14.0	28.8	28.8	21.2	36.0	36.0	82.0	57.0	57.0	82.0	67.0	67.0
Actuated g/C Ratio	0.09	0.19	0.19	0.14	0.24	0.24	0.55	0.38	0.38	0.55	0.45	0.45
v/c Ratio	1.10	0.90	0.68	0.86	1.09	0.59	0.84	0.52	0.36	0.46	1.43	0.83
Control Delay	138.5	76.1	37.6	80.7	111.5	15.8	68.5	37.1	8.9	35.0	228.4	31.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	138.5	76.1	37.6	80.7	111.5	15.8	68.5	37.1	8.9	35.0	228.4	31.1
LOS	F	E	D	F	F	B	E	D	A	D	F	C
Approach Delay		84.9			84.1			35.7			172.0	
Approach LOS		F			F			D			F	
Queue Length 50th (ft)	~202	315	137	212	~542	60	115	277	34	87	~1589	412
Queue Length 95th (ft)	#308	#407	246	#309	#680	169	#238	323	102	131	#1715	620
Internal Link Dist (ft)		2463			2712			795			652	
Turn Bay Length (ft)	230		100	290		320	185		165	230		
Base Capacity (vph)	326	722	430	489	857	600	219	1932	739	416	1595	871
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.10	0.87	0.67	0.86	1.09	0.59	0.79	0.52	0.36	0.46	1.43	0.83

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 119 (79%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.43	
Intersection Signal Delay: 111.8	Intersection LOS: F
Intersection Capacity Utilization 124.2%	ICU Level of Service H
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Lamar Blvd & Barton Springs Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	821	1065	0	1201	0	0	0	0	150	2230	243
Future Volume (vph)	0	821	1065	0	1201	0	0	0	0	150	2230	243
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		100	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		0	0		1
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Frt			0.850									0.850
Flt Protected											0.997	
Satd. Flow (prot)	0	6346	1599	0	3574	0	0	0	0	0	5061	1482
Flt Permitted											0.997	
Satd. Flow (perm)	0	6346	1599	0	3574	0	0	0	0	0	5061	1482
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			91									82
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		2492			289			254			305	
Travel Time (s)		48.5			5.6			5.8			6.9	
Peak Hour Factor	0.98	0.98	0.98	0.92	0.98	0.92	0.92	0.92	0.92	0.98	0.98	0.98
Heavy Vehicles (%)	0%	3%	1%	0%	1%	0%	0%	0%	0%	5%	2%	9%
Adj. Flow (vph)	0	838	1087	0	1226	0	0	0	0	153	2276	248
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	838	1087	0	1226	0	0	0	0	0	2429	248
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1		2					1	2	1
Detector Template		Thru	Right		Thru					Left	Thru	Right
Leading Detector (ft)		100	20		100					20	100	20
Trailing Detector (ft)		0	0		0					0	0	0
Detector 1 Position(ft)		0	0		0					0	0	0
Detector 1 Size(ft)		6	20		6					20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0		0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0		0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0		0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm		NA					Perm	NA	Perm
Protected Phases		2			2						4	

Lane Group	Ø5	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	5	6	8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			2							4		4
Detector Phase		2	2		2					4	4	4
Switch Phase												
Minimum Initial (s)		10.0	10.0		10.0					8.0	8.0	8.0
Minimum Split (s)		16.0	16.0		16.0					37.0	37.0	37.0
Total Split (s)		68.0	68.0		68.0					52.0	52.0	52.0
Total Split (%)		56.7%	56.7%		56.7%					43.3%	43.3%	43.3%
Maximum Green (s)		62.0	62.0		62.0					46.0	46.0	46.0
Yellow Time (s)		4.0	4.0		4.0					4.0	4.0	4.0
All-Red Time (s)		2.0	2.0		2.0					2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0						0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0						6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		1.0	1.0		1.0					1.0	1.0	1.0
Recall Mode		C-Max	C-Max		C-Max					None	None	None
Walk Time (s)										7.0	7.0	7.0
Flash Dont Walk (s)										24.0	24.0	24.0
Pedestrian Calls (#/hr)										0	0	0
Act Effct Green (s)		62.0	62.0		62.0						46.0	46.0
Actuated g/C Ratio		0.52	0.52		0.52						0.38	0.38
v/c Ratio		0.26	1.25		0.66						1.25	0.40
Control Delay		16.4	148.0		18.6						151.1	19.8
Queue Delay		0.0	0.0		10.6						0.0	0.0
Total Delay		16.4	148.0		29.2						151.1	19.8
LOS		B	F		C						F	B
Approach Delay		90.7			29.2						138.9	
Approach LOS		F			C						F	
Queue Length 50th (ft)		101	~1020		432						~861	90
Queue Length 95th (ft)		122	#1281		457						#954	162
Internal Link Dist (ft)		2412			209			174			225	
Turn Bay Length (ft)			100									
Base Capacity (vph)		3278	870		1846						1940	618
Starvation Cap Reductn		0	0		603						0	0
Spillback Cap Reductn		153	0		0						0	0
Storage Cap Reductn		0	0		0						0	0
Reduced v/c Ratio		0.27	1.25		0.99						1.25	0.40

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 38 (32%), Referenced to phase 2:EBWB, Start of Red	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.25	
Intersection Signal Delay: 99.9	Intersection LOS: F
Intersection Capacity Utilization 174.4%	ICU Level of Service H
Analysis Period (min) 15	

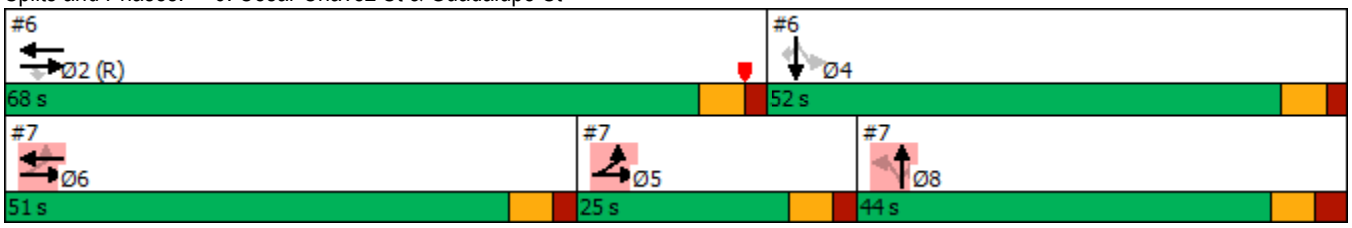
Lane Group	Ø5	Ø6	Ø8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	1.0	10.0	10.0
Minimum Split (s)	8.0	27.0	30.0
Total Split (s)	25.0	51.0	44.0
Total Split (%)	21%	43%	37%
Maximum Green (s)	19.0	45.0	37.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	3.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	1.0	1.0	1.0
Recall Mode	None	None	None
Walk Time (s)		7.0	5.0
Flash Dont Walk (s)		14.0	18.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: Cesar Chavez St & Guadalupe St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	886	0	0	784	109	410	900	168	0	0	0
Future Volume (vph)	122	886	0	0	784	109	410	900	168	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	0.95	0.91	0.91	1.00	1.00	1.00	1.00
Frt					0.982				0.850			
Flt Protected	0.950							0.985				
Satd. Flow (prot)	3303	3539	0	0	3510	0	0	4892	1568	0	0	0
Flt Permitted	0.117							0.985				
Satd. Flow (perm)	407	3539	0	0	3510	0	0	4892	1568	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					14				145			
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		289			846			219			325	
Travel Time (s)		5.6			16.5			5.0			7.4	
Peak Hour Factor	0.99	0.99	0.99	0.92	0.99	0.99	0.99	0.99	0.99	0.92	0.92	0.92
Heavy Vehicles (%)	6%	2%	0%	0%	1%	1%	1%	6%	3%	0%	0%	0%
Adj. Flow (vph)	123	895	0	0	792	110	414	909	170	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	123	895	0	0	902	0	0	1323	170	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			12			0			0	
Link Offset(ft)		0			0			0			-36	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2	1			
Detector Template	Left	Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	20	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Detector 1 Position(ft)	0	0			0		0	0	0			
Detector 1 Size(ft)	20	6			6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	D.P+P	NA			NA		Perm	NA	Perm			
Protected Phases	5	5 6			6			8				
Permitted Phases	6						8		8			
Detector Phase	5	5 6			6		8	8	8			
Switch Phase												

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		
Detector Phase		
Switch Phase		

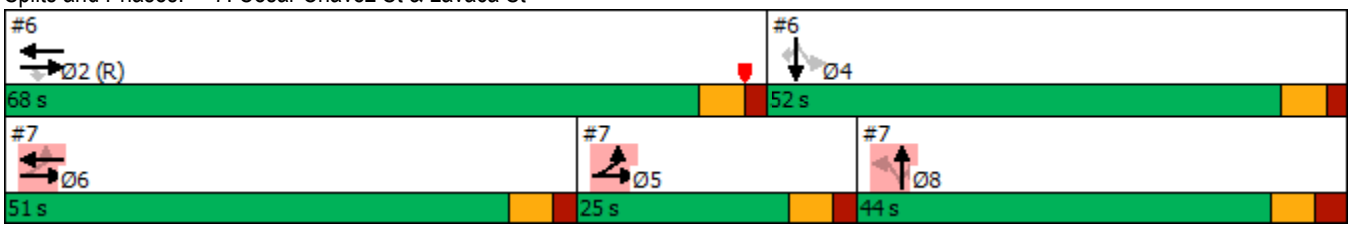
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	1.0				10.0		10.0	10.0	10.0			
Minimum Split (s)	8.0				27.0		30.0	30.0	30.0			
Total Split (s)	25.0				51.0		44.0	44.0	44.0			
Total Split (%)	20.8%				42.5%		36.7%	36.7%	36.7%			
Maximum Green (s)	19.0				45.0		37.0	37.0	37.0			
Yellow Time (s)	4.0				4.0		4.0	4.0	4.0			
All-Red Time (s)	2.0				2.0		3.0	3.0	3.0			
Lost Time Adjust (s)	0.0				0.0			0.0	0.0			
Total Lost Time (s)	6.0				6.0			7.0	7.0			
Lead/Lag	Lag				Lead							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	1.0				1.0		1.0	1.0	1.0			
Recall Mode	None				None		None	None	None			
Walk Time (s)					7.0		5.0	5.0	5.0			
Flash Dont Walk (s)					14.0		18.0	18.0	18.0			
Pedestrian Calls (#/hr)					0		0	0	0			
Act Effct Green (s)	43.9	49.9			37.4			57.1	57.1			
Actuated g/C Ratio	0.37	0.42			0.31			0.48	0.48			
v/c Ratio	0.40	0.61			0.82			0.57	0.21			
Control Delay	22.4	17.0			39.9			24.9	5.7			
Queue Delay	0.0	0.1			2.0			0.0	0.0			
Total Delay	22.4	17.2			41.9			24.9	5.7			
LOS	C	B			D			C	A			
Approach Delay		17.8			41.9			22.7				
Approach LOS		B			D			C				
Queue Length 50th (ft)	13	301			313			264	10			
Queue Length 95th (ft)	m19	m309			m292			359	56			
Internal Link Dist (ft)		209			766			139			245	
Turn Bay Length (ft)												
Base Capacity (vph)	649	1827			1325			2328	822			
Starvation Cap Reductn	0	205			0			0	0			
Spillback Cap Reductn	0	0			268			34	0			
Storage Cap Reductn	0	0			0			0	0			
Reduced v/c Ratio	0.19	0.55			0.85			0.58	0.21			

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 38 (32%), Referenced to phase 2:EBWB, Start of Red
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.25
Intersection Signal Delay: 26.3 Intersection LOS: C
Intersection Capacity Utilization 174.4% ICU Level of Service H
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Cesar Chavez St & Lavaca St



Lane Group	Ø2	Ø4
Minimum Initial (s)	10.0	8.0
Minimum Split (s)	16.0	37.0
Total Split (s)	68.0	52.0
Total Split (%)	57%	43%
Maximum Green (s)	62.0	46.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	1.0	1.0
Recall Mode	C-Max	None
Walk Time (s)		7.0
Flash Dont Walk (s)		24.0
Pedestrian Calls (#/hr)		0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	243	64	189	538	462	161	932	48	743	2424	323
Future Volume (vph)	53	243	64	189	538	462	161	932	48	743	2424	323
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	125		0	100		0	300		80
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	60			90			160			120		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	0.91
Frt		0.969			0.931			0.993			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3444	0	1805	3127	0	1805	5102	0	1736	5043	0
Flt Permitted	0.950			0.459			0.950			0.950		
Satd. Flow (perm)	1752	3444	0	872	3127	0	1805	5102	0	1736	5043	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			135			6			29	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		485			516			580			1524	
Travel Time (s)		9.4			10.1			13.2			34.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	3%	2%	0%	0%	1%	15%	0%	1%	0%	4%	1%	1%
Adj. Flow (vph)	54	248	65	193	549	471	164	951	49	758	2473	330
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	313	0	193	1020	0	164	1000	0	758	2803	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes			Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases	3	8			4		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				4								
Detector Phase	3	8		4	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0		4.0	25.0		5.0	25.0	
Minimum Split (s)	10.0	41.0		31.0	31.0		11.0	41.0		10.0	41.0	
Total Split (s)	10.0	41.0		31.0	31.0		11.0	57.0		42.0	88.0	
Total Split (%)	7.1%	29.3%		22.1%	22.1%		7.9%	40.7%		30.0%	62.9%	
Maximum Green (s)	5.0	35.0		25.0	25.0		6.0	51.0		37.0	82.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0		2.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	6.0		6.0	6.0		5.0	6.0		5.0	6.0	
Lead/Lag	Lag			Lead	Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		2.0	2.0		1.0	1.0		2.0	2.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		6.0		6.0	6.0			6.0			6.0	
Flash Dont Walk (s)		29.0		29.0	29.0			23.0			23.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effct Green (s)	5.0	35.0		25.0	25.0		6.0	51.0		37.0	82.0	
Actuated g/C Ratio	0.04	0.25		0.18	0.18		0.04	0.36		0.26	0.59	
v/c Ratio	0.87	0.36		1.25	1.52		2.13	0.54		1.66	0.95	
Control Delay	147.3	41.4		188.1	273.7		573.6	34.3		337.5	34.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.2		0.7	44.4	
Total Delay	147.3	41.4		188.1	273.7		573.6	34.5		338.2	79.3	
LOS	F	D		F	F		F	C		F	E	
Approach Delay		57.0			260.1			110.4			134.4	
Approach LOS		E			F			F			F	
Queue Length 50th (ft)	50	115		~219	~628		~242	310		~999	825	
Queue Length 95th (ft)	#137	161		m#304	m#592		m#349	m348		#1246	908	
Internal Link Dist (ft)		405			436			500			1444	
Turn Bay Length (ft)	290			125			100			300		
Base Capacity (vph)	62	877		155	669		77	1862		458	2965	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	3		0	0		0	220		33	476	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.87	0.36		1.25	1.52		2.13	0.61		1.78	1.13	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 59 (42%), Referenced to phase 2:NBT and 6:SBT, Start of Red
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 2.13
Intersection Signal Delay: 149.7 Intersection LOS: F
Intersection Capacity Utilization 115.1% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: S 1st St & Riverside Dr

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	270	546	201	362	888	109	186	807	131	125	1916	613
Future Volume (vph)	270	546	201	362	888	109	186	807	131	125	1916	613
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	165		0	125		0	80		65	85		0
Storage Lanes	2		0	1		0	1		1	1		1
Taper Length (ft)	175			120			50			50		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.95	1.00
Frt		0.960			0.984			0.979				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3467	3431	0	1787	3521	0	1787	5035	0	1805	3574	1599
Flt Permitted	0.950			0.201			0.062			0.218		
Satd. Flow (perm)	3467	3431	0	378	3521	0	117	5035	0	414	3574	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35			9			28				271
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		2792			516			310			580	
Travel Time (s)		54.4			10.1			7.0			13.2	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	1%	1%	1%	0%	1%	1%	0%	0%	1%	1%
Adj. Flow (vph)	276	557	205	369	906	111	190	823	134	128	1955	626
Shared Lane Traffic (%)												
Lane Group Flow (vph)	276	762	0	369	1017	0	190	957	0	128	1955	626
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		pm+pt	NA		D.P+P	NA		D.P+P	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				8			6			2		6
Detector Phase	7	4		3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	6.0	5.0		3.0	10.0		3.0	10.0		3.0	10.0	10.0
Minimum Split (s)	11.0	31.0		8.0	39.0		8.0	40.0		8.0	40.0	40.0
Total Split (s)	17.0	38.0		20.0	41.0		13.0	65.0		17.0	69.0	69.0
Total Split (%)	12.1%	27.1%		14.3%	29.3%		9.3%	46.4%		12.1%	49.3%	49.3%
Maximum Green (s)	12.0	33.0		15.0	36.0		8.0	60.0		12.0	64.0	64.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	1.0	2.0		1.0	2.0		1.0	1.0		1.0	1.0	1.0
Recall Mode	None	None		None	Min		None	C-Max		None	C-Max	C-Max
Walk Time (s)		7.0			8.0			9.0			9.0	9.0
Flash Dont Walk (s)		19.0			26.0			26.0			26.0	26.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	12.0	32.1		36.0	36.0		72.0	60.0		72.0	64.0	64.0
Actuated g/C Ratio	0.09	0.23		0.26	0.26		0.51	0.43		0.51	0.46	0.46
v/c Ratio	0.93	0.94		1.44	1.12		1.23	0.44		0.39	1.20	0.71
Control Delay	99.9	70.0		242.0	100.6		175.7	28.1		15.1	114.9	8.0
Queue Delay	0.0	0.0		0.0	0.1		0.0	0.0		0.0	0.1	1.9
Total Delay	99.9	70.0		242.0	100.7		175.7	28.1		15.1	115.1	10.0
LOS	F	E		F	F		F	C		B	F	A
Approach Delay		77.9			138.3			52.5			86.0	
Approach LOS		E			F			D			F	
Queue Length 50th (ft)	130	344		~458	~545		~161	215		30	~1119	56
Queue Length 95th (ft)	#219	#460		m#429	m#499		#324	256		m37	m#1201	m90
Internal Link Dist (ft)		2712			436			230			500	
Turn Bay Length (ft)	165			125			80			85		
Base Capacity (vph)	297	835		257	912		155	2173		332	1633	878
Starvation Cap Reductn	0	0		0	16		0	0		0	62	127
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.93	0.91		1.44	1.14		1.23	0.44		0.39	1.24	0.83

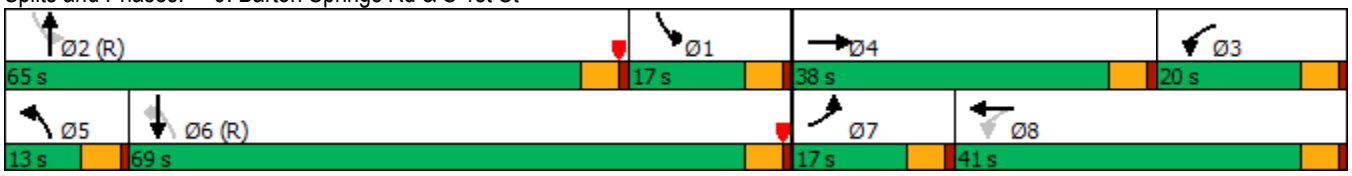
Intersection Summary	
Area Type:	Other
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 37 (26%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.44	
Intersection Signal Delay: 90.1	Intersection LOS: F
Intersection Capacity Utilization 121.5%	ICU Level of Service H
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: Barton Springs Rd & S 1st St



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	75	863	6	469	822	14	11	264	718	13	659	443
Future Volume (vph)	75	863	6	469	822	14	11	264	718	13	659	443
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	291		0	150		0	0		385
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	90			25			120			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95
Frt		0.999			0.997				0.850		0.940	
Flt Protected	0.950			0.950				0.998			0.999	
Satd. Flow (prot)	1805	3502	0	1787	3368	0	0	3568	1599	0	3377	0
Flt Permitted	0.283			0.175				0.695			0.948	
Satd. Flow (perm)	538	3502	0	329	3368	0	0	2485	1599	0	3204	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			2				409		110	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		516			738			516			744	
Travel Time (s)		10.1			14.4			10.1			14.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	3%	0%	1%	7%	0%	0%	1%	1%	0%	0%	1%
Adj. Flow (vph)	78	899	6	489	856	15	11	275	748	14	686	461
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	905	0	489	871	0	0	286	748	0	1161	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D.Pm	NA		D.P+P	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		8		7	4			2			6	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	4			8			2		2	6		
Detector Phase	4	8		7	4		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0	10.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	30.5	30.5		20.0	30.5		30.5	30.5	30.5	30.5	30.5	
Total Split (s)	80.0	61.0		34.0	80.0		45.0	45.0	45.0	45.0	45.0	
Total Split (%)	57.1%	43.6%		24.3%	57.1%		32.1%	32.1%	32.1%	32.1%	32.1%	
Maximum Green (s)	74.5	55.5		29.0	74.5		39.5	39.5	39.5	39.5	39.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.5	1.5		1.0	1.5		1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	5.5	5.5		5.0	5.5			5.5	5.5		5.5	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Recall Mode	C-Max	C-Max		None	C-Max		Max	Max	Max	None	None	
Walk Time (s)	10.0	10.0		0.0	10.0		10.0	10.0	10.0	10.0	10.0	
Flash Dont Walk (s)	15.0	15.0		0.0	15.0		15.0	15.0	15.0	15.0	15.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0	0	0	
Act Effct Green (s)	89.5	55.7		85.0	89.5			39.5	39.5		39.5	
Actuated g/C Ratio	0.64	0.40		0.61	0.64			0.28	0.28		0.28	
v/c Ratio	0.23	0.65		0.98	0.40			0.41	1.01		1.18	
Control Delay	7.9	40.9		64.7	4.9			25.4	43.0		129.0	
Queue Delay	0.0	13.4		0.0	0.0			0.0	28.0		2.1	
Total Delay	7.9	54.4		64.7	4.9			25.4	71.0		131.1	
LOS	A	D		E	A			C	E		F	
Approach Delay		50.7			26.4			58.4			131.1	
Approach LOS		D			C			E			F	
Queue Length 50th (ft)	17	455		348	67			61	~135		~632	
Queue Length 95th (ft)	m16	m338		m324	m62			m77	m#251		#774	
Internal Link Dist (ft)		436			658			436			664	
Turn Bay Length (ft)	105			291								
Base Capacity (vph)	343	1394		502	2153			701	744		982	
Starvation Cap Reductn	0	480		0	0			0	56		0	
Spillback Cap Reductn	0	0		0	0			0	0		303	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.23	0.99		0.97	0.40			0.41	1.09		1.71	

Intersection Summary

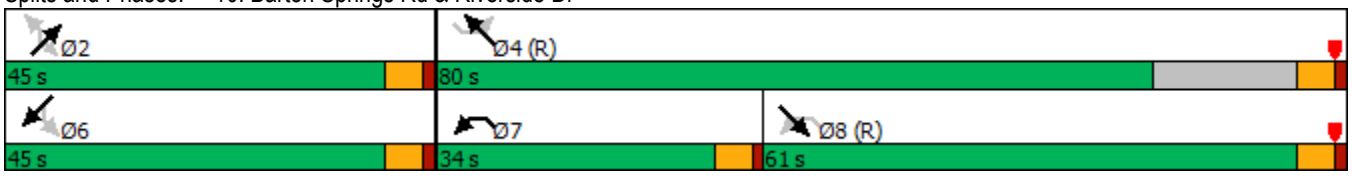
Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 62.5 (45%), Referenced to phase 4:NWSE and 8:NWSE, Start of Red
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.18
Intersection Signal Delay: 65.7 Intersection LOS: E
Intersection Capacity Utilization 115.0% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Barton Springs Rd & Riverside Dr



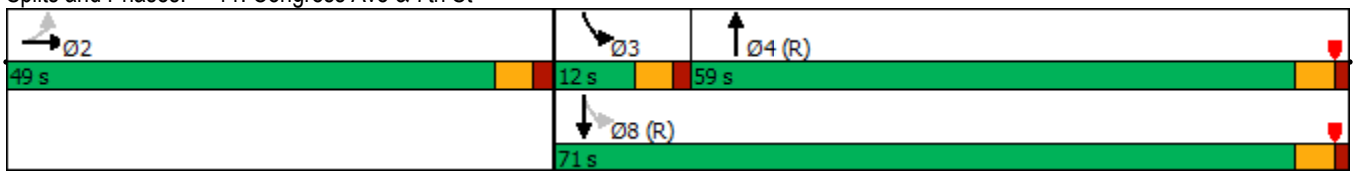
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	654	219	0	0	0	0	414	254	75	1087	0
Future Volume (vph)	43	654	219	0	0	0	0	414	254	75	1087	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.86	0.86	0.86	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Frt		0.964						0.943				
Flt Protected		0.998									0.997	
Satd. Flow (prot)	0	6035	0	0	0	0	0	3313	0	0	3559	0
Flt Permitted		0.998									0.794	
Satd. Flow (perm)	0	6035	0	0	0	0	0	3313	0	0	2834	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		59						141				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		673			575			360			249	
Travel Time (s)		15.3			13.1			8.2			5.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	5%	2%	0%	0%	0%	0%	2%	4%	3%	1%	0%
Adj. Flow (vph)	48	727	243	0	0	0	0	460	282	83	1208	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1018	0	0	0	0	0	742	0	0	1291	0
Enter Blocked Intersection	1 veh	No	No	No	No	No	No	No	No	1 veh	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA		pm+pt	NA	
Protected Phases		2						4		3	8	
Permitted Phases	2									8		
Detector Phase	2	2						4		3	8	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0						10.0		5.0	10.0	
Minimum Split (s)	29.5	29.5						24.0		10.0	24.0	
Total Split (s)	49.0	49.0						59.0		12.0	71.0	
Total Split (%)	40.8%	40.8%						49.2%		10.0%	59.2%	
Maximum Green (s)	43.5	43.5						54.0		7.0	66.0	
Yellow Time (s)	3.5	3.5						3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0						1.5		1.5	1.5	
Lost Time Adjust (s)		0.0						0.0			0.0	
Total Lost Time (s)		5.5						5.0			5.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	1.0	1.0						1.0		0.2	1.0	
Recall Mode	Max	Max						C-Max		None	C-Max	
Walk Time (s)	7.0	7.0						7.0			7.0	
Flash Dont Walk (s)	17.0	17.0						12.0			12.0	
Pedestrian Calls (#/hr)	0	0						0			0	
Act Effct Green (s)		43.5						66.0			66.0	
Actuated g/C Ratio		0.36						0.55			0.55	
v/c Ratio		0.46						0.39			0.83	
Control Delay		28.2						5.2			28.2	
Queue Delay		0.3						0.8			38.0	
Total Delay		28.5						5.9			66.1	
LOS		C						A			E	
Approach Delay		28.5						5.9			66.1	
Approach LOS		C						A			E	
Queue Length 50th (ft)		163						0			415	
Queue Length 95th (ft)		196						108			523	
Internal Link Dist (ft)		593			495			280			169	
Turn Bay Length (ft)												
Base Capacity (vph)		2225						1885			1558	
Starvation Cap Reductn		0						775			0	
Spillback Cap Reductn		543						0			358	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.61						0.67			1.08	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 117 (98%), Referenced to phase 4:NBT and 8:SBTL, Start of Red
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 38.9 — Intersection LOS: D
Intersection Capacity Utilization 78.5% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 11: Congress Ave & 7th St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	388	809	105	185	598	0	0	1204	80
Future Volume (vph)	0	0	0	388	809	105	185	598	0	0	1204	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	75		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25			25			40			25		
Lane Util. Factor	1.00	1.00	1.00	0.86	0.86	0.86	1.00	0.95	1.00	1.00	0.95	0.95
Frt					0.988						0.991	
Flt Protected					0.985		0.950					
Satd. Flow (prot)	0	0	0	0	6293	0	1787	3505	0	0	3533	0
Flt Permitted					0.985		0.091					
Satd. Flow (perm)	0	0	0	0	6293	0	171	3505	0	0	3533	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					21						6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		654			528			358			360	
Travel Time (s)		14.9			12.0			8.1			8.2	
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
Heavy Vehicles (%)	0%	0%	0%	1%	1%	2%	1%	3%	0%	0%	1%	5%
Adj. Flow (vph)	0	0	0	422	879	114	201	650	0	0	1309	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1415	0	201	650	0	0	1396	0
Enter Blocked Intersection	No	No	No	No	No	No	2 veh	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2			2	
Detector Template				Left	Thru		Left	Thru			Thru	
Leading Detector (ft)				20	100		20	100			100	
Trailing Detector (ft)				0	0		0	0			0	
Detector 1 Position(ft)				0	0		0	0			0	
Detector 1 Size(ft)				20	6		20	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA		pm+pt	NA			NA	
Protected Phases					6		7	4			8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				6			4					
Detector Phase				6	6		7	4			8	
Switch Phase												
Minimum Initial (s)				10.0	10.0		5.0	10.0			10.0	
Minimum Split (s)				30.0	30.0		10.0	24.0			24.0	
Total Split (s)				60.0	60.0		18.0	60.0			42.0	
Total Split (%)				50.0%	50.0%		15.0%	50.0%			35.0%	
Maximum Green (s)				55.0	55.0		13.0	55.0			37.0	
Yellow Time (s)				3.5	3.5		3.5	3.5			3.5	
All-Red Time (s)				1.5	1.5		1.5	1.5			1.5	
Lost Time Adjust (s)					0.0		0.0	0.0			0.0	
Total Lost Time (s)					5.0		5.0	5.0			5.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				1.0	1.0		0.2	1.0			1.0	
Recall Mode				Max	Max		None	C-Max			C-Max	
Walk Time (s)				7.0	7.0		0.0	7.0			7.0	
Flash Dont Walk (s)				18.0	18.0		0.0	12.0			12.0	
Pedestrian Calls (#/hr)				0	0		0	0			0	
Act Effct Green (s)					55.0		55.0	55.0			38.9	
Actuated g/C Ratio					0.46		0.46	0.46			0.32	
v/c Ratio					0.49		0.88	0.40			1.22	
Control Delay					23.0		83.3	10.4			141.5	
Queue Delay					0.0		0.0	0.5			0.5	
Total Delay					23.0		83.3	10.9			142.0	
LOS					C		F	B			F	
Approach Delay					23.0			28.0			142.0	
Approach LOS					C			C			F	
Queue Length 50th (ft)					213		119	44			~699	
Queue Length 95th (ft)					247		m#226	116			#852	
Internal Link Dist (ft)		574			448			278			280	
Turn Bay Length (ft)							75					
Base Capacity (vph)					2895		253	1606			1148	
Starvation Cap Reductn					0		0	498			121	
Spillback Cap Reductn					87		0	0			0	
Storage Cap Reductn					0		0	0			0	
Reduced v/c Ratio					0.50		0.79	0.59			1.36	

Intersection Summary

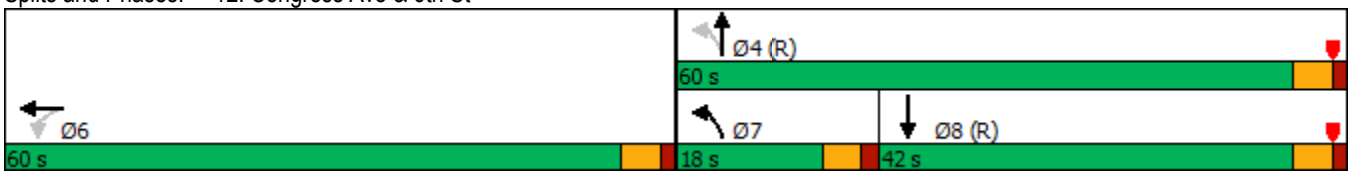
Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 79.5 (66%), Referenced to phase 4:NBTL and 8:SBT, Start of Red
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.22
Intersection Signal Delay: 69.5 Intersection LOS: E
Intersection Capacity Utilization 78.0% ICU Level of Service D
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: Congress Ave & 6th St



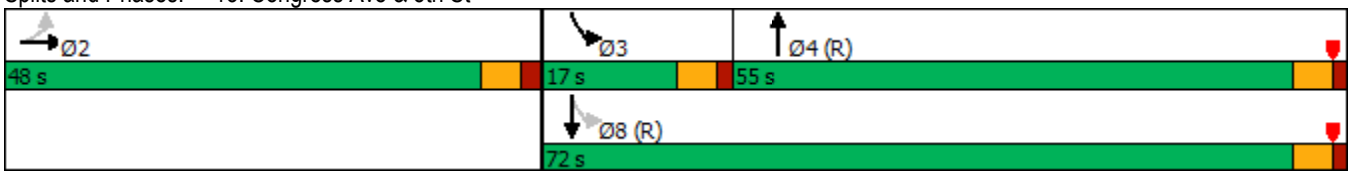
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	815	188	0	0	0	0	687	409	66	1506	0
Future Volume (vph)	85	815	188	0	0	0	0	687	409	66	1506	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	70		0
Storage Lanes	1		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			30		
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.972						0.944				
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1736	4925	0	0	0	0	0	3353	0	1770	3574	0
Flt Permitted	0.950									0.117		
Satd. Flow (perm)	1736	4925	0	0	0	0	0	3353	0	218	3574	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22						125				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		447			446			1388			358	
Travel Time (s)		10.2			10.1			31.5			8.1	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	2%	4%	0%	0%	0%	0%	2%	1%	2%	1%	0%
Adj. Flow (vph)	90	867	200	0	0	0	0	731	435	70	1602	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	90	1067	0	0	0	0	0	1166	0	70	1602	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	Yes	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA		pm+pt	NA	
Protected Phases		2						4		3	8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2									8		
Detector Phase	2	2						4		3	8	
Switch Phase												
Minimum Initial (s)	10.0	10.0						10.0		5.0	10.0	
Minimum Split (s)	30.5	30.5						30.0		10.0	25.0	
Total Split (s)	48.0	48.0						55.0		17.0	72.0	
Total Split (%)	40.0%	40.0%						45.8%		14.2%	60.0%	
Maximum Green (s)	42.5	42.5						50.0		12.0	67.0	
Yellow Time (s)	3.5	3.5						3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0						1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0						0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5						5.0		5.0	5.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	0.2	0.2						0.2		0.2	0.2	
Recall Mode	Max	Max						C-Max		None	C-Max	
Walk Time (s)	7.0	7.0						7.0			7.0	
Flash Dont Walk (s)	18.0	18.0						13.0			13.0	
Pedestrian Calls (#/hr)	0	0						0			0	
Act Effct Green (s)	42.5	42.5						58.5		67.0	67.0	
Actuated g/C Ratio	0.35	0.35						0.49		0.56	0.56	
v/c Ratio	0.15	0.61						0.69		0.36	0.80	
Control Delay	27.3	32.9						30.1		14.8	15.4	
Queue Delay	0.0	0.0						0.0		0.0	9.3	
Total Delay	27.3	32.9						30.1		14.8	24.7	
LOS	C	C						C		B	C	
Approach Delay		32.5						30.1			24.3	
Approach LOS		C						C			C	
Queue Length 50th (ft)	47	242						485		13	193	
Queue Length 95th (ft)	86	290						m276		m14	m153	
Internal Link Dist (ft)		367			366			1308			278	
Turn Bay Length (ft)										70		
Base Capacity (vph)	614	1758						1699		276	1995	
Starvation Cap Reductn	0	0						0		0	379	
Spillback Cap Reductn	0	0						0		0	0	
Storage Cap Reductn	0	0						0		0	0	
Reduced v/c Ratio	0.15	0.61						0.69		0.25	0.99	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 89 (74%), Referenced to phase 4:NBT and 8:SBTL, Start of Red	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 28.4	Intersection LOS: C
Intersection Capacity Utilization 78.0%	ICU Level of Service D
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 13: Congress Ave & 5th St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	71	660	480	496	449	53	132	1284	374	60	1853	116
Future Volume (vph)	71	660	480	496	449	53	132	1284	374	60	1853	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		180	135		0	150		125	120		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	175			80			75			60		
Lane Util. Factor	1.00	0.91	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor			0.92	0.95	0.99				0.92		1.00	
Frt			0.850		0.984				0.850		0.991	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	4988	1615	3433	1827	0	1736	3539	1599	1805	3525	0
Flt Permitted	0.161			0.950			0.160			0.129		
Satd. Flow (perm)	306	4988	1482	3276	1827	0	292	3539	1478	245	3525	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			191		5				155		7	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		846			455			1428			1388	
Travel Time (s)		16.5			8.9			32.5			31.5	
Confl. Peds. (#/hr)	38		38	38		38	38		38	38		38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	4%	0%	2%	1%	5%	4%	2%	1%	0%	1%	1%
Adj. Flow (vph)	75	695	505	522	473	56	139	1352	394	63	1951	122
Shared Lane Traffic (%)												
Lane Group Flow (vph)	75	695	505	522	529	0	139	1352	394	63	2073	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

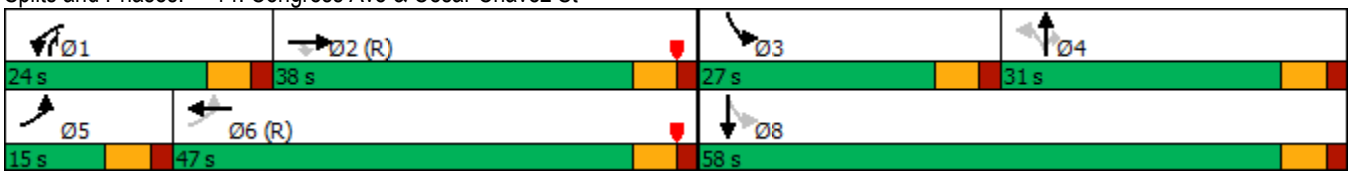
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	D.P+P	NA	Perm	Prot	NA		Perm	NA	pm+ov	pm+pt	NA	
Protected Phases	5	2		1	6			4	1	3	8	
Permitted Phases	6		2				4		4	8		
Detector Phase	5	2	2	1	6		4	4	1	3	8	
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0		10.0	10.0	4.0	4.0	10.0	
Minimum Split (s)	10.0	25.0	25.0	10.0	25.0		27.0	27.0	10.0	10.0	25.0	
Total Split (s)	15.0	38.0	38.0	24.0	47.0		31.0	31.0	24.0	27.0	58.0	
Total Split (%)	12.5%	31.7%	31.7%	20.0%	39.2%		25.8%	25.8%	20.0%	22.5%	48.3%	
Maximum Green (s)	9.0	32.0	32.0	18.0	41.0		25.0	25.0	18.0	21.0	52.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes		
Vehicle Extension (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Recall Mode	Max	C-Max	C-Max	Max	C-Max		Max	Max	Max	Max	Max	
Walk Time (s)		5.0	5.0		5.0		5.0	5.0		0.0	5.0	
Flash Dont Walk (s)		14.0	14.0		14.0		16.0	16.0		0.0	14.0	
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	
Act Effct Green (s)	50.0	32.0	32.0	18.0	41.0		25.0	25.0	43.0	52.0	52.0	
Actuated g/C Ratio	0.42	0.27	0.27	0.15	0.34		0.21	0.21	0.36	0.43	0.43	
v/c Ratio	0.31	0.52	0.94	1.02	0.84		2.32	1.83	0.61	0.17	1.35	
Control Delay	12.0	32.6	51.9	98.3	63.7		664.8	409.8	20.7	10.8	183.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	12.0	32.6	51.9	98.3	63.7		664.8	409.8	20.7	10.8	183.3	
LOS	B	C	D	F	E		F	F	C	B	F	
Approach Delay		39.0			80.9			347.3			178.2	
Approach LOS		D			F			F			F	
Queue Length 50th (ft)	23	194	311	~224	362		~175	~834	135	17	~1090	
Queue Length 95th (ft)	41	226	#481	m#332	m#564		#307	#972	231	m22	#1237	
Internal Link Dist (ft)		766			375			1348			1308	
Turn Bay Length (ft)	140		180	135			150		125	120		
Base Capacity (vph)	239	1330	535	514	627		60	737	647	379	1531	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.31	0.52	0.94	1.02	0.84		2.32	1.83	0.61	0.17	1.35	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 62 (52%), Referenced to phase 2:EBT and 6:EBWB, Start of Red
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 2.32
Intersection Signal Delay: 184.4 Intersection LOS: F

Intersection Capacity Utilization 117.2%	ICU Level of Service H
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 14: Congress Ave & Cesar Chavez St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	217	138	100	96	301	194	91	1305	156	178	1924	582
Future Volume (vph)	217	138	100	96	301	194	91	1305	156	178	1924	582
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		120	0		100	100		105	70		100
Storage Lanes	2		0	1		1	1		1	1		1
Taper Length (ft)	25			25			150			65		
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	0.94	0.98		0.98	0.98				0.96			0.96
Frt		0.937			0.941				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3467	1585	0	1805	3335	0	1787	3539	1615	1805	3574	1583
Flt Permitted	0.950			0.599			0.051			0.081		
Satd. Flow (perm)	3267	1585	0	1110	3335	0	96	3539	1548	154	3574	1519
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			91				152			160
Link Speed (mph)		35			30			35			35	
Link Distance (ft)		744			324			663			293	
Travel Time (s)		14.5			7.4			12.9			5.7	
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
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
Heavy Vehicles (%)	1%	17%	1%	0%	0%	0%	1%	2%	0%	0%	1%	2%
Adj. Flow (vph)	236	150	109	104	327	211	99	1418	170	193	2091	633
Shared Lane Traffic (%)												
Lane Group Flow (vph)	236	259	0	104	538	0	99	1418	170	193	2091	633
Enter Blocked Intersection	No	No	No	No	No	Yes	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			19			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA		pm+pt	NA		D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases				8			6		2	2		6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	6.0	5.0		3.0	5.0		3.0	25.0	25.0	3.0	25.0	25.0
Minimum Split (s)	11.5	10.5		9.0	11.0		8.5	33.5	33.5	8.5	34.5	34.5
Total Split (s)	17.0	32.0		15.0	30.0		12.0	78.0	78.0	15.0	81.0	81.0
Total Split (%)	12.1%	22.9%		10.7%	21.4%		8.6%	55.7%	55.7%	10.7%	57.9%	57.9%
Maximum Green (s)	11.5	26.5		9.0	24.0		6.5	72.5	72.5	9.5	75.5	75.5
Yellow Time (s)	4.0	4.0		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5		2.5	2.5		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5		6.0	6.0		5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0		1.5	2.0		1.5	2.0	2.0	1.5	2.0	2.0
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)								7.0	7.0		7.0	7.0
Flash Dont Walk (s)								21.0	21.0		22.0	22.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	11.3	23.8		22.2	22.2		84.0	73.5	73.5	84.0	77.7	77.7
Actuated g/C Ratio	0.08	0.17		0.16	0.16		0.60	0.52	0.52	0.60	0.56	0.56
v/c Ratio	0.85	0.90		0.47	0.89		0.74	0.76	0.19	0.89	1.05	0.69
Control Delay	71.6	69.5		61.7	65.2		38.4	34.5	3.8	65.1	67.2	21.5
Queue Delay	0.0	63.2		0.0	0.0		0.0	1.1	0.0	0.0	19.6	0.0
Total Delay	71.6	132.7		61.7	65.2		38.4	35.6	3.8	65.1	86.8	21.5
LOS	E	F		E	E		D	D	A	E	F	C
Approach Delay		103.6			64.6			32.6			71.2	
Approach LOS		F			E			C			E	
Queue Length 50th (ft)	105	224		83	208		57	411	11	100	~1121	318
Queue Length 95th (ft)	#178	#361		m141	#293		m41	m198	m7	#259	#1254	474
Internal Link Dist (ft)		664			244			583			213	
Turn Bay Length (ft)							100		105	70		100
Base Capacity (vph)	284	318		223	647		136	1856	884	217	1984	914
Starvation Cap Reductn	0	0		0	0		0	220	0	0	0	0
Spillback Cap Reductn	0	166		0	0		0	0	0	0	319	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.83	1.70		0.47	0.83		0.73	0.87	0.19	0.89	1.26	0.69

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 94 (67%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.05
Intersection Signal Delay: 61.9 Intersection LOS: E

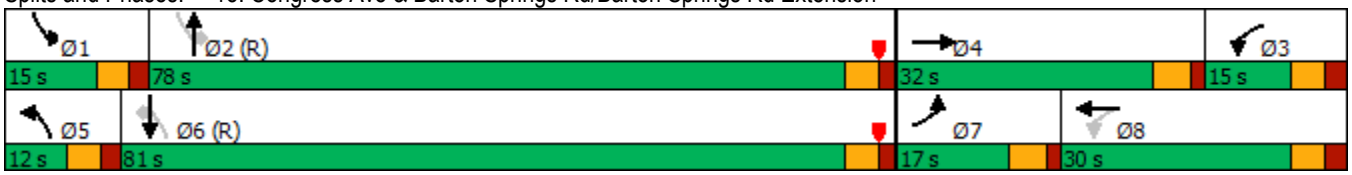
Intersection Capacity Utilization 98.5%	ICU Level of Service F
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Congress Ave & Barton Springs Rd/Barton Springs Rd Extension



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	144	1232	314	289	1089	245	173	1058	238	648	1269	55
Future Volume (vph)	144	1232	314	289	1089	245	173	1058	238	648	1269	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		0	140		0	215		200	180		0
Storage Lanes	1		1	1		0	2		1	2		0
Taper Length (ft)	115			50			150			150		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	1.00	0.97	0.95	0.95
Ped Bike Factor			0.96		0.99		0.98		0.96	0.99	1.00	
Frt			0.850		0.972				0.850		0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3539	1553	1787	3343	0	3242	3505	1568	3467	3528	0
Flt Permitted	0.077			0.083			0.950			0.950		
Satd. Flow (perm)	146	3539	1496	156	3343	0	3187	3505	1500	3437	3528	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			94		22				132		3	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		738			912			572			663	
Travel Time (s)		14.4			17.8			11.1			12.9	
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	4%	1%	5%	1%	8%	3%	3%	1%	1%	15%
Adj. Flow (vph)	150	1283	327	301	1134	255	180	1102	248	675	1322	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	150	1283	327	301	1389	0	180	1102	248	675	1379	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

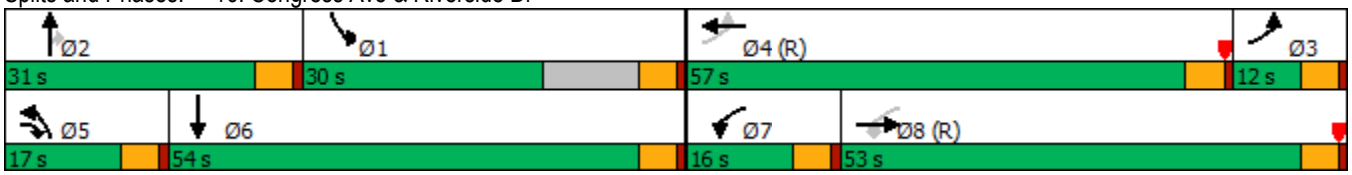
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	D.P+P	NA	pm+ov	D.P+P	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	3	8	5	7	4		5	2		1	6	
Permitted Phases	4		8	8					2			
Detector Phase	3	8	5	7	4		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	8.0	10.0	3.0	3.0	10.0		3.0	5.0	5.0	3.0	3.0	
Minimum Split (s)	13.0	38.0	8.0	10.0	38.0		8.0	10.0	10.0	8.0	8.0	
Total Split (s)	12.0	53.0	17.0	16.0	57.0		17.0	31.0	31.0	30.0	54.0	
Total Split (%)	8.6%	37.9%	12.1%	11.4%	40.7%		12.1%	22.1%	22.1%	21.4%	38.6%	
Maximum Green (s)	7.0	48.0	12.0	11.0	52.0		12.0	26.0	26.0	25.0	49.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag	Lead	Lead	Lead		Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	1.0	2.5	1.0	1.0	2.5		1.0	2.0	2.0	1.0	1.0	
Recall Mode	None	C-Max	None	None	C-Max		None	Min	Min	None	None	
Walk Time (s)		5.0			5.0							
Flash Dont Walk (s)		28.0			28.0							
Pedestrian Calls (#/hr)		0			0							
Act Effct Green (s)	59.0	48.0	58.4	59.0	52.0		10.4	26.0	26.0	35.0	50.6	
Actuated g/C Ratio	0.42	0.34	0.42	0.42	0.37		0.07	0.19	0.19	0.25	0.36	
v/c Ratio	1.04	1.06	0.48	1.56	1.11		0.75	1.70	0.64	0.78	1.08	
Control Delay	107.8	66.6	12.0	296.0	99.7		82.2	353.9	32.6	43.8	75.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.2	9.2	7.8	
Total Delay	107.8	66.6	12.0	296.0	99.7		82.2	353.9	32.7	53.0	83.3	
LOS	F	E	B	F	F		F	F	C	D	F	
Approach Delay		60.0			134.6			269.8			73.3	
Approach LOS		E			F			F			E	
Queue Length 50th (ft)	~92	~662	63	~337	~755		84	~772	98	327	~762	
Queue Length 95th (ft)	m#173	m#736	m85	m#514	#901		125	#910	196	m319	m#721	
Internal Link Dist (ft)		658			832			492			583	
Turn Bay Length (ft)	170			140			215		200	180		
Base Capacity (vph)	144	1213	699	193	1255		277	650	386	866	1275	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	59	
Spillback Cap Reductn	0	0	0	0	0		0	0	6	163	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	1.04	1.06	0.47	1.56	1.11		0.65	1.70	0.65	0.96	1.13	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 46 (33%), Referenced to phase 4:EBWB and 8:EBWB, Start of Red
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.70
Intersection Signal Delay: 127.5 Intersection LOS: F

Intersection Capacity Utilization 114.5%	ICU Level of Service H
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 16: Congress Ave & Riverside Dr

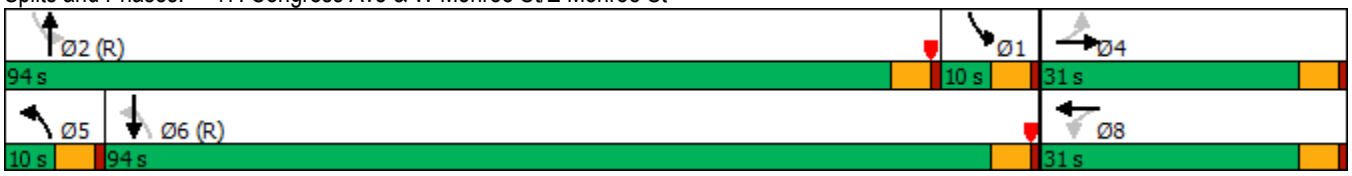


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	33	31	8	51	81	29	768	39	40	2131	5
Future Volume (vph)	33	33	31	8	51	81	29	768	39	40	2131	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.957			0.922			0.993				
Flt Protected		0.983			0.997		0.950			0.950		
Satd. Flow (prot)	0	1763	0	0	1715	0	1805	3485	0	1805	3574	0
Flt Permitted		0.835			0.985		0.045			0.301		
Satd. Flow (perm)	0	1498	0	0	1695	0	86	3485	0	572	3574	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			45			8				
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		1628			208			250			375	
Travel Time (s)		44.4			5.7			5.7			8.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	0%	0%	0%	5%	0%	0%	3%	0%	0%	1%	0%
Adj. Flow (vph)	34	34	32	8	53	84	30	792	40	41	2197	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	100	0	0	145	0	30	832	0	41	2202	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		D.P+P	NA		D.P+P	NA	
Protected Phases		4			8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	19.0	19.0		19.0	19.0		5.0	20.0		5.0	20.0	
Minimum Split (s)	31.0	31.0		31.0	31.0		10.0	25.0		10.0	25.0	
Total Split (s)	31.0	31.0		31.0	31.0		10.0	94.0		10.0	94.0	
Total Split (%)	23.0%	23.0%		23.0%	23.0%		7.4%	69.6%		7.4%	69.6%	
Maximum Green (s)	26.0	26.0		26.0	26.0		5.0	89.0		5.0	89.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lead		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	1.0		1.0	1.0		1.5	2.0		1.0	2.0	
Recall Mode	Max	Max		Max	Max		Min	C-Max		Min	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	19.0	19.0		19.0	19.0			9.0			9.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		26.0			26.0		94.0	89.0		94.0	89.0	
Actuated g/C Ratio		0.19			0.19		0.70	0.66		0.70	0.66	
v/c Ratio		0.33			0.40		0.24	0.36		0.09	0.93	
Control Delay		42.8			36.2		9.9	10.7		5.9	29.5	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		42.8			36.2		9.9	10.7		5.9	29.5	
LOS		D			D		A	B		A	C	
Approach Delay		42.8			36.2			10.7			29.0	
Approach LOS		D			D			B			C	
Queue Length 50th (ft)		64			76		6	158		9	838	
Queue Length 95th (ft)		121			143		15	194		19	993	
Internal Link Dist (ft)		1548			128			170			295	
Turn Bay Length (ft)							100			100		
Base Capacity (vph)		301			362		123	2300		443	2356	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.33			0.40		0.24	0.36		0.09	0.93	

Intersection Summary	
Area Type:	Other
Cycle Length: 135	
Actuated Cycle Length: 135	
Offset: 132 (98%), Referenced to phase 2:NBSB and 6:NBSB, Start of Red	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 25.0	Intersection LOS: C
Intersection Capacity Utilization 84.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 17: Congress Ave & W Monroe St/E Monroe St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	2033	7	4	1179	94	12	2	5	365	1	413
Future Volume (vph)	102	2033	7	4	1179	94	12	2	5	365	1	413
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		0	600		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	100			100			25			100		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	0.95	0.95	1.00
Frt					0.989			0.964			0.863	
Flt Protected	0.950			0.950				0.969		0.950	0.996	
Satd. Flow (prot)	1671	3539	0	1805	3443	0	0	1775	0	1698	1509	0
Flt Permitted	0.137			0.042				0.969		0.950	0.996	
Satd. Flow (perm)	241	3539	0	80	3443	0	0	1775	0	1698	1509	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					8			5			345	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		912			2164			174			600	
Travel Time (s)		17.8			42.2			4.0			13.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	8%	2%	0%	0%	4%	0%	0%	0%	0%	1%	0%	3%
Adj. Flow (vph)	105	2096	7	4	1215	97	12	2	5	376	1	426
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	105	2103	0	4	1312	0	0	19	0	338	465	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		D.Pm	NA		Split	NA		Split	NA	
Protected Phases	5	2			6		4	4		3	3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			2								
Detector Phase	5	2		2	6		4	4		3	3	
Switch Phase												
Minimum Initial (s)	3.0	10.0		10.0	10.0		6.0	6.0		4.0	4.0	
Minimum Split (s)	8.0	22.0		22.0	24.0		28.0	28.0		8.0	8.0	
Total Split (s)	12.0	81.0		81.0	69.0		28.0	28.0		31.0	31.0	
Total Split (%)	8.6%	57.9%		57.9%	49.3%		20.0%	20.0%		22.1%	22.1%	
Maximum Green (s)	7.0	76.0		76.0	64.0		23.0	23.0		27.0	27.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0		4.0	4.0	
Lead/Lag	Lag				Lead		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes				Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		2.0	2.0		2.0	2.0		3.0	3.0	
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	
Walk Time (s)		5.0		5.0	5.0		5.0	5.0				
Flash Dont Walk (s)		12.0		12.0	14.0		18.0	18.0				
Pedestrian Calls (#/hr)		0		0	0		0	0				
Act Effct Green (s)	97.0	97.0		97.0	85.0			6.4		27.0	27.0	
Actuated g/C Ratio	0.69	0.69		0.69	0.61			0.05		0.19	0.19	
v/c Ratio	0.44	0.86		0.07	0.63			0.22		1.03	0.82	
Control Delay	21.9	22.9		4.8	6.3			57.8		113.2	27.2	
Queue Delay	0.0	1.1		0.0	0.0			0.0		0.0	0.0	
Total Delay	21.9	24.0		4.8	6.3			57.8		113.2	27.2	
LOS	C	C		A	A			E		F	C	
Approach Delay		23.9			6.3			57.8			63.4	
Approach LOS		C			A			E			E	
Queue Length 50th (ft)	37	727		1	136			13		~348	127	
Queue Length 95th (ft)	m44	m730		m1	174			41		m#548	m#300	
Internal Link Dist (ft)		832			2084			94			520	
Turn Bay Length (ft)	100			100						600		
Base Capacity (vph)	238	2450		55	2092			295		327	569	
Starvation Cap Reductn	0	156		0	0			0		0	0	
Spillback Cap Reductn	0	0		0	0			0		0	0	
Storage Cap Reductn	0	0		0	0			0		0	0	
Reduced v/c Ratio	0.44	0.92		0.07	0.63			0.06		1.03	0.82	

Intersection Summary

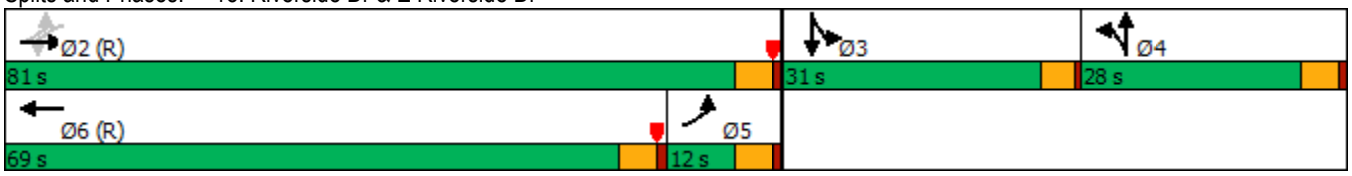
Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:WBT, Start of Red, Master Intersection
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.03
Intersection Signal Delay: 26.1 Intersection LOS: C
Intersection Capacity Utilization 101.2% ICU Level of Service G
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 18: Riverside Dr & E Riverside Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1328	178	0	0	0	0	0	0	188	996	0
Future Volume (vph)	0	1328	178	0	0	0	0	0	0	188	996	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
Frt		0.982										
Flt Protected										0.950		
Satd. Flow (prot)	0	6355	0	0	0	0	0	0	0	1770	5085	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	6355	0	0	0	0	0	0	0	1770	5085	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)		35								64		
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		288			235			357			333	
Travel Time (s)		6.5			5.3			5.4			5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%	0%	0%	0%	2%	2%	0%
Adj. Flow (vph)	0	1443	193	0	0	0	0	0	0	204	1083	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1636	0	0	0	0	0	0	0	204	1083	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			12	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2								1	2	
Detector Template		Thru								Left	Thru	
Leading Detector (ft)		100								20	100	
Trailing Detector (ft)		0								0	0	
Detector 1 Position(ft)		0								0	0	
Detector 1 Size(ft)		6								20	6	
Detector 1 Type		Cl+Ex								Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0								0.0	0.0	
Detector 1 Queue (s)		0.0								0.0	0.0	
Detector 1 Delay (s)		0.0								0.0	0.0	
Detector 2 Position(ft)		94									94	
Detector 2 Size(ft)		6									6	
Detector 2 Type		Cl+Ex									Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0									0.0	
Turn Type		NA								Perm	NA	
Protected Phases		2 6									4 8	
Permitted Phases										4 8		
Detector Phase		2 6								4 8	4 8	
Switch Phase												

Lane Group	Ø2	Ø4	Ø6	Ø8
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Lane Util. Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Peak Hour Factor				
Heavy Vehicles (%)				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(ft)				
Link Offset(ft)				
Crosswalk Width(ft)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (mph)				
Number of Detectors				
Detector Template				
Leading Detector (ft)				
Trailing Detector (ft)				
Detector 1 Position(ft)				
Detector 1 Size(ft)				
Detector 1 Type				
Detector 1 Channel				
Detector 1 Extend (s)				
Detector 1 Queue (s)				
Detector 1 Delay (s)				
Detector 2 Position(ft)				
Detector 2 Size(ft)				
Detector 2 Type				
Detector 2 Channel				
Detector 2 Extend (s)				
Turn Type				
Protected Phases	2	4	6	8
Permitted Phases				
Detector Phase				
Switch Phase				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)		56.4								53.6	53.6	
Actuated g/C Ratio		0.47								0.45	0.45	
v/c Ratio		0.54								0.25	0.48	
Control Delay		23.4								14.0	23.8	
Queue Delay		0.2								0.0	0.6	
Total Delay		23.7								14.0	24.3	
LOS		C								B	C	
Approach Delay		23.7									22.7	
Approach LOS		C									C	
Queue Length 50th (ft)		253								63	208	
Queue Length 95th (ft)		307								107	234	
Internal Link Dist (ft)		208			155			277			253	
Turn Bay Length (ft)												
Base Capacity (vph)		3003								888	2457	
Starvation Cap Reductn		0								0	0	
Spillback Cap Reductn		519								5	869	
Storage Cap Reductn		0								0	0	
Reduced v/c Ratio		0.66								0.23	0.68	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 101 (84%), Referenced to phase 2:EBT, Start of Red
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 23.2 — Intersection LOS: C
Intersection Capacity Utilization 71.7% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 19: IH 35 SB FR & 7th St

Lane Group	Ø2	Ø4	Ø6	Ø8
Minimum Initial (s)	3.0	5.0	10.0	10.0
Minimum Split (s)	8.0	10.0	15.0	15.0
Total Split (s)	28.0	14.0	29.0	49.0
Total Split (%)	23%	12%	24%	41%
Maximum Green (s)	23.0	9.0	24.0	44.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag				
Lead-Lag Optimize?				
Vehicle Extension (s)	1.0	0.2	1.0	0.2
Recall Mode	C-Max	None	None	None
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Queue Length 50th (ft)				
Queue Length 95th (ft)				
Internal Link Dist (ft)				
Turn Bay Length (ft)				
Base Capacity (vph)				
Starvation Cap Reductn				
Spillback Cap Reductn				
Storage Cap Reductn				
Reduced v/c Ratio				

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	619	900	0	0	0	393	0	1437	180	0	0	0
Future Volume (vph)	619	900	0	0	0	393	0	1437	180	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	0.88	1.00	0.91	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950											
Satd. Flow (prot)	3467	3539	0	0	0	2707	0	5085	1583	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	3467	3539	0	0	0	2707	0	5085	1583	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	64					109			117			
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		235			293			361			209	
Travel Time (s)		5.3			6.7			5.5			3.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	2%	0%	0%	0%	5%	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	638	928	0	0	0	405	0	1481	186	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	638	928	0	0	0	405	0	1481	186	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			0			0			0	
Link Offset(ft)		0			-12			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2				1		2	1			
Detector Template	Left	Thru				Right		Thru	Right			
Leading Detector (ft)	20	100				20		100	20			
Trailing Detector (ft)	0	0				0		0	0			
Detector 1 Position(ft)	0	0				0		0	0			
Detector 1 Size(ft)	20	6				20		6	20			
Detector 1 Type	Cl+Ex	Cl+Ex				Cl+Ex		Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0				0.0		0.0	0.0			
Detector 1 Queue (s)	0.0	0.0				0.0		0.0	0.0			
Detector 1 Delay (s)	0.0	0.0				0.0		0.0	0.0			
Detector 2 Position(ft)		94						94				
Detector 2 Size(ft)		6						6				
Detector 2 Type		Cl+Ex						Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				
Turn Type	Prot	NA				Perm		NA	Perm			
Protected Phases	2 4	2 4 6						8				
Permitted Phases						6			8			
Detector Phase	2 4	2 4 6				6		8	8			
Switch Phase												

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		
Detector Phase		
Switch Phase		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)						10.0		10.0	10.0			
Minimum Split (s)						15.0		15.0	15.0			
Total Split (s)						29.0		49.0	49.0			
Total Split (%)						24.2%		40.8%	40.8%			
Maximum Green (s)						24.0		44.0	44.0			
Yellow Time (s)						4.0		4.0	4.0			
All-Red Time (s)						1.0		1.0	1.0			
Lost Time Adjust (s)						0.0		0.0	0.0			
Total Lost Time (s)						5.0		5.0	5.0			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)						1.0		0.2	0.2			
Recall Mode						None		None	None			
Act Effct Green (s)	38.1	70.4				27.3		39.6	39.6			
Actuated g/C Ratio	0.32	0.59				0.23		0.33	0.33			
v/c Ratio	0.56	0.45				0.58		0.88	0.31			
Control Delay	19.9	3.1				34.0		60.9	29.4			
Queue Delay	3.6	0.2				0.0		46.3	0.0			
Total Delay	23.6	3.3				34.0		107.2	29.4			
LOS	C	A				C		F	C			
Approach Delay		11.5			34.0			98.6				
Approach LOS		B			C			F				
Queue Length 50th (ft)	208	29				115		394	76			
Queue Length 95th (ft)	277	43				181		405	127			
Internal Link Dist (ft)		155			213			281			129	
Turn Bay Length (ft)												
Base Capacity (vph)	1144	2075				699		1864	654			
Starvation Cap Reductn	403	365				0		513	0			
Spillback Cap Reductn	0	0				0		0	0			
Storage Cap Reductn	0	0				0		0	0			
Reduced v/c Ratio	0.86	0.54				0.58		1.10	0.28			

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 101 (84%), Referenced to phase 2:EBT, Start of Red	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 53.9	Intersection LOS: D
Intersection Capacity Utilization 71.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 20: IH 35 NB FR & 7th St

Lane Group	Ø2	Ø4
Minimum Initial (s)	3.0	5.0
Minimum Split (s)	8.0	10.0
Total Split (s)	28.0	14.0
Total Split (%)	23%	12%
Maximum Green (s)	23.0	9.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	1.0	0.2
Recall Mode	C-Max	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	407	394	0	0	0	0	27	1136	112
Future Volume (vph)	0	0	0	407	394	0	0	0	0	27	1136	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt												0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	0	0	1787	3539	0	0	0	0	1805	3574	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	0	0	1787	3539	0	0	0	0	1805	3574	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												122
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		271			245			217			357	
Travel Time (s)		6.2			5.6			3.3			5.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%	0%	0%	0%	0%	1%	2%
Adj. Flow (vph)	0	0	0	442	428	0	0	0	0	29	1235	122
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	442	428	0	0	0	0	29	1235	122
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		12			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2					1	2	1
Detector Template				Left	Thru					Left	Thru	Right
Leading Detector (ft)				20	100					20	100	20
Trailing Detector (ft)				0	0					0	0	0
Detector 1 Position(ft)				0	0					0	0	0
Detector 1 Size(ft)				20	6					20	6	20
Detector 1 Type				Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)				0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)				0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)					94						94	
Detector 2 Size(ft)					6						6	
Detector 2 Type					Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0						0.0	
Turn Type				Perm	NA					Perm	NA	Perm
Protected Phases					1 12						8 5	

Lane Group	Ø1	Ø5	Ø8	Ø12
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Storage Length (ft)				
Storage Lanes				
Taper Length (ft)				
Lane Util. Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Peak Hour Factor				
Heavy Vehicles (%)				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(ft)				
Link Offset(ft)				
Crosswalk Width(ft)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (mph)				
Number of Detectors				
Detector Template				
Leading Detector (ft)				
Trailing Detector (ft)				
Detector 1 Position(ft)				
Detector 1 Size(ft)				
Detector 1 Type				
Detector 1 Channel				
Detector 1 Extend (s)				
Detector 1 Queue (s)				
Detector 1 Delay (s)				
Detector 2 Position(ft)				
Detector 2 Size(ft)				
Detector 2 Type				
Detector 2 Channel				
Detector 2 Extend (s)				
Turn Type				
Protected Phases	1	5	8	12

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				1 12						8 5		8 5
Detector Phase				1 12	1 12					8 5	8 5	8 5
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)				42.0	42.0					68.0	68.0	68.0
Actuated g/C Ratio				0.35	0.35					0.57	0.57	0.57
v/c Ratio				0.71	0.35					0.03	0.61	0.13
Control Delay				30.6	19.2					24.8	41.1	16.1
Queue Delay				1.2	0.8					0.0	50.1	0.0
Total Delay				31.8	20.0					24.8	91.2	16.1
LOS				C	B					C	F	B
Approach Delay					26.0						83.2	
Approach LOS					C						F	
Queue Length 50th (ft)				327	66					18	503	35
Queue Length 95th (ft)				446	97					m39	565	86
Internal Link Dist (ft)		191			165			137			277	
Turn Bay Length (ft)				100								
Base Capacity (vph)				620	1228					1022	2025	949
Starvation Cap Reductn				56	502					0	1067	0
Spillback Cap Reductn				0	0					0	0	0
Storage Cap Reductn				0	0					0	0	0
Reduced v/c Ratio				0.78	0.59					0.03	1.29	0.13

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 100 (83%), Referenced to phase 8:SBTL, Start of Red
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 61.2 Intersection LOS: E
Intersection Capacity Utilization 62.3% ICU Level of Service B
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 21: IH 35 SB FR & 6th St

Lane Group	Ø1	Ø5	Ø8	Ø12
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	3.0	1.0	10.0	10.0
Minimum Split (s)	8.0	6.0	20.0	20.0
Total Split (s)	8.0	6.0	67.0	39.0
Total Split (%)	7%	5%	56%	33%
Maximum Green (s)	3.0	1.0	62.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes
Vehicle Extension (s)	0.2	0.2	2.0	2.0
Recall Mode	None	None	C-Max	None
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Queue Length 50th (ft)				
Queue Length 95th (ft)				
Internal Link Dist (ft)				
Turn Bay Length (ft)				
Base Capacity (vph)				
Starvation Cap Reductn				
Spillback Cap Reductn				
Storage Cap Reductn				
Reduced v/c Ratio				

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	7	0	0	534	48	263	1567	74	0	0	0
Future Volume (vph)	20	7	0	0	534	48	263	1567	74	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.86	0.86	0.86	1.00	1.00	1.00
Frt					0.988			0.994				
Flt Protected	0.950							0.993				
Satd. Flow (prot)	1805	1900	0	0	3520	0	0	6322	0	0	0	0
Flt Permitted	0.284							0.993				
Satd. Flow (perm)	540	1900	0	0	3520	0	0	6322	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					8			11				
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		245			294			209			361	
Travel Time (s)		5.6			6.7			3.2			5.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	0%	1%	5%	2%	2%	3%	0%	0%	0%
Adj. Flow (vph)	20	7	0	0	545	49	268	1599	76	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	20	7	0	0	594	0	0	1943	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2				
Detector Template	Left	Thru			Thru		Left	Thru				
Leading Detector (ft)	20	100			100		20	100				
Trailing Detector (ft)	0	0			0		0	0				
Detector 1 Position(ft)	0	0			0		0	0				
Detector 1 Size(ft)	20	6			6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		5 12			5 12			8 1				

Lane Group	Ø1	Ø5	Ø8	Ø12
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Storage Length (ft)				
Storage Lanes				
Taper Length (ft)				
Lane Util. Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Peak Hour Factor				
Heavy Vehicles (%)				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(ft)				
Link Offset(ft)				
Crosswalk Width(ft)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (mph)				
Number of Detectors				
Detector Template				
Leading Detector (ft)				
Trailing Detector (ft)				
Detector 1 Position(ft)				
Detector 1 Size(ft)				
Detector 1 Type				
Detector 1 Channel				
Detector 1 Extend (s)				
Detector 1 Queue (s)				
Detector 1 Delay (s)				
Detector 2 Position(ft)				
Detector 2 Size(ft)				
Detector 2 Type				
Detector 2 Channel				
Detector 2 Extend (s)				
Turn Type				
Protected Phases	1	5	8	12

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	5 12						8 1					
Detector Phase	5 12	5 12			5 12		8 1	8 1				
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	37.1	37.1			37.1			72.9				
Actuated g/C Ratio	0.31	0.31			0.31			0.61				
v/c Ratio	0.12	0.01			0.54			0.51				
Control Delay	60.5	55.1			35.5			14.2				
Queue Delay	2.7	0.0			3.7			0.2				
Total Delay	63.1	55.1			39.3			14.4				
LOS	E	E			D			B				
Approach Delay		61.1			39.3			14.4				
Approach LOS		E			D			B				
Queue Length 50th (ft)	17	6			190			247				
Queue Length 95th (ft)	45	23			247			278				
Internal Link Dist (ft)		165			214			129			281	
Turn Bay Length (ft)	100											
Base Capacity (vph)	180	633			1178			3844				
Starvation Cap Reductn	0	0			0			0				
Spillback Cap Reductn	110	0			481			862				
Storage Cap Reductn	0	0			0			0				
Reduced v/c Ratio	0.29	0.01			0.85			0.65				

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 100 (83%), Referenced to phase 8:SBTL, Start of Red
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 20.7 — Intersection LOS: C
Intersection Capacity Utilization 62.3% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 22: IH 35 NB FR & 6th St

HDR

Lane Group	Ø1	Ø5	Ø8	Ø12
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	3.0	1.0	10.0	10.0
Minimum Split (s)	8.0	6.0	20.0	20.0
Total Split (s)	8.0	6.0	67.0	39.0
Total Split (%)	7%	5%	56%	33%
Maximum Green (s)	3.0	1.0	62.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes
Vehicle Extension (s)	0.2	0.2	2.0	2.0
Recall Mode	None	None	C-Max	None
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Queue Length 50th (ft)				
Queue Length 95th (ft)				
Internal Link Dist (ft)				
Turn Bay Length (ft)				
Base Capacity (vph)				
Starvation Cap Reductn				
Spillback Cap Reductn				
Storage Cap Reductn				
Reduced v/c Ratio				

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	985	708	439	642	0	0	0	0	57	694	155
Future Volume (vph)	0	985	708	439	642	0	0	0	0	57	694	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.91	0.91
Frt			0.850								0.997	0.850
Flt Protected					0.980						0.996	
Satd. Flow (prot)	0	3539	1599	0	3442	0	0	0	0	0	3361	1427
Flt Permitted					0.641						0.996	
Satd. Flow (perm)	0	3539	1599	0	2251	0	0	0	0	0	3361	1427
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			333								1	191
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		2151			301			310			250	
Travel Time (s)		41.9			5.9			4.7			3.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	2%	1%	1%	4%	0%	0%	0%	0%	4%	2%	3%
Adj. Flow (vph)	0	1015	730	453	662	0	0	0	0	59	715	160
Shared Lane Traffic (%)												10%
Lane Group Flow (vph)	0	1015	730	0	1115	0	0	0	0	0	790	144
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1	2	1
Detector Template		Thru	Right	Left	Thru					Left	Thru	Right
Leading Detector (ft)		100	20	20	100					20	100	20
Trailing Detector (ft)		0	0	0	0					0	0	0
Detector 1 Position(ft)		0	0	0	0					0	0	0
Detector 1 Size(ft)		6	20	20	6					20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm	custom	NA					Perm	NA	Perm
Protected Phases		12 13			11 9 11 12 13						4 8	

Lane Group	Ø4	Ø8	Ø9	Ø11	Ø12	Ø13
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Heavy Vehicles (%)						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Detector 2 Position(ft)						
Detector 2 Size(ft)						
Detector 2 Type						
Detector 2 Channel						
Detector 2 Extend (s)						
Turn Type						
Protected Phases	4	8	9	11	12	13

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			12 13	11	9					4 8		4 8
Detector Phase		12 13	12 13	11 9 11	12 13					4 8	4 8	4 8
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		46.0	46.0		85.0						17.0	17.0
Actuated g/C Ratio		0.38	0.38		0.71						0.14	0.14
v/c Ratio		0.75	0.89		0.48						1.66	0.39
Control Delay		42.8	44.0		2.6						337.6	5.5
Queue Delay		0.1	0.0		3.6						0.0	0.0
Total Delay		42.9	44.0		6.2						337.6	5.5
LOS		D	D		A						F	A
Approach Delay		43.3			6.2						286.4	
Approach LOS		D			A						F	
Queue Length 50th (ft)		342	337		50						~492	0
Queue Length 95th (ft)		425	#546		m16						#626	27
Internal Link Dist (ft)		2071			221			230			170	
Turn Bay Length (ft)			100									
Base Capacity (vph)		1356	818		2328						477	366
Starvation Cap Reductn		0	0		1095						0	0
Spillback Cap Reductn		13	0		0						1	0
Storage Cap Reductn		0	0		0						0	0
Reduced v/c Ratio		0.76	0.89		0.90						1.66	0.39

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 86 (72%), Referenced to phase 13:EBWB, Start of Red
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.66
Intersection Signal Delay: 92.3 Intersection LOS: F
Intersection Capacity Utilization 111.8% ICU Level of Service H
Analysis Period (min) 15

Lane Group	Ø4	Ø8	Ø9	Ø11	Ø12	Ø13
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	3.0	5.0	1.0	5.0	3.0	5.0
Minimum Split (s)	9.0	11.0	9.0	11.0	9.0	11.0
Total Split (s)	10.0	13.0	17.0	28.0	10.0	42.0
Total Split (%)	8%	11%	14%	23%	8%	35%
Maximum Green (s)	4.0	7.0	11.0	22.0	4.0	36.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	0.2	0.2	0.2	0.2	0.2	0.2
Recall Mode	None	None	None	None	None	C-Max
Walk Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Flash Dont Walk (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 23: IH 35 SB FR & Cesar Chavez St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	352	690	0	0	766	94	314	1024	293	0	0	0
Future Volume (vph)	352	690	0	0	766	94	314	1024	293	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.91	0.91	1.00	1.00	1.00	1.00
Frt					0.984				0.850			
Flt Protected	0.950						0.950	0.999				
Satd. Flow (prot)	1770	1827	0	0	3486	0	1595	3354	1583	0	0	0
Flt Permitted	0.125						0.950	0.999				
Satd. Flow (perm)	233	1827	0	0	3486	0	1595	3354	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					11				208			
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		301			331			361			347	
Travel Time (s)		5.9			6.4			5.5			5.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	4%	0%	0%	2%	1%	3%	3%	2%	0%	0%	0%
Adj. Flow (vph)	363	711	0	0	790	97	324	1056	302	0	0	0
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	363	711	0	0	887	0	292	1088	302	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2	1			
Detector Template	Left	Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	20	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Detector 1 Position(ft)	0	0			0		0	0	0			
Detector 1 Size(ft)	20	6			6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	D.P+P	NA			NA		Perm	NA	Perm			
Protected Phases	4 13 11	12 13			11 12			8 9				
Permitted Phases	11 12	4					8 9		8 9			
Detector Phase	4 13 11	12 13			11 12		8 9	8 9	8 9			
Switch Phase												

Lane Group	Ø4	Ø8	Ø9	Ø11	Ø12	Ø13
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Heavy Vehicles (%)						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Detector 2 Position(ft)						
Detector 2 Size(ft)						
Detector 2 Type						
Detector 2 Channel						
Detector 2 Extend (s)						
Turn Type						
Protected Phases	4	8	9	11	12	13
Permitted Phases						
Detector Phase						
Switch Phase						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	78.0	84.0			32.0		24.0	24.0	24.0			
Actuated g/C Ratio	0.65	0.70			0.27		0.20	0.20	0.20			
v/c Ratio	0.49	0.56			0.95		0.92	1.62	0.63			
Control Delay	3.8	7.2			62.0		80.5	320.0	20.3			
Queue Delay	1.8	1.2			1.1		0.0	0.0	0.0			
Total Delay	5.6	8.4			63.1		80.5	320.0	20.3			
LOS	A	A			E		F	F	C			
Approach Delay		7.5			63.1			224.6				
Approach LOS		A			E			F				
Queue Length 50th (ft)	17	104			352		246	~666	63			
Queue Length 95th (ft)	m21	m114			#482		#427	#807	162			
Internal Link Dist (ft)		221			251			281			267	
Turn Bay Length (ft)												
Base Capacity (vph)	740	1278			937		319	670	483			
Starvation Cap Reductn	227	338			0		0	0	0			
Spillback Cap Reductn	0	0			10		0	0	0			
Storage Cap Reductn	0	0			0		0	0	0			
Reduced v/c Ratio	0.71	0.76			0.96		0.92	1.62	0.63			

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 86 (72%), Referenced to phase 13:EBWB, Start of Red
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.66
Intersection Signal Delay: 121.3 Intersection LOS: F
Intersection Capacity Utilization 87.0% ICU Level of Service E
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.

Lane Group	Ø4	Ø8	Ø9	Ø11	Ø12	Ø13
Minimum Initial (s)	3.0	5.0	1.0	5.0	3.0	5.0
Minimum Split (s)	9.0	11.0	9.0	11.0	9.0	11.0
Total Split (s)	10.0	13.0	17.0	28.0	10.0	42.0
Total Split (%)	8%	11%	14%	23%	8%	35%
Maximum Green (s)	4.0	7.0	11.0	22.0	4.0	36.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	0.2	0.2	0.2	0.2	0.2	0.2
Recall Mode	None	None	None	None	None	C-Max
Walk Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Flash Dont Walk (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 24: IH 35 NB FR & Cesar Chavez St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1522	721	494	900	0	0	0	0	693	835	336
Future Volume (vph)	0	1522	721	494	900	0	0	0	0	693	835	336
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		100	0		0	0		0	0		200
Storage Lanes	1		0	1		0	0		0	1		1
Taper Length (ft)	70			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Frt		0.952										0.850
Flt Protected				0.950						0.950	0.991	
Satd. Flow (prot)	0	4857	0	1787	3471	0	0	0	0	1595	3380	1583
Flt Permitted				0.108						0.950	0.991	
Satd. Flow (perm)	0	4857	0	203	3471	0	0	0	0	1595	3380	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		88										176
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		544			302			548			667	
Travel Time (s)		10.6			5.9			8.3			10.1	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	2%	1%	1%	4%	0%	0%	0%	0%	3%	1%	2%
Adj. Flow (vph)	0	1537	728	499	909	0	0	0	0	700	843	339
Shared Lane Traffic (%)										28%		
Lane Group Flow (vph)	0	2265	0	499	909	0	0	0	0	504	1039	339
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	1
Detector Template		Thru		Left	Thru					Left	Thru	Right
Leading Detector (ft)		100		20	100					20	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		6		20	6					20	6	20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA		D.P+P	NA					Perm	NA	Perm
Protected Phases		1 2		6 7	1 2 6 7						4 5	

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Heavy Vehicles (%)						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Detector 2 Position(ft)						
Detector 2 Size(ft)						
Detector 2 Type						
Detector 2 Channel						
Detector 2 Extend (s)						
Turn Type						
Protected Phases	1	2	4	5	6	7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				1 2						4 5		4 5
Detector Phase		1 2		6 7	1 2 6 7					4 5	4 5	4 5
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)		43.0		91.0	98.0					31.0	31.0	31.0
Actuated g/C Ratio		0.31		0.65	0.70					0.22	0.22	0.22
v/c Ratio		1.46		0.73	0.37					1.43	1.39	0.70
Control Delay		242.4		6.2	1.6					247.5	223.6	31.9
Queue Delay		0.2		53.8	14.0					0.0	0.0	0.0
Total Delay		242.6		59.9	15.6					247.5	223.6	31.9
LOS		F		E	B					F	F	C
Approach Delay		242.6			31.3						195.5	
Approach LOS		F			C						F	
Queue Length 50th (ft)		~1026		14	0					~680	~690	139
Queue Length 95th (ft)		m#1099		m35	m0					#925	#833	256
Internal Link Dist (ft)		464			222			468			587	
Turn Bay Length (ft)												200
Base Capacity (vph)		1552		686	2429					353	748	487
Starvation Cap Reductn		0		244	1511					0	0	0
Spillback Cap Reductn		100		0	0					0	0	0
Storage Cap Reductn		0		0	0					0	0	0
Reduced v/c Ratio		1.56		1.13	0.99					1.43	1.39	0.70

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 99.5 (71%), Referenced to phase 2:EBWB, Start of Red
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.46
Intersection Signal Delay: 173.1 Intersection LOS: F
Intersection Capacity Utilization 129.6% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	8.0	11.0	11.0	8.0	11.0	11.0
Total Split (s)	8.0	40.0	29.0	8.0	28.0	27.0
Total Split (%)	6%	29%	21%	6%	20%	19%
Maximum Green (s)	3.0	34.0	23.0	3.0	22.0	21.0
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	1.0	1.5	1.5	1.0	1.5	1.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag		Lead	Lag	Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	
Vehicle Extension (s)	0.2	2.0	1.5	0.2	2.0	1.5
Recall Mode	None	C-Max	None	None	None	None
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 25: IH 35 SB FR & Riverside Dr

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	592	1623	0	0	1089	1242	304	854	428	0	0	0
Future Volume (vph)	592	1623	0	0	1089	1242	304	854	428	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950	0.998				
Satd. Flow (prot)	1805	3539	0	0	5085	1599	1626	3417	1599	0	0	0
Flt Permitted	0.160						0.950	0.998				
Satd. Flow (perm)	304	3539	0	0	5085	1599	1626	3417	1599	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						308			156			
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		302			867			448			495	
Travel Time (s)		5.9			16.9			6.8			7.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	0%	0%	2%	1%	1%	1%	1%	0%	0%	0%
Adj. Flow (vph)	617	1691	0	0	1134	1294	317	890	446	0	0	0
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	617	1691	0	0	1134	1294	285	922	446	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	6			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	D.P+P	NA			NA	Free	Perm	NA	Perm			
Protected Phases	2 4	2 4 5 6			5 6			1 7				
Permitted Phases	5 6					Free	1 7		1 7			
Detector Phase	2 4	2 4 5 6			5 6		1 7	1 7	1 7			
Switch Phase												

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Heavy Vehicles (%)						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Detector 2 Position(ft)						
Detector 2 Size(ft)						
Detector 2 Type						
Detector 2 Channel						
Detector 2 Extend (s)						
Turn Type						
Protected Phases	1	2	4	5	6	7
Permitted Phases						
Detector Phase						
Switch Phase						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Act Effct Green (s)	93.0	99.0			31.0	140.0	30.0	30.0	30.0			
Actuated g/C Ratio	0.66	0.71			0.22	1.00	0.21	0.21	0.21			
v/c Ratio	0.70	0.68			1.01	0.81	0.82	1.26	0.96			
Control Delay	7.1	3.4			82.5	4.5	71.9	172.2	67.9			
Queue Delay	50.0	48.9			13.3	0.0	0.0	0.0	0.0			
Total Delay	57.1	52.3			95.8	4.5	71.9	172.2	67.9			
LOS	E	D			F	A	E	F	E			
Approach Delay		53.6			47.2			126.7				
Approach LOS		D			D			F				
Queue Length 50th (ft)	66	15			~386	0	274	~576	282			
Queue Length 95th (ft)	m37	m10			#492	0	#434	#718	#502			
Internal Link Dist (ft)		222			787			368			415	
Turn Bay Length (ft)												
Base Capacity (vph)	877	2502			1125	1599	348	732	465			
Starvation Cap Reductn	313	1260			0	0	0	0	0			
Spillback Cap Reductn	0	0			44	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	1.09	1.36			1.05	0.81	0.82	1.26	0.96			

Intersection Summary

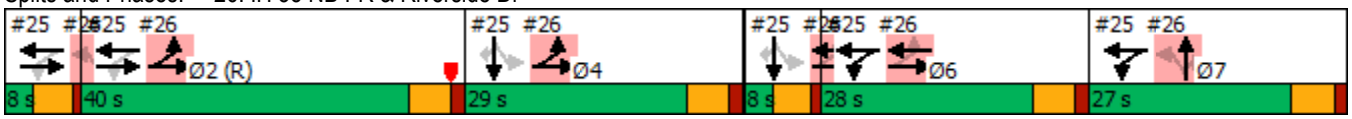
Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 99.5 (71%), Referenced to phase 2:EBWB, Start of Red
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.46
Intersection Signal Delay: 70.1 Intersection LOS: E
Intersection Capacity Utilization 129.6% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 26: IH 35 NB FR & Riverside Dr



Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Minimum Initial (s)	3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	8.0	11.0	11.0	8.0	11.0	11.0
Total Split (s)	8.0	40.0	29.0	8.0	28.0	27.0
Total Split (%)	6%	29%	21%	6%	20%	19%
Maximum Green (s)	3.0	34.0	23.0	3.0	22.0	21.0
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	1.0	1.5	1.5	1.0	1.5	1.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag		Lead	Lag	Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	
Vehicle Extension (s)	0.2	2.0	1.5	0.2	2.0	1.5
Recall Mode	None	C-Max	None	None	None	None
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	1	24	11	2	54	16	1171	43	94	2121	47
Future Volume (vph)	7	1	24	11	2	54	16	1171	43	94	2121	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.899			0.891			0.995			0.997	
Flt Protected		0.989			0.992			0.999			0.998	
Satd. Flow (prot)	0	1689	0	0	1679	0	0	3521	0	0	3555	0
Flt Permitted		0.751			0.936			0.872			0.748	
Satd. Flow (perm)	0	1283	0	0	1585	0	0	3074	0	0	2664	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			55			6			3	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		219			1628			278			409	
Travel Time (s)		6.0			44.4			5.4			8.0	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	1%	1%	3%
Adj. Flow (vph)	7	1	24	11	2	55	16	1183	43	95	2142	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	32	0	0	68	0	0	1242	0	0	2284	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		-35			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		3			4			2			6	
Permitted Phases	3			4			2			6		
Detector Phase	3	3		4	4		2	2		6	6	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	20.0	20.0		20.0	20.0		110.0	110.0		110.0	110.0	
Total Split (%)	13.3%	13.3%		13.3%	13.3%		73.3%	73.3%		73.3%	73.3%	
Maximum Green (s)	16.0	16.0		16.0	16.0		106.0	106.0		106.0	106.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		7.1			7.6			127.9			127.9	
Actuated g/C Ratio		0.05			0.05			0.85			0.85	
v/c Ratio		0.39			0.52			0.47			1.01	
Control Delay		43.9			35.8			4.6			34.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		43.9			35.8			4.6			34.5	
LOS		D			D			A			C	
Approach Delay		43.9			35.8			4.6			34.5	
Approach LOS		D			D			A			C	
Queue Length 50th (ft)		8			13			144			~1253	
Queue Length 95th (ft)		44			63			252			#1467	
Internal Link Dist (ft)		139			1548			198			329	
Turn Bay Length (ft)												
Base Capacity (vph)		158			218			2622			2271	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.20			0.31			0.47			1.01	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 24.3 Intersection LOS: C
Intersection Capacity Utilization 112.0% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 27: S First St & W Monroe St

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	194	246	192	18	110	176
Future Volume (vph)	194	246	192	18	110	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	100
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.987			0.850
Flt Protected		0.978			0.950	
Satd. Flow (prot)	0	3461	3493	0	1770	1583
Flt Permitted		0.978			0.950	
Satd. Flow (perm)	0	3461	3493	0	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		324	181		227	
Travel Time (s)		7.4	4.1		5.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	211	267	209	20	120	191
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	478	229	0	120	191
Enter Blocked Intersection	1 veh	No	No	No	1 veh	2 veh
Lane Alignment	Left	Left	Left	Right	R NA	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 34.4%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	194	246	192	18	110	176
Future Vol, veh/h	194	246	192	18	110	176
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	100
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	211	267	209	20	120	191

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	229	0	-	0	775	115
Stage 1	-	-	-	-	219	-
Stage 2	-	-	-	-	556	-
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	1336	-	-	-	335	916
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	538	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1336	-	-	-	273	916
Mov Cap-2 Maneuver	-	-	-	-	273	-
Stage 1	-	-	-	-	649	-
Stage 2	-	-	-	-	538	-

Approach	EB	WB	SB
HCM Control Delay, s	3.8	0	17
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1336	-	-	-	273	916
HCM Lane V/C Ratio	0.158	-	-	-	0.438	0.209
HCM Control Delay (s)	8.2	0.3	-	-	28.1	10
HCM Lane LOS	A	A	-	-	D	B
HCM 95th %tile Q(veh)	0.6	-	-	-	2.1	0.8

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	135	221	117	18	165	93
Future Volume (vph)	135	221	117	18	165	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90			0	0	100
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.980			0.850
Flt Protected		0.981			0.950	
Satd. Flow (prot)	0	3472	3468	0	1770	1583
Flt Permitted		0.981			0.950	
Satd. Flow (perm)	0	3472	3468	0	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		181	182		239	
Travel Time (s)		4.1	4.1		5.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	147	240	127	20	179	101
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	387	147	0	179	101
Enter Blocked Intersection	2 veh	No	No	No	2 veh	1 veh
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane			Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 33.0%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	135	221	117	18	165	93
Future Vol, veh/h	135	221	117	18	165	93
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	100
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	147	240	127	20	179	101

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	147	0	-	0	551	74
Stage 1	-	-	-	-	137	-
Stage 2	-	-	-	-	414	-
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	1432	-	-	-	464	973
Stage 1	-	-	-	-	875	-
Stage 2	-	-	-	-	635	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1432	-	-	-	409	973
Mov Cap-2 Maneuver	-	-	-	-	500	-
Stage 1	-	-	-	-	772	-
Stage 2	-	-	-	-	635	-

Approach	EB	WB	SB
HCM Control Delay, s	3.1	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1432	-	-	-	500	973
HCM Lane V/C Ratio	0.102	-	-	-	0.359	0.104
HCM Control Delay (s)	7.8	0.2	-	-	16.2	9.1
HCM Lane LOS	A	A	-	-	C	A
HCM 95th %tile Q(veh)	0.3	-	-	-	1.6	0.3

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	74	312	86	83	176	49
Future Volume (vph)	74	312	86	83	176	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			0	0	100
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.926			0.850
Flt Protected		0.991			0.950	
Satd. Flow (prot)	0	3507	3277	0	1770	1583
Flt Permitted		0.991			0.950	
Satd. Flow (perm)	0	3507	3277	0	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		182	208		262	
Travel Time (s)		4.1	4.7		6.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	80	339	93	90	191	53
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	419	183	0	191	53
Enter Blocked Intersection	Yes	No	No	No	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 35.6%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	74	312	86	83	176	49
Future Vol, veh/h	74	312	86	83	176	49
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	100
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	80	339	93	90	191	53

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	183	0	-	0	468	92
Stage 1	-	-	-	-	138	-
Stage 2	-	-	-	-	330	-
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	1389	-	-	-	524	947
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	701	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1389	-	-	-	487	947
Mov Cap-2 Maneuver	-	-	-	-	562	-
Stage 1	-	-	-	-	812	-
Stage 2	-	-	-	-	701	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	13.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1389	-	-	-	562	947
HCM Lane V/C Ratio	0.058	-	-	-	0.34	0.056
HCM Control Delay (s)	7.8	0.2	-	-	14.7	9
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	1.5	0.2

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	37	451	120	55	110	49
Future Volume (vph)	37	451	120	55	110	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	100
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.953			0.850
Flt Protected		0.996			0.950	
Satd. Flow (prot)	0	3525	3373	0	1770	1583
Flt Permitted		0.996			0.950	
Satd. Flow (perm)	0	3525	3373	0	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		208	134		282	
Travel Time (s)		4.7	3.0		6.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	40	490	130	60	120	53
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	530	190	0	120	53
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 34.7%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	37	451	120	55	110	49
Future Vol, veh/h	37	451	120	55	110	49
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	100
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	40	490	130	60	120	53

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	190	0	-	0	485	95
Stage 1	-	-	-	-	160	-
Stage 2	-	-	-	-	325	-
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	1381	-	-	-	511	943
Stage 1	-	-	-	-	852	-
Stage 2	-	-	-	-	705	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1381	-	-	-	491	943
Mov Cap-2 Maneuver	-	-	-	-	566	-
Stage 1	-	-	-	-	818	-
Stage 2	-	-	-	-	705	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1381	-	-	-	566	943
HCM Lane V/C Ratio	0.029	-	-	-	0.211	0.056
HCM Control Delay (s)	7.7	0.1	-	-	13.1	9
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8	0.2

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	170	1550	0	0	2687
Future Volume (vph)	0	170	1550	0	0	2687
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1611	3539	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	1611	3539	0	0	3539
Link Speed (mph)	30		30			35
Link Distance (ft)	142		293			1428
Travel Time (s)	3.2		6.7			27.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	185	1685	0	0	2921
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	185	1685	0	0	2921
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 77.6%	ICU Level of Service D
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱	↑↑			↑↑
Traffic Vol, veh/h	0	170	1550	0	0	2687
Future Vol, veh/h	0	170	1550	0	0	2687
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	185	1685	0	0	2921

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	843	0	-	-	-
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	307	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	307	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	33	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	307	-
HCM Lane V/C Ratio	-	0.602	-
HCM Control Delay (s)	-	33	-
HCM Lane LOS	-	D	-
HCM 95th %tile Q(veh)	-	3.7	-