# ROUNDABOUT FEASIBILITY REPORT

Conway, Arkansas

MCE Project Number
19-5725

CERTIFICATE OF AUTHORIZATION
McCLELLAND CONSULTING ENGINEERS, INC.
No. 24
ARKANSAS-ENGINEER

SEAL OF THE CITY OF CONWAY
CITY OF COLLEGES
OCTOBER 6, 1875
ARKANSAS

## CITY OF CONWAY

STATE OF ARKANSAS
LICENSED
PROFESSIONAL ENGINEER
No. 17161
JACK TYLER BRAMBLUM
3-29-19

March, 2019


McCLELLAND CONSULTING ENGINEERS, INC.
DESIGNED TO SERVE
Little Rock
Fayetteville
Fort Smith
Tulsa

1810 N. College Ave | PO Box 1229
Fayetteville, AR 72703-1229
www.mce.us.com
P: (479) 443.2377 | F: (479) 443.9241

# Table of Contents

# 1.0 Introduction

The City of Conway partnered with McClelland Consulting Engineers, Inc (MCE) to analyze the existing and proposed conditions at six existing intersections (five signalized, one unsignalized) in the city. The results of this study are used to show which intersections are appropriate candidates to be in consideration for roundabout conversion and then to prioritize the order in which to convert the intersections.

## 1.1 Project Purpose

Roundabouts have long been proven to improve the safety, capacity, and efficiency of intersections. In order to use public funds in the most efficient manner possible, this study seeks to provide analysis on the order of which intersections would provide the most benefit to the drivers of Conway by being converted to a roundabout.

The six intersections studied were

- College Ave & Farris Rd
- Tyler St & Salem Rd
- Irby Dr & Salem Rd
- Prince St & Country Club Rd
- Prince St & Hogan Ln
- College Ave & Prince St

The City's Transportation Department collected the AM and PM peak hour turning movement counts. The traffic counts were then provided to MCE to be analyzed. Each intersection was modeled as a signalized intersection with current and 20-year projected traffic volumes and as a roundabout with current and 20-year projected traffic volumes. The results were compared and are contained in this report. Conway Corp provided maps of the existing utilities at these intersections. MCE incorporated all data sets to prioritize the feasibility of converting each intersection into a roundabout.

## 2.0 Methodology

Traffic volumes provided by the City were analyzed using Synchro 10 software in order to model how the current and projected traffic operates under signalized control. Synchro 10 utilizes the Highway Capacity Manual 6th edition (HCM) methods to determine control delay. Control delay is the lost time (delay, measured in seconds per vehicle) that is attributed to a particular traffic control device i.e. a traffic signal, roundabout, or stop sign.

A growth rate of 1% was assumed for the projected traffic demand for the design year of 2039.

After the intersection was modeled as signalized, it was modeled and analyzed as a roundabout. The software Sidra Solutions was used to model the roundabouts due to its foundation in gap-acceptance traffic theory with empirical (regression) equations, being geometrically sensitive, and including origin-destination demand flow patterns in its capacity analysis.

Each intersection was modeled first as a single-lane roundabout with one lane approaches and if a satisfactory Level of Service (LOS) is not met, then the roundabout lane geometry is adjusted based on traffic demand to find a configuration that is acceptable.

At each intersection, the delay expected to be caused while the intersection is controlled by a signal is compared with the delay expected to be caused while operating as a roundabout.

The intersection of Irby Dr and Salem Road (Site 103) is the only intersection in the study that is not currently signalized. The City performed a signal warrant analysis and found that the intersection warrants signal control based on Warrant 1 eight-hour vehicular volume and Warrant 2 four-hour vehicular volume.

## 3.0 Study Sites

Six sites were selected to be studied as potential roundabout candidates:

- Site 101- College Ave & Farris Rd
- Site 102- Tyler St & Salem Rd
- Site 103- Irby Dr & Salem Rd
- Site 104- Prince St & Country Club Rd
- Site 105- Prince St & Hogan Ln
- Site 106- College Ave & Prince St

## 3.1 Study Area Overview

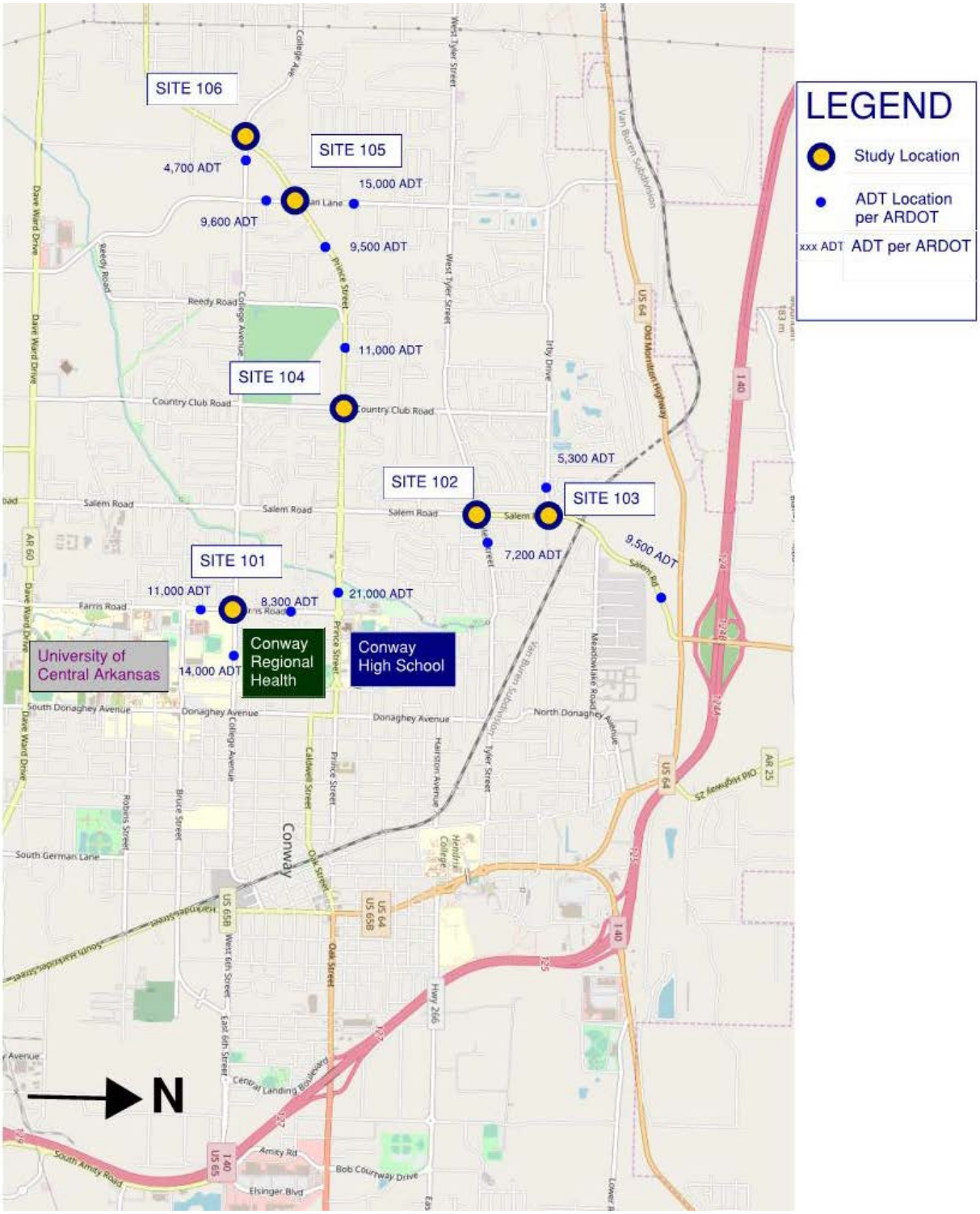



*Figure 3.1*

## 3.2 Site 101-Intersection of College Avenue and Farris Road

### 3.2.1 Existing Conditions


*Figure 3.2.1*

- Each approach has a dedicated left-turn bay.
- Left turns are protected-permissive phasing.
- The intersection's expected control delay for existing conditions based on modeling in Synchro:
    - 2019 AM Peak hour is 27.3 sec/veh
    - 2019 PM Peak hour is 29.8 sec/veh
- According to Conway Police Department since 2015 there have been 28 reported crashes at this intersection.

### 3.2.2 Utility, ROW, and Construction Considerations

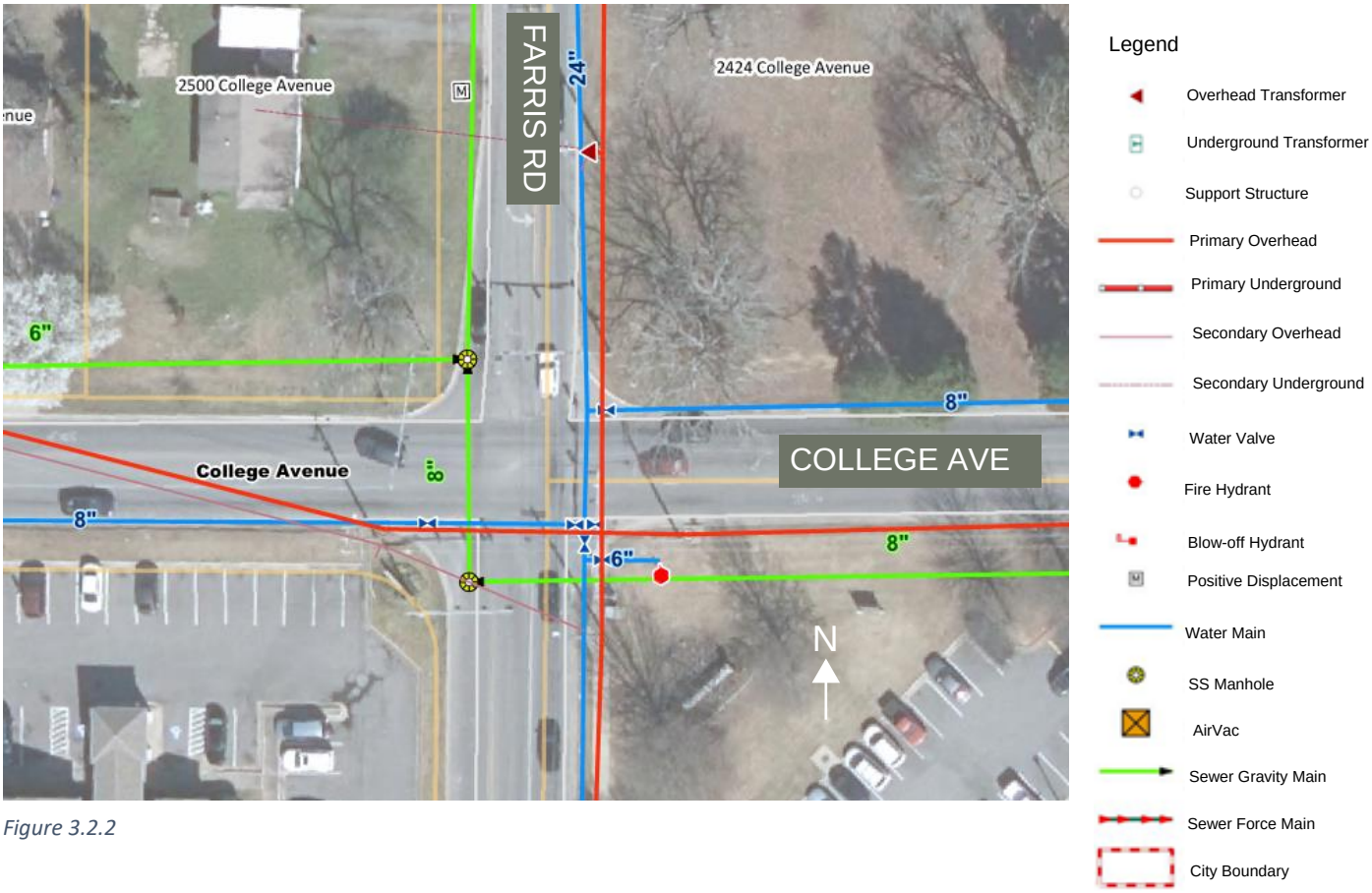



*Figure 3.2.2*

- 8” Sewer main crossing a concern for construction
- Power pole relocation required
- 24” Water main running North and South
- 8” Water main running East and West
- SW corner with existing parking lot to be major challenge.

### 3.2.3 Proposed Roundabout

Under current traffic conditions a single-lane roundabout with single-lane approaches performed better in the model than the traffic signal attributing only 17.9 seconds per vehicle delay compared to 27.3 seconds of delay per vehicle. However, in the 2039 scenario the roundabout control delay jumps to 70.0 sec/veh in the PM Peak hour and the signal control delay increasing to 49.7 sec/veh.

A hybrid single-lane roundabout with two-lane entrances on all approaches and one lane exits is required to ensure all approaches operate at a LOS of D or better at the 2039 design year. The roundabout performs with 6.7 seconds of delay under current traffic conditions and 16.1 seconds of delay for 20-year projected traffic.

It is recommended to go with at least the hybrid single-lane roundabout with two-lane entrances on all approaches and one lane exits.

A summary of the Sidra analysis can be found in appendix A- Site 101.

A summary of the Synchro analysis can be found in appendix B.

**Table 3.2.1**

| **PM Peak Hour** | | Delay(sec/veh) | Intersection LOS | LOS Worst Leg |
|---|---|---|---|---|
| Signal | 2019 | 29.8 | C | C-SB |
| | 2039 | 49.7 | D | D-WB |
| Roundabout-Single-Lane | 2019 | 17.9 | B | C-WB |
| | 2039 | 70 | F | F-WB |
| Roundabout-2 Lane Entry on WB & NB | 2019 | 10.9 | B | B-NB |
| | 2039 | 43.1 | D | F-NB |
| Roundabout-2 Lane Entry on all approaches | 2019 | 6.7 | A | A-SB |
| | 2039 | 16.1 | B | C-WB |

## 3.3 Site 102-Intersection of Tyler Street and Salem Road

### 3.3.1 Existing Conditions

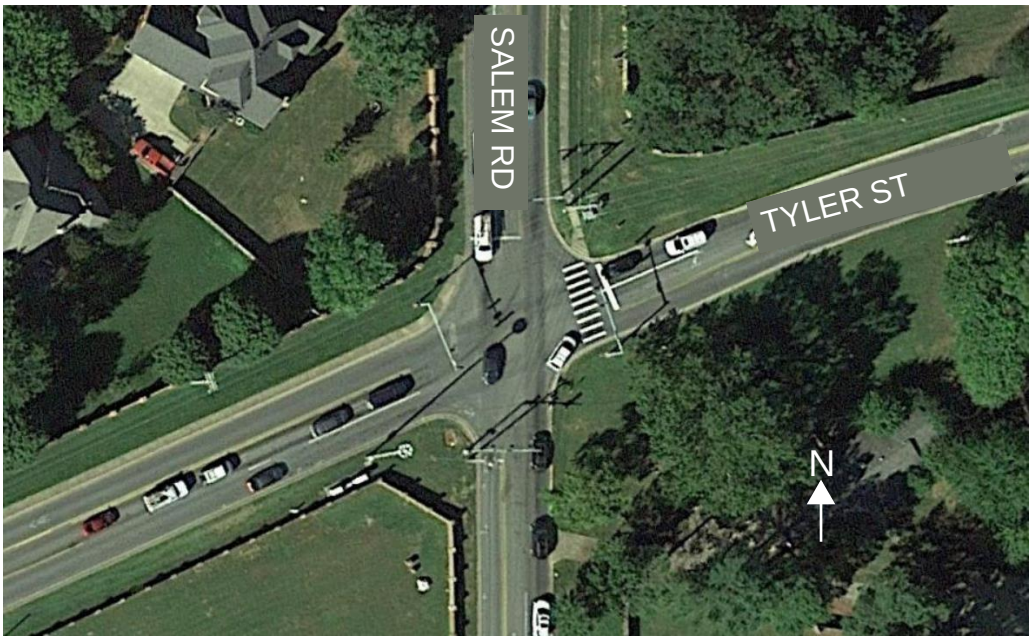



*Figure 3.3.1*

- Each approach has a dedicated left-turn bay.
- Left turns are protected-permissive phasing.
- The intersection's expected control delay for existing conditions based on modeling in Synchro:
    - 2019 AM Peak hour is 32.5 sec/veh
    - 2019 PM Peak hour is 29.8 sec/veh
- According to Conway Police Department since 2015 there have been 28 reported crashes at this intersection.

## 3.3.2 Utility, ROW, and Construction Considerations

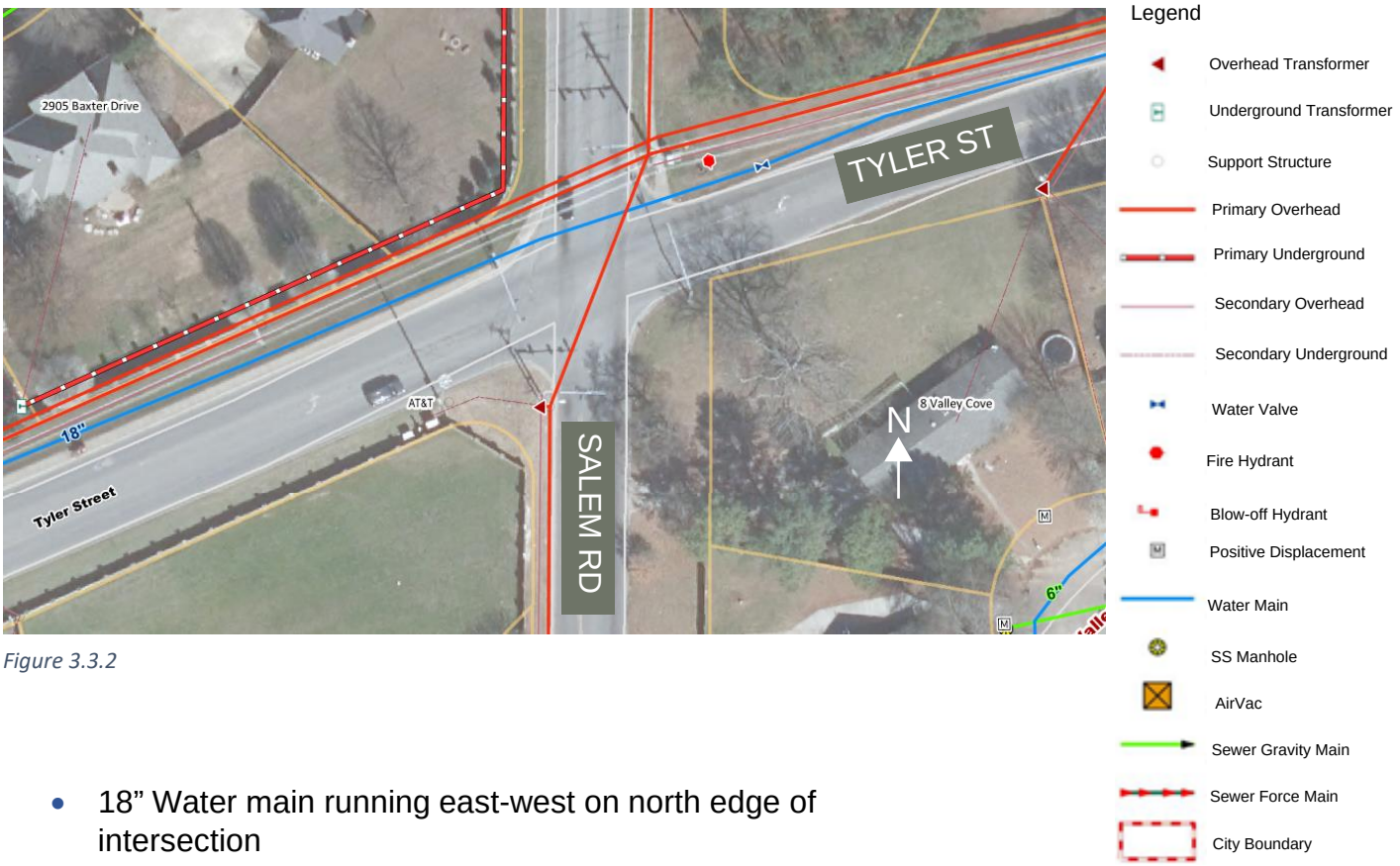



*Figure 3.3.2*

- 18” Water main running east-west on north edge of intersection
- Primary underground electric on east edge of subdivision
- Power poles to be relocated
- AT&T box at intersection
- ROW to present significant challenges.

### 3.3.3 Proposed Roundabout

A single-lane roundabout with single-lane approaches gave a delay of 33.7 sec/veh for the current traffic conditions, and 126.4 sec/veh of delay for 2039 traffic conditions. A signal operates with 32.5 sec/veh delay under current conditions and 48.1 sec/veh with projected traffic conditions.

A hybrid single-lane roundabout with two lane entrances on all approaches was necessary for the intersection to operate at an acceptable LOS D or better on all approaches. The roundabout with this configuration showed delay to be 6.9 seconds and 33.9 seconds, respectively.

It is recommended to have at least a hybrid single-lane roundabout with two-lane entrances on all approaches at this location.

Tyler Street sits along top of a ridge with Salem Road falling away from the intersection in both directions. All four corners of the intersection are developed with residential housing. Conway Corp shows a primary underground electric line in the northwest corner of the intersection. Constructing a roundabout with an appropriate inscribed circle diameter may prove exceptionally costly.

A summary of the Sidra analysis can be found in appendix A- Site 102.

A summary of the Synchro analysis can be found in appendix B.

**Table 3.3.1**

| **AM Peak Hour** | | Delay(sec/veh) | Intersection LOS | LOS Worst Leg |
|---|---|---|---|---|
| Signal | 2019 | 32.5 | C | D-EB |
| | 2039 | 48.1 | D | E-EB |
| Roundabout-Single-Lane | 2019 | 33.7 | C | F-EB |
| | 2039 | 126.4 | F | F-EB |
| Roundabout-2 Lane Entry on WB & NB | 2019 | 11.5 | B | B-EB |
| | 2039 | 53.1 | E | F-EB |
| Roundabout-2 Lane Entry on All Approaches | 2019 | 6.9 | A | B-EB |
| | 2039 | 33.9 | C | F-EB |

## 3.4 Site 103-Intersection of Irby Drive and Salem Road

### 3.4.1 Existing Conditions


*Figure 3.4.1*

- Each approach has a dedicated left-turn bay.
- Currently Irby Dr is stopped controlled Eastbound. Intersection does meet the warrant for a Signal.
- The intersection's expected control delay for existing conditions based on modeling in Synchro:
    - 2019 AM Peak hour is 13.7 sec/veh
    - 2019 PM Peak hour is 9.4 sec/veh
- According to Conway Police Department since 2015 there have been 13 reported crashes at this intersection (Available data does not meet Warrant 7- Crash Experience).

## 3.4.2 Utility, ROW, and Construction Considerations

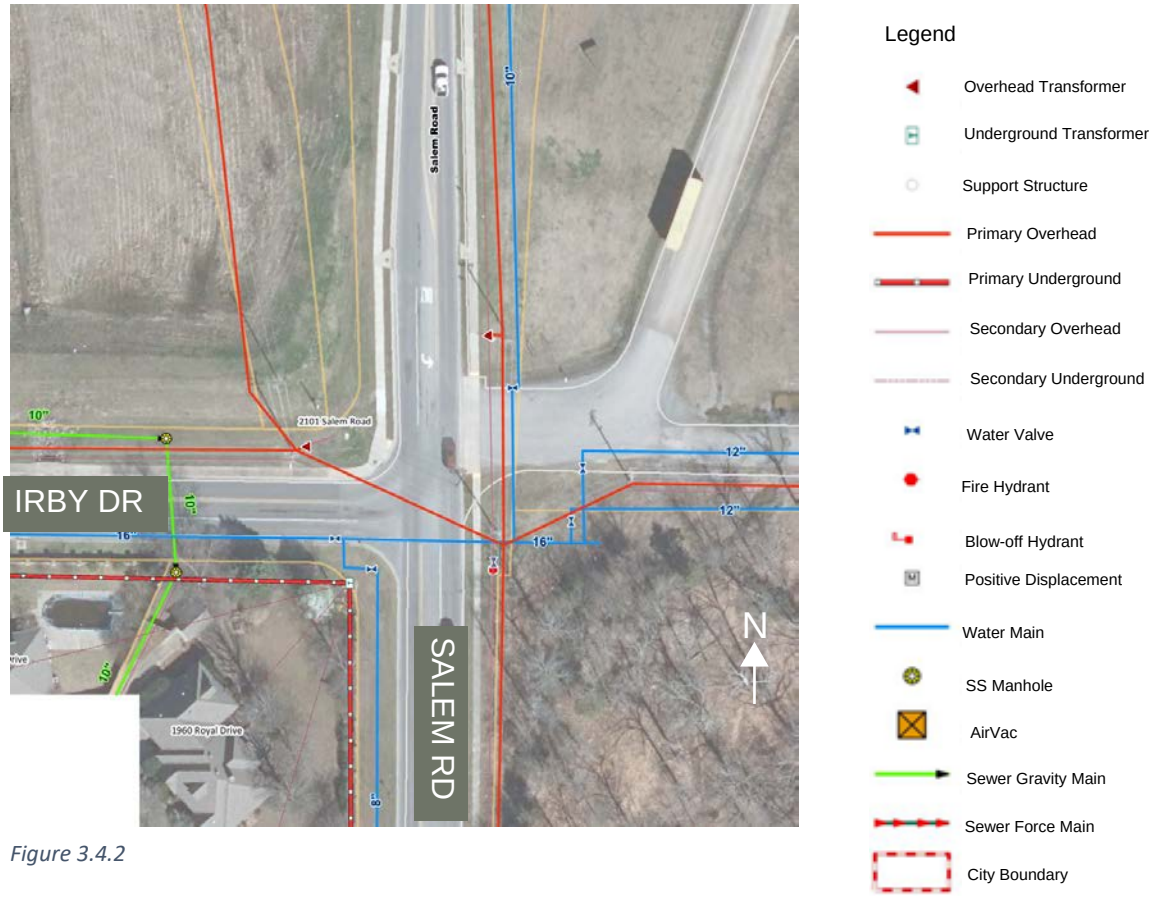



*Figure 3.4.2*

- 10” Water main on east edge of roadway.
- 10” Sewer main west of intersection.
- ROW available on NW corner and East side of intersection.

### 3.4.3 Proposed Roundabout

The intersection of Salem Road and Irby Drive is currently only stop controlled on Irby Drive. A single-lane roundabout with single-lane approaches performs exceptionally well in this location offering a mere 5.0 seconds of delay for current traffic conditions and 7.1 seconds of delay for 2039 traffic conditions.

The City of Conway preformed a warrants analysis on this intersection and the summary of the analysis is as follows:

Warrant 1- Eight-hour vehicular volume:

With the 85% speed exceeding 40 mph the 70% factor column is appropriate to use. The conditions of more than 70% of major street hourly traffic exceeding 420 vehicles is met and more than 70% of the minor street hourly traffic exceeding 140 vehicles is met for condition A. Condition B is also met with more than 70% of major street hourly traffic exceeding 630 vehicles is met and more than 70% of the minor street hourly traffic exceeding 700 vehicles.

Warrant 2- Four-Hour Vehicular Volume:

With the 85% speed exceeding 40 mph the 70% factor chart is appropriate to use. Looking at the hourly volume more than 4 hours of the major street and minor street volumes plot above the necessary curve on figure 4c-2 in the MUTCD Warrant 2. Thus warrant 2 is met.

Warrant 3, Peak Hour, should only be used in unusual cases such as office complexes, manufacturing plants, industrial complexes, etc. and is thus not applicable. Warrant 4, pedestrian volume, is not applicable to this location. Warrant 5, School Crossing, does not apply to this location. Warrant 6, Coordinated Signal System, is not appropriate in this location. Warrant 8, Roadway network, is not applicable at this location. Warrant 9, Intersection Near a Grade Crossing, is not applicable at this location as an overpass has been built over the railroad crossing.

Warrant 7, Crash experience is not met based on the data provided by the Conway Police department.

Since the intersection meets at least one warrant (in this case two warrants), some type of control should be considered. It is recommended that a single-lane roundabout be installed in this location with its superiority in safety compared to a traffic signal and this location has adequate room to properly construct a roundabout.

A summary of the Sidra analysis can be found in appendix A- Site 103.

A summary of the Synchro analysis can be found in appendix B.

The traffic data for the warrants analysis can be found in appendix D.

| Table 3.4.1 | | | | |
|---|---|---|---|---|
| **AM Peak Hour** | | Delay(sec/veh) | Intersection LOS | LOS Worst Leg |
| Signal | 2019 | 13.7 | B | C-EB |
| | 2039 | 25.2 | C | D-SB |
| Roundabout-Single-Lane | 2019 | 5.0 | A | B-EB |
| | 2039 | 7.1 | A | B-EB |

## 3.5 Site 104-Intersection of Prince Street and Country Club Road

### 3.5.1 Existing Conditions


*Figure 3.5.1*

- Each approach has a dedicated left-turn bay.
- Left turns are protected-permissive phasing.
- The intersection's expected control delay for existing conditions based on modeling in Synchro:
    - 2019 AM Peak hour is 29.5 sec/veh
    - 2019 PM Peak hour is 32.8 sec/veh
- According to Conway Police Department since 2015 there have been 22 reported crashes at this intersection.

## 3.5.2 Utility, ROW, and Construction Considerations

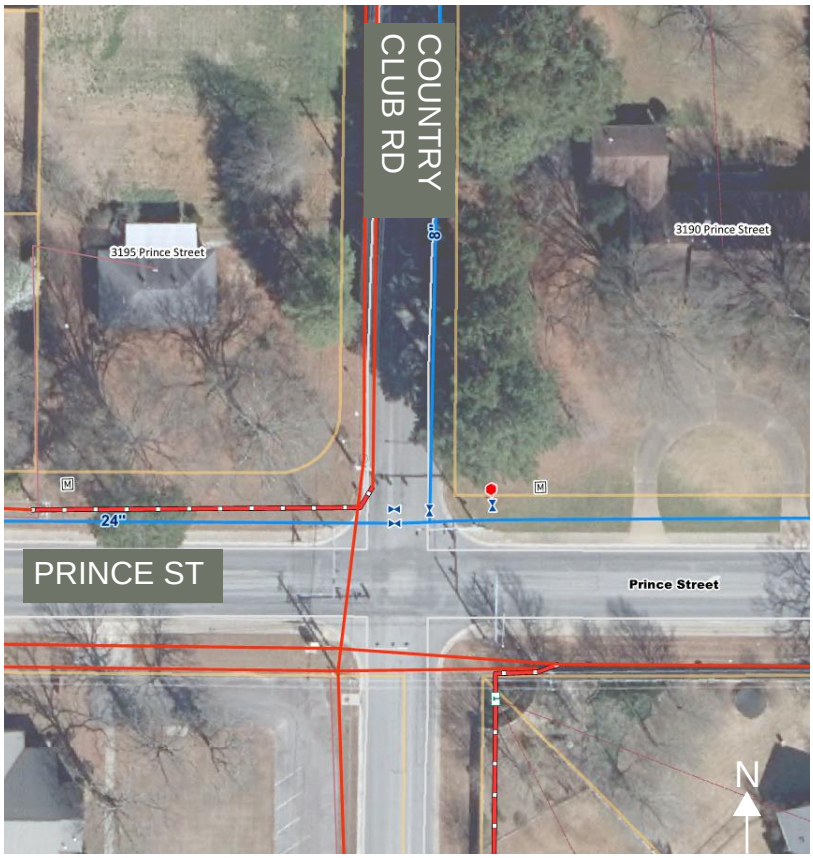



*Figure 3.5.2*

- 24” Water main on north side of intersection
- Primary underground electric on NW and SE corners of Intersection
- ROW to present moderate challenges.

### 3.5.3 Proposed Roundabout

A single-lane roundabout with single-lane approaches lowers the delay to 7.4 seconds in AM peak hour under existing traffic volumes and to 28.4 seconds of delay under 20-year future volumes. While the single-lane roundabout operates as a LOS C overall, the eastbound leg is projected to operate at an unacceptable LOS E in the design year.

A hybrid roundabout with two lane entrances on the major street (Prince Street) operates with 4.5 sec/veh delay in 2019 and 9.4 sec/veh delay in 2039.

It is recommended, if funds are available, to construct the hybrid roundabout with two lane entrances on the major street.

A summary of the Sidra analysis can be found in appendix A- Site 104.

A summary of the Synchro analysis can be found in appendix B.

**Table 3.5.1**

| **AM Peak Hour** | | Delay(sec/veh) | Intersection LOS | LOS Worst Leg |
|---|---|---|---|---|
| Signal | 2019 | 29.5 | C | D-EB |
| | 2039 | 42.7 | D | D-NB |
| Roundabout-Single-Lane | 2019 | 7.4 | A | B-EB |
| | 2039 | 28.4 | C | E-EB |
| Roundabout-2 Lane Entry on Prince St | 2019 | 4.5 | A | A-NB |
| | 2039 | 9.4 | A | C-NB |

## 3.6 Site 105-Intersection of Prince Street and Hogan Road

### 3.6.1 Existing Conditions

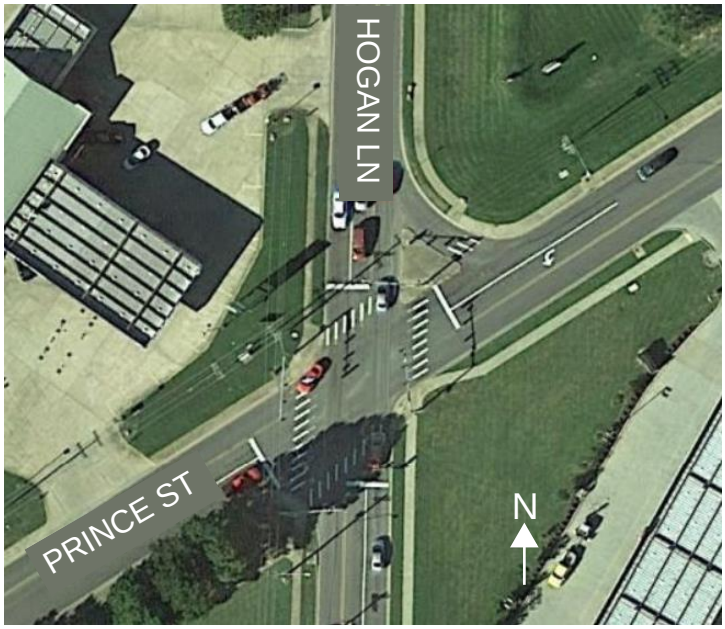



*Figure 3.6.1*

- Each approach has a dedicated left-turn bay.
- Left turns are protected-permissive phasing.
- The intersection's expected control delay for existing conditions based on modeling in Synchro:
    - 2019 AM Peak hour is 23.7 sec/veh
    - 2019 PM Peak hour is 20.3 sec/veh
- According to Conway Police Department since 2015 there have been 23 reported crashes at this intersection.

## 3.6.2 Utility, ROW, and Construction Considerations

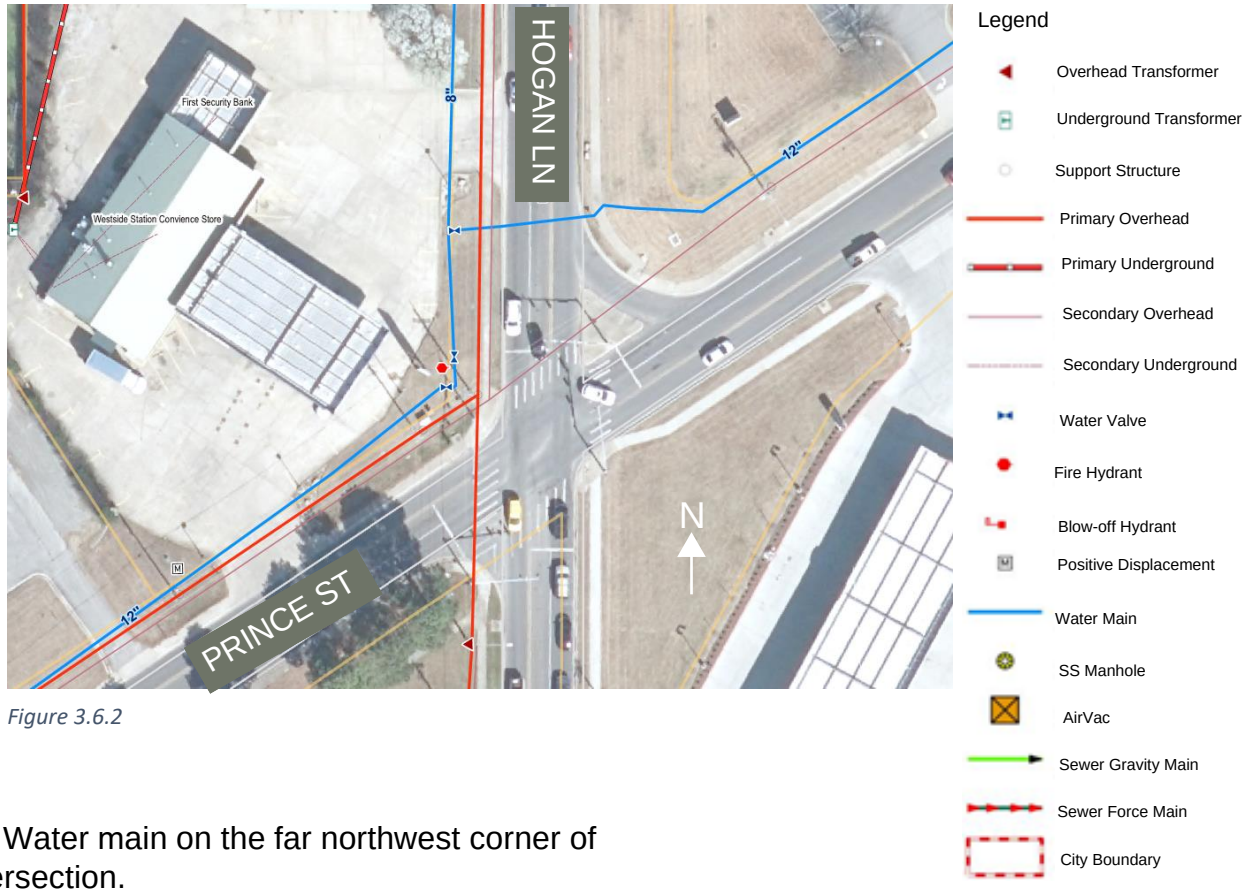



*Figure 3.6.2*

- 12’ Water main on the far northwest corner of intersection.
- Power poles on west side of intersection.
- ROW available on NE,SE, and SW corners.

### 3.6.3 Proposed Roundabout

A single-lane roundabout with single-lane approaches is projected to operate in existing traffic conditions with a LOS of A. Under the 20-year traffic growth the overall LOS drops to an acceptable C, however, the eastbound approach falls to a LOS F with 76.0 seconds of delay.

By adding right-turn only lanes on the westbound and eastbound approaches, the 20-year LOS is an exceptional B with the worst approaches the Northbound traffic at LOS C and 22.3 seconds of delay.

It is recommended to construct a roundabout with the two-lane entrances on the westbound and eastbound approaches.

A summary of the Sidra analysis can be found in appendix A- Site 105.

A summary of the Synchro analysis can be found in appendix B.

**Table 3.6.1**

| **AM Peak Hour** | | Delay(sec/veh) | Intersection LOS | LOS Worst Leg |
|---|---|---|---|---|
| Signal | 2019 | 23.7 | C | C-EB |
| | 2039 | 31.0 | C | D-EB |
| Roundabout-Single-Lane | 2019 | 8.0 | A | B-EB |
| | 2039 | 29.8 | C | F-EB |
| Roundabout-2 Lane Entry on Prince St | 2019 | 5.7 | A | A-NB |
| | 2039 | 12.2 | B | C-NB |

## 3.7 Site 106-Intersection of College Avenue and Prince Street

### 3.7.1 Existing Conditions


*Figure 3.7.1*

- Each approach has a dedicated left-turn bay
- Left turns are protected-permissive phasing
- The intersection's expected control delay for existing conditions based on modeling in Synchro:
    - 2019 AM Peak hour is 21.5 sec/veh
    - 2019 PM Peak hour is 17.4 sec/veh
- According to Conway Police Department since 2015 there have been 9 reported crashes at this intersection.

## 3.7.2 Utility, ROW, and Construction Considerations

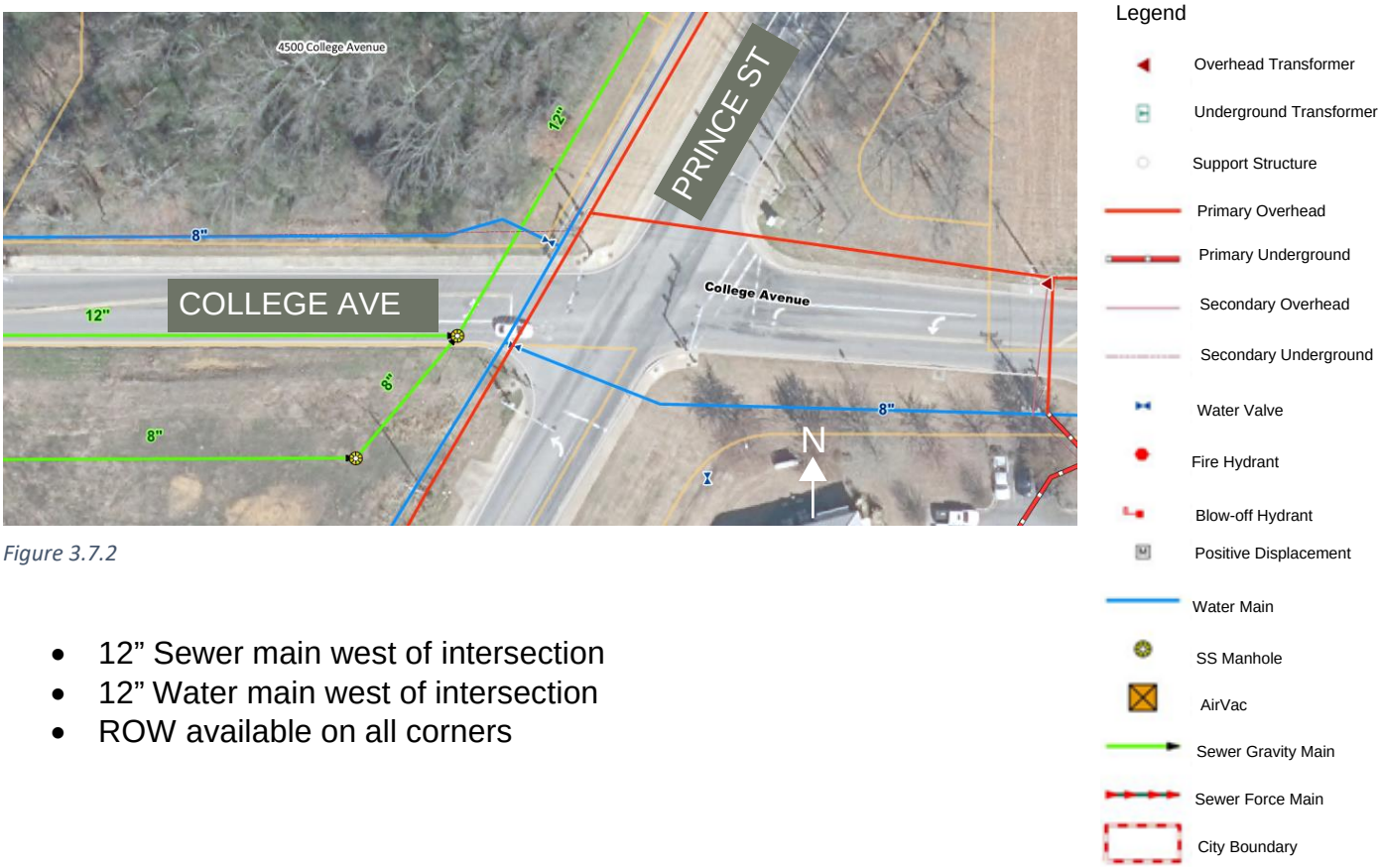



*Figure 3.7.2*

- 12” Sewer main west of intersection
- 12” Water main west of intersection
- ROW available on all corners

### 3.7.3 Proposed Roundabout

A single-lane roundabout with single-lane approaches improved the anticipated delay experienced by drivers to 5.7 seconds per vehicle and 13.2 seconds per vehicle for the existing and 20-year traffic conditions, respectively.

A single-lane roundabout is recommended at this location.

A summary of the Sidra analysis can be found in appendix A- Site 106.

A summary of the Synchro analysis can be found in appendix B.

**Table 3.7.1**

| **AM Peak Hour** | | Delay(sec/veh) | Intersection LOS | LOS Worst Leg |
|---|---|---|---|---|
| Signal | 2019 | 21.5 | C | C-EB |
| | 2039 | 28.4 | C | D-EB |
| Roundabout-Single-Lane | 2019 | 5.7 | A | A-NB |
| | 2039 | 13.2 | B | C-NB |

# 4.0 Results

## 4.1 Safety Results

The intersections were ranked based on number of vehicular crashes reported by the Conway Police Department. The CPD did not have the specifics of each crash so it is not clear if these crashes could be prevented by roundabouts. Roundabouts significantly reduce the number of right-angle crashes (T-Bone) by having all vehicles merge into the circulatory roadway and exit out of the intersections without crossing paths with an opposing vehicle. Roundabouts typically reduce all crashes be lowering the speeds in the intersections. The prioritization of converting intersections to roundabouts based solely on the number of crashes should be as follows:

| | | |
|---|---|---|
| 1. | College Avenue/ Farris Road | 28 Crashes |
| 1. | Tyler Street / Salem Road | 28 Crashes |
| 3. | Prince Street/ Hogan Road | 23 Crashes |
| 4. | Prince Street/ Country Club Road | 22 Crashes |
| 5. | Irby Drive /Salem Road | 13 Crashes |
| 6. | College Avenue/ Prince Street | 9 Crashes |

## 4.2 Control Delay Results

Judging by the improvements to delay for the design year expected to be realized by converting from signals to roundabouts the prioritization of intersections is as follows:

| | | |
|---|---|---|
| 1. | College Avenue/ Farris Road | 33.6 Sec/Veh |
| 2. | Prince Street/ Country Club Road | 33.3 Sec/Veh |
| 3. | Tyler Street / Salem Road | 18.8 Sec/Veh |
| 4. | Prince Street/ Hogan Road | 18.1 Sec/Veh |
| 5. | College Avenue/ Prince Street | 15.2 Sec/Veh |
| 6. | Irby Drive /Salem Road | 14.2 Sec/Veh |

## 4.3 Utility, ROW, and Construction Considerations

Each intersection presents its own construction challenges. This study looked at the existing utilities and right of way as provided by Conway Corp, visual inspection of the lay of the land to account for potential grading issues, and existing development. The rankings go from expected least complicated (1) to more complicated (6). The results are as follows:

1. College Avenue/ Prince Street
2. Prince Street/ Hogan Road
3. Irby Drive /Salem Road
4. College Avenue/ Farris Road
5. Prince Street/ Country Club Road
6. Tyler Street / Salem Road

## 4.4 Survey Results

A city-wide survey was conducted by the City of Conway to gather input as to where the citizens of Conway would like to see the next roundabout. This survey should be distinguished from a scientific poll. This survey was administered by the City of Conway on the city's website. The result of the survey is as follows:

| | | Per IP address | Total Votes |
|---|---|---|---|
| 1. | Irby Dr/Salem Road | 469 votes | 635 votes |
| 2. | Tyler Street / Salem Road | 482 votes | 603 votes |
| 3. | College Avenue/ Farris Road | 354 votes | 435 votes |
| 4. | Prince Street/ Country Club Road | 143 votes | 192 votes |
| 5. | Prince Street/ Hogan Road | 153 votes | 190 votes |
| 6. | College Avenue/ Prince Street | 69 votes | 83 votes |

A comment section was also provided as part of the survey. To summarize the main concerns that were submitted, the left turn from Irby Drive is perceived to be exceptionally dangerous during peak hour conditions. There were many requests for roundabouts along Dave Ward Drive (AR 60), Oak Street (AR 64), and Harkrider Street (AR 65). And many complaints on the timing of the signalized intersections.

## 5.0 Conclusion

There are many factors to consider in determining the order in which to improve the studied intersections that would have the greatest net positive impact on the road users. The available data did not present a case that any of the intersections pose a significant safety risk.

The planned roundabout at the intersection of College Ave/Donaghey Ave will assuredly allow westbound traffic to reach the intersection of College Ave/Farris Rd in higher volumes than today. As such the improvements to delay by converting College Ave/ Farris Rd to a roundabout will likely be greater than the improvements to delay in current conditions. With 28 crashes in the, the College Ave/ Farris Rd intersections ranks at the top of the studied intersections. While the intersection is constrained on the southwest corner by the doctor's office parking lot, there appears to be adequate room to construct a roundabout in this location. Constructing a roundabout in this location will greatly benefit the City by improving delay, safety, and adequately accommodating the for future traffic.

Since the intersection of Irby Dr/ Salem Rd meets Warrant 1 and 2 for signalized control some type of improvement is necessary. The available ROW and lack of major utility conflicts make this location ideal for a roundabout. The high number of left turns from Irby Dr increase the safety benefits provided by a roundabout as right-angle collisions are rare in roundabouts. Improving the intersection of Irby Dr/ Salem Rd will produce great benefits for the road users.

The intersection of Prince St/ Country Club Rd narrowly ranked second in terms of delay improvements in the design. School traffic from an elementary school located just north of this intersection will benefit from the installation of a roundabout here. The construction of a roundabout at Prince St/Country Club Rd will complete the Prince Street roundabout corridor thus increasing the overall benefit constructing a roundabout in this location.

The intersection of Salem Rd/Tyler St poses concern regarding the ROW constraints in order to construct an adequately sized roundabout for the current and projected traffic volumes. There are a significant number of drivers turning left from Tyler St to go northbound on Salem Rd. The heavy volumes southbound on Salem Rd during the AM peak cause this intersection to be unbalanced which adds to the complexity of constructing a roundabout at this location. While this location does experience significant delay, optimizing the signal timing may prove beneficial. The improvement to the intersection of Irby Dr/ Salem Rd will likely provide an alternate route for many of the drivers using Tyler St/ Salem road from the west approach. Due to the expected cost and complexity of constructing a roundabout at this location, it will likely not provide as much benefit compared to other intersections in this study.

Due to proper planning by the City of Conway regarding development around the intersection of Prince St/Hogan Ln, there exists adequate room to construct a roundabout. However, the delay improvements to this isolated intersection are not as great as other intersections and optimizing the existing signals timing plan may prove to provide an acceptable LOS.

College Ave/ Prince St showed to have the lowest number of crashes of the studied intersections and provide the least amount of improvement to delay of the existing signals. If drivers are experiencing. While adequate space is available to construct roundabouts and would improve the performance of the intersections, the overall benefit to the drivers is not as great at this location.

# Appendix A- Sidra Summary

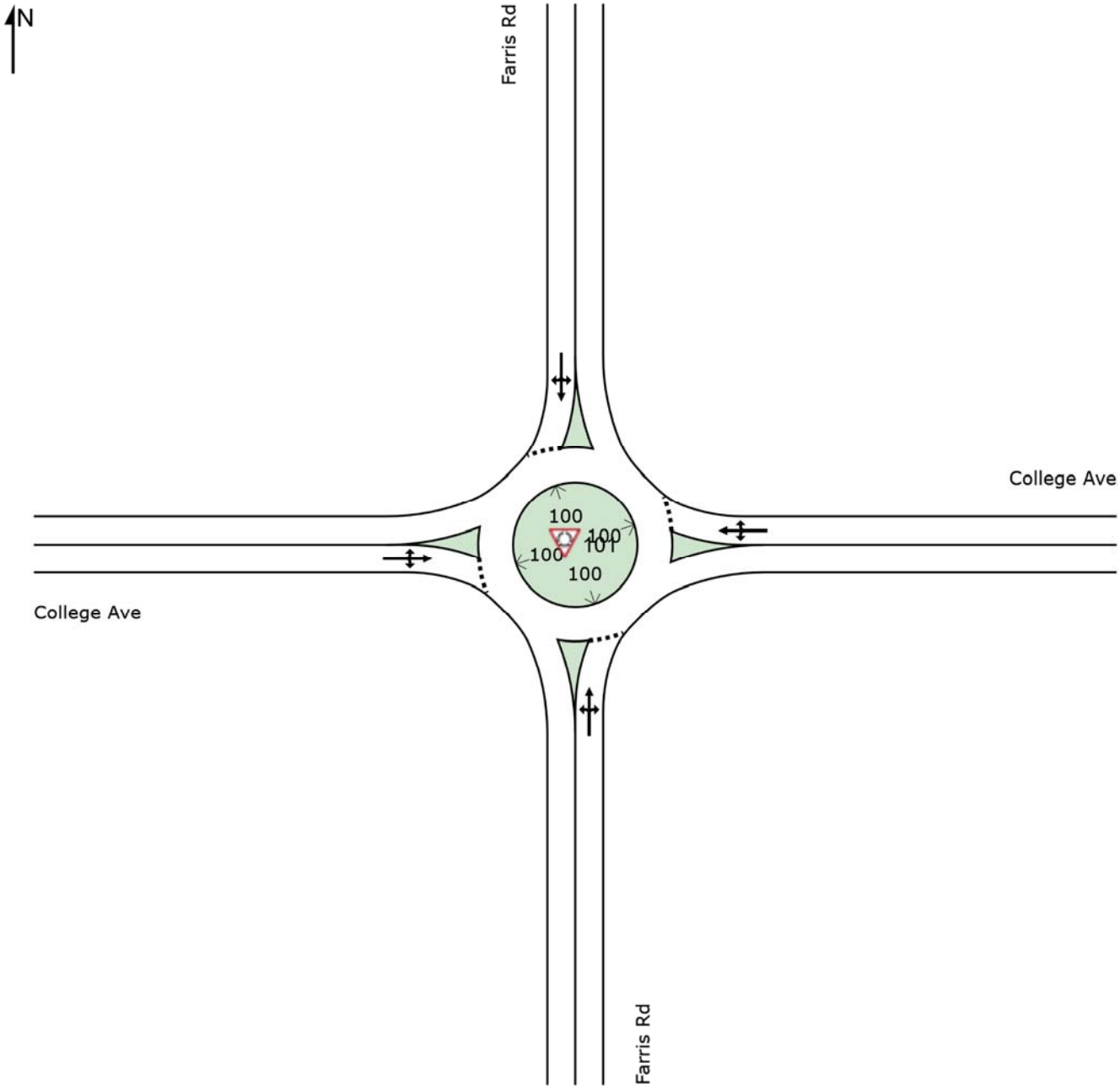
# Site 101

## College Avenue & Farris Road

# SITE LAYOUT

## Site: 101 [College. Farris PM-Single Lane ]

New Site
Site Category: (None)
Roundabout




**SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com**

# DELAY (CONTROL)

**Average control delay per vehicle, or average pedestrian delay (seconds)**

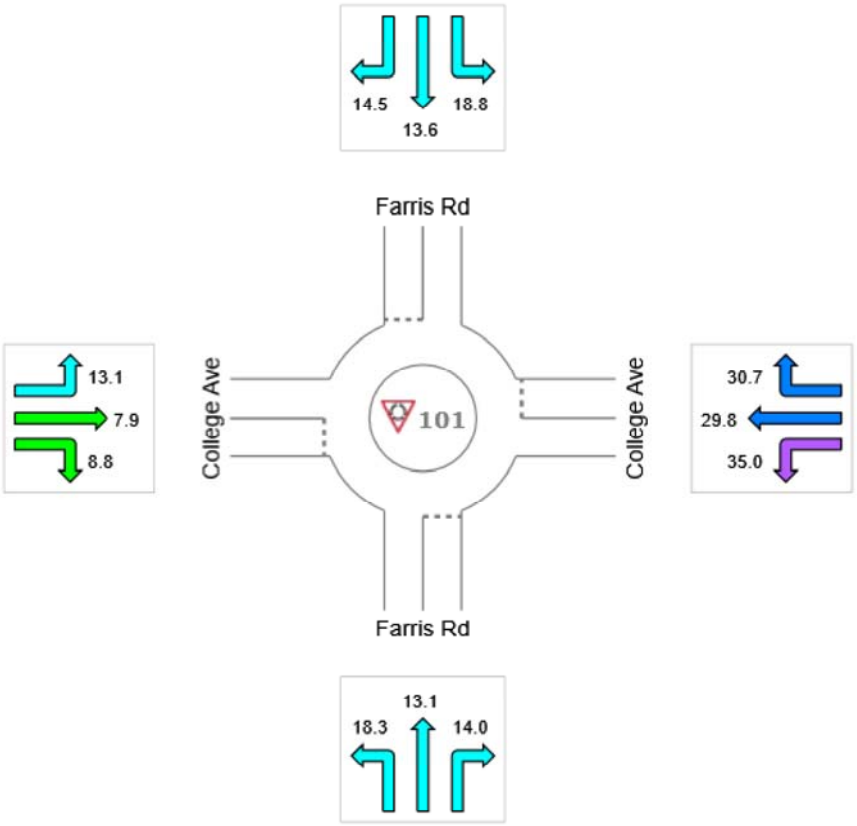
## Site: 101 [College. Farris PM-Single Lane ]

**DESIGN YEAR: 2019**

New Site
Site Category: (None)
Roundabout

**All Movement Classes**

| | Approaches | | | | Intersection |
|---|---|---|---|---|---|
| | South | East | North | West | |
| Delay (Control) | 14.7 | 30.8 | 14.6 | 8.7 | 17.9 |
| LOS | B | C | B | A | B |




Colour code based on Level of Service

LOS A | LOS B | LOS C | LOS D | LOS E | LOS F

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Roundabout Level of Service Method: SIDRA Roundabout LOS
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

**SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com**

# DELAY (CONTROL)

**Average control delay per vehicle, or average pedestrian delay (seconds)**

## Site: 101 [College. Farris PM-Single Lane ]

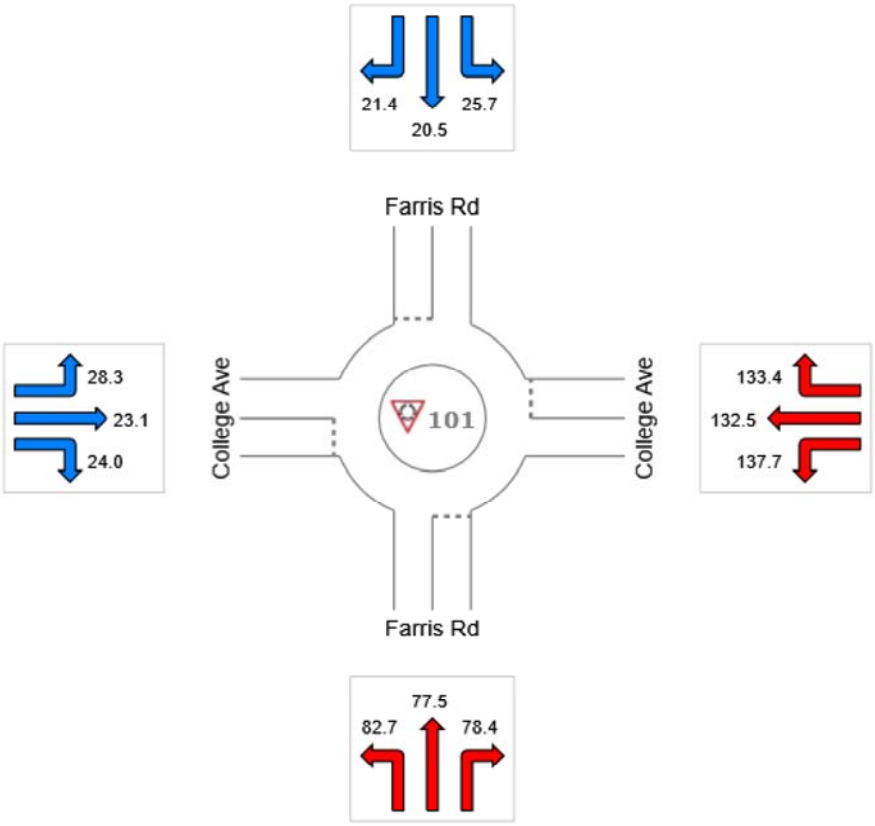
**DESIGN YEAR: 2039**

New Site
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 20 years

**All Movement Classes**

| | Approaches | | | | Intersection |
|---|---|---|---|---|---|
| | South | East | North | West | |
| Delay (Control) | 79.1 | 133.4 | 21.5 | 23.9 | 70.0 |
| LOS | F[11] | F[11] | C | C | F[11] |

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.




Colour code based on Level of Service

LOS A | LOS B | LOS C | LOS D | LOS E | LOS F

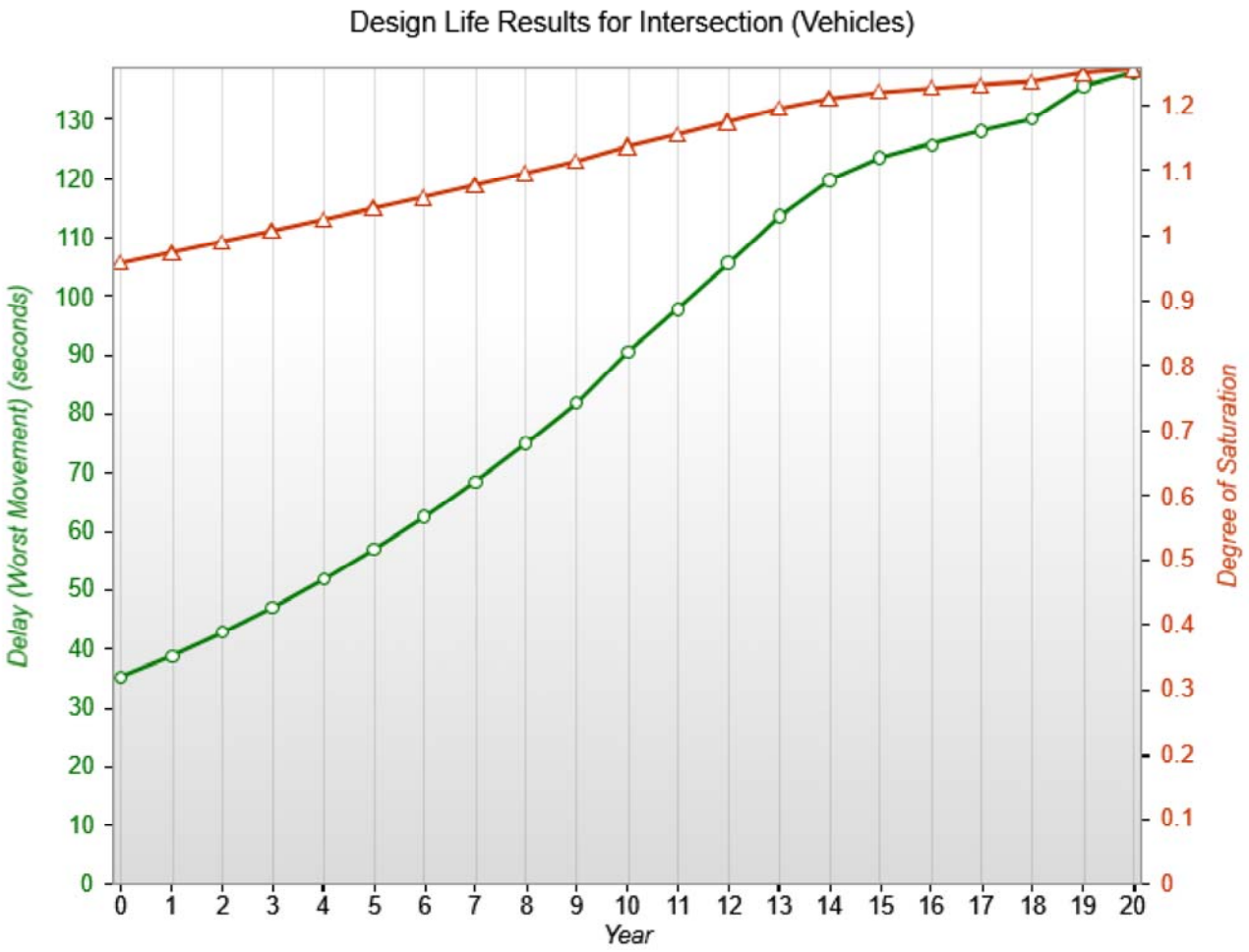
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Roundabout Level of Service Method: SIDRA Roundabout LOS
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

# SITE GRAPHS - Demand (Design Life) Analysis

## Average control delay per vehicle for the worst vehicle movement (seconds) and Highest degree of saturation in any lane

**Site: 101 [College. Farris PM-Single Lane ]** **DESIGN YEAR: 2039**

New Site
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 20 years

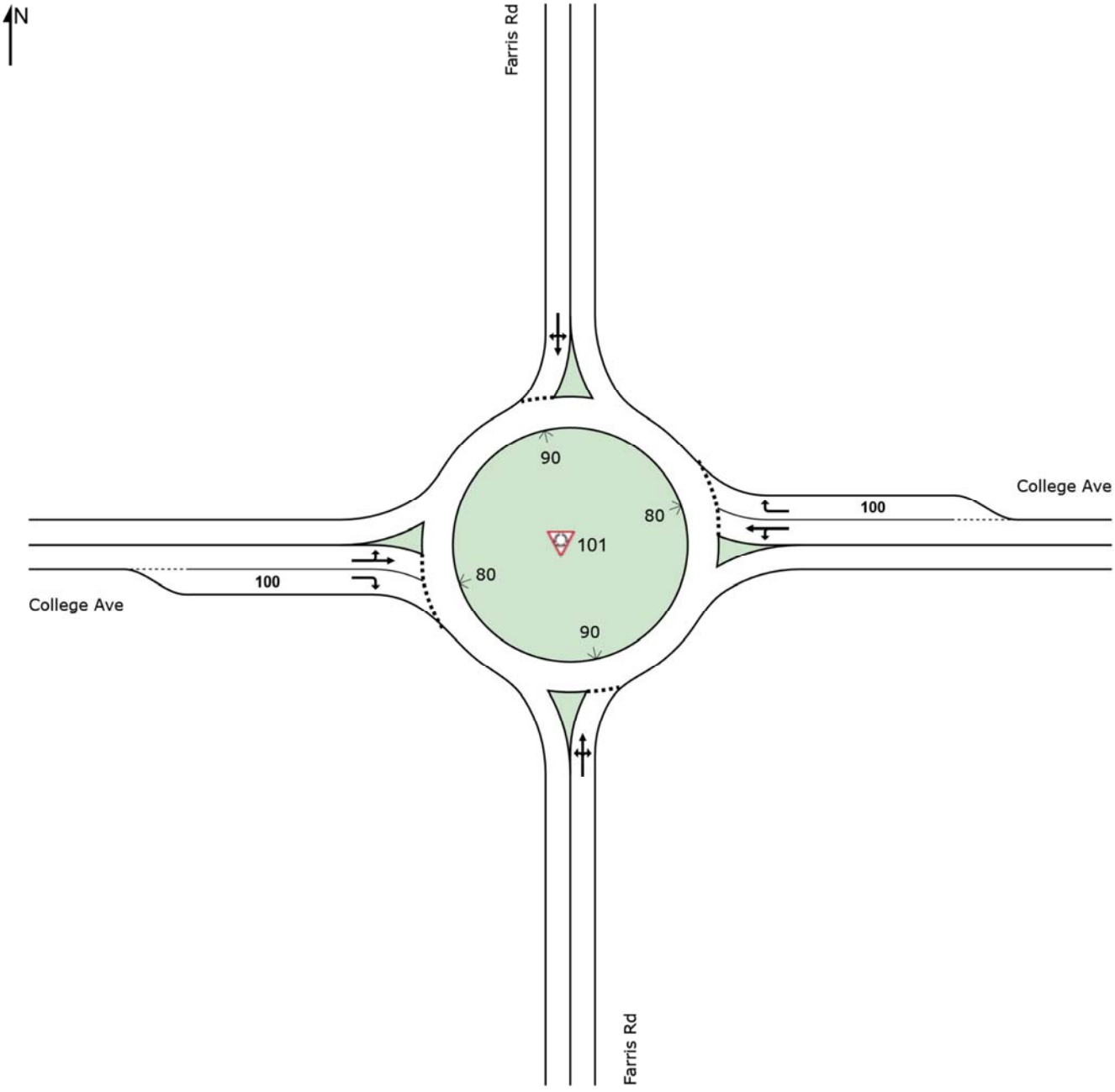



**SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com**

# SITE LAYOUT

## Site: 101 [College. Farris PM-2 Lane Entry on College Ave]

New Site
Site Category: (None)
Roundabout



# DELAY (CONTROL)

**Average control delay per vehicle, or average pedestrian delay (seconds)**

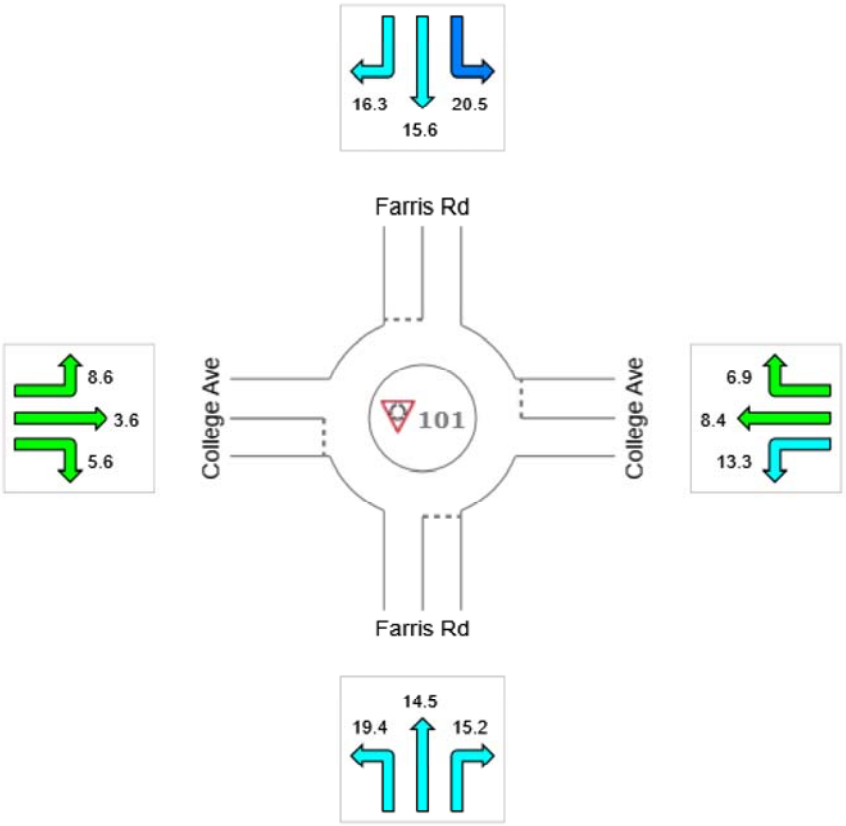
## Site: 101 [College. Farris PM-2 Lane Entry on College Ave]

**DESIGN YEAR: 2019**

New Site
Site Category: (None)
Roundabout

**All Movement Classes**

| | Approaches | | | | Intersection |
|---|---|---|---|---|---|
| | South | East | North | West | |
| Delay (Control) | 16.0 | 8.9 | 16.6 | 4.6 | 10.9 |
| LOS | B | A | B | A | B |




Colour code based on Level of Service

LOS A | LOS B | LOS C | LOS D | LOS E | LOS F

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Roundabout Level of Service Method: SIDRA Roundabout LOS
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

**SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com**

# DELAY (CONTROL)

**Average control delay per vehicle, or average pedestrian delay (seconds)**

## Site: 101 [College. Farris PM-2 Lane Entry on College Ave]

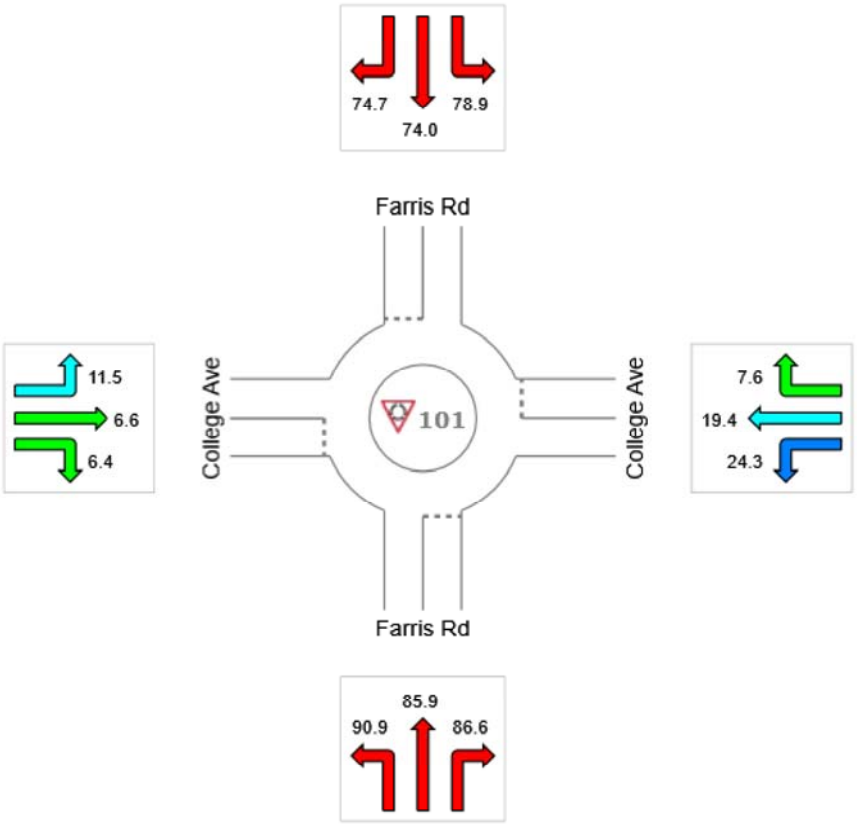
**DESIGN YEAR: 2039**

New Site
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 20 years

**All Movement Classes**

| | Approaches | | | | Intersection |
|---|---|---|---|---|---|
| | South | East | North | West | |
| Delay (Control) | 87.4 | 18.3 | 74.9 | 7.1 | 43.1 |
| LOS | F[11] | B | F[11] | A | D |

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.




Colour code based on Level of Service

LOS A | LOS B | LOS C | LOS D | LOS E | LOS F

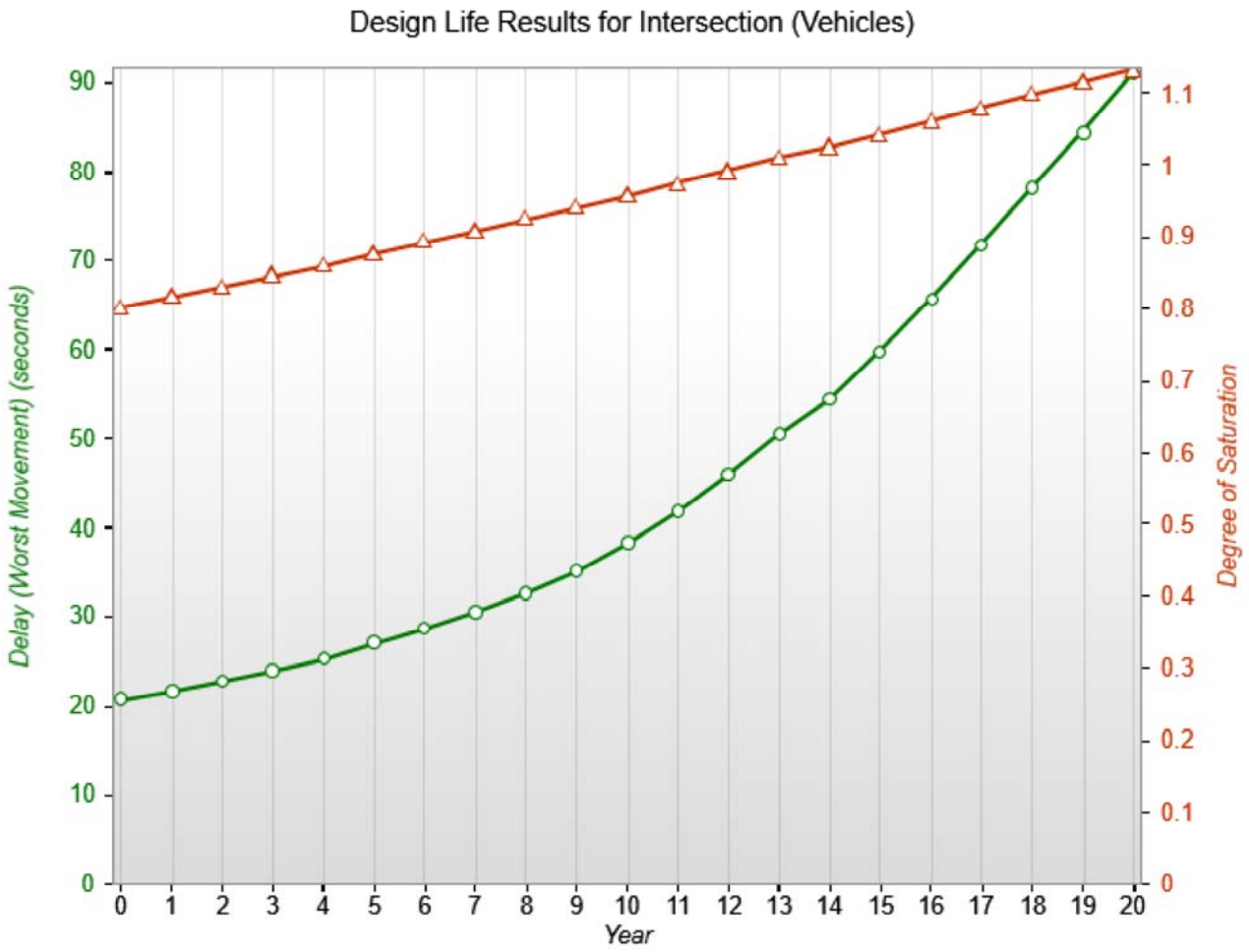
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Roundabout Level of Service Method: SIDRA Roundabout LOS
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

# SITE GRAPHS - Demand (Design Life) Analysis

## Average control delay per vehicle for the worst vehicle movement (seconds) and Highest degree of saturation in any lane

**Site: 101 [College. Farris PM-2 Lane Entry on College Ave]** **DESIGN YEAR: 2039**

New Site
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 20 years

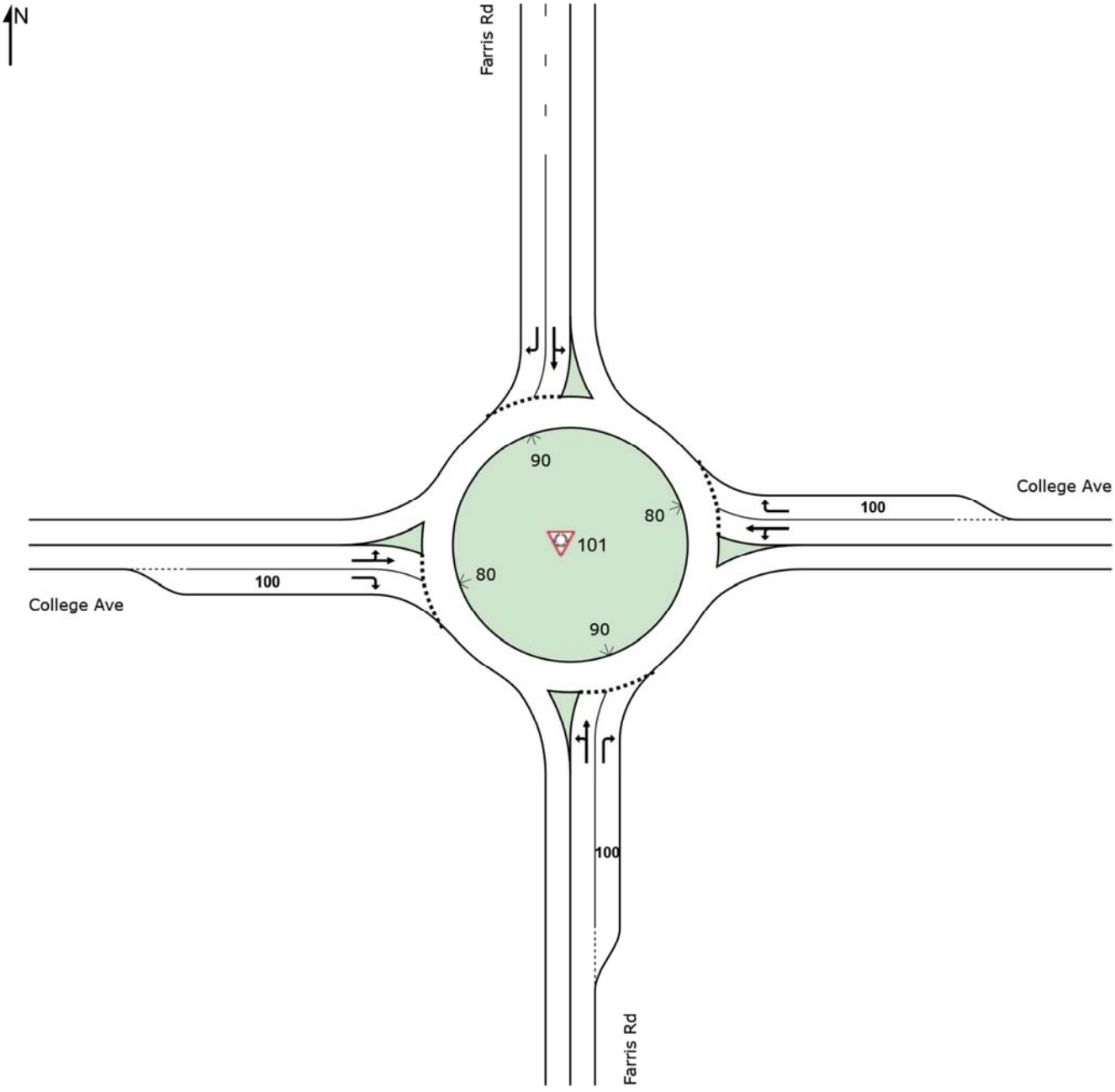



**SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com**

# SITE LAYOUT

## Site: 101 [College. Farris PM - 2 Lane Entry (All Approaches)]

New Site
Site Category: (None)
Roundabout




**SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com**
Organisation: MCCLELLAND CONSULTING ENGINEERS, INC | Created: Tuesday, March 26, 2019 11:07:37 AM
Project: W:\2018\0- Business Development\Conway\Traffic Study\Sidra Report\Conway Traffic Study.sip8

# DELAY (CONTROL)

**Average control delay per vehicle, or average pedestrian delay (seconds)**

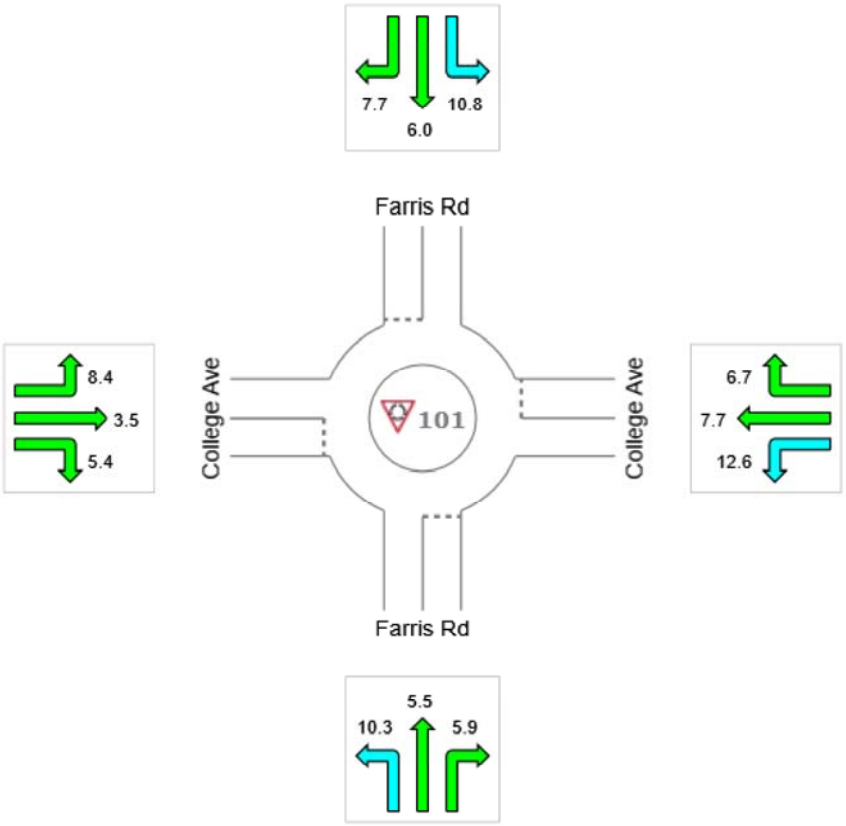
## Site: 101 [College. Farris PM - 2 Lane Entry (All Approaches)]

**DESIGN YEAR: 2019**

New Site
Site Category: (None)
Roundabout

**All Movement Classes**

| | Approaches | | | | Intersection |
|---|---|---|---|---|---|
| | South | East | North | West | |
| Delay (Control) | 6.9 | 8.3 | 7.1 | 4.4 | 6.7 |
| LOS | A | A | A | A | A |




Colour code based on Level of Service

LOS A | LOS B | LOS C | LOS D | LOS E | LOS F

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Roundabout Level of Service Method: SIDRA Roundabout LOS
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

**SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com**

# DELAY (CONTROL)

**Average control delay per vehicle, or average pedestrian delay (seconds)**

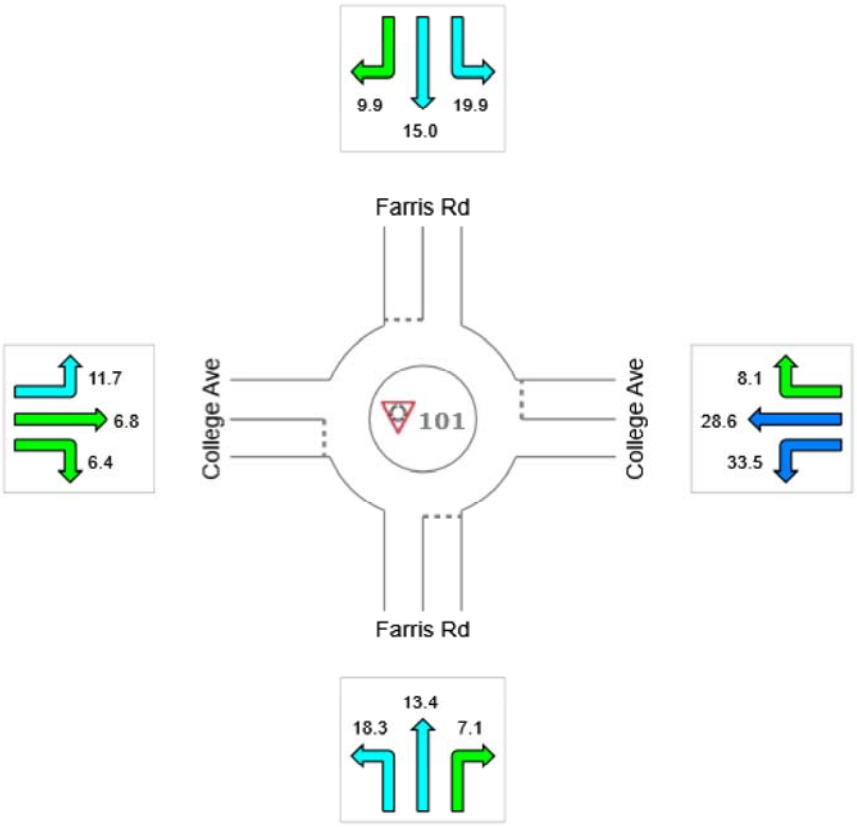
## Site: 101 [College. Farris PM - 2 Lane Entry (All Approaches)]

**DESIGN YEAR: 2039**

New Site
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 20 years

**All Movement Classes**

| | Approaches | | | | Intersection |
|---|---|---|---|---|---|
| | South | East | North | West | |
| Delay (Control) | 14.1 | 26.2 | 14.9 | 7.3 | 16.1 |
| LOS | B | C | B | A | B |




Colour code based on Level of Service

LOS A | LOS B | LOS C | LOS D | LOS E | LOS F

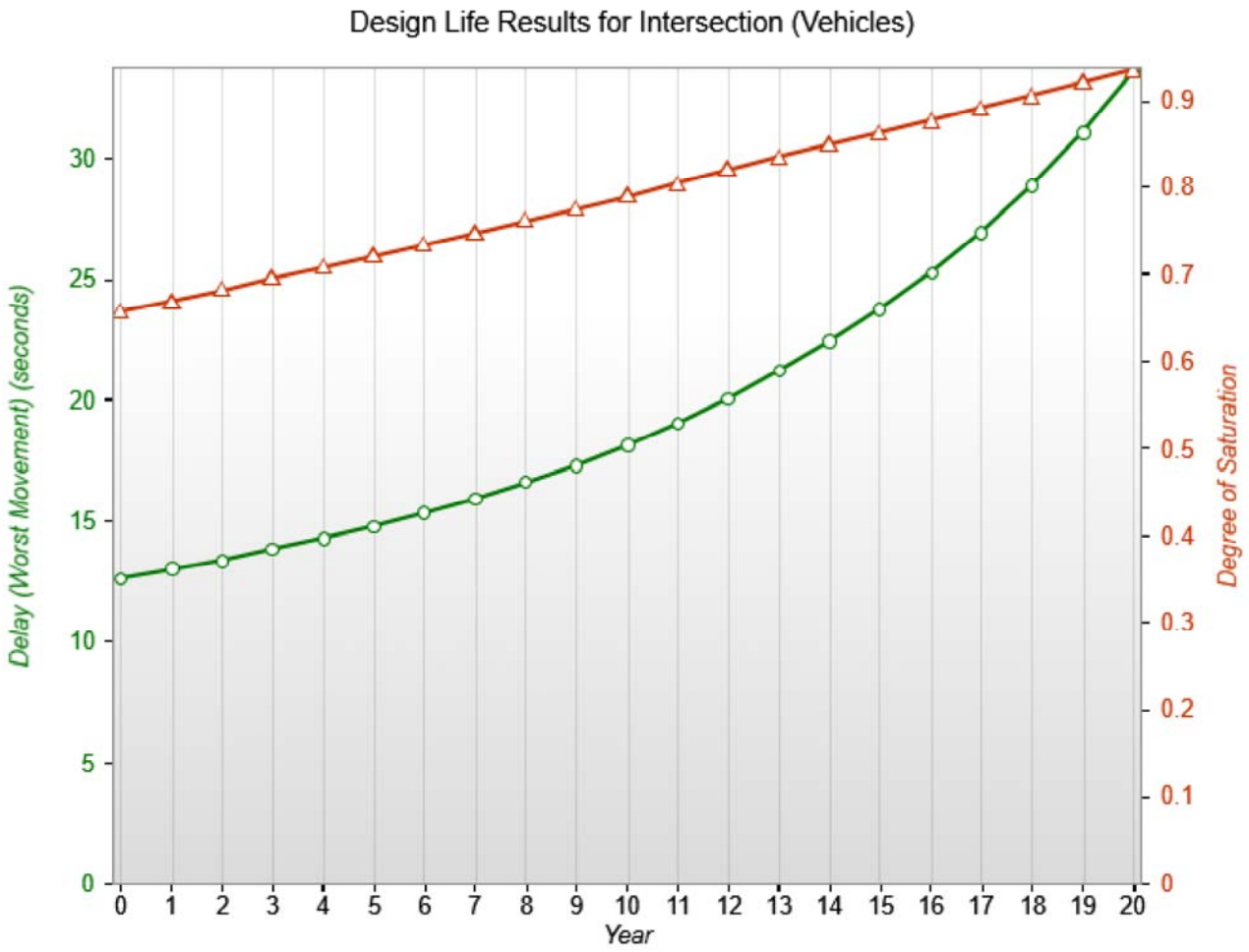
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Roundabout Level of Service Method: SIDRA Roundabout LOS
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

# SITE GRAPHS - Demand (Design Life) Analysis

## Average control delay per vehicle for the worst vehicle movement (seconds) and Highest degree of saturation in any lane

**Site: 101 [College. Farris PM - 2 Lane Entry (All Approaches)]** **DESIGN YEAR: 2039**

New Site
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 20 years




**SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com**

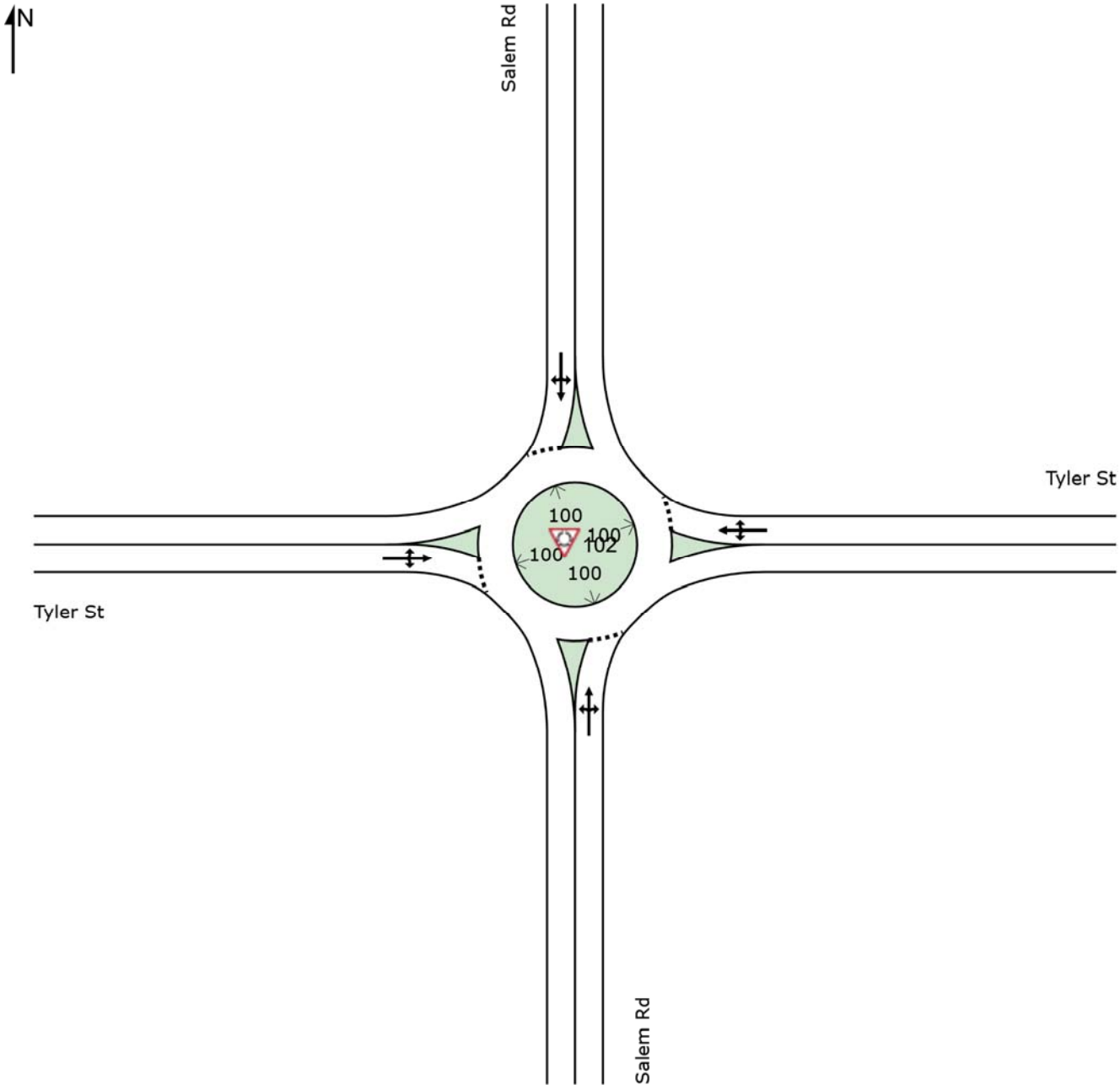
# Site 102

## Tyler Street & Salem Road

# SITE LAYOUT

## Site: 102 [Tyler.Salem AM-Single Lane]

New Site
Site Category: (None)
Roundabout




**SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com**

# DELAY (CONTROL)

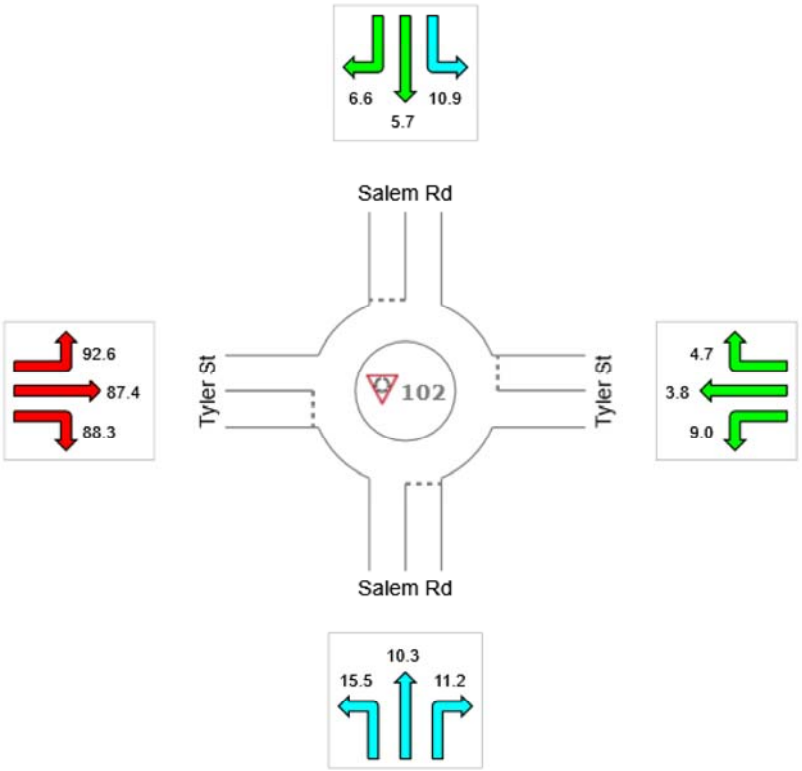
**Average control delay per vehicle, or average pedestrian delay (seconds)**

## Site: 102 [Tyler.Salem AM-Single Lane] DESIGN YEAR: 2019

New Site
Site Category: (None)
Roundabout

**All Movement Classes**

| | Approaches | | | | Intersection |
|---|---|---|---|---|---|
| | South | East | North | West | |
| Delay (Control) | 11.2 | 4.9 | 6.7 | 88.9 | 33.7 |
| LOS | B | A | A | F | C |




Colour code based on Level of Service

LOS A | LOS B | LOS C | LOS D | LOS E | LOS F

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Roundabout Level of Service Method: SIDRA Roundabout LOS
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

# DELAY (CONTROL)

**Average control delay per vehicle, or average pedestrian delay (seconds)**

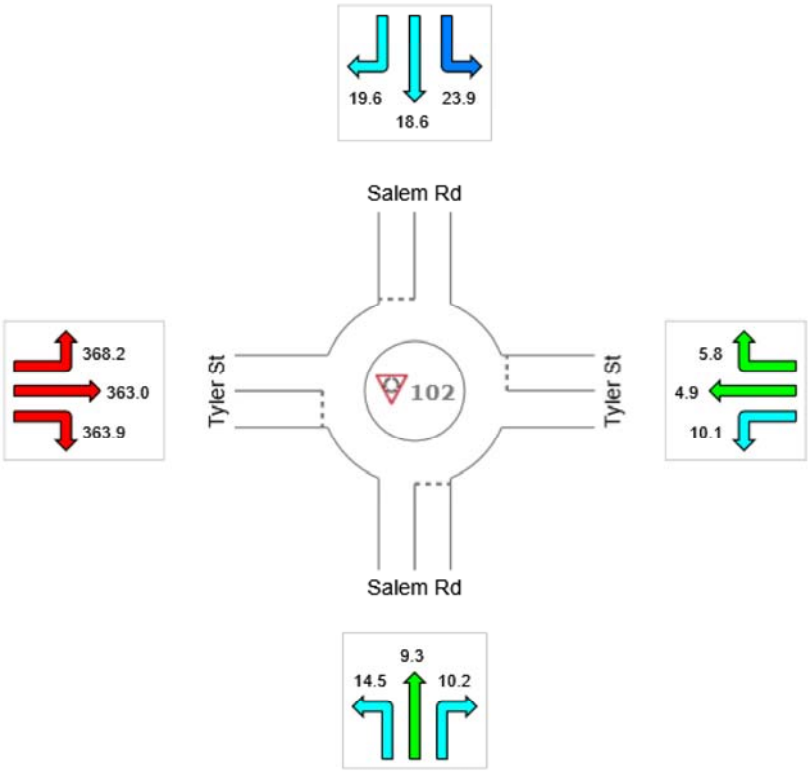
## Site: 102 [Tyler.Salem AM-Single Lane] DESIGN YEAR: 2039

New Site
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 20 years

**All Movement Classes**

| | Approaches | | | | Intersection |
|---|---|---|---|---|---|
| | South | East | North | West | |
| Delay (Control) | 10.2 | 6.0 | 19.7 | 364.5 | 126.4 |
| LOS | B | A | B | F[11] | F[11] |

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.




Colour code based on Level of Service

LOS A | LOS B | LOS C | LOS D | LOS E | LOS F

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Roundabout Level of Service Method: SIDRA Roundabout LOS
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

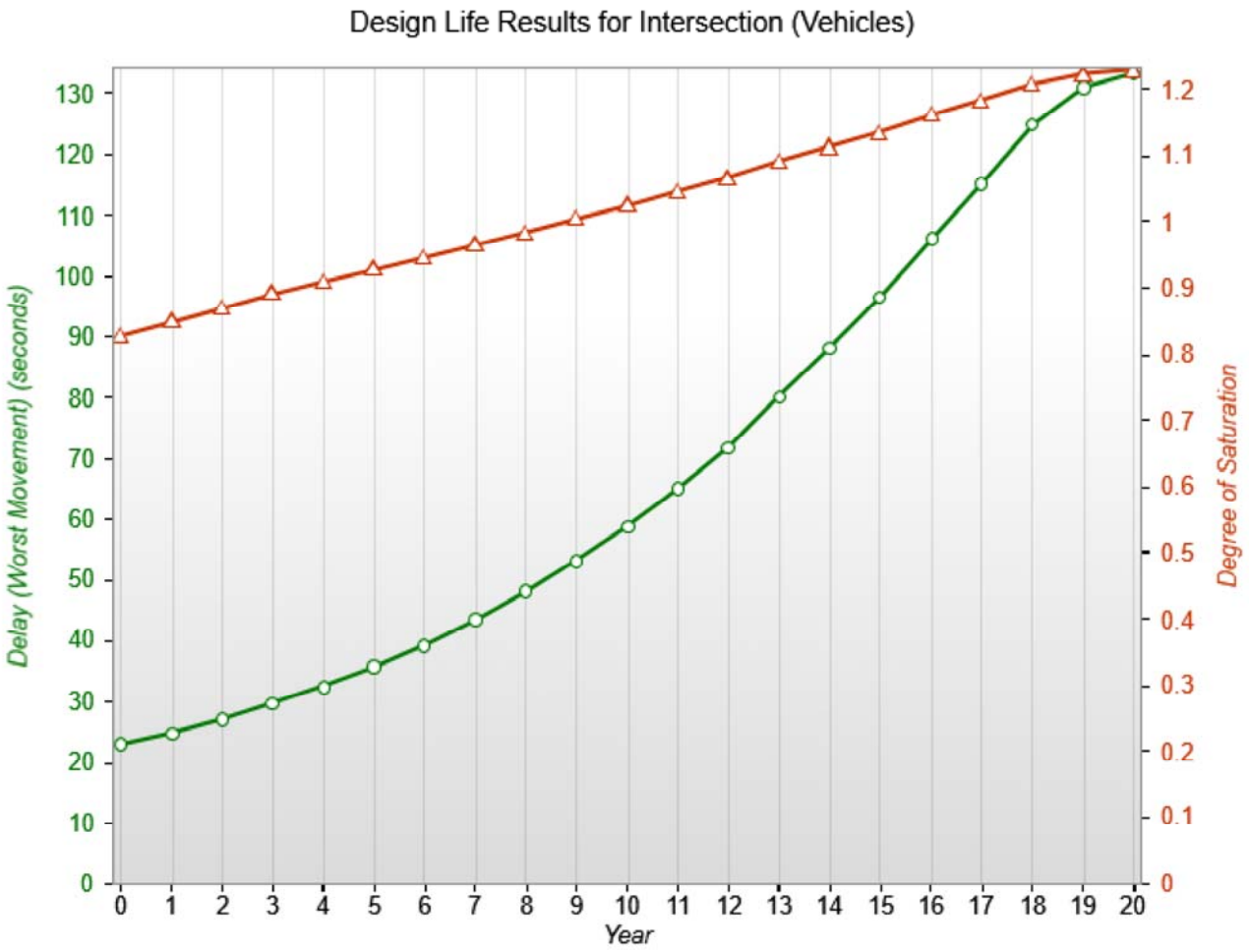
**SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com**

# SITE GRAPHS - Demand (Design Life) Analysis

## Average control delay per vehicle for the worst vehicle movement (seconds) and Highest degree of saturation in any lane

**Site: 102 [Tyler.Salem AM-2 Lane Entry, 1 Lane Exit ]** **DESIGN YEAR: 2039**

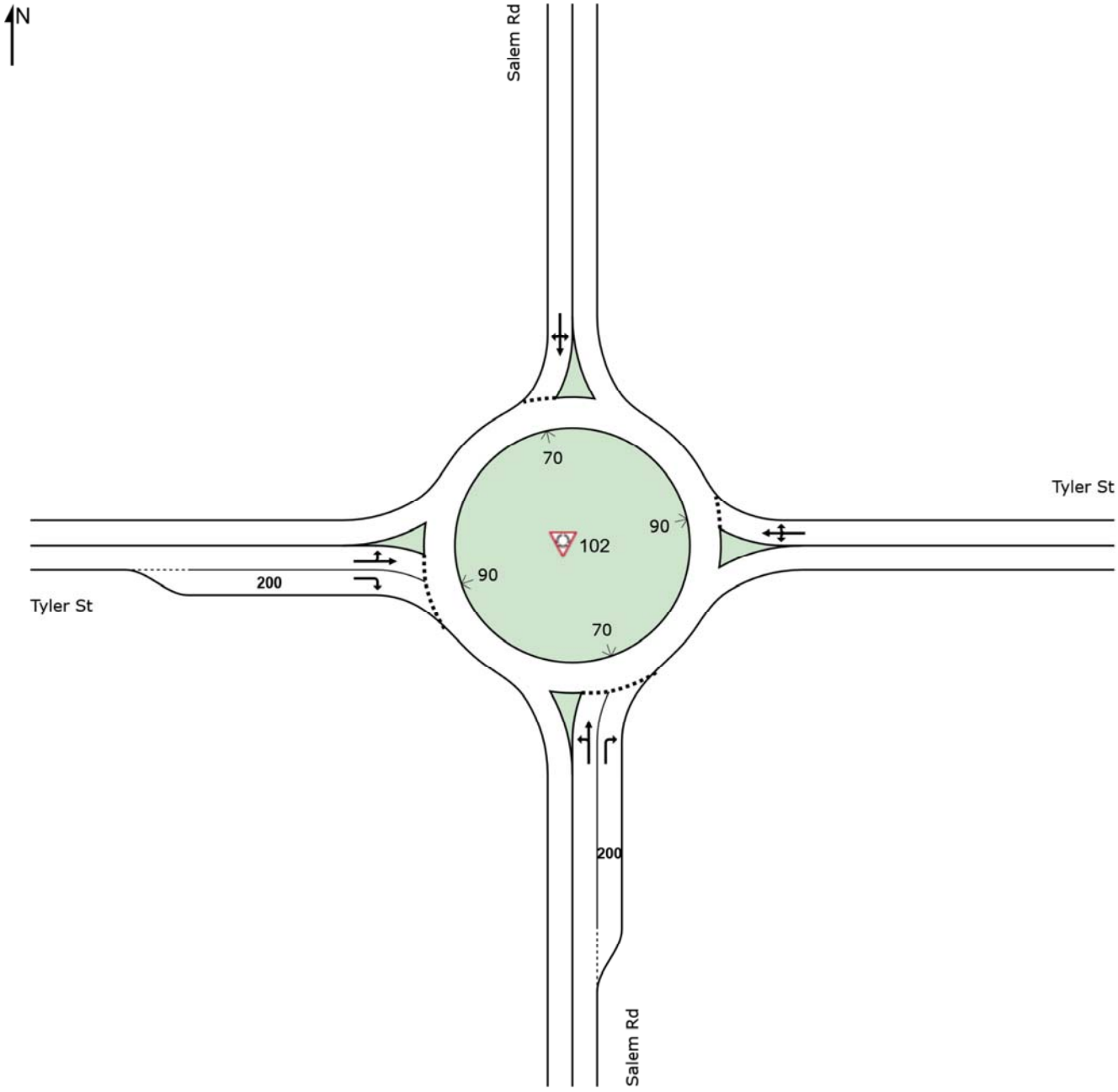
New Site
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 20 years



# SITE LAYOUT

## Site: 102 [Tyler.Salem AM-2 Lane Entry, 1 Lane Exit ]

New Site
Site Category: (None)
Roundabout



# DELAY (CONTROL)

**Average control delay per vehicle, or average pedestrian delay (seconds)**

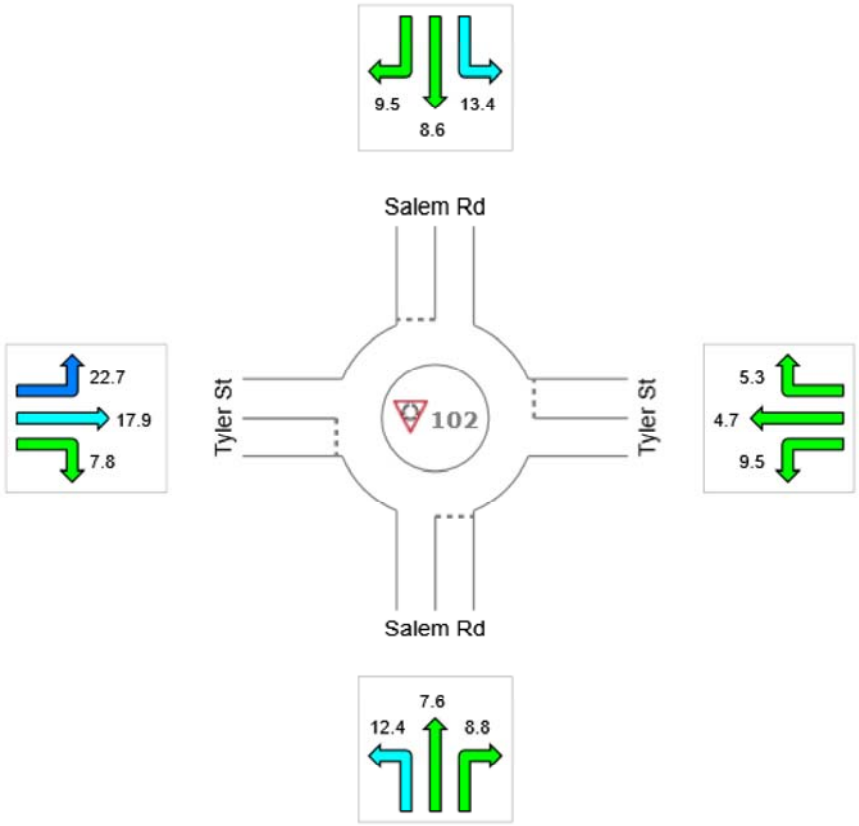
## Site: 102 [Tyler.Salem AM-2 Lane Entry, 1 Lane Exit ]

**DESIGN YEAR: 2019**

New Site
Site Category: (None)
Roundabout

**All Movement Classes**

| | Approaches | | | | Intersection |
|---|---|---|---|---|---|
| | South | East | North | West | |
| Delay (Control) | 8.5 | 5.8 | 9.5 | 17.9 | 11.5 |
| LOS | A | A | A | B | B |




Colour code based on Level of Service

LOS A | LOS B | LOS C | LOS D | LOS E | LOS F

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Roundabout Level of Service Method: SIDRA Roundabout LOS
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

**SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com**

# DELAY (CONTROL)

**Average control delay per vehicle, or average pedestrian delay (seconds)**

## Site: 102 [Tyler.Salem AM-2 Lane Entry, 1 Lane Exit ]

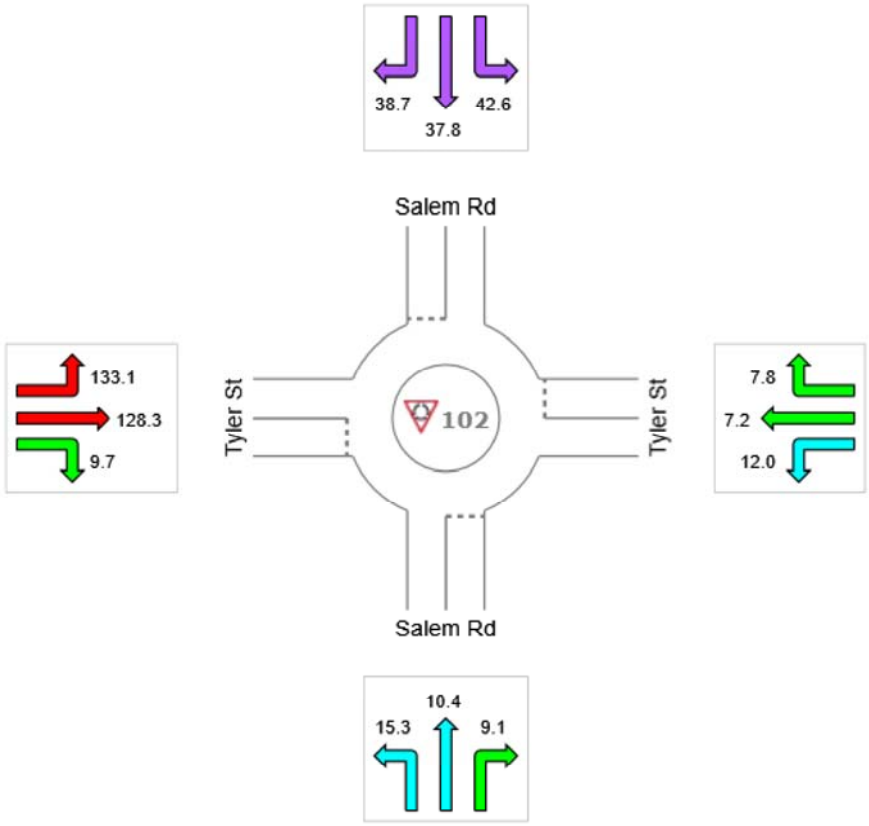
**DESIGN YEAR: 2039**

New Site
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 20 years

**All Movement Classes**

| | Approaches | | | | Intersection |
|---|---|---|---|---|---|
| | South | East | North | West | |
| Delay (Control) | 10.9 | 8.2 | 38.7 | 114.5 | 53.1 |
| LOS | B | A | D | F[11] | E[11] |

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.




Colour code based on Level of Service

LOS A | LOS B | LOS C | LOS D | LOS E | LOS F

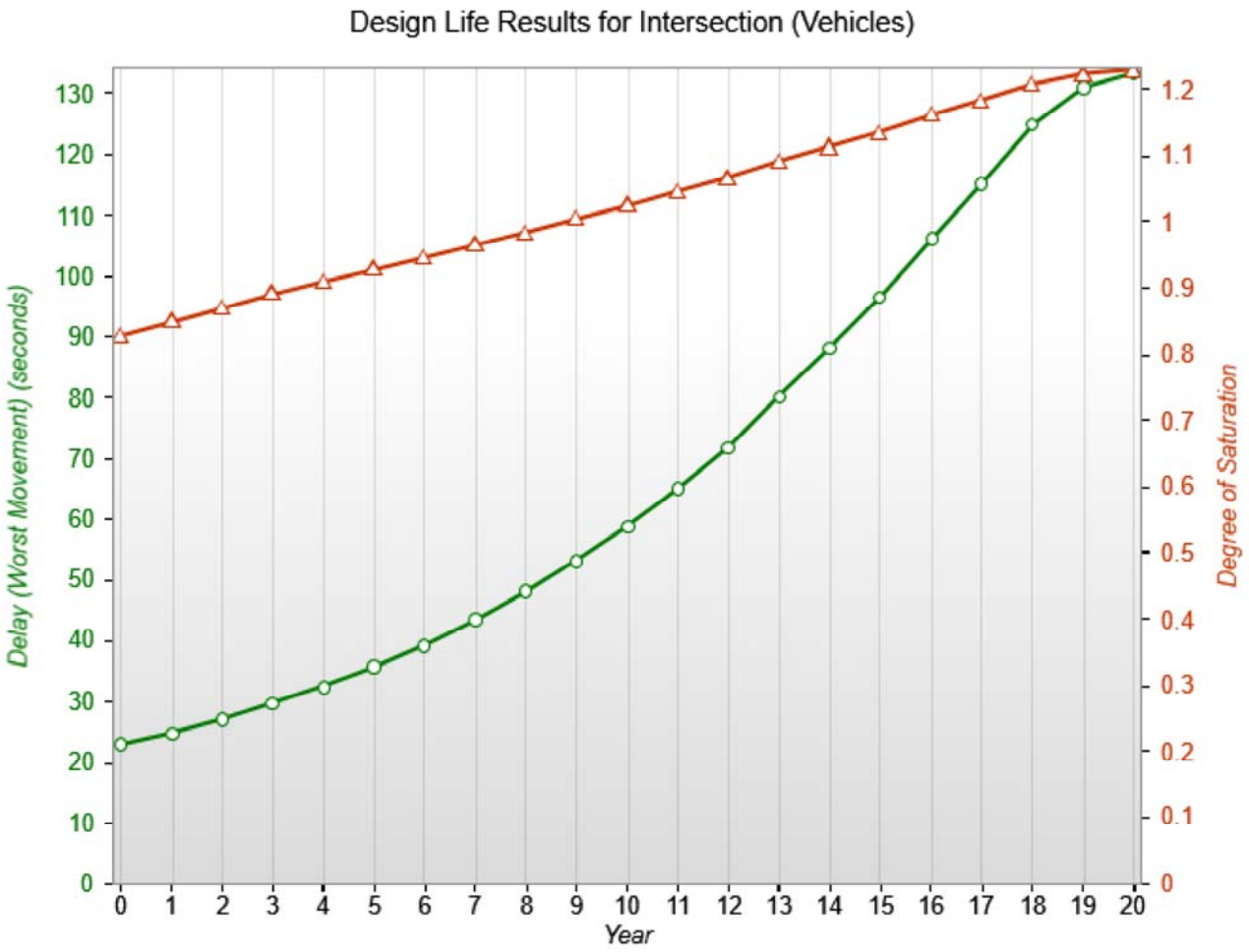
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Roundabout Level of Service Method: SIDRA Roundabout LOS
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

# SITE GRAPHS - Demand (Design Life) Analysis

## Average control delay per vehicle for the worst vehicle movement (seconds) and Highest degree of saturation in any lane

**Site: 102 [Tyler.Salem AM-2 Lane Entry, 1 Lane Exit ]** **DESIGN YEAR: 2039**

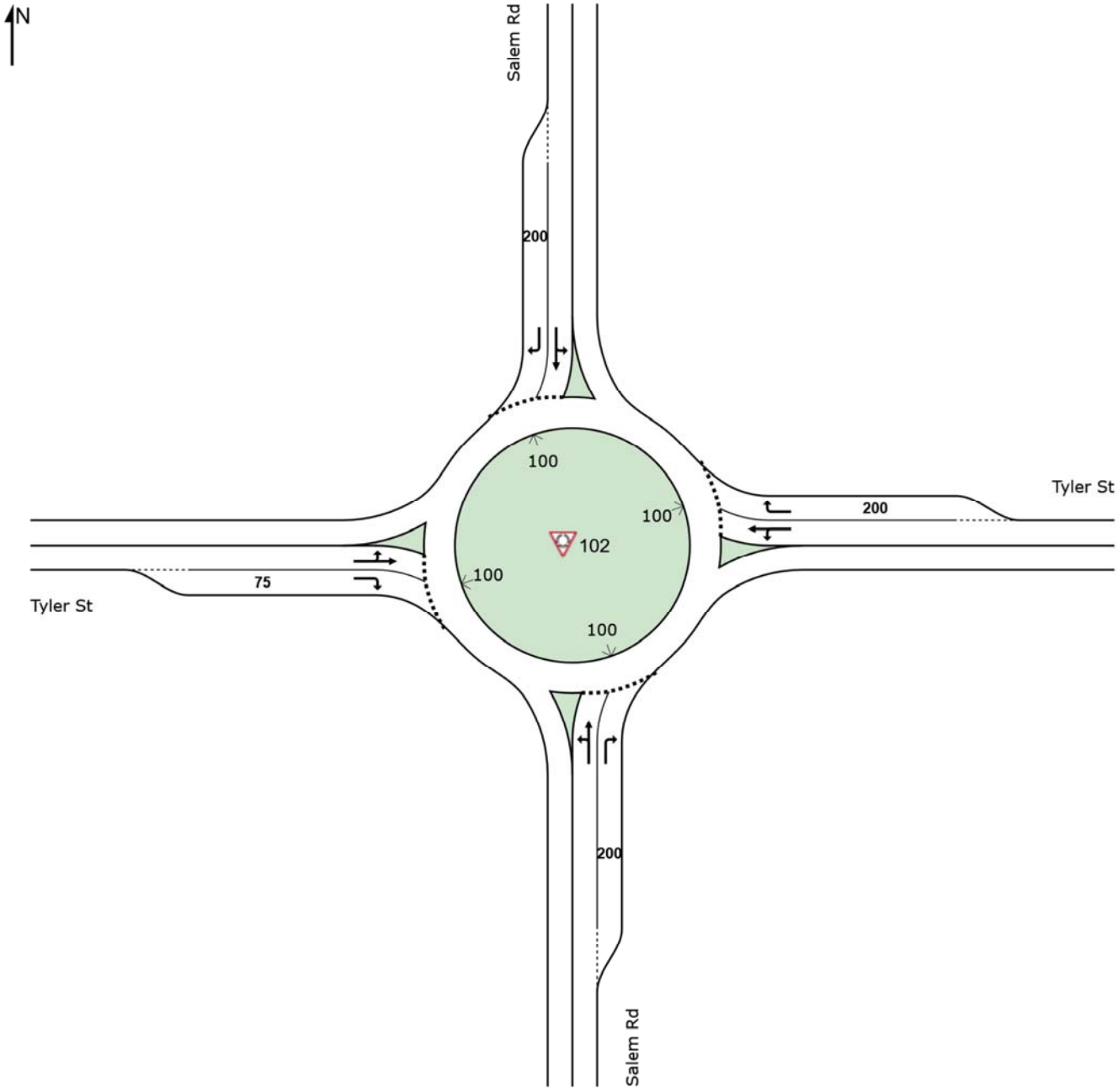
New Site
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 20 years



# SITE LAYOUT

## Site: 102 [Tyler.Salem AM-2 Lane Entry (All Approaches)]

New Site
Site Category: (None)
Roundabout



# DELAY (CONTROL)

**Average control delay per vehicle, or average pedestrian delay (seconds)**

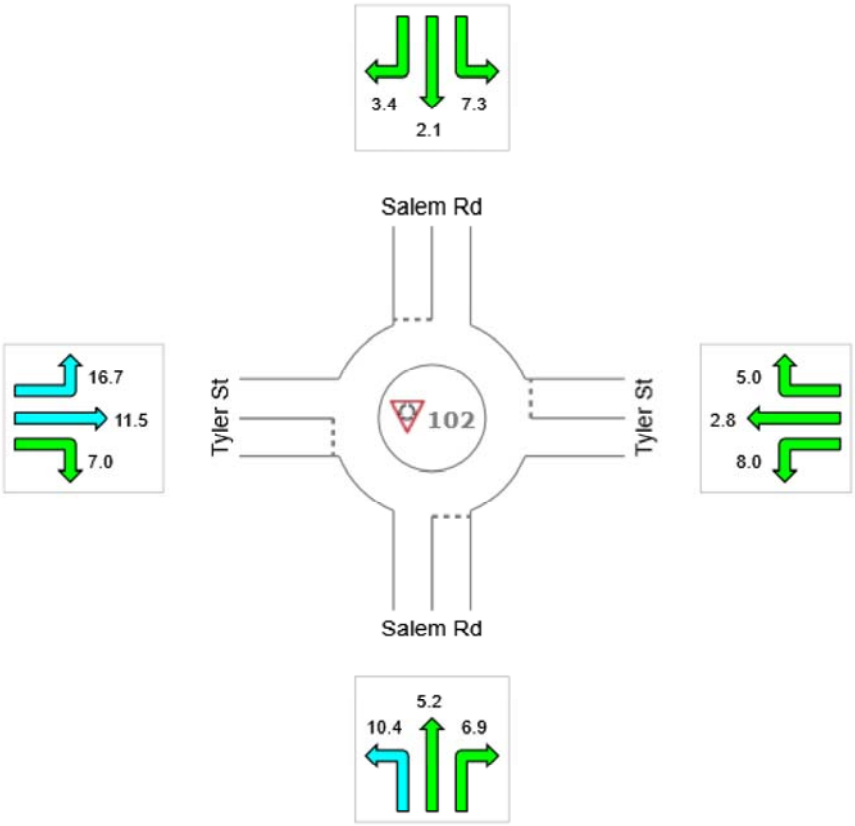
## Site: 102 [Tyler.Salem AM-2 Lane Entry (All Approaches)]

**DESIGN YEAR: 2019**

New Site
Site Category: (None)
Roundabout

**All Movement Classes**

| | Approaches | | | | Intersection |
|---|---|---|---|---|---|
| | South | East | North | West | |
| Delay (Control) | 6.3 | 4.2 | 3.2 | 12.3 | 6.9 |
| LOS | A | A | A | B | A |




Colour code based on Level of Service

LOS A | LOS B | LOS C | LOS D | LOS E | LOS F

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Roundabout Level of Service Method: SIDRA Roundabout LOS
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

**SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com**

# DELAY (CONTROL)

**Average control delay per vehicle, or average pedestrian delay (seconds)**

## Site: 102 [Tyler.Salem AM-2 Lane Entry (All Approaches)]

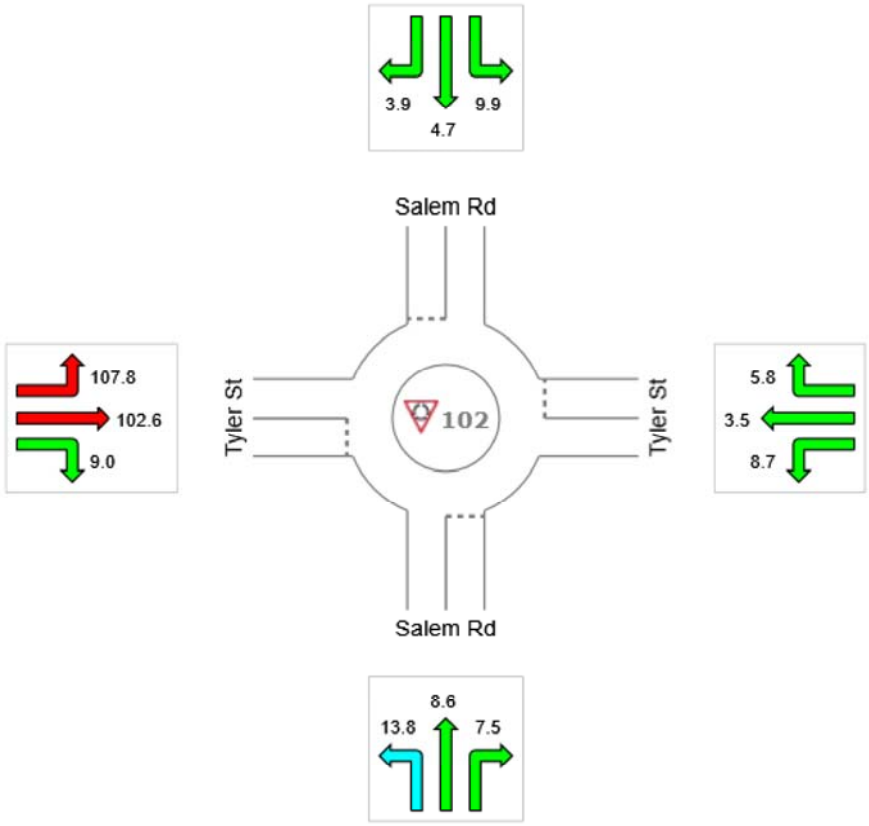
**DESIGN YEAR: 2039**

New Site
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 20 years

**All Movement Classes**

| | Approaches | | | | Intersection |
|---|---|---|---|---|---|
| | South | East | North | West | |
| Delay (Control) | 9.2 | 4.9 | 5.6 | 92.0 | 33.9 |
| LOS | A | A | A | F[11] | C |

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.




Colour code based on Level of Service

LOS A | LOS B | LOS C | LOS D | LOS E | LOS F

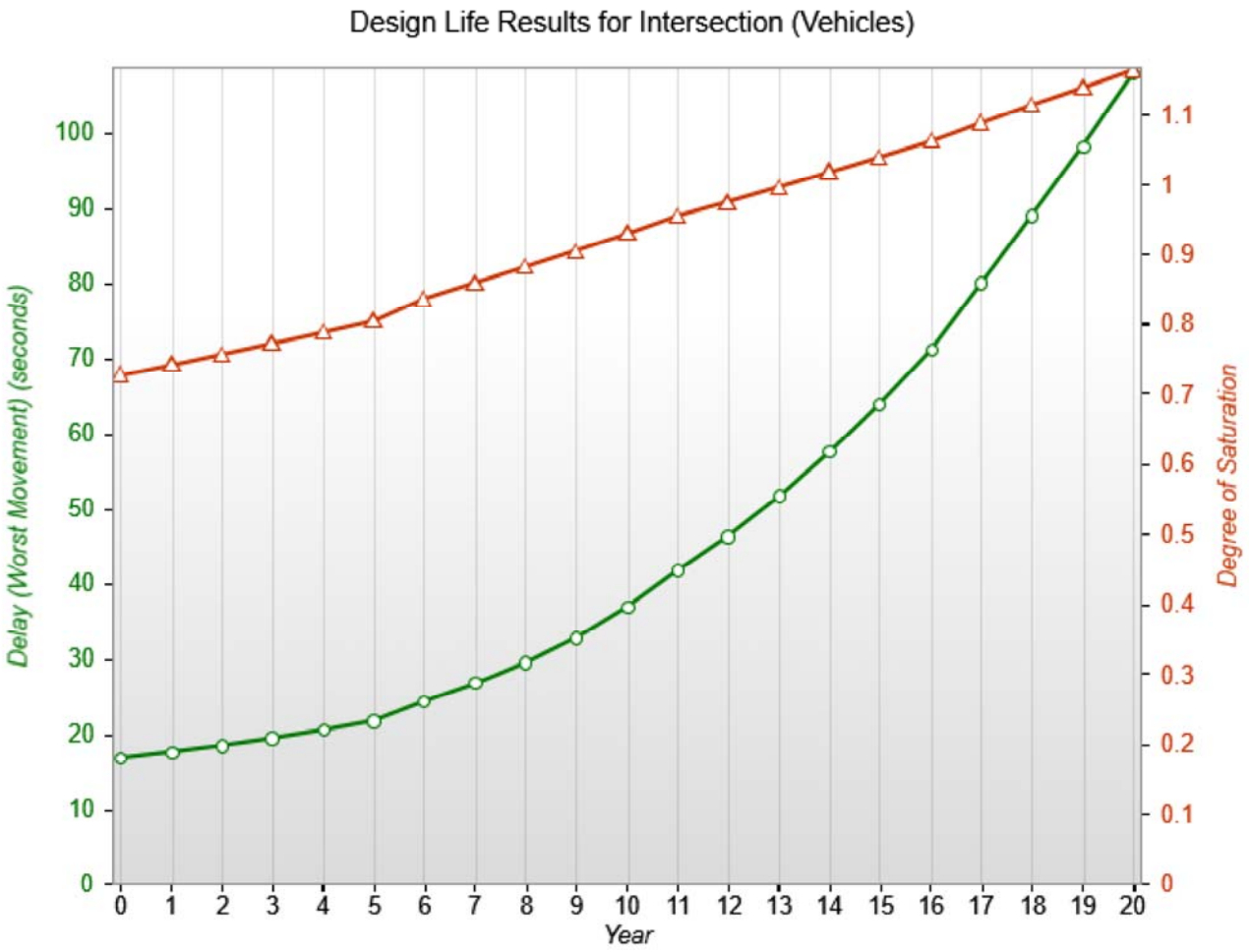
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Roundabout Level of Service Method: SIDRA Roundabout LOS
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

# SITE GRAPHS - Demand (Design Life) Analysis

## Average control delay per vehicle for the worst vehicle movement (seconds) and Highest degree of saturation in any lane

**Site: 102 [Tyler.Salem AM-2 Lane Entry (All Approaches)]** **DESIGN YEAR: 2039**

New Site
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 20 years




**SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com**

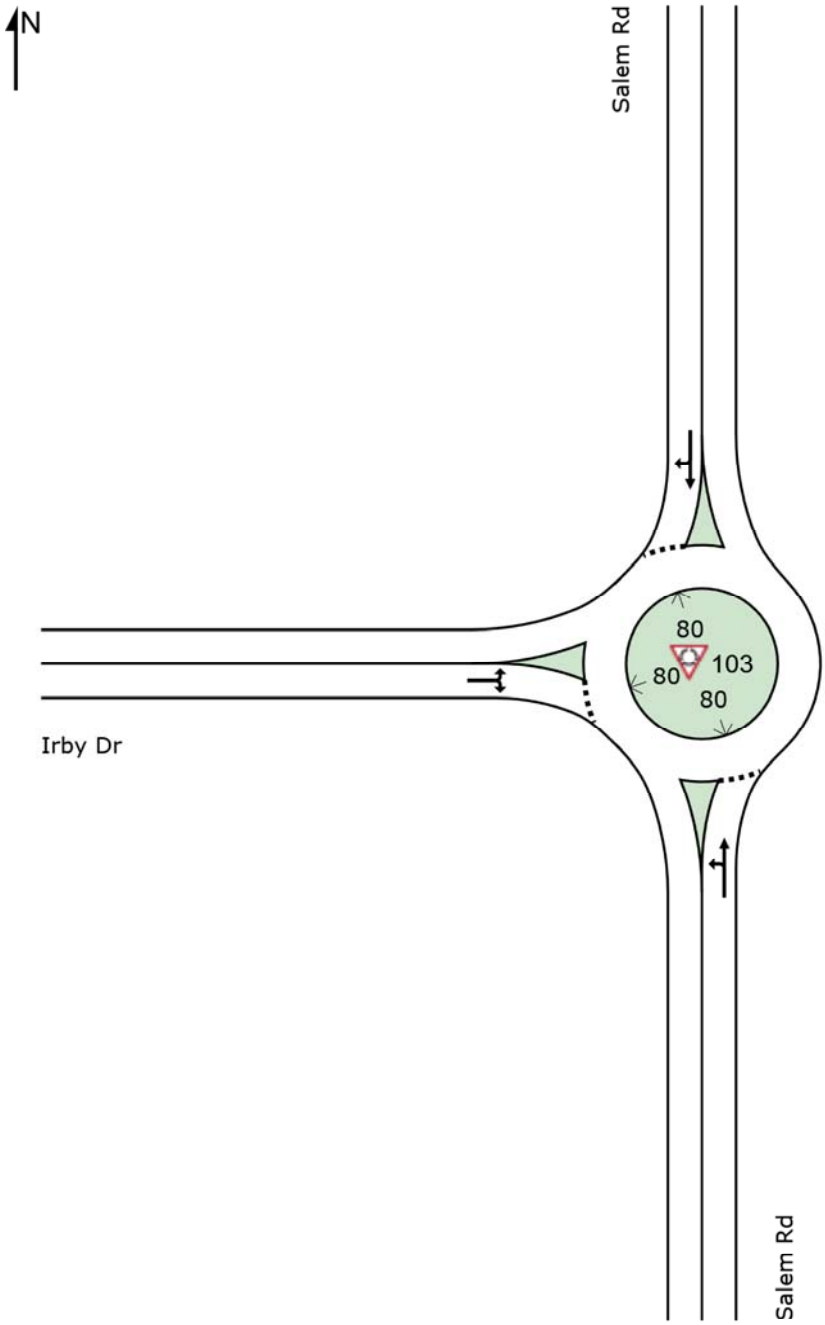
# Site 103

## Irby Drive & Salem Road

# SITE LAYOUT

## Site: 103 [Irby.Salem AM-Single Lane]

New Site
Site Category: (None)
Roundabout



# DELAY (CONTROL)

**Average control delay per vehicle, or average pedestrian delay (seconds)**

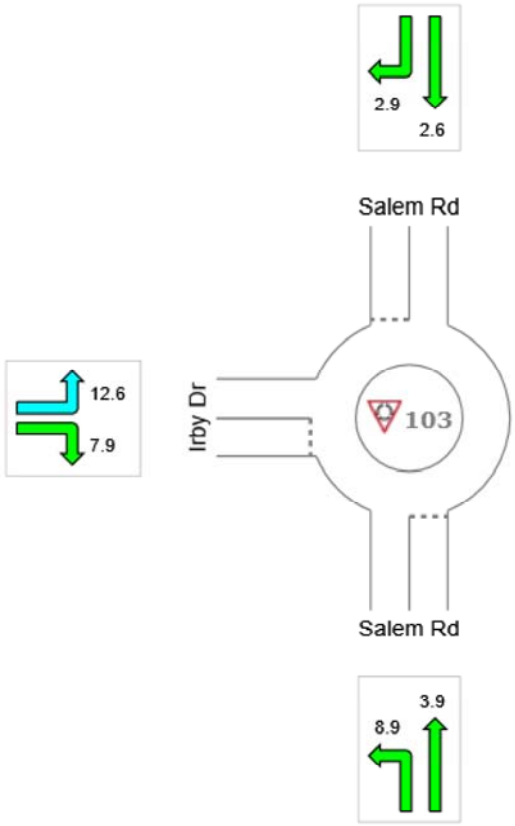
## Site: 103 [Irby.Salem AM-Single Lane]

**DESIGN YEAR: 2019**

New Site
Site Category: (None)
Roundabout

**All Movement Classes**

| | Approaches | | | Intersection |
|---|---|---|---|---|
| | South | North | West | |
| Delay (Control) | 4.3 | 2.7 | 10.4 | 5.0 |
| LOS | A | A | B | A |




Colour code based on Level of Service

LOS A | LOS B | LOS C | LOS D | LOS E | LOS F

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Roundabout Level of Service Method: SIDRA Roundabout LOS
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

**SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com**

# DELAY (CONTROL)

**Average control delay per vehicle, or average pedestrian delay (seconds)**

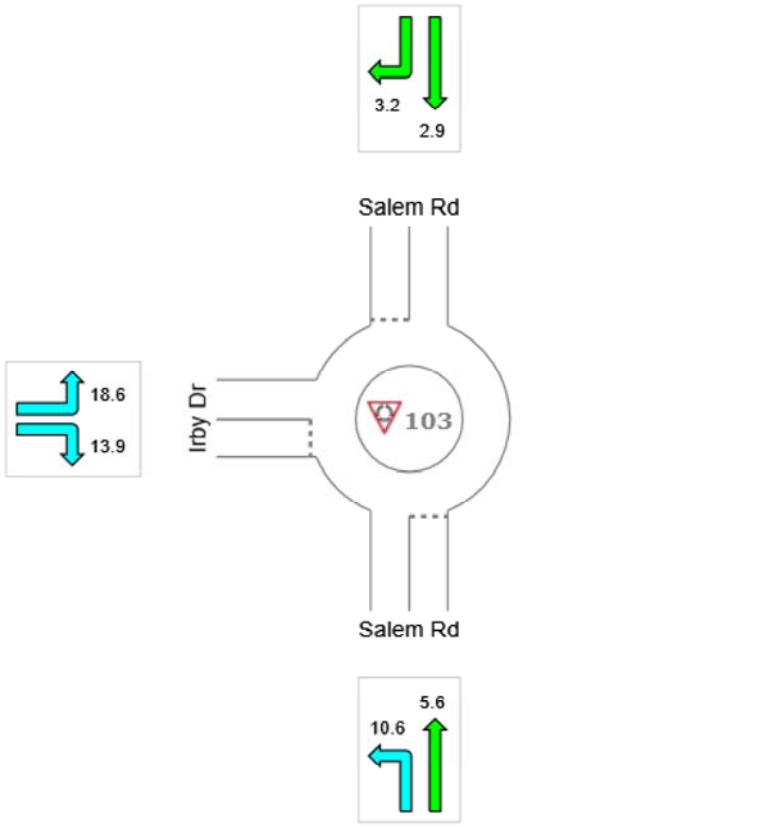
## Site: 103 [Irby.Salem AM-Single Lane]

**DESIGN YEAR: 2039**

New Site
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 20 years

**All Movement Classes**

| | Approaches | | | Intersection |
|---|---|---|---|---|
| | South | North | West | |
| Delay (Control) | 6.0 | 2.9 | 16.3 | 7.1 |
| LOS | A | A | B | A |




Colour code based on Level of Service

LOS A | LOS B | LOS C | LOS D | LOS E | LOS F

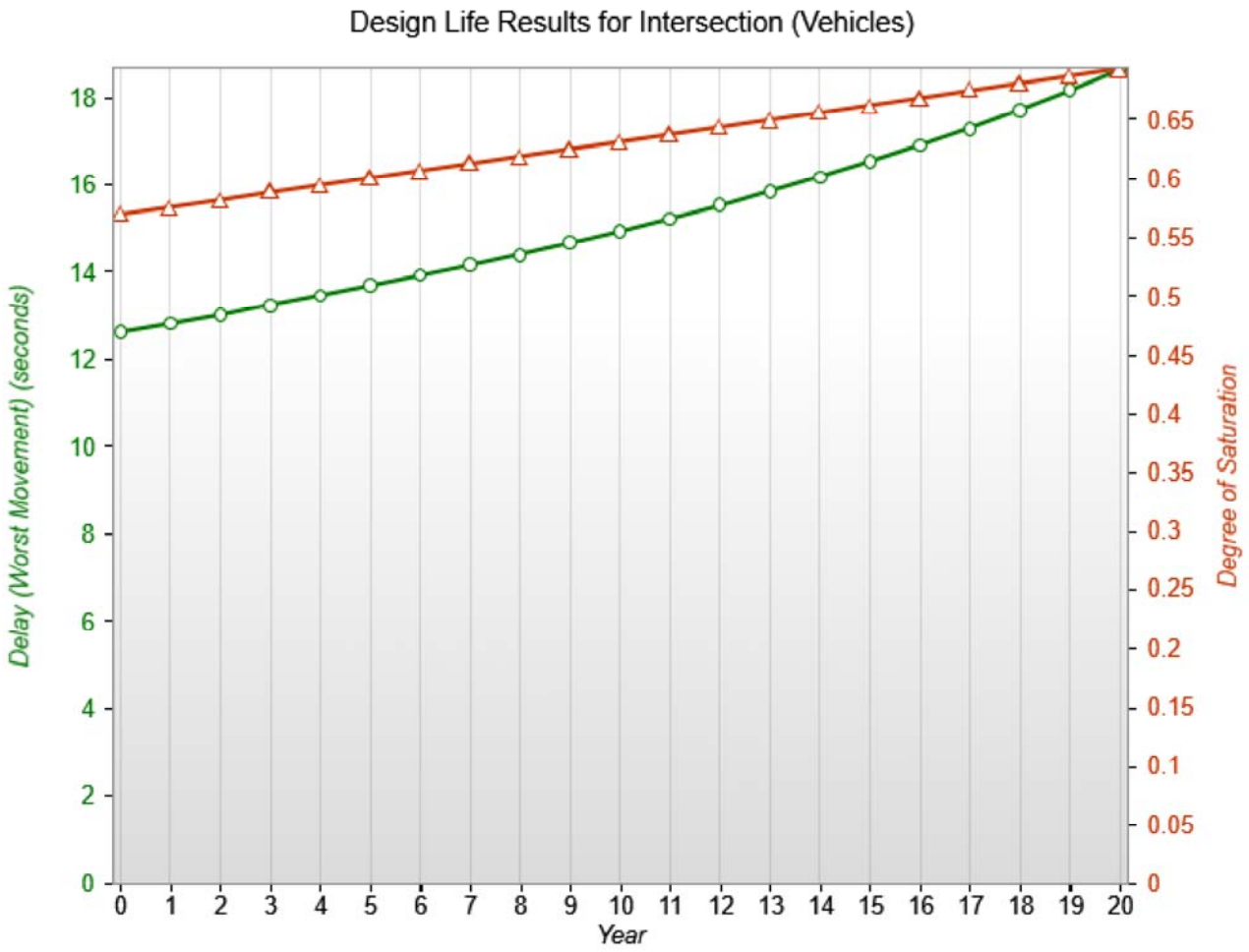
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Roundabout Level of Service Method: SIDRA Roundabout LOS
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

# SITE GRAPHS - Demand (Design Life) Analysis

## Average control delay per vehicle for the worst vehicle movement (seconds) and Highest degree of saturation in any lane

**Site: 103 [Irby.Salem AM-Single Lane]** **DESIGN YEAR: 2039**

New Site
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 20 years



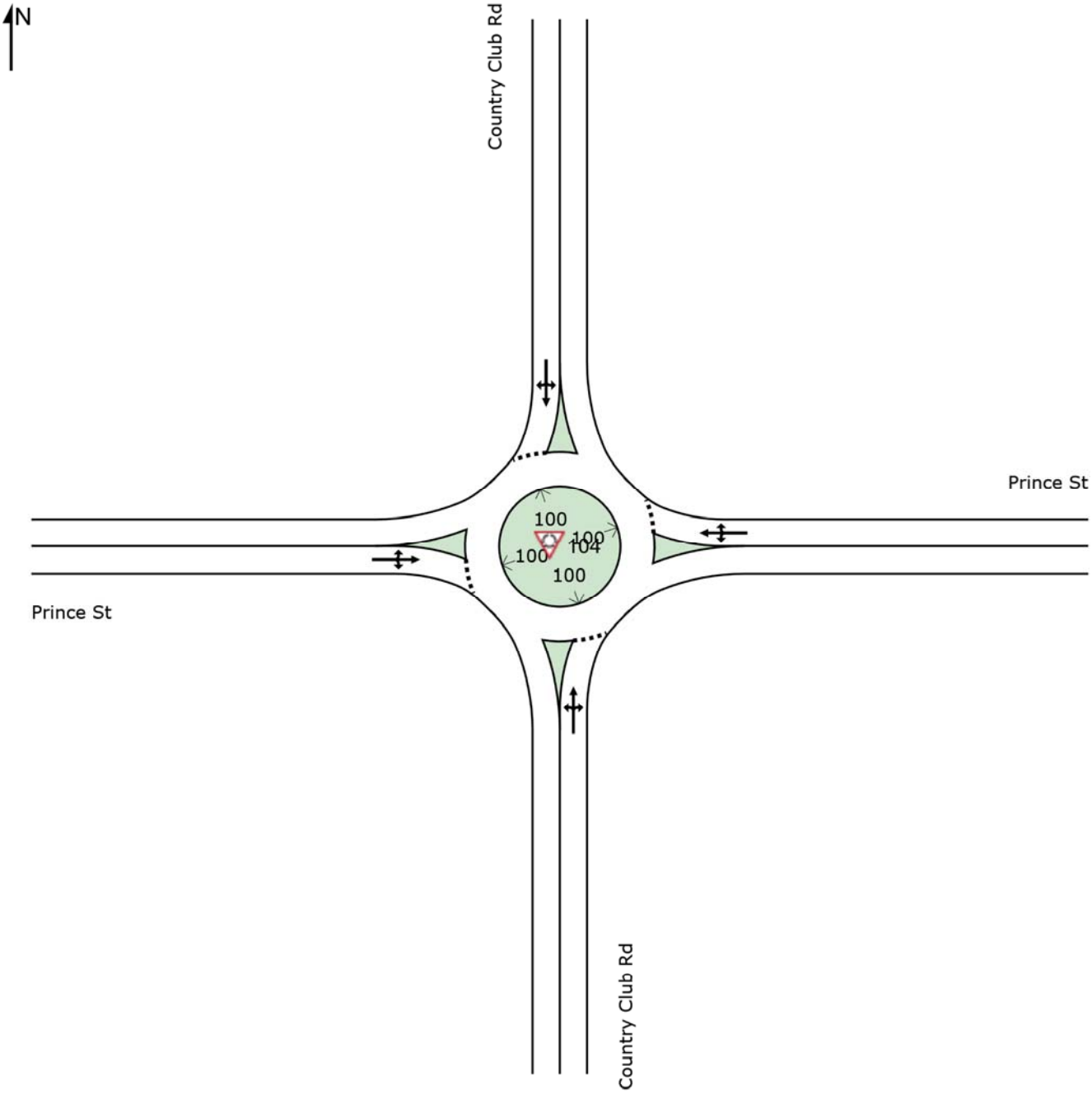
# Site 104

## Prince Street & Country Club Road

# SITE LAYOUT

## Site: 104 [Country Club.Prince AM-Single Lane]

New Site
Site Category: (None)
Roundabout



# DELAY (CONTROL)

**Average control delay per vehicle, or average pedestrian delay (seconds)**

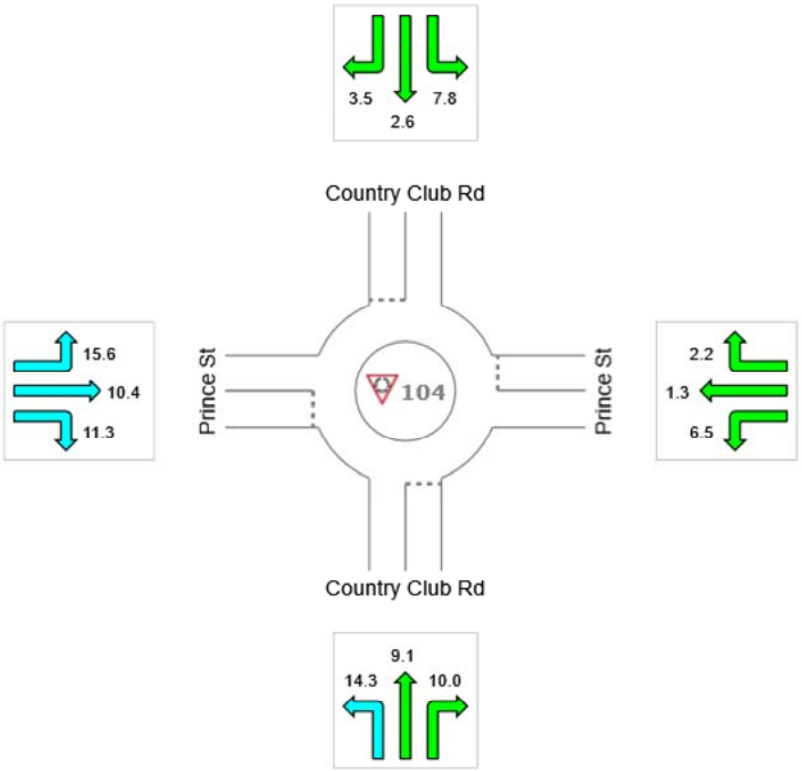
## Site: 104 [Country Club.Prince AM-Single Lane]

**DESIGN YEAR: 2019**

New Site
Site Category: (None)
Roundabout

**All Movement Classes**

| | Approaches | | | | Intersection |
|---|---|---|---|---|---|
| | South | East | North | West | |
| Delay (Control) | 10.0 | 1.8 | 5.3 | 10.8 | 7.4 |
| LOS | A | A | A | B | A |




Colour code based on Level of Service

LOS A | LOS B | LOS C | LOS D | LOS E | LOS F

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Roundabout Level of Service Method: SIDRA Roundabout LOS
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

**SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com**

# DELAY (CONTROL)

**Average control delay per vehicle, or average pedestrian delay (seconds)**

## Site: 104 [Country Club.Prince AM-Single Lane]

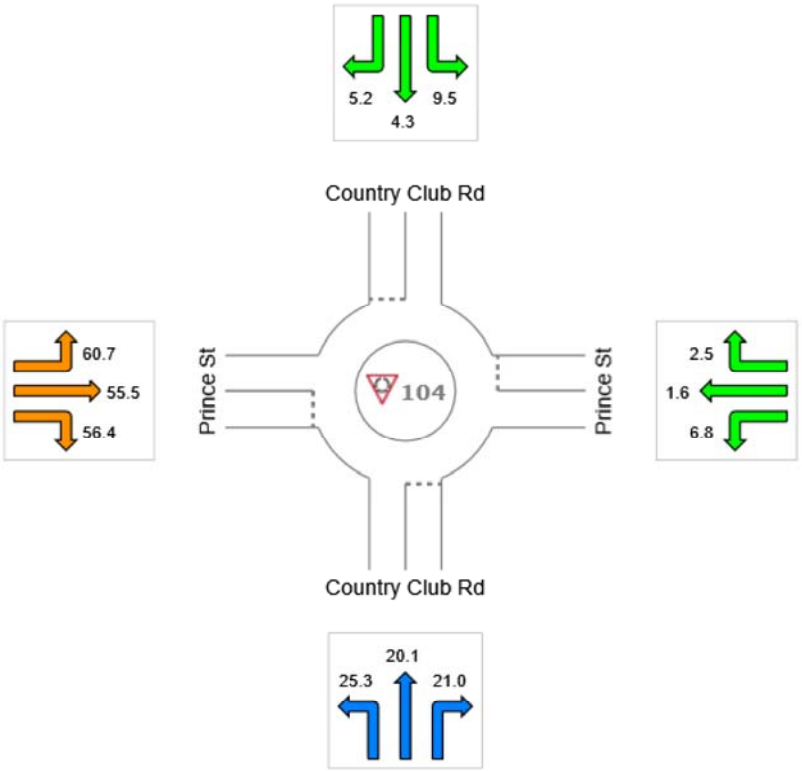
**DESIGN YEAR: 2039**

New Site
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 20 years

**All Movement Classes**

| | Approaches | | | | Intersection |
|---|---|---|---|---|---|
| | South | East | North | West | |
| Delay (Control) | 21.1 | 2.1 | 7.0 | 55.9 | 28.4 |
| LOS | C | A | A | E[11] | C |

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.




Colour code based on Level of Service

LOS A | LOS B | LOS C | LOS D | LOS E | LOS F

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Roundabout Level of Service Method: SIDRA Roundabout LOS
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

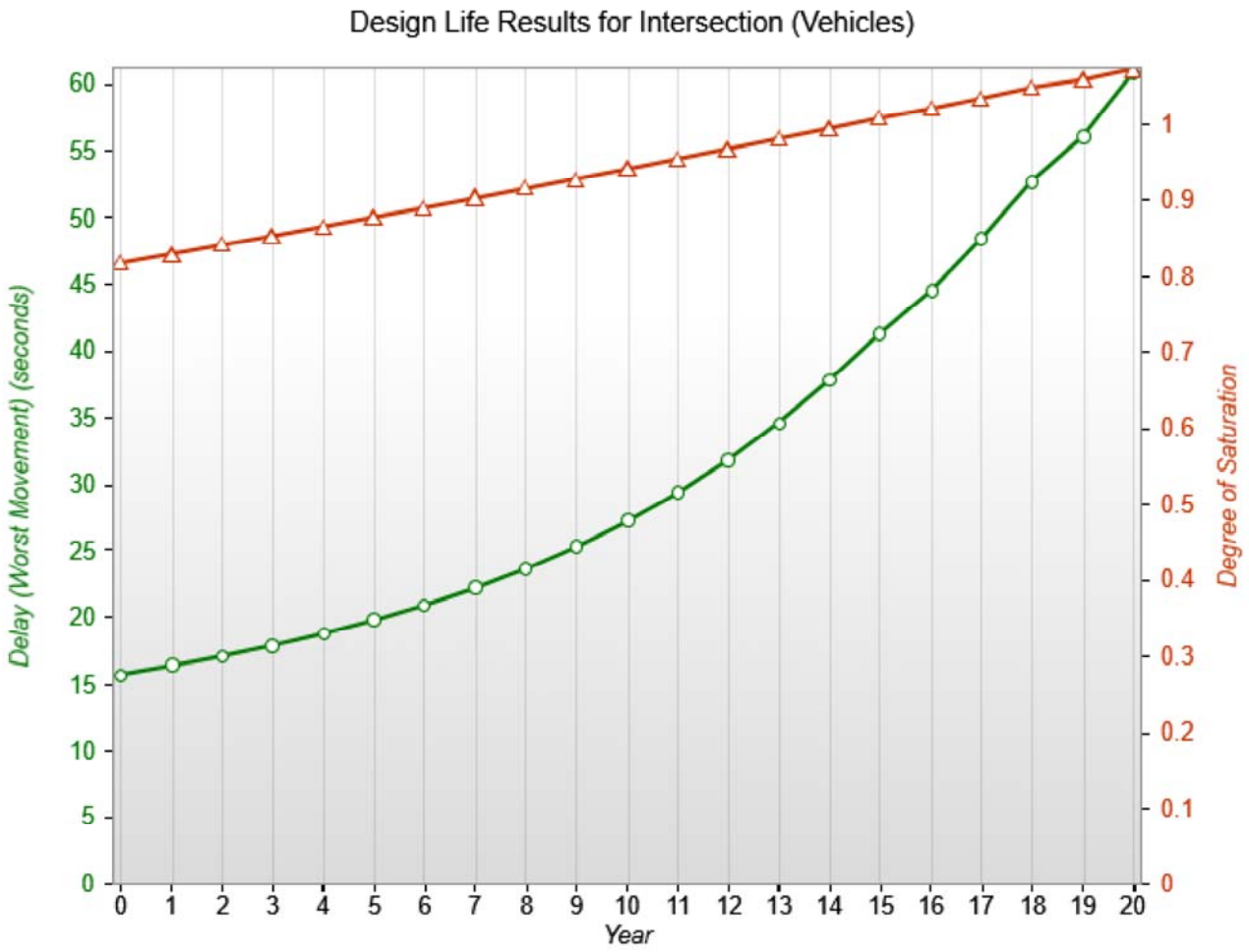
**SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com**

# SITE GRAPHS - Demand (Design Life) Analysis

## Average control delay per vehicle for the worst vehicle movement (seconds) and Highest degree of saturation in any lane

**Site: 104 [Country Club.Prince AM-Single Lane]** **DESIGN YEAR: 2039**

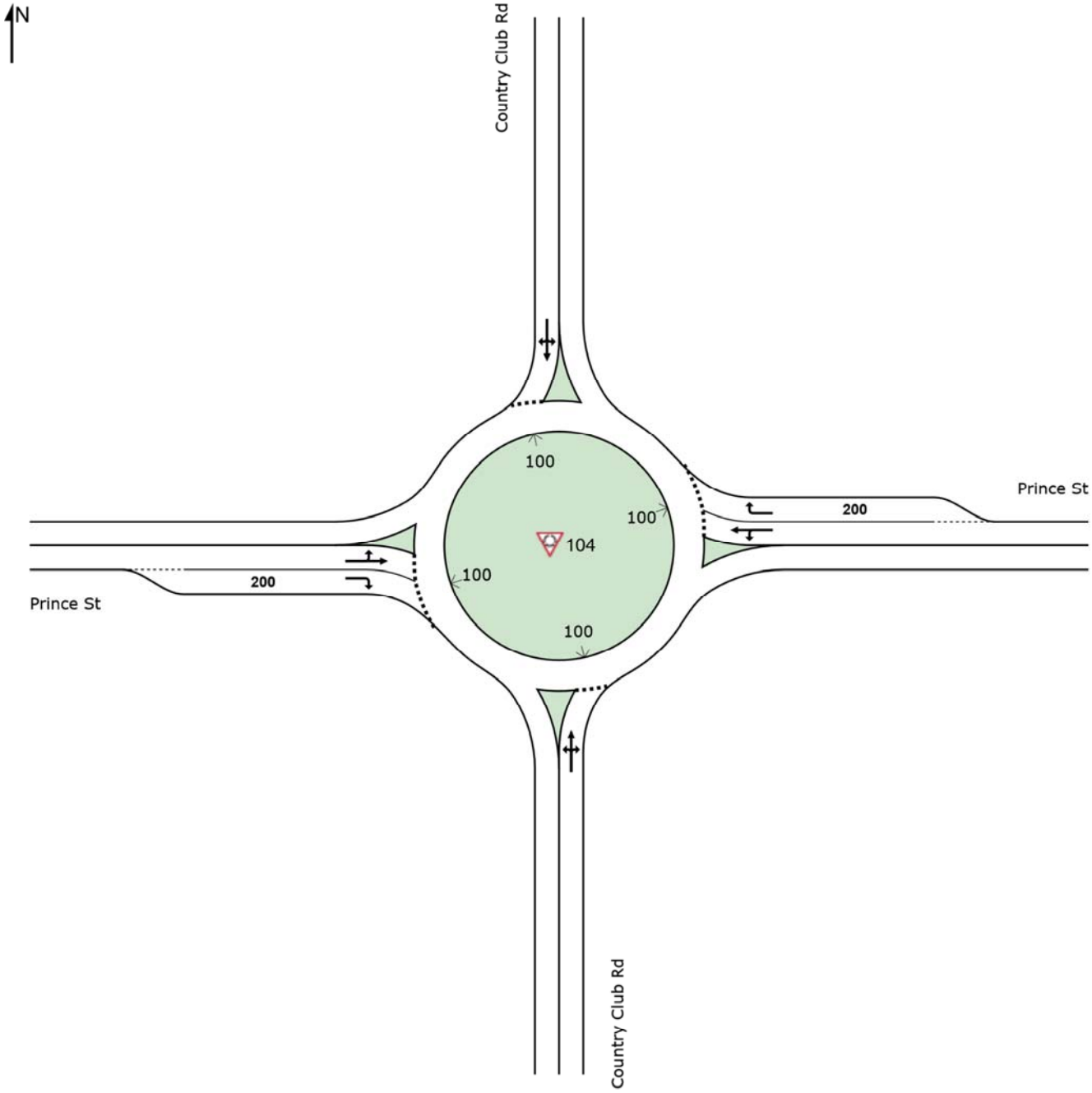
New Site
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 20 years



# SITE LAYOUT

## Site: 104 [Country Club.Prince AM-2 Lane Entry, 1 Lane Exit ]

New Site
Site Category: (None)
Roundabout



# DELAY (CONTROL)

**Average control delay per vehicle, or average pedestrian delay (seconds)**

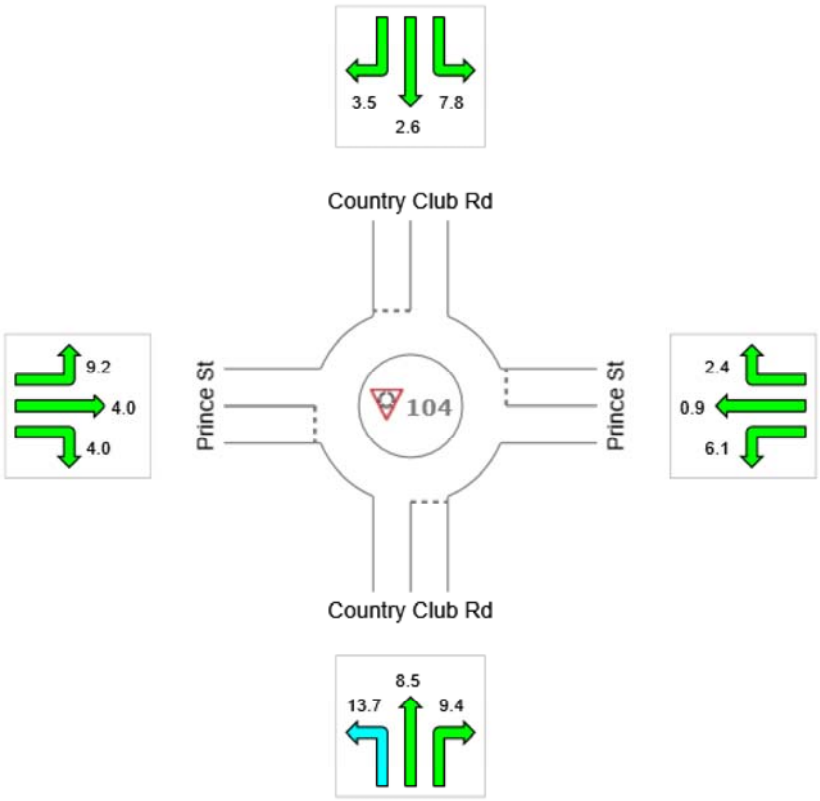
## Site: 104 [Country Club.Prince AM-2 Lane Entry, 1 Lane Exit ]

**DESIGN YEAR: 2019**

New Site
Site Category: (None)
Roundabout

**All Movement Classes**

| | Approaches | | | | Intersection |
|---|---|---|---|---|---|
| | South | East | North | West | |
| Delay (Control) | 9.4 | 1.5 | 5.3 | 4.4 | 4.5 |
| LOS | A | A | A | A | A |




Colour code based on Level of Service

LOS A | LOS B | LOS C | LOS D | LOS E | LOS F

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Roundabout Level of Service Method: SIDRA Roundabout LOS
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

# DELAY (CONTROL)

**Average control delay per vehicle, or average pedestrian delay (seconds)**

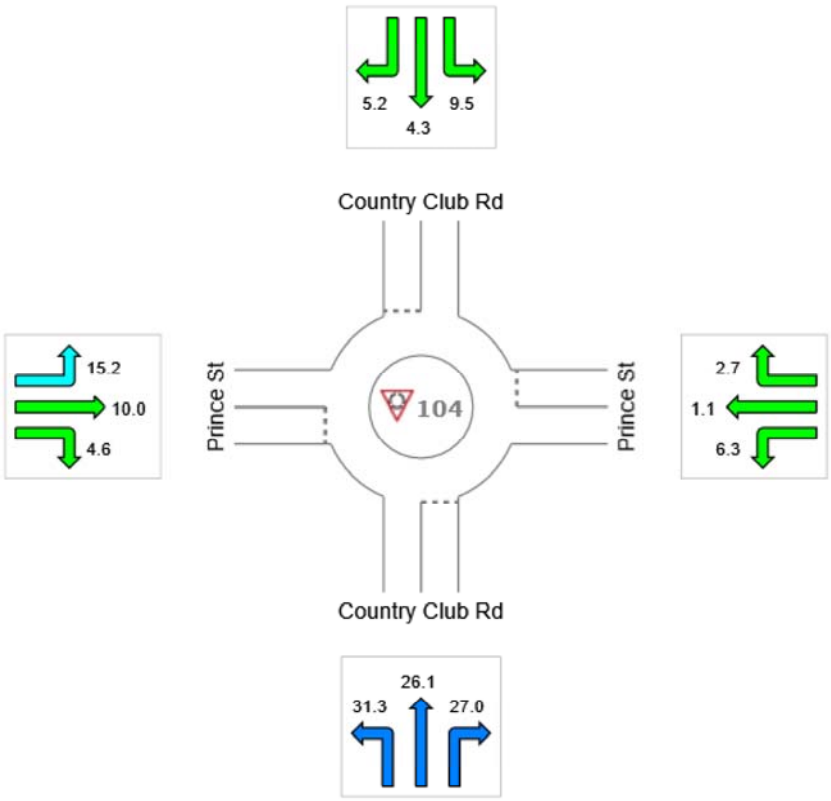
## Site: 104 [Country Club.Prince AM-2 Lane Entry, 1 Lane Exit ]

**DESIGN YEAR: 2039**

New Site
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 20 years

**All Movement Classes**

| | Approaches | | | | Intersection |
|---|---|---|---|---|---|
| | South | East | North | West | |
| Delay (Control) | 27.0 | 1.7 | 6.9 | 10.1 | 9.4 |
| LOS | C | A | A | B | A |




Colour code based on Level of Service

LOS A | LOS B | LOS C | LOS D | LOS E | LOS F

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Roundabout Level of Service Method: SIDRA Roundabout LOS
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

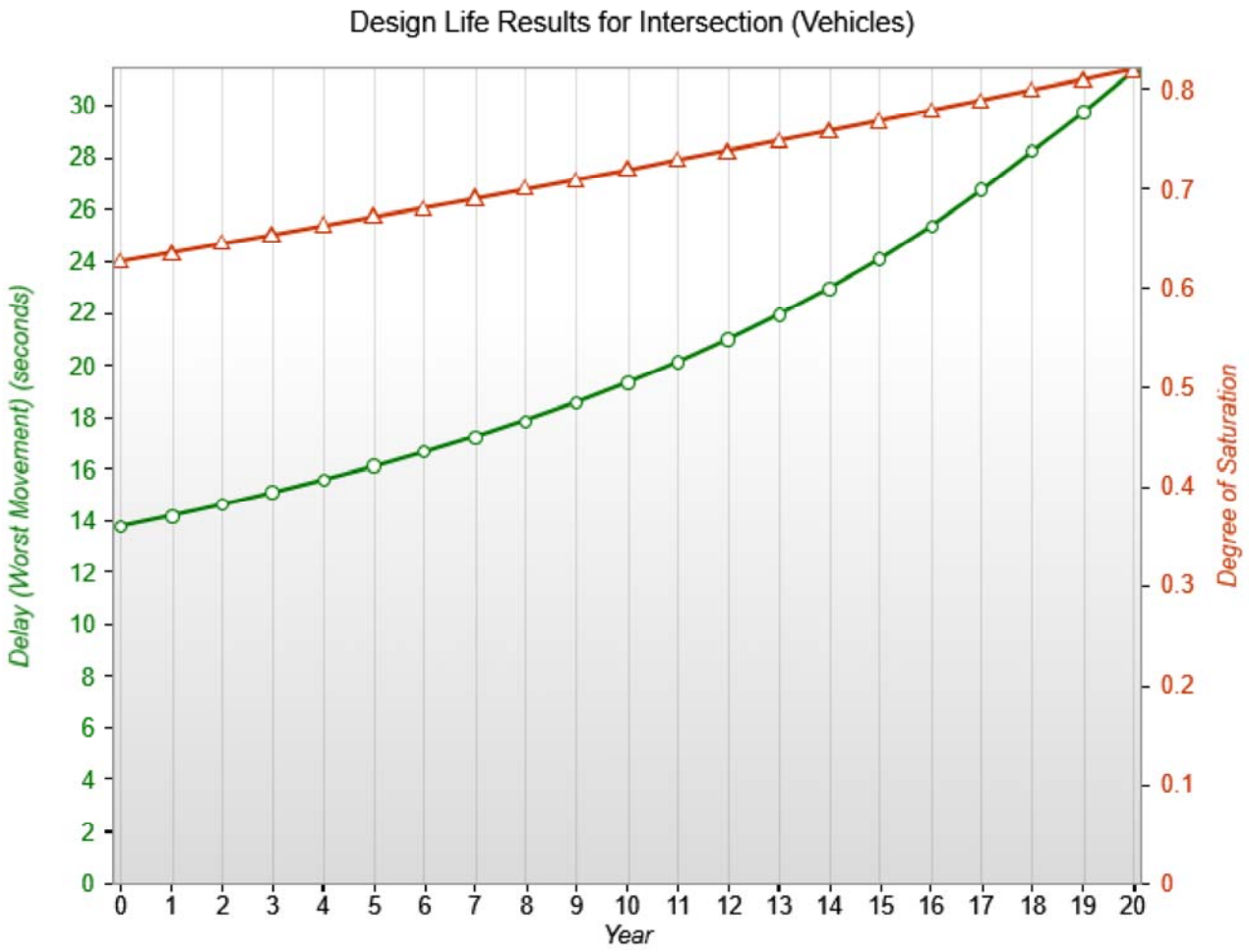
**SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com**

# SITE GRAPHS - Demand (Design Life) Analysis

## Average control delay per vehicle for the worst vehicle movement (seconds) and Highest degree of saturation in any lane

**Site: 104 [Country Club.Prince AM-2 Lane Entry, 1 Lane Exit ]** **DESIGN YEAR: 2039**

New Site
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 20 years



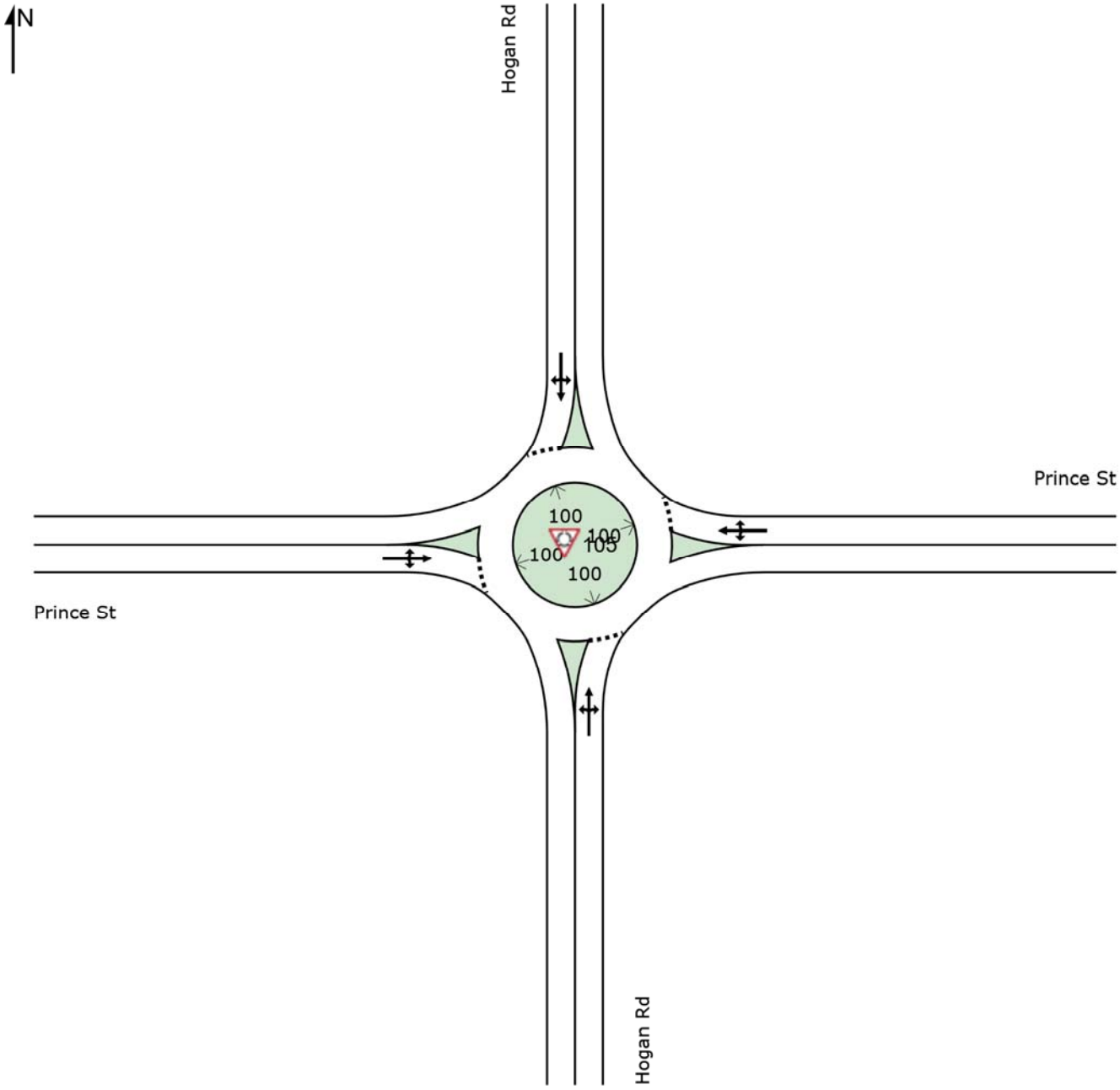
# Site 105

## Prince Street & Hogan Road

# SITE LAYOUT

## Site: 105 [Hogan.Prince AM-Single Lane]

New Site
Site Category: (None)
Roundabout




**SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com**

# DELAY (CONTROL)

**Average control delay per vehicle, or average pedestrian delay (seconds)**

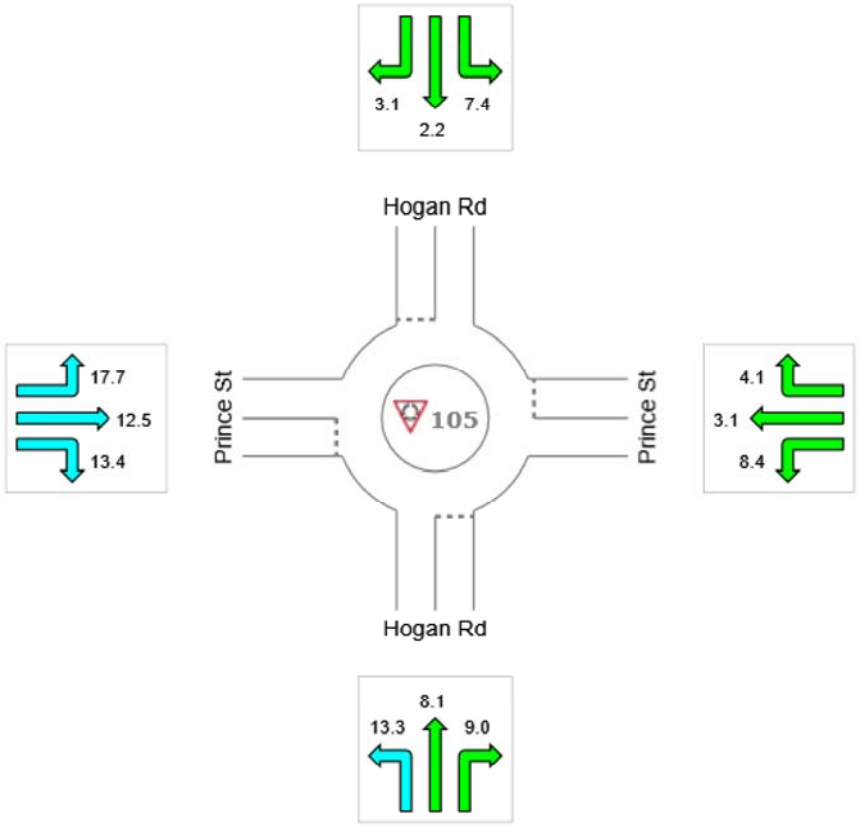
## Site: 105 [Hogan.Prince AM-Single Lane]

**DESIGN YEAR: 2019**

New Site
Site Category: (None)
Roundabout

**All Movement Classes**

| | Approaches | | | | Intersection |
|---|---|---|---|---|---|
| | South | East | North | West | |
| Delay (Control) | 8.8 | 4.2 | 3.9 | 14.0 | 8.0 |
| LOS | A | A | A | B | A |




Colour code based on Level of Service

LOS A | LOS B | LOS C | LOS D | LOS E | LOS F

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Roundabout Level of Service Method: SIDRA Roundabout LOS
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

**SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com**

# DELAY (CONTROL)

**Average control delay per vehicle, or average pedestrian delay (seconds)**

## Site: 105 [Hogan.Prince AM-Single Lane]

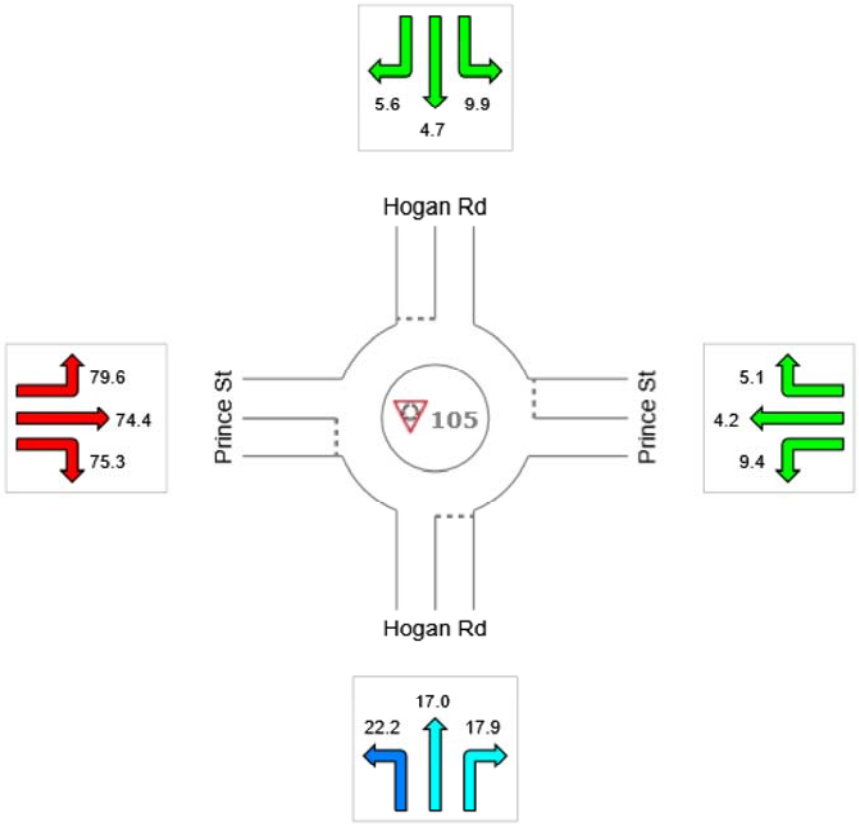
**DESIGN YEAR: 2039**

New Site
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 20 years

**All Movement Classes**

| | Approaches | | | | Intersection |
|---|---|---|---|---|---|
| | South | East | North | West | |
| Delay (Control) | 17.7 | 5.3 | 6.4 | 76.0 | 29.8 |
| LOS | B | A | A | F[11] | C |

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.




Colour code based on Level of Service

LOS A | LOS B | LOS C | LOS D | LOS E | LOS F

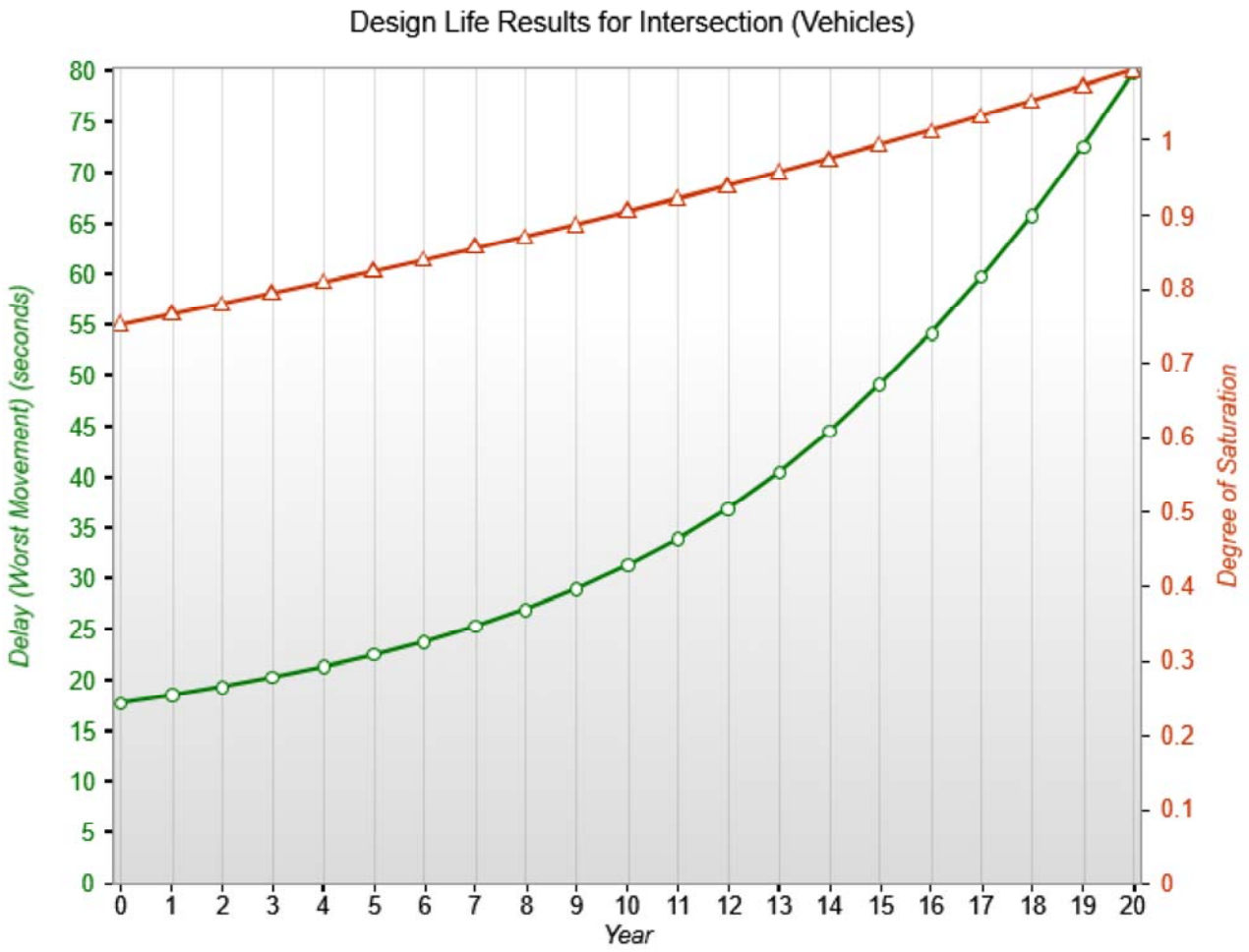
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Roundabout Level of Service Method: SIDRA Roundabout LOS
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

# SITE GRAPHS - Demand (Design Life) Analysis

## Average control delay per vehicle for the worst vehicle movement (seconds) and Highest degree of saturation in any lane

**Site: 105 [Hogan.Prince AM-Single Lane]** **DESIGN YEAR: 2039**

New Site
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 20 years

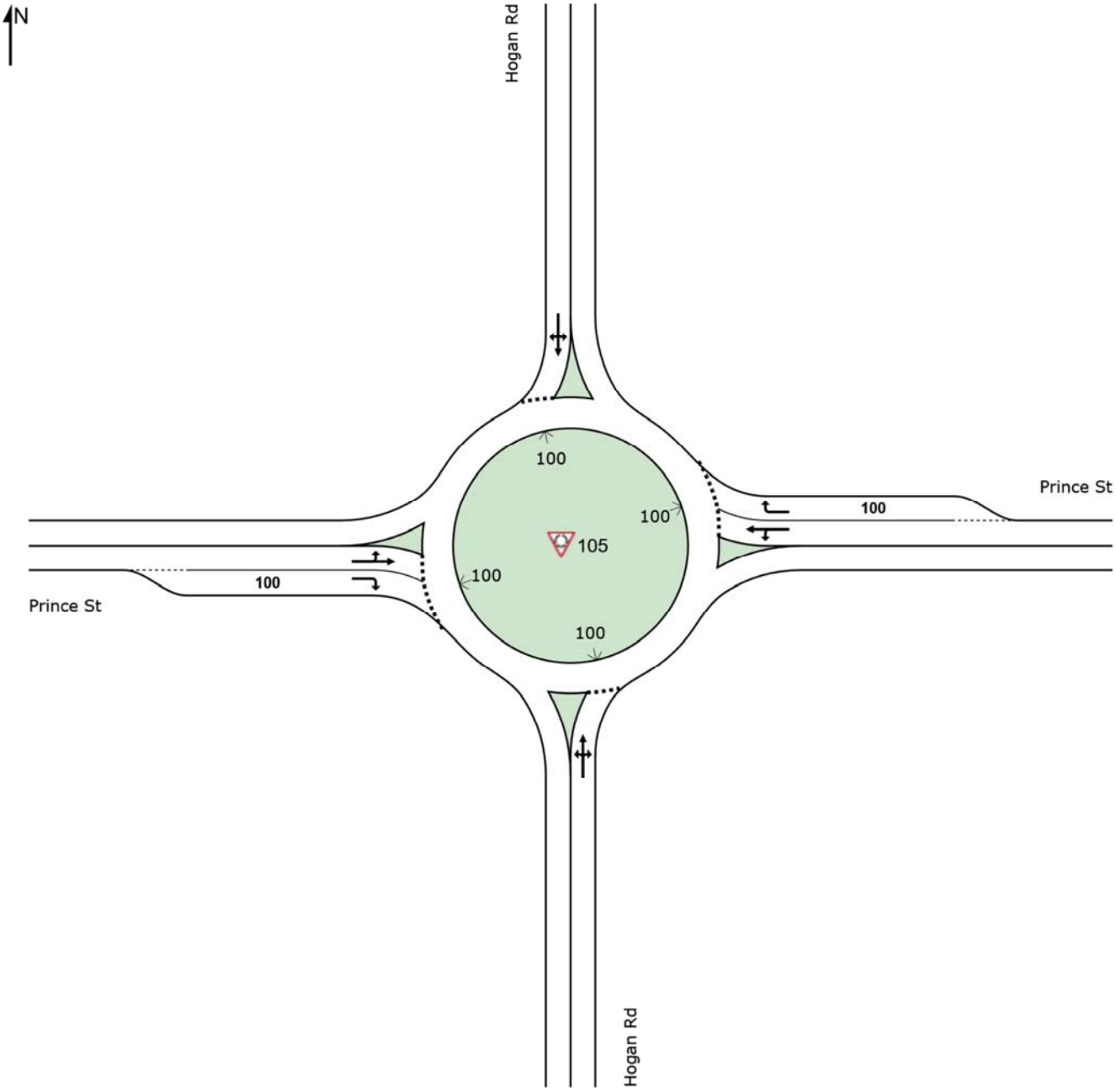



**SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com**

# SITE LAYOUT

## Site: 105 [Hogan.Prince AM-2 Lane Entry, 1 Lane Exit ]

New Site
Site Category: (None)
Roundabout



# DELAY (CONTROL)

**Average control delay per vehicle, or average pedestrian delay (seconds)**

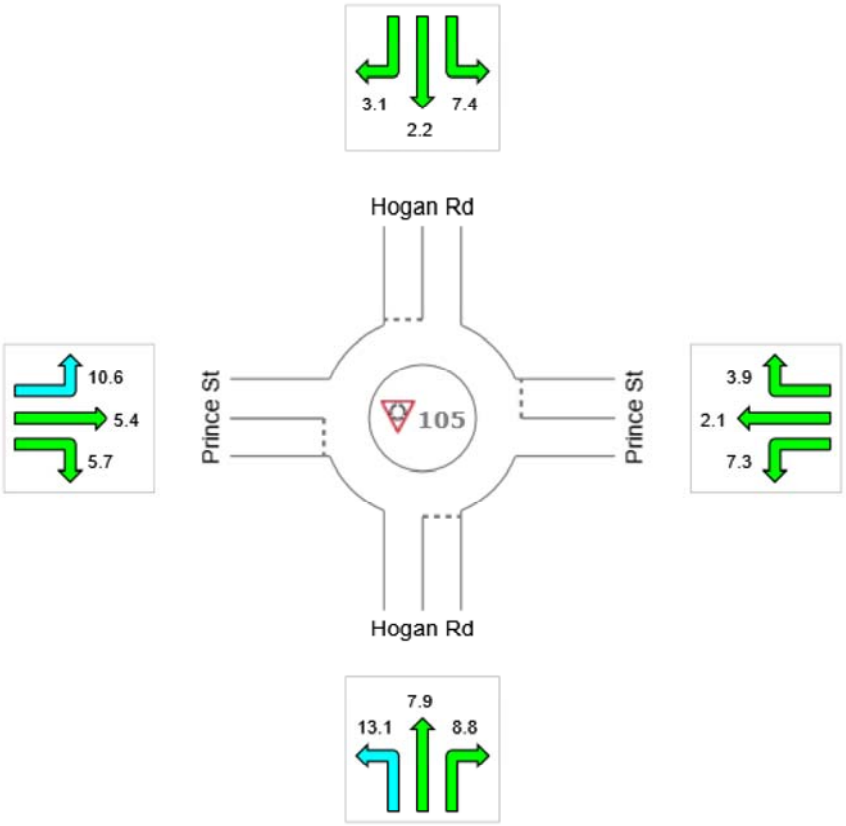
## Site: 105 [Hogan.Prince AM-2 Lane Entry, 1 Lane Exit ]

**DESIGN YEAR: 2019**

New Site
Site Category: (None)
Roundabout

**All Movement Classes**

| | Approaches | | | | Intersection |
|---|---|---|---|---|---|
| | South | East | North | West | |
| Delay (Control) | 8.6 | 3.5 | 3.9 | 6.9 | 5.7 |
| LOS | A | A | A | A | A |




Colour code based on Level of Service

LOS A | LOS B | LOS C | LOS D | LOS E | LOS F

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Roundabout Level of Service Method: SIDRA Roundabout LOS
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

**SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com**

# DELAY (CONTROL)

**Average control delay per vehicle, or average pedestrian delay (seconds)**

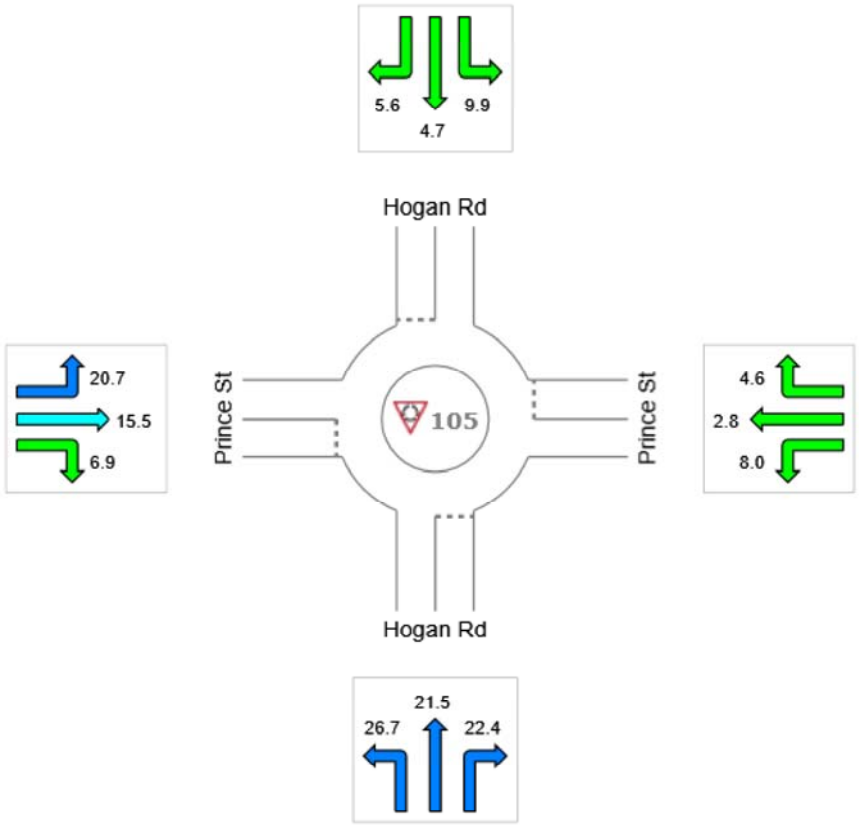
## Site: 105 [Hogan.Prince AM-2 Lane Entry, 1 Lane Exit ]

**DESIGN YEAR: 2039**

New Site
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 20 years

**All Movement Classes**

| | Approaches | | | | Intersection |
|---|---|---|---|---|---|
| | South | East | North | West | |
| Delay (Control) | 22.3 | 4.2 | 6.3 | 16.4 | 12.2 |
| LOS | C | A | A | B | B |




Colour code based on Level of Service

LOS A | LOS B | LOS C | LOS D | LOS E | LOS F

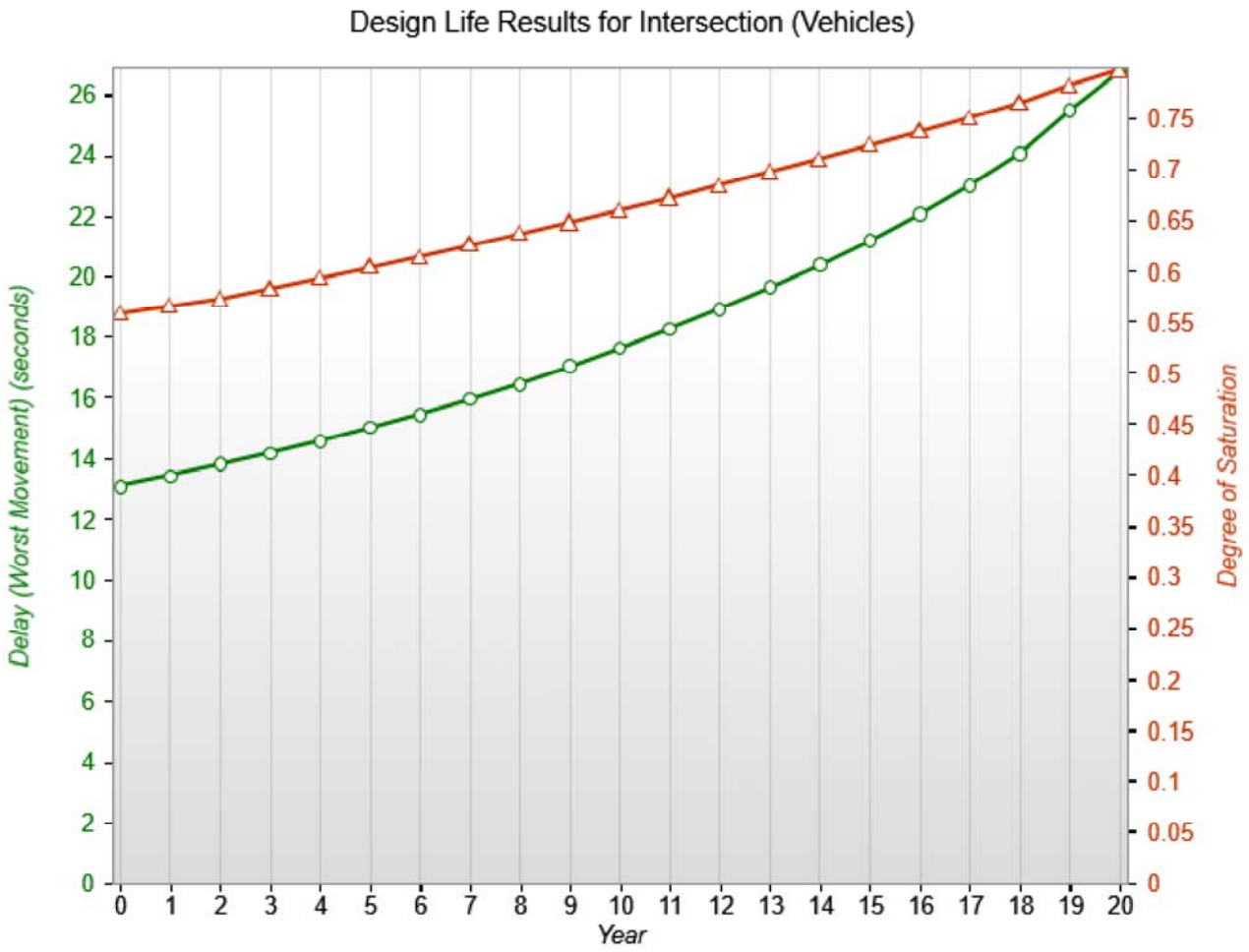
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Roundabout Level of Service Method: SIDRA Roundabout LOS
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

# SITE GRAPHS - Demand (Design Life) Analysis

## Average control delay per vehicle for the worst vehicle movement (seconds) and Highest degree of saturation in any lane

**Site: 105 [Hogan.Prince AM-2 Lane Entry, 1 Lane Exit ]** **DESIGN YEAR: 2039**

New Site
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 20 years

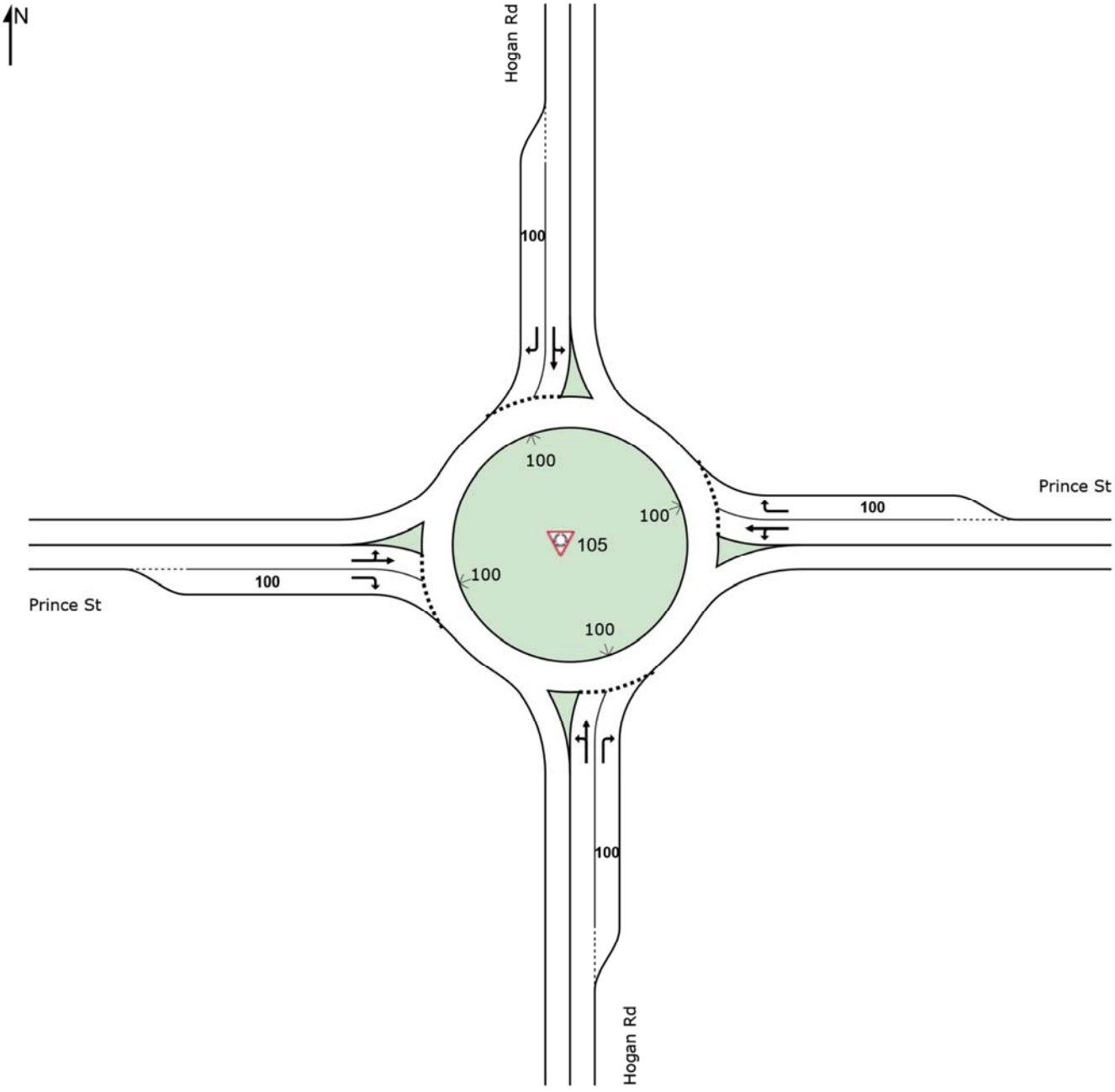



**SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com**

# SITE LAYOUT

## Site: 105 [Hogan.Prince AM-2 Lane Entry (All Approaches)]

New Site
Site Category: (None)
Roundabout



# DELAY (CONTROL)

**Average control delay per vehicle, or average pedestrian delay (seconds)**

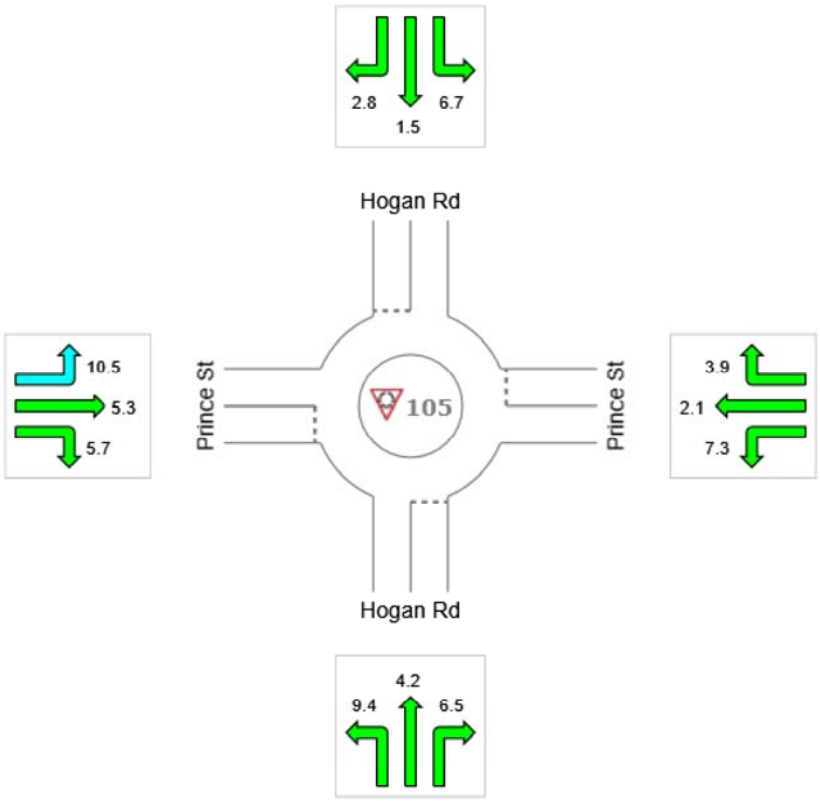
## Site: 105 [Hogan.Prince AM-2 Lane Entry (All Approaches)]

**DESIGN YEAR: 2019**

New Site
Site Category: (None)
Roundabout

**All Movement Classes**

| | Approaches | | | | Intersection |
|---|---|---|---|---|---|
| | South | East | North | West | |
| Delay (Control) | 5.2 | 3.5 | 3.1 | 6.8 | 4.7 |
| LOS | A | A | A | A | A |




Colour code based on Level of Service

LOS A | LOS B | LOS C | LOS D | LOS E | LOS F

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Roundabout Level of Service Method: SIDRA Roundabout LOS
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

# DELAY (CONTROL)

**Average control delay per vehicle, or average pedestrian delay (seconds)**

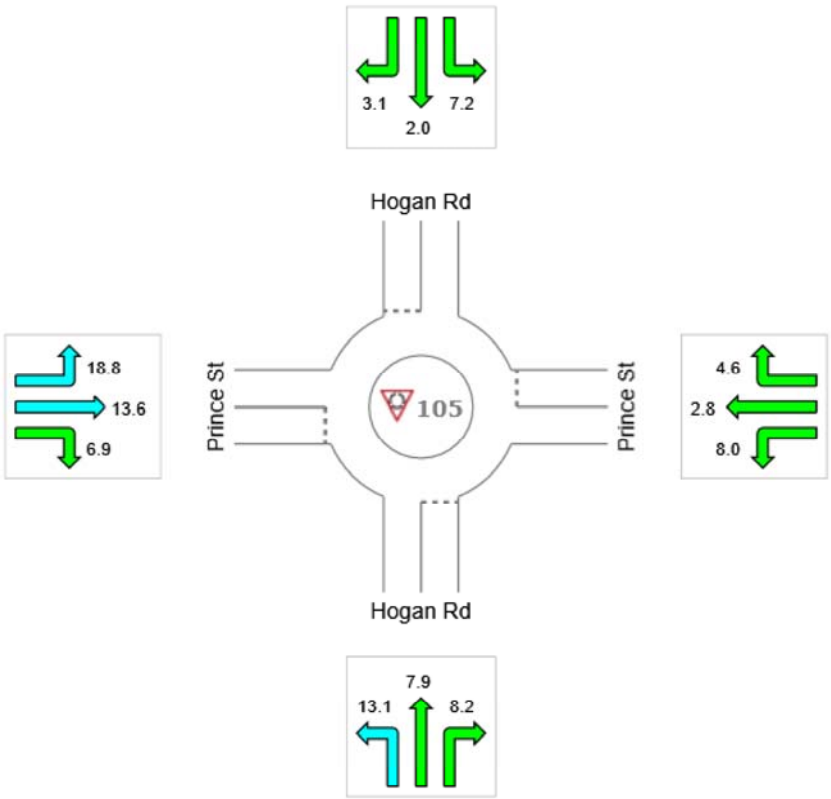
## Site: 105 [Hogan.Prince AM-2 Lane Entry (All Approaches)]

**DESIGN YEAR: 2039**

New Site
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 20 years

**All Movement Classes**

| | Approaches | | | | Intersection |
|---|---|---|---|---|---|
| | South | East | North | West | |
| Delay (Control) | 8.5 | 4.2 | 3.6 | 14.6 | 8.1 |
| LOS | A | A | A | B | A |




Colour code based on Level of Service

LOS A | LOS B | LOS C | LOS D | LOS E | LOS F

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Roundabout Level of Service Method: SIDRA Roundabout LOS
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

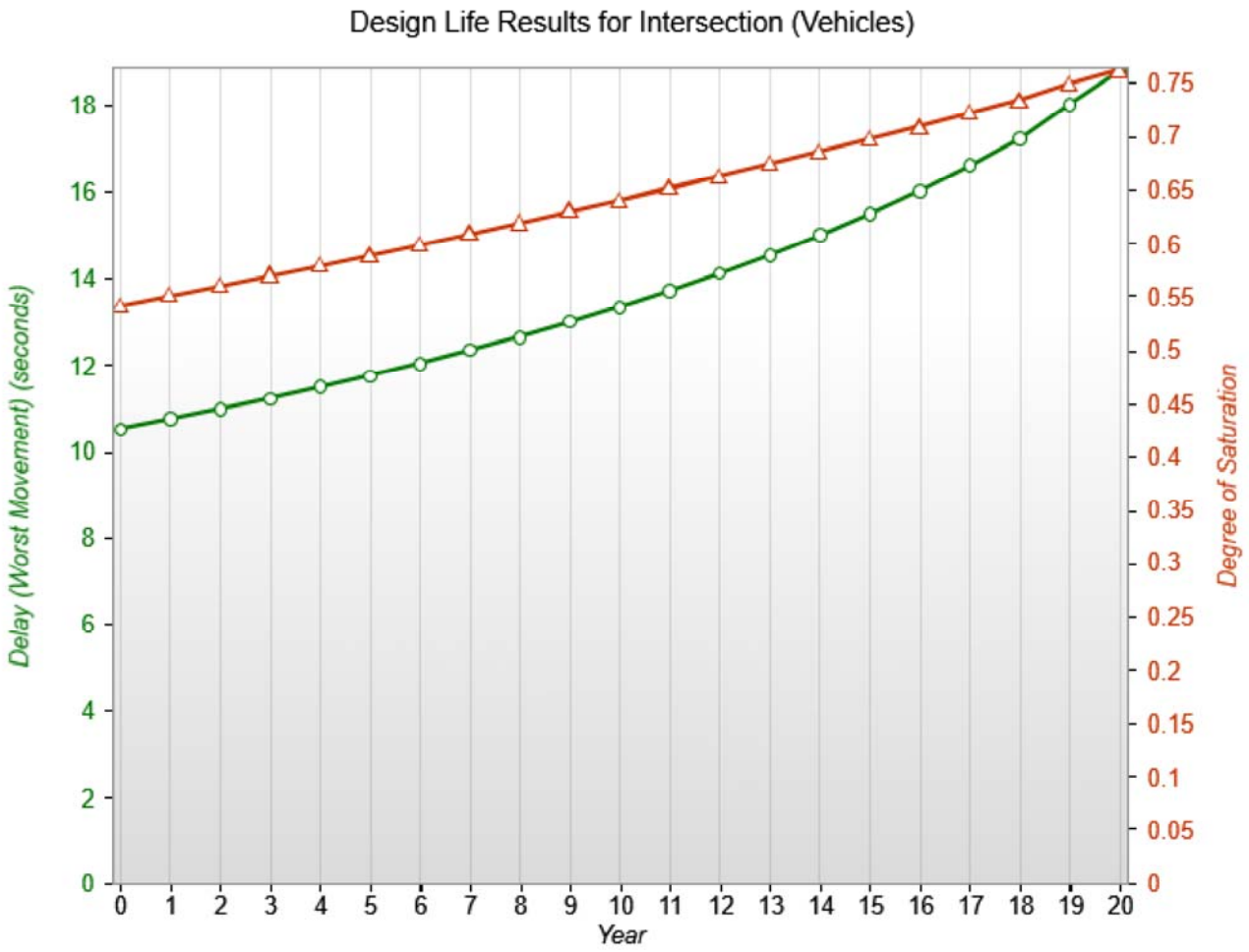
**SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com**

# SITE GRAPHS - Demand (Design Life) Analysis

## Average control delay per vehicle for the worst vehicle movement (seconds) and Highest degree of saturation in any lane

**Site: 105 [Hogan.Prince AM-2 Lane Entry (All Approaches)]** **DESIGN YEAR: 2039**

New Site
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 20 years




**SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com**

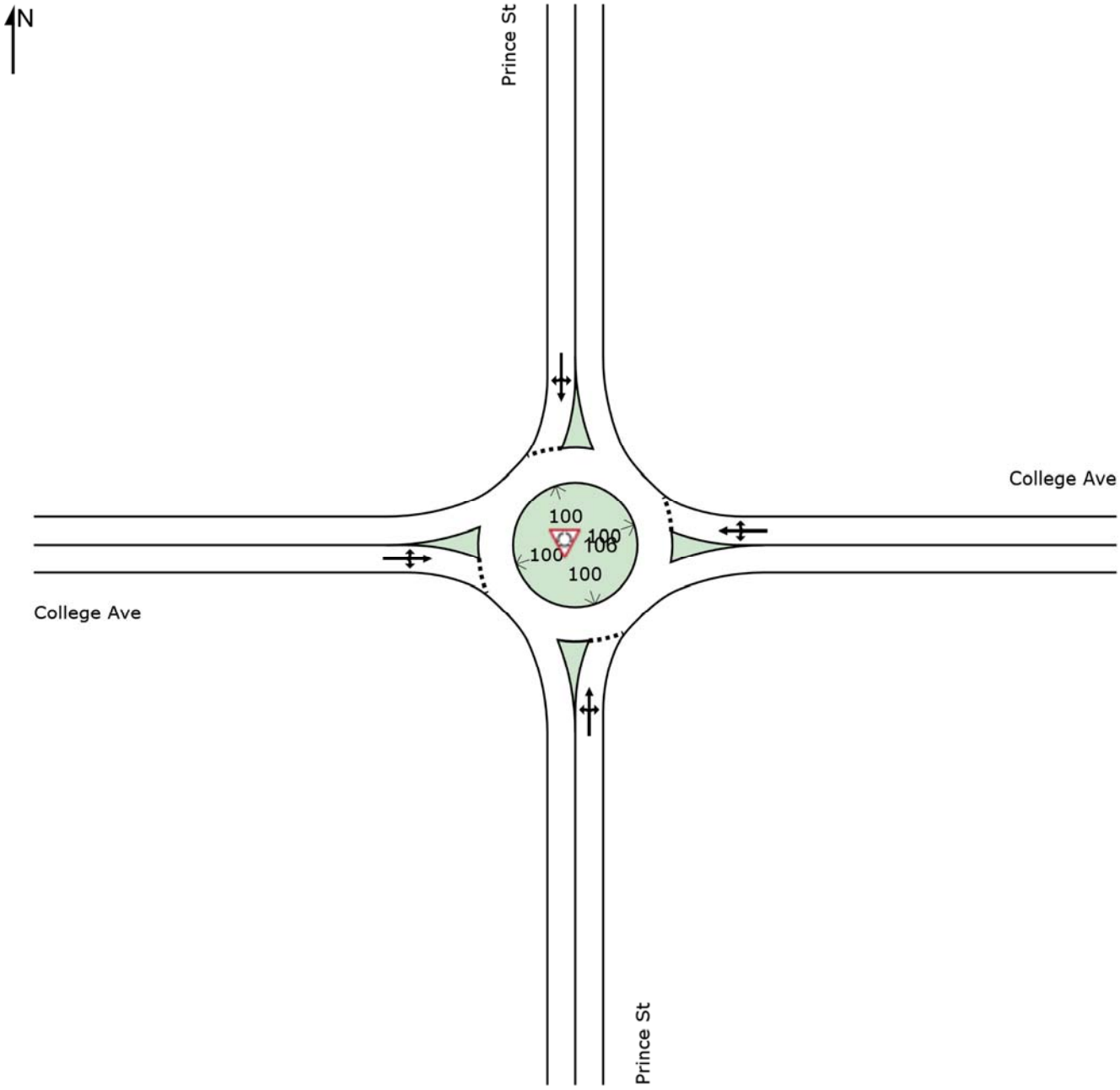
# Site 106

## College Avenue & Prince Street

# SITE LAYOUT

## Site: 106 [College.Prince AM-Single Lane]

New Site
Site Category: (None)
Roundabout



# DELAY (CONTROL)

**Average control delay per vehicle, or average pedestrian delay (seconds)**

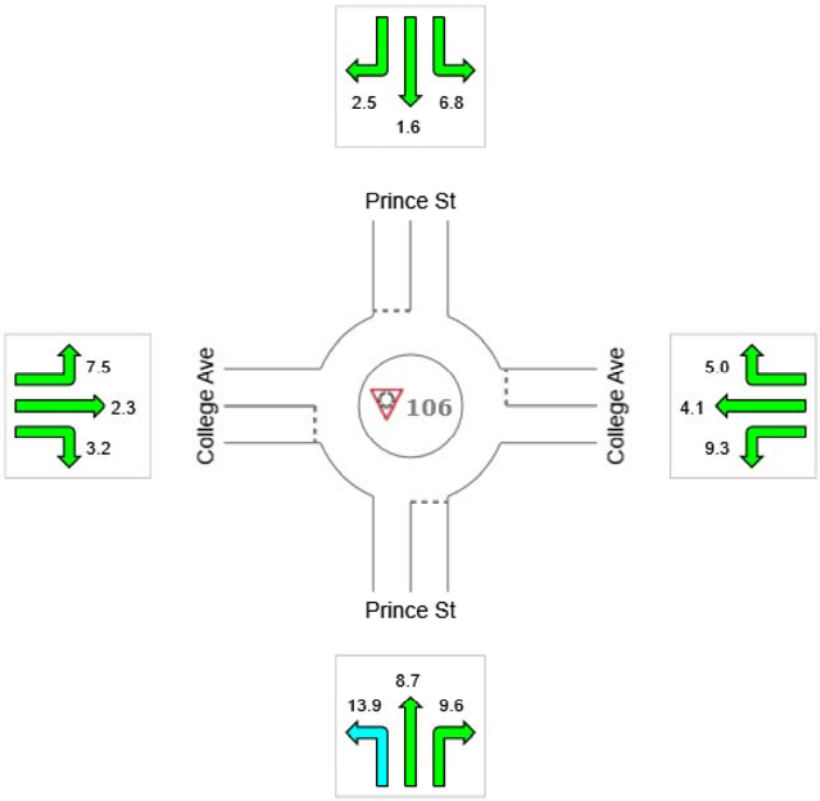
## Site: 106 [College.Prince AM-Single Lane]

**DESIGN YEAR: 2019**

New Site
Site Category: (None)
Roundabout

**All Movement Classes**

| | Approaches | | | | Intersection |
|---|---|---|---|---|---|
| | South | East | North | West | |
| Delay (Control) | 9.2 | 5.4 | 2.9 | 4.6 | 5.7 |
| LOS | A | A | A | A | A |




Colour code based on Level of Service

LOS A | LOS B | LOS C | LOS D | LOS E | LOS F

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Roundabout Level of Service Method: SIDRA Roundabout LOS
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

**SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com**

# DELAY (CONTROL)

**Average control delay per vehicle, or average pedestrian delay (seconds)**

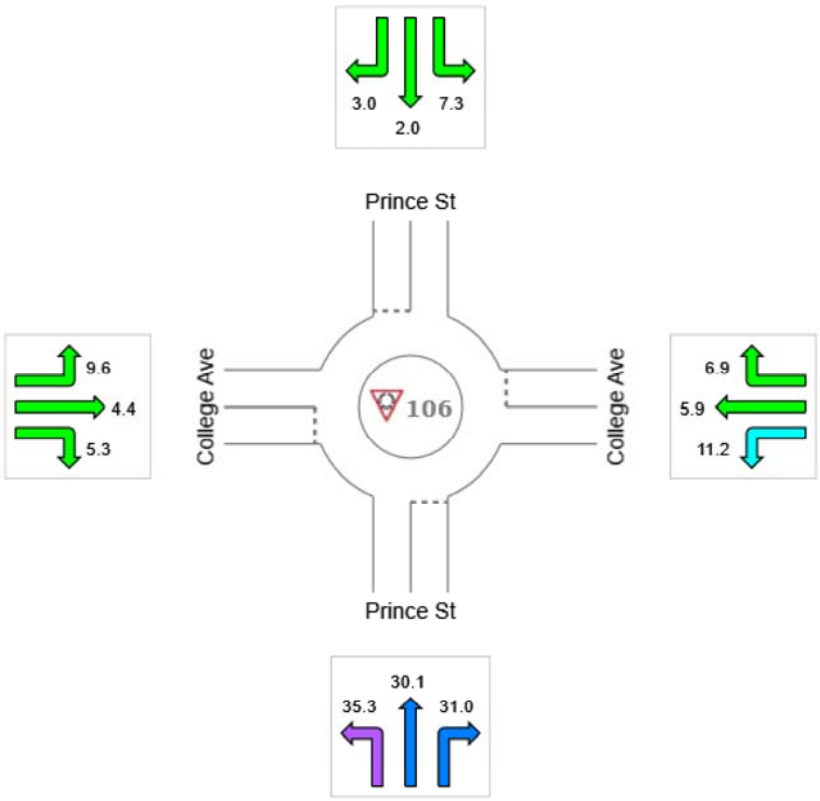
## Site: 106 [College.Prince AM-Single Lane]

**DESIGN YEAR: 2039**

New Site
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 20 years

**All Movement Classes**

| | Approaches | | | | Intersection |
|---|---|---|---|---|---|
| | South | East | North | West | |
| Delay (Control) | 30.5 | 7.3 | 3.4 | 6.7 | 13.2 |
| LOS | C | A | A | A | B |




Colour code based on Level of Service

LOS A | LOS B | LOS C | LOS D | LOS E | LOS F

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Roundabout Level of Service Method: SIDRA Roundabout LOS
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

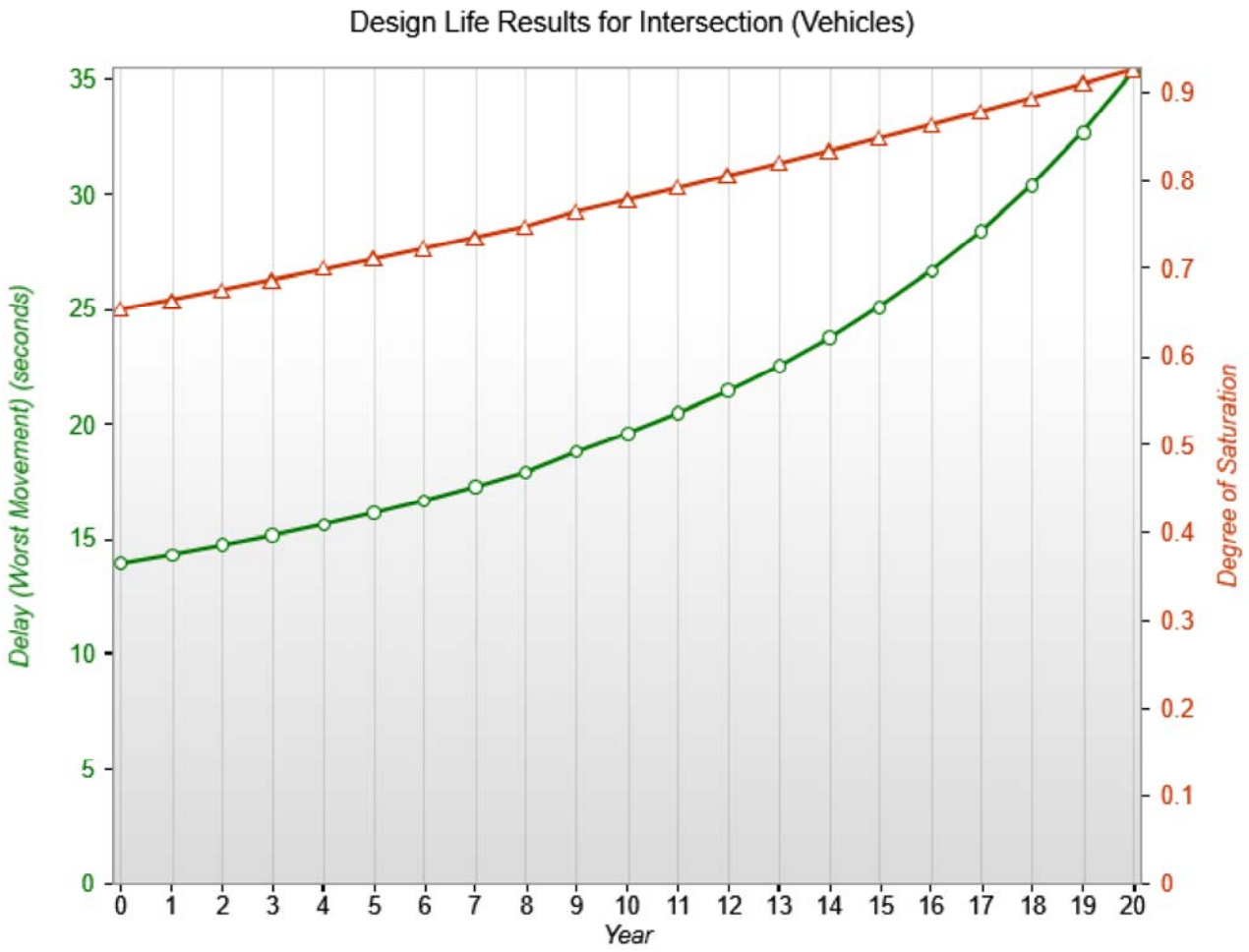
**SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com**

# SITE GRAPHS - Demand (Design Life) Analysis

## Average control delay per vehicle for the worst vehicle movement (seconds) and Highest degree of saturation in any lane

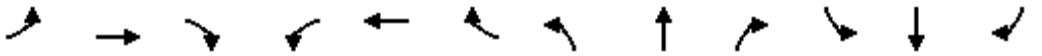
**Site: 106 [College.Prince AM-Single Lane]** **DESIGN YEAR: 2039**

New Site
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 20 years



# Appendix B- Synchro Summary

# HCM 6th Signalized Intersection Summary
## 101: Farris Rd & College Ave

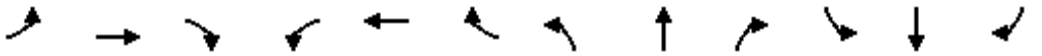


| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 83 | 485 | 87 | 63 | 346 | 33 | 66 | 254 | 82 | 90 | 238 | 48 |
| Future Volume (veh/h) | 83 | 485 | 87 | 63 | 346 | 33 | 66 | 254 | 82 | 90 | 238 | 48 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 92 | 539 | 97 | 70 | 384 | 37 | 73 | 282 | 91 | 100 | 264 | 53 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 398 | 596 | 107 | 242 | 639 | 62 | 296 | 329 | 106 | 255 | 377 | 76 |
| Arrive On Green | 0.06 | 0.39 | 0.39 | 0.05 | 0.38 | 0.38 | 0.05 | 0.24 | 0.24 | 0.06 | 0.25 | 0.25 |
| Sat Flow, veh/h | 1781 | 1543 | 278 | 1781 | 1679 | 162 | 1781 | 1355 | 437 | 1781 | 1512 | 304 |
| Grp Volume(v), veh/h | 92 | 0 | 636 | 70 | 0 | 421 | 73 | 0 | 373 | 100 | 0 | 317 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1820 | 1781 | 0 | 1841 | 1781 | 0 | 1792 | 1781 | 0 | 1816 |
| Q Serve(g_s), s | 2.1 | 0.0 | 23.1 | 1.6 | 0.0 | 12.9 | 2.1 | 0.0 | 14.0 | 2.9 | 0.0 | 11.1 |
| Cycle Q Clear(g_c), s | 2.1 | 0.0 | 23.1 | 1.6 | 0.0 | 12.9 | 2.1 | 0.0 | 14.0 | 2.9 | 0.0 | 11.1 |
| Prop In Lane | 1.00 | | 0.15 | 1.00 | | 0.09 | 1.00 | | 0.24 | 1.00 | | 0.17 |
| Lane Grp Cap(c), veh/h | 398 | 0 | 704 | 242 | 0 | 700 | 296 | 0 | 435 | 255 | 0 | 453 |
| V/C Ratio(X) | 0.23 | 0.00 | 0.90 | 0.29 | 0.00 | 0.60 | 0.25 | 0.00 | 0.86 | 0.39 | 0.00 | 0.70 |
| Avail Cap(c_a), veh/h | 445 | 0 | 791 | 277 | 0 | 777 | 329 | 0 | 544 | 276 | 0 | 551 |
| 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 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 12.9 | 0.0 | 20.3 | 15.7 | 0.0 | 17.5 | 19.0 | 0.0 | 25.4 | 19.6 | 0.0 | 23.9 |
| Incr Delay (d2), s/veh | 0.3 | 0.0 | 12.8 | 0.6 | 0.0 | 1.1 | 0.4 | 0.0 | 10.9 | 1.0 | 0.0 | 3.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.8 | 0.0 | 11.4 | 0.6 | 0.0 | 5.2 | 0.9 | 0.0 | 6.9 | 1.2 | 0.0 | 4.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 13.2 | 0.0 | 33.1 | 16.4 | 0.0 | 18.5 | 19.4 | 0.0 | 36.3 | 20.5 | 0.0 | 26.9 |
| LnGrp LOS | B | A | C | B | A | B | B | A | D | C | A | C |
| Approach Vol, veh/h | | 728 | | | 491 | | | 446 | | | 417 | |
| Approach Delay, s/veh | | 30.6 | | | 18.2 | | | 33.5 | | | 25.4 | |
| Approach LOS | | C | | | B | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.8 | 21.5 | 8.2 | 31.6 | 8.3 | 22.0 | 8.7 | 31.2 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 5.1 | 21.3 | 5.1 | 30.5 | 5.1 | 21.3 | 6.0 | 29.6 |
| Max Q Clear Time (g_c+I1), s | 4.9 | 16.0 | 3.6 | 25.1 | 4.1 | 13.1 | 4.1 | 14.9 |
| Green Ext Time (p_c), s | 0.0 | 1.0 | 0.0 | 2.0 | 0.0 | 1.2 | 0.0 | 2.3 |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 6th Ctrl Delay | | 27.3 | |
| HCM 6th LOS | | C | |

# HCM 6th Signalized Intersection Summary
## 101: Farris Rd & College Ave

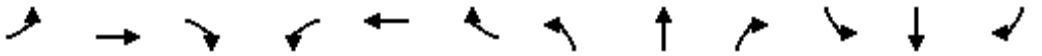


| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 83 | 485 | 87 | 63 | 346 | 33 | 66 | 254 | 82 | 90 | 238 | 48 |
| Future Volume (veh/h) | 83 | 485 | 87 | 63 | 346 | 33 | 66 | 254 | 82 | 90 | 238 | 48 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 113 | 657 | 118 | 85 | 469 | 45 | 89 | 344 | 111 | 122 | 323 | 65 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 346 | 650 | 117 | 168 | 698 | 67 | 252 | 364 | 117 | 205 | 418 | 84 |
| Arrive On Green | 0.05 | 0.42 | 0.42 | 0.05 | 0.42 | 0.42 | 0.05 | 0.27 | 0.27 | 0.06 | 0.28 | 0.28 |
| Sat Flow, veh/h | 1781 | 1543 | 277 | 1781 | 1680 | 161 | 1781 | 1355 | 437 | 1781 | 1511 | 304 |
| Grp Volume(v), veh/h | 113 | 0 | 775 | 85 | 0 | 514 | 89 | 0 | 455 | 122 | 0 | 388 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1820 | 1781 | 0 | 1841 | 1781 | 0 | 1792 | 1781 | 0 | 1816 |
| Q Serve(g_s), s | 3.2 | 0.0 | 37.6 | 2.4 | 0.0 | 20.2 | 3.2 | 0.0 | 22.2 | 4.4 | 0.0 | 17.6 |
| Cycle Q Clear(g_c), s | 3.2 | 0.0 | 37.6 | 2.4 | 0.0 | 20.2 | 3.2 | 0.0 | 22.2 | 4.4 | 0.0 | 17.6 |
| Prop In Lane | 1.00 | | 0.15 | 1.00 | | 0.09 | 1.00 | | 0.24 | 1.00 | | 0.17 |
| Lane Grp Cap(c), veh/h | 346 | 0 | 767 | 168 | 0 | 765 | 252 | 0 | 482 | 205 | 0 | 502 |
| V/C Ratio(X) | 0.33 | 0.00 | 1.01 | 0.51 | 0.00 | 0.67 | 0.35 | 0.00 | 0.94 | 0.60 | 0.00 | 0.77 |
| Avail Cap(c_a), veh/h | 358 | 0 | 767 | 182 | 0 | 767 | 262 | 0 | 482 | 205 | 0 | 502 |
| 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 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 16.0 | 0.0 | 25.8 | 21.1 | 0.0 | 21.2 | 23.4 | 0.0 | 32.0 | 24.7 | 0.0 | 29.7 |
| Incr Delay (d2), s/veh | 0.5 | 0.0 | 35.3 | 2.3 | 0.0 | 2.3 | 0.8 | 0.0 | 27.7 | 4.6 | 0.0 | 7.3 |
| 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 | 1.3 | 0.0 | 22.7 | 1.0 | 0.0 | 8.8 | 1.4 | 0.0 | 13.0 | 2.1 | 0.0 | 8.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 16.5 | 0.0 | 61.1 | 23.5 | 0.0 | 23.5 | 24.3 | 0.0 | 59.7 | 29.3 | 0.0 | 37.1 |
| LnGrp LOS | B | A | F | C | A | C | C | A | E | C | A | D |
| Approach Vol, veh/h | | 888 | | | 599 | | | 544 | | | 510 | |
| Approach Delay, s/veh | | 55.4 | | | 23.5 | | | 53.9 | | | 35.2 | |
| Approach LOS | | E | | | C | | | D | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 9.8 | 28.5 | 8.9 | 42.1 | 9.1 | 29.2 | 9.4 | 41.6 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 5.3 | 24.0 | 5.1 | 37.6 | 5.1 | 24.2 | 5.5 | 37.2 |
| Max Q Clear Time (g_c+I1), s | 6.4 | 24.2 | 4.4 | 39.6 | 5.2 | 19.6 | 5.2 | 22.2 |
| Green Ext Time (p_c), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 3.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 43.5 |
| HCM 6th LOS | D |

# HCM 6th Signalized Intersection Summary
## 101: Farris Rd & College Ave

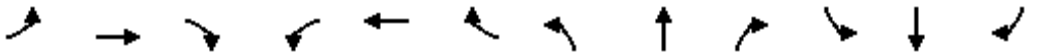


| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 66 | 401 | 102 | 95 | 443 | 97 | 155 | 322 | 61 | 66 | 253 | 70 |
| Future Volume (veh/h) | 66 | 401 | 102 | 95 | 443 | 97 | 155 | 322 | 61 | 66 | 253 | 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 72 | 436 | 111 | 103 | 482 | 105 | 168 | 350 | 66 | 72 | 275 | 76 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 246 | 508 | 129 | 277 | 537 | 117 | 316 | 414 | 78 | 253 | 327 | 91 |
| Arrive On Green | 0.05 | 0.35 | 0.35 | 0.06 | 0.36 | 0.36 | 0.09 | 0.27 | 0.27 | 0.05 | 0.23 | 0.23 |
| Sat Flow, veh/h | 1781 | 1438 | 366 | 1781 | 1488 | 324 | 1781 | 1530 | 289 | 1781 | 1410 | 390 |
| Grp Volume(v), veh/h | 72 | 0 | 547 | 103 | 0 | 587 | 168 | 0 | 416 | 72 | 0 | 351 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1804 | 1781 | 0 | 1812 | 1781 | 0 | 1818 | 1781 | 0 | 1800 |
| Q Serve(g_s), s | 1.7 | 0.0 | 19.5 | 2.5 | 0.0 | 21.2 | 4.9 | 0.0 | 15.0 | 2.1 | 0.0 | 12.9 |
| Cycle Q Clear(g_c), s | 1.7 | 0.0 | 19.5 | 2.5 | 0.0 | 21.2 | 4.9 | 0.0 | 15.0 | 2.1 | 0.0 | 12.9 |
| Prop In Lane | 1.00 | | 0.20 | 1.00 | | 0.18 | 1.00 | | 0.16 | 1.00 | | 0.22 |
| Lane Grp Cap(c), veh/h | 246 | 0 | 637 | 277 | 0 | 655 | 316 | 0 | 492 | 253 | 0 | 418 |
| V/C Ratio(X) | 0.29 | 0.00 | 0.86 | 0.37 | 0.00 | 0.90 | 0.53 | 0.00 | 0.85 | 0.28 | 0.00 | 0.84 |
| Avail Cap(c_a), veh/h | 281 | 0 | 743 | 297 | 0 | 746 | 316 | 0 | 612 | 288 | 0 | 572 |
| 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 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 16.0 | 0.0 | 20.8 | 15.7 | 0.0 | 20.9 | 18.8 | 0.0 | 23.9 | 19.6 | 0.0 | 25.3 |
| Incr Delay (d2), s/veh | 0.7 | 0.0 | 8.8 | 0.8 | 0.0 | 12.5 | 1.7 | 0.0 | 8.9 | 0.6 | 0.0 | 8.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.7 | 0.0 | 9.1 | 1.0 | 0.0 | 10.4 | 2.0 | 0.0 | 7.2 | 0.9 | 0.0 | 6.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 16.7 | 0.0 | 29.6 | 16.5 | 0.0 | 33.4 | 20.5 | 0.0 | 32.7 | 20.2 | 0.0 | 33.4 |
| LnGrp LOS | B | A | C | B | A | C | C | A | C | C | A | C |
| Approach Vol, veh/h | | 619 | | | 690 | | | 584 | | | 423 | |
| Approach Delay, s/veh | | 28.1 | | | 30.9 | | | 29.2 | | | 31.1 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.2 | 23.2 | 8.8 | 28.9 | 10.9 | 20.6 | 8.2 | 29.5 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 5.1 | 23.3 | 5.1 | 28.5 | 6.4 | 22.0 | 5.1 | 28.5 |
| Max Q Clear Time (g_c+I1), s | 4.1 | 17.0 | 4.5 | 21.5 | 6.9 | 14.9 | 3.7 | 23.2 |
| Green Ext Time (p_c), s | 0.0 | 1.4 | 0.0 | 2.1 | 0.0 | 1.2 | 0.0 | 1.8 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 29.8 |
| HCM 6th LOS | C |

# HCM 6th Signalized Intersection Summary
## 101: Farris Rd & College Ave

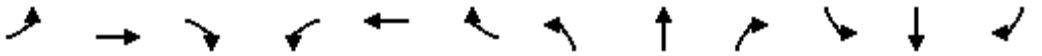


| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 66 | 401 | 102 | 95 | 443 | 97 | 155 | 322 | 61 | 66 | 253 | 70 |
| Future Volume (veh/h) | 66 | 401 | 102 | 95 | 443 | 97 | 155 | 322 | 61 | 66 | 253 | 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 88 | 532 | 135 | 126 | 587 | 129 | 206 | 427 | 81 | 88 | 336 | 93 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 171 | 553 | 140 | 209 | 588 | 129 | 267 | 457 | 87 | 197 | 373 | 103 |
| Arrive On Green | 0.05 | 0.38 | 0.38 | 0.06 | 0.40 | 0.40 | 0.09 | 0.30 | 0.30 | 0.05 | 0.26 | 0.26 |
| Sat Flow, veh/h | 1781 | 1439 | 365 | 1781 | 1485 | 326 | 1781 | 1528 | 290 | 1781 | 1410 | 390 |
| Grp Volume(v), veh/h | 88 | 0 | 667 | 126 | 0 | 716 | 206 | 0 | 508 | 88 | 0 | 429 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1805 | 1781 | 0 | 1812 | 1781 | 0 | 1818 | 1781 | 0 | 1800 |
| Q Serve(g_s), s | 2.6 | 0.0 | 32.0 | 3.7 | 0.0 | 34.9 | 7.4 | 0.0 | 24.1 | 3.1 | 0.0 | 20.4 |
| Cycle Q Clear(g_c), s | 2.6 | 0.0 | 32.0 | 3.7 | 0.0 | 34.9 | 7.4 | 0.0 | 24.1 | 3.1 | 0.0 | 20.4 |
| Prop In Lane | 1.00 | | 0.20 | 1.00 | | 0.18 | 1.00 | | 0.16 | 1.00 | | 0.22 |
| Lane Grp Cap(c), veh/h | 171 | 0 | 694 | 209 | 0 | 718 | 267 | 0 | 544 | 197 | 0 | 477 |
| V/C Ratio(X) | 0.51 | 0.00 | 0.96 | 0.60 | 0.00 | 1.00 | 0.77 | 0.00 | 0.93 | 0.45 | 0.00 | 0.90 |
| Avail Cap(c_a), veh/h | 185 | 0 | 695 | 210 | 0 | 718 | 267 | 0 | 561 | 208 | 0 | 504 |
| 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 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 21.4 | 0.0 | 26.6 | 21.0 | 0.0 | 26.7 | 23.7 | 0.0 | 30.2 | 24.5 | 0.0 | 31.4 |
| Incr Delay (d2), s/veh | 2.4 | 0.0 | 25.0 | 4.7 | 0.0 | 33.0 | 12.8 | 0.0 | 22.7 | 1.6 | 0.0 | 18.5 |
| 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 | 1.1 | 0.0 | 17.8 | 1.7 | 0.0 | 20.7 | 4.0 | 0.0 | 13.5 | 1.4 | 0.0 | 11.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 23.8 | 0.0 | 51.6 | 25.7 | 0.0 | 59.7 | 36.6 | 0.0 | 52.8 | 26.1 | 0.0 | 49.9 |
| LnGrp LOS | C | A | D | C | A | E | D | A | D | C | A | D |
| Approach Vol, veh/h | | 755 | | | 842 | | | 714 | | | 517 | |
| Approach Delay, s/veh | | 48.3 | | | 54.6 | | | 48.1 | | | 45.9 | |
| Approach LOS | | D | | | D | | | D | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 9.1 | 31.0 | 10.0 | 38.5 | 12.1 | 27.9 | 8.9 | 39.6 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 5.1 | 27.3 | 5.5 | 34.1 | 7.6 | 24.8 | 5.1 | 34.5 |
| Max Q Clear Time (g_c+I1), s | 5.1 | 26.1 | 5.7 | 34.0 | 9.4 | 22.4 | 4.6 | 36.9 |
| Green Ext Time (p_c), s | 0.0 | 0.4 | 0.0 | 0.1 | 0.0 | 0.6 | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 49.7 |
| HCM 6th LOS | D |

# HCM 6th Signalized Intersection Summary
## 102: Salem Rd & Tyler St

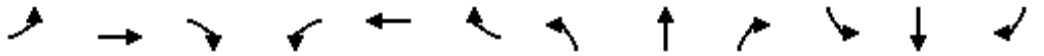


| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 162 | 365 | 77 | 52 | 169 | 40 | 58 | 261 | 64 | 115 | 475 | 46 |
| Future Volume (veh/h) | 162 | 365 | 77 | 52 | 169 | 40 | 58 | 261 | 64 | 115 | 475 | 46 |
| 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 | 1870 | 1870 | 1870 | 1796 | 1796 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 188 | 424 | 90 | 60 | 197 | 47 | 67 | 303 | 74 | 134 | 552 | 53 |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 406 | 460 | 98 | 187 | 357 | 85 | 246 | 545 | 133 | 412 | 664 | 64 |
| Arrive On Green | 0.10 | 0.31 | 0.31 | 0.04 | 0.25 | 0.25 | 0.05 | 0.38 | 0.38 | 0.07 | 0.40 | 0.40 |
| Sat Flow, veh/h | 1781 | 1496 | 317 | 1710 | 1401 | 334 | 1781 | 1452 | 355 | 1781 | 1680 | 161 |
| Grp Volume(v), veh/h | 188 | 0 | 514 | 60 | 0 | 244 | 67 | 0 | 377 | 134 | 0 | 605 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1813 | 1710 | 0 | 1735 | 1781 | 0 | 1807 | 1781 | 0 | 1841 |
| Q Serve(g_s), s | 6.4 | 0.0 | 23.8 | 2.2 | 0.0 | 10.6 | 2.0 | 0.0 | 14.3 | 3.9 | 0.0 | 25.7 |
| Cycle Q Clear(g_c), s | 6.4 | 0.0 | 23.8 | 2.2 | 0.0 | 10.6 | 2.0 | 0.0 | 14.3 | 3.9 | 0.0 | 25.7 |
| Prop In Lane | 1.00 | | 0.18 | 1.00 | | 0.19 | 1.00 | | 0.20 | 1.00 | | 0.09 |
| Lane Grp Cap(c), veh/h | 406 | 0 | 557 | 187 | 0 | 442 | 246 | 0 | 678 | 412 | 0 | 728 |
| V/C Ratio(X) | 0.46 | 0.00 | 0.92 | 0.32 | 0.00 | 0.55 | 0.27 | 0.00 | 0.56 | 0.33 | 0.00 | 0.83 |
| Avail Cap(c_a), veh/h | 435 | 0 | 595 | 212 | 0 | 476 | 268 | 0 | 678 | 414 | 0 | 728 |
| 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 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 20.1 | 0.0 | 29.1 | 24.4 | 0.0 | 28.1 | 18.7 | 0.0 | 21.4 | 16.0 | 0.0 | 23.6 |
| Incr Delay (d2), s/veh | 0.8 | 0.0 | 19.4 | 1.0 | 0.0 | 1.2 | 0.6 | 0.0 | 3.3 | 0.5 | 0.0 | 10.7 |
| 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 | 2.6 | 0.0 | 12.9 | 0.9 | 0.0 | 4.4 | 0.8 | 0.0 | 6.4 | 1.6 | 0.0 | 12.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 20.9 | 0.0 | 48.5 | 25.4 | 0.0 | 29.2 | 19.3 | 0.0 | 24.7 | 16.5 | 0.0 | 34.3 |
| LnGrp LOS | C | A | D | C | A | C | B | A | C | B | A | C |
| Approach Vol, veh/h | | 702 | | | 304 | | | 444 | | | 739 | |
| Approach Delay, s/veh | | 41.1 | | | 28.5 | | | 23.8 | | | 31.1 | |
| Approach LOS | | D | | | C | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 10.2 | 37.1 | 8.3 | 31.2 | 8.5 | 38.8 | 12.9 | 26.6 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 5.8 | 32.6 | 5.1 | 28.5 | 5.1 | 33.3 | 9.8 | 23.8 |
| Max Q Clear Time (g_c+I1), s | 5.9 | 16.3 | 4.2 | 25.8 | 4.0 | 27.7 | 8.4 | 12.6 |
| Green Ext Time (p_c), s | 0.0 | 2.1 | 0.0 | 0.9 | 0.0 | 1.9 | 0.1 | 1.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 32.5 |
| HCM 6th LOS | C |

# HCM 6th Signalized Intersection Summary
## 102: Salem Rd & Tyler St

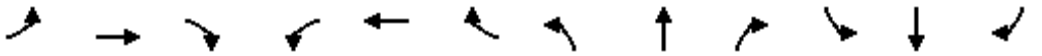


| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 162 | 365 | 77 | 52 | 169 | 40 | 58 | 261 | 64 | 115 | 475 | 46 |
| Future Volume (veh/h) | 162 | 365 | 77 | 52 | 169 | 40 | 58 | 261 | 64 | 115 | 475 | 46 |
| 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 | 1870 | 1870 | 1870 | 1796 | 1796 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 230 | 518 | 109 | 74 | 240 | 57 | 82 | 370 | 91 | 163 | 674 | 65 |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 404 | 538 | 113 | 143 | 418 | 99 | 149 | 564 | 139 | 347 | 702 | 68 |
| Arrive On Green | 0.10 | 0.36 | 0.36 | 0.04 | 0.30 | 0.30 | 0.04 | 0.39 | 0.39 | 0.07 | 0.42 | 0.42 |
| Sat Flow, veh/h | 1781 | 1498 | 315 | 1710 | 1402 | 333 | 1781 | 1450 | 357 | 1781 | 1679 | 162 |
| Grp Volume(v), veh/h | 230 | 0 | 627 | 74 | 0 | 297 | 82 | 0 | 461 | 163 | 0 | 739 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1814 | 1710 | 0 | 1736 | 1781 | 0 | 1806 | 1781 | 0 | 1841 |
| Q Serve(g_s), s | 11.0 | 0.0 | 43.2 | 3.8 | 0.0 | 18.5 | 3.5 | 0.0 | 26.7 | 6.8 | 0.0 | 49.8 |
| Cycle Q Clear(g_c), s | 11.0 | 0.0 | 43.2 | 3.8 | 0.0 | 18.5 | 3.5 | 0.0 | 26.7 | 6.8 | 0.0 | 49.8 |
| Prop In Lane | 1.00 | | 0.17 | 1.00 | | 0.19 | 1.00 | | 0.20 | 1.00 | | 0.09 |
| Lane Grp Cap(c), veh/h | 404 | 0 | 651 | 143 | 0 | 517 | 149 | 0 | 703 | 347 | 0 | 769 |
| V/C Ratio(X) | 0.57 | 0.00 | 0.96 | 0.52 | 0.00 | 0.57 | 0.55 | 0.00 | 0.66 | 0.47 | 0.00 | 0.96 |
| Avail Cap(c_a), veh/h | 408 | 0 | 661 | 143 | 0 | 524 | 150 | 0 | 712 | 362 | 0 | 792 |
| 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 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 27.1 | 0.0 | 40.1 | 34.5 | 0.0 | 37.9 | 31.0 | 0.0 | 32.0 | 23.6 | 0.0 | 36.1 |
| Incr Delay (d2), s/veh | 1.8 | 0.0 | 26.0 | 3.3 | 0.0 | 1.5 | 4.2 | 0.0 | 2.2 | 1.0 | 0.0 | 22.5 |
| 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 | 4.9 | 0.0 | 23.7 | 1.7 | 0.0 | 8.1 | 1.7 | 0.0 | 12.0 | 3.0 | 0.0 | 26.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 28.9 | 0.0 | 66.1 | 37.8 | 0.0 | 39.4 | 35.2 | 0.0 | 34.1 | 24.6 | 0.0 | 58.7 |
| LnGrp LOS | C | A | E | D | A | D | D | A | C | C | A | E |
| Approach Vol, veh/h | | 857 | | | 371 | | | 543 | | | 902 | |
| Approach Delay, s/veh | | 56.1 | | | 39.1 | | | 34.3 | | | 52.5 | |
| Approach LOS | | E | | | D | | | C | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 13.4 | 54.2 | 9.8 | 50.3 | 9.7 | 57.8 | 17.6 | 42.5 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 9.9 | 50.3 | 5.3 | 46.5 | 5.3 | 54.9 | 13.3 | 38.5 |
| Max Q Clear Time (g_c+I1), s | 8.8 | 28.7 | 5.8 | 45.2 | 5.5 | 51.8 | 13.0 | 20.5 |
| Green Ext Time (p_c), s | 0.0 | 3.0 | 0.0 | 0.6 | 0.0 | 1.5 | 0.0 | 1.6 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 48.1 |
| HCM 6th LOS | D |

# HCM 6th Signalized Intersection Summary
## 102: Salem Rd & Tyler St

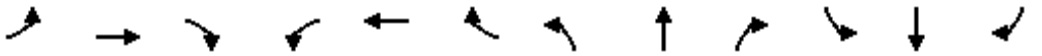


| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 118 | 200 | 52 | 67 | 253 | 50 | 76 | 525 | 46 | 75 | 360 | 101 |
| Future Volume (veh/h) | 118 | 200 | 52 | 67 | 253 | 50 | 76 | 525 | 46 | 75 | 360 | 101 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 128 | 217 | 57 | 73 | 275 | 54 | 83 | 571 | 50 | 82 | 391 | 110 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 248 | 319 | 84 | 279 | 317 | 62 | 386 | 738 | 65 | 310 | 611 | 172 |
| Arrive On Green | 0.07 | 0.22 | 0.22 | 0.05 | 0.21 | 0.21 | 0.05 | 0.44 | 0.44 | 0.05 | 0.44 | 0.44 |
| Sat Flow, veh/h | 1781 | 1428 | 375 | 1781 | 1519 | 298 | 1781 | 1695 | 148 | 1781 | 1404 | 395 |
| Grp Volume(v), veh/h | 128 | 0 | 274 | 73 | 0 | 329 | 83 | 0 | 621 | 82 | 0 | 501 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1803 | 1781 | 0 | 1817 | 1781 | 0 | 1844 | 1781 | 0 | 1799 |
| Q Serve(g_s), s | 4.3 | 0.0 | 10.6 | 2.4 | 0.0 | 13.4 | 1.9 | 0.0 | 21.9 | 1.9 | 0.0 | 16.7 |
| Cycle Q Clear(g_c), s | 4.3 | 0.0 | 10.6 | 2.4 | 0.0 | 13.4 | 1.9 | 0.0 | 21.9 | 1.9 | 0.0 | 16.7 |
| Prop In Lane | 1.00 | | 0.21 | 1.00 | | 0.16 | 1.00 | | 0.08 | 1.00 | | 0.22 |
| Lane Grp Cap(c), veh/h | 248 | 0 | 403 | 279 | 0 | 379 | 386 | 0 | 803 | 310 | 0 | 783 |
| V/C Ratio(X) | 0.52 | 0.00 | 0.68 | 0.26 | 0.00 | 0.87 | 0.22 | 0.00 | 0.77 | 0.26 | 0.00 | 0.64 |
| Avail Cap(c_a), veh/h | 248 | 0 | 436 | 306 | 0 | 439 | 408 | 0 | 803 | 332 | 0 | 783 |
| 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 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 23.0 | 0.0 | 27.2 | 22.5 | 0.0 | 29.3 | 12.5 | 0.0 | 18.4 | 14.0 | 0.0 | 16.9 |
| Incr Delay (d2), s/veh | 1.8 | 0.0 | 3.8 | 0.5 | 0.0 | 15.1 | 0.3 | 0.0 | 7.1 | 0.5 | 0.0 | 4.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.8 | 0.0 | 4.8 | 1.0 | 0.0 | 7.2 | 0.7 | 0.0 | 10.1 | 0.7 | 0.0 | 7.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 24.8 | 0.0 | 31.0 | 23.0 | 0.0 | 44.4 | 12.7 | 0.0 | 25.5 | 14.4 | 0.0 | 20.9 |
| LnGrp LOS | C | A | C | C | A | D | B | A | C | B | A | C |
| Approach Vol, veh/h | | 402 | | | 402 | | | 704 | | | 583 | |
| Approach Delay, s/veh | | 29.0 | | | 40.5 | | | 24.0 | | | 20.0 | |
| Approach LOS | | C | | | D | | | C | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.6 | 37.8 | 8.4 | 21.6 | 8.6 | 37.8 | 9.6 | 20.5 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 5.1 | 33.3 | 5.1 | 18.5 | 5.1 | 33.3 | 5.1 | 18.5 |
| Max Q Clear Time (g_c+I1), s | 3.9 | 23.9 | 4.4 | 12.6 | 3.9 | 18.7 | 6.3 | 15.4 |
| Green Ext Time (p_c), s | 0.0 | 2.9 | 0.0 | 0.8 | 0.0 | 2.9 | 0.0 | 0.6 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 27.0 |
| HCM 6th LOS | C |

# HCM 6th Signalized Intersection Summary
## 102: Salem Rd & Tyler St

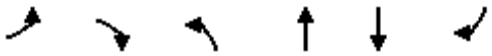


| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 118 | 200 | 52 | 67 | 253 | 50 | 76 | 525 | 46 | 75 | 360 | 101 |
| Future Volume (veh/h) | 118 | 200 | 52 | 67 | 253 | 50 | 76 | 525 | 46 | 75 | 360 | 101 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 156 | 265 | 69 | 89 | 336 | 66 | 101 | 696 | 61 | 99 | 477 | 134 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 212 | 349 | 91 | 251 | 348 | 68 | 308 | 763 | 67 | 219 | 632 | 178 |
| Arrive On Green | 0.07 | 0.24 | 0.24 | 0.05 | 0.23 | 0.23 | 0.05 | 0.45 | 0.45 | 0.05 | 0.45 | 0.45 |
| Sat Flow, veh/h | 1781 | 1431 | 373 | 1781 | 1518 | 298 | 1781 | 1695 | 149 | 1781 | 1405 | 395 |
| Grp Volume(v), veh/h | 156 | 0 | 334 | 89 | 0 | 402 | 101 | 0 | 757 | 99 | 0 | 611 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1803 | 1781 | 0 | 1817 | 1781 | 0 | 1844 | 1781 | 0 | 1799 |
| Q Serve(g_s), s | 6.0 | 0.0 | 15.4 | 3.4 | 0.0 | 19.6 | 2.7 | 0.0 | 34.3 | 2.6 | 0.0 | 25.3 |
| Cycle Q Clear(g_c), s | 6.0 | 0.0 | 15.4 | 3.4 | 0.0 | 19.6 | 2.7 | 0.0 | 34.3 | 2.6 | 0.0 | 25.3 |
| Prop In Lane | 1.00 | | 0.21 | 1.00 | | 0.16 | 1.00 | | 0.08 | 1.00 | | 0.22 |
| Lane Grp Cap(c), veh/h | 212 | 0 | 440 | 251 | 0 | 416 | 308 | 0 | 830 | 219 | 0 | 810 |
| V/C Ratio(X) | 0.74 | 0.00 | 0.76 | 0.35 | 0.00 | 0.97 | 0.33 | 0.00 | 0.91 | 0.45 | 0.00 | 0.75 |
| Avail Cap(c_a), veh/h | 212 | 0 | 440 | 257 | 0 | 416 | 322 | 0 | 830 | 230 | 0 | 810 |
| 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 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 26.5 | 0.0 | 31.4 | 25.4 | 0.0 | 34.1 | 15.9 | 0.0 | 22.9 | 19.4 | 0.0 | 20.5 |
| Incr Delay (d2), s/veh | 12.6 | 0.0 | 7.5 | 0.8 | 0.0 | 35.2 | 0.6 | 0.0 | 16.0 | 1.5 | 0.0 | 6.4 |
| 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 | 3.2 | 0.0 | 7.4 | 1.5 | 0.0 | 12.5 | 1.1 | 0.0 | 17.5 | 1.1 | 0.0 | 11.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 39.1 | 0.0 | 38.9 | 26.3 | 0.0 | 69.3 | 16.5 | 0.0 | 38.9 | 20.8 | 0.0 | 26.9 |
| LnGrp LOS | D | A | D | C | A | E | B | A | D | C | A | C |
| Approach Vol, veh/h | | 490 | | | 491 | | | 858 | | | 710 | |
| Approach Delay, s/veh | | 39.0 | | | 61.5 | | | 36.2 | | | 26.1 | |
| Approach LOS | | D | | | E | | | D | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 9.1 | 44.8 | 9.3 | 26.3 | 9.1 | 44.8 | 10.6 | 25.0 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 5.1 | 40.3 | 5.1 | 21.5 | 5.3 | 40.1 | 6.1 | 20.5 |
| Max Q Clear Time (g_c+I1), s | 4.6 | 36.3 | 5.4 | 17.4 | 4.7 | 27.3 | 8.0 | 21.6 |
| Green Ext Time (p_c), s | 0.0 | 1.9 | 0.0 | 0.7 | 0.0 | 3.5 | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 38.8 |
| HCM 6th LOS | D |

# HCM 6th Signalized Intersection Summary
## 103: Irby Dr & Salem Rd

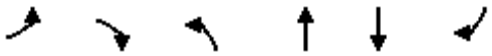


| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 183 | 170 | 42 | 480 | 525 | 126 |
| Future Volume (veh/h) | 183 | 170 | 42 | 480 | 525 | 126 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | | No | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 218 | 202 | 50 | 571 | 625 | 150 |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 319 | 284 | 323 | 1202 | 734 | 176 |
| Arrive On Green | 0.18 | 0.18 | 0.05 | 0.64 | 0.50 | 0.50 |
| Sat Flow, veh/h | 1781 | 1585 | 1781 | 1870 | 1458 | 350 |
| Grp Volume(v), veh/h | 218 | 202 | 50 | 571 | 0 | 775 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1781 | 1870 | 0 | 1807 |
| Q Serve(g_s), s | 5.8 | 6.1 | 0.6 | 7.9 | 0.0 | 18.8 |
| Cycle Q Clear(g_c), s | 5.8 | 6.1 | 0.6 | 7.9 | 0.0 | 18.8 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 0.19 |
| Lane Grp Cap(c), veh/h | 319 | 284 | 323 | 1202 | 0 | 910 |
| V/C Ratio(X) | 0.68 | 0.71 | 0.15 | 0.48 | 0.00 | 0.85 |
| Avail Cap(c_a), veh/h | 639 | 568 | 414 | 1590 | 0 | 1192 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 19.4 | 19.5 | 8.9 | 4.6 | 0.0 | 10.9 |
| Incr Delay (d2), s/veh | 2.6 | 3.3 | 0.2 | 0.3 | 0.0 | 4.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.4 | 5.4 | 0.2 | 1.8 | 0.0 | 6.7 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 22.0 | 22.8 | 9.1 | 4.9 | 0.0 | 15.7 |
| LnGrp LOS | C | C | A | A | A | B |
| Approach Vol, veh/h | 420 | | | 621 | 775 | |
| Approach Delay, s/veh | 22.4 | | | 5.3 | 15.7 | |
| Approach LOS | C | | | A | B | |

| Timer - Assigned Phs | | 2 | | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 36.9 | | 13.5 | 7.0 | 29.9 |
| Change Period (Y+Rc), s | | 4.5 | | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | | 42.9 | | 18.1 | 5.1 | 33.3 |
| Max Q Clear Time (g_c+I1), s | | 9.9 | | 8.1 | 2.6 | 20.8 |
| Green Ext Time (p_c), s | | 4.2 | | 1.0 | 0.0 | 4.6 |

| Intersection Summary | | |
|---|---|---|
| HCM 6th Ctrl Delay | | 13.7 |
| HCM 6th LOS | | B |

# HCM 6th Signalized Intersection Summary
## 103: Irby Dr & Salem Rd

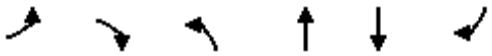


| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 183 | 170 | 42 | 480 | 525 | 126 |
| Future Volume (veh/h) | 183 | 170 | 42 | 480 | 525 | 126 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | | No | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 266 | 247 | 61 | 697 | 762 | 183 |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 351 | 312 | 223 | 1232 | 778 | 187 |
| Arrive On Green | 0.20 | 0.20 | 0.05 | 0.66 | 0.53 | 0.53 |
| Sat Flow, veh/h | 1781 | 1585 | 1781 | 1870 | 1457 | 350 |
| Grp Volume(v), veh/h | 266 | 247 | 61 | 697 | 0 | 945 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1781 | 1870 | 0 | 1807 |
| Q Serve(g_s), s | 8.8 | 9.2 | 0.8 | 12.6 | 0.0 | 31.8 |
| Cycle Q Clear(g_c), s | 8.8 | 9.2 | 0.8 | 12.6 | 0.0 | 31.8 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 0.19 |
| Lane Grp Cap(c), veh/h | 351 | 312 | 223 | 1232 | 0 | 965 |
| V/C Ratio(X) | 0.76 | 0.79 | 0.27 | 0.57 | 0.00 | 0.98 |
| Avail Cap(c_a), veh/h | 517 | 460 | 275 | 1287 | 0 | 965 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 23.6 | 23.8 | 14.5 | 5.8 | 0.0 | 14.2 |
| Incr Delay (d2), s/veh | 3.7 | 5.6 | 0.7 | 0.5 | 0.0 | 23.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.8 | 0.5 | 0.5 | 3.5 | 0.0 | 16.7 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 27.3 | 29.4 | 15.2 | 6.3 | 0.0 | 38.0 |
| LnGrp LOS | C | C | B | A | A | D |
| Approach Vol, veh/h | 513 | | | 758 | 945 | |
| Approach Delay, s/veh | 28.3 | | | 7.0 | 38.0 | |
| Approach LOS | C | | | A | D | |

| Timer - Assigned Phs | | 2 | | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 45.6 | | 16.8 | 7.8 | 37.8 |
| Change Period (Y+Rc), s | | 4.5 | | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | | 42.9 | | 18.1 | 5.1 | 33.3 |
| Max Q Clear Time (g_c+I1), s | | 14.6 | | 11.2 | 2.8 | 33.8 |
| Green Ext Time (p_c), s | | 5.5 | | 1.0 | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 25.2 |
| HCM 6th LOS | C |

# HCM 6th Signalized Intersection Summary
## 103: Irby Dr & Salem Rd

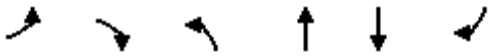


| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 103 | 75 | 106 | 618 | 487 | 243 |
| Future Volume (veh/h) | 103 | 75 | 106 | 618 | 487 | 243 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | | No | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 112 | 82 | 115 | 672 | 529 | 264 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 183 | 294 | 399 | 1323 | 624 | 311 |
| Arrive On Green | 0.10 | 0.10 | 0.08 | 0.71 | 0.53 | 0.53 |
| Sat Flow, veh/h | 1781 | 1585 | 1781 | 1870 | 1177 | 587 |
| Grp Volume(v), veh/h | 112 | 82 | 115 | 672 | 0 | 793 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1781 | 1870 | 0 | 1765 |
| Q Serve(g_s), s | 2.9 | 2.1 | 1.1 | 7.8 | 0.0 | 18.2 |
| Cycle Q Clear(g_c), s | 2.9 | 2.1 | 1.1 | 7.8 | 0.0 | 18.2 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 0.33 |
| Lane Grp Cap(c), veh/h | 183 | 294 | 399 | 1323 | 0 | 936 |
| V/C Ratio(X) | 0.61 | 0.28 | 0.29 | 0.51 | 0.00 | 0.85 |
| Avail Cap(c_a), veh/h | 680 | 735 | 444 | 1692 | 0 | 1239 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 20.4 | 16.6 | 8.2 | 3.2 | 0.0 | 9.5 |
| Incr Delay (d2), s/veh | 3.3 | 0.5 | 0.4 | 0.3 | 0.0 | 4.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.2 | 0.0 | 0.4 | 1.1 | 0.0 | 5.9 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 23.6 | 17.1 | 8.6 | 3.5 | 0.0 | 13.9 |
| LnGrp LOS | C | B | A | A | A | B |
| Approach Vol, veh/h | 194 | | | 787 | 793 | |
| Approach Delay, s/veh | 20.9 | | | 4.2 | 13.9 | |
| Approach LOS | C | | | A | B | |

| Timer - Assigned Phs | | 2 | | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 38.0 | | 9.4 | 8.4 | 29.6 |
| Change Period (Y+Rc), s | | 4.5 | | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | | 42.9 | | 18.1 | 5.1 | 33.3 |
| Max Q Clear Time (g_c+I1), s | | 9.8 | | 4.9 | 3.1 | 20.2 |
| Green Ext Time (p_c), s | | 5.3 | | 0.4 | 0.0 | 5.0 |

| Intersection Summary | | |
|---|---|---|
| HCM 6th Ctrl Delay | | 10.4 |
| HCM 6th LOS | | B |

# HCM 6th Signalized Intersection Summary
## 103: Irby Dr & Salem Rd

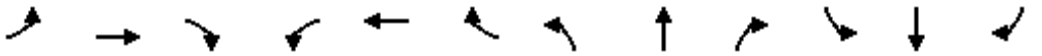


| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 103 | 75 | 106 | 618 | 487 | 243 |
| Future Volume (veh/h) | 103 | 75 | 106 | 618 | 487 | 243 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | | No | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 137 | 99 | 141 | 820 | 646 | 322 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 197 | 285 | 321 | 1411 | 727 | 362 |
| Arrive On Green | 0.11 | 0.11 | 0.07 | 0.75 | 0.62 | 0.62 |
| Sat Flow, veh/h | 1781 | 1585 | 1781 | 1870 | 1178 | 587 |
| Grp Volume(v), veh/h | 137 | 99 | 141 | 820 | 0 | 968 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1781 | 1870 | 0 | 1765 |
| Q Serve(g_s), s | 4.9 | 3.6 | 1.6 | 12.8 | 0.0 | 31.0 |
| Cycle Q Clear(g_c), s | 4.9 | 3.6 | 1.6 | 12.8 | 0.0 | 31.0 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 0.33 |
| Lane Grp Cap(c), veh/h | 197 | 285 | 321 | 1411 | 0 | 1090 |
| V/C Ratio(X) | 0.70 | 0.35 | 0.44 | 0.58 | 0.00 | 0.89 |
| Avail Cap(c_a), veh/h | 484 | 541 | 354 | 1765 | 0 | 1390 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 28.6 | 23.9 | 13.7 | 3.6 | 0.0 | 10.8 |
| Incr Delay (d2), s/veh | 4.4 | 0.7 | 0.9 | 0.4 | 0.0 | 6.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.3 | 3.4 | 1.3 | 2.6 | 0.0 | 10.8 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 33.0 | 24.6 | 14.6 | 4.0 | 0.0 | 16.9 |
| LnGrp LOS | C | C | B | A | A | B |
| Approach Vol, veh/h | 236 | | | 961 | 968 | |
| Approach Delay, s/veh | 29.5 | | | 5.5 | 16.9 | |
| Approach LOS | C | | | A | B | |

| Timer - Assigned Phs | | 2 | | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 54.8 | | 11.9 | 9.1 | 45.7 |
| Change Period (Y+Rc), s | | 4.5 | | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | | 62.9 | | 18.1 | 5.9 | 52.5 |
| Max Q Clear Time (g_c+I1), s | | 14.8 | | 6.9 | 3.6 | 33.0 |
| Green Ext Time (p_c), s | | 7.7 | | 0.5 | 0.1 | 8.2 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 13.2 |
| HCM 6th LOS | B |

# HCM 6th Signalized Intersection Summary
## 104: Country Club Rd & Prince St

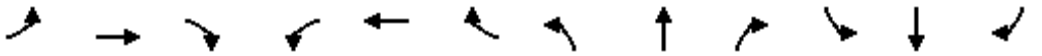


| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 51 | 605 | 26 | 29 | 269 | 49 | 17 | 78 | 65 | 194 | 158 | 40 |
| Future Volume (veh/h) | 51 | 605 | 26 | 29 | 269 | 49 | 17 | 78 | 65 | 194 | 158 | 40 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 62 | 738 | 32 | 35 | 328 | 60 | 21 | 95 | 79 | 237 | 193 | 49 |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 443 | 791 | 34 | 179 | 666 | 122 | 327 | 220 | 183 | 401 | 414 | 105 |
| Arrive On Green | 0.05 | 0.44 | 0.44 | 0.03 | 0.43 | 0.43 | 0.02 | 0.23 | 0.23 | 0.08 | 0.29 | 0.29 |
| Sat Flow, veh/h | 1781 | 1779 | 77 | 1781 | 1538 | 281 | 1781 | 944 | 785 | 1781 | 1439 | 365 |
| Grp Volume(v), veh/h | 62 | 0 | 770 | 35 | 0 | 388 | 21 | 0 | 174 | 237 | 0 | 242 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1856 | 1781 | 0 | 1820 | 1781 | 0 | 1729 | 1781 | 0 | 1805 |
| Q Serve(g_s), s | 1.6 | 0.0 | 33.5 | 0.9 | 0.0 | 13.1 | 0.8 | 0.0 | 7.3 | 6.6 | 0.0 | 9.4 |
| Cycle Q Clear(g_c), s | 1.6 | 0.0 | 33.5 | 0.9 | 0.0 | 13.1 | 0.8 | 0.0 | 7.3 | 6.6 | 0.0 | 9.4 |
| Prop In Lane | 1.00 | | 0.04 | 1.00 | | 0.15 | 1.00 | | 0.45 | 1.00 | | 0.20 |
| Lane Grp Cap(c), veh/h | 443 | 0 | 826 | 179 | 0 | 787 | 327 | 0 | 403 | 401 | 0 | 519 |
| V/C Ratio(X) | 0.14 | 0.00 | 0.93 | 0.20 | 0.00 | 0.49 | 0.06 | 0.00 | 0.43 | 0.59 | 0.00 | 0.47 |
| Avail Cap(c_a), veh/h | 469 | 0 | 884 | 227 | 0 | 867 | 393 | 0 | 403 | 401 | 0 | 519 |
| 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 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 13.1 | 0.0 | 22.4 | 18.9 | 0.0 | 17.4 | 24.0 | 0.0 | 27.8 | 24.3 | 0.0 | 24.9 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 15.8 | 0.5 | 0.0 | 0.5 | 0.1 | 0.0 | 3.4 | 2.3 | 0.0 | 3.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.6 | 0.0 | 17.1 | 0.4 | 0.0 | 5.3 | 0.3 | 0.0 | 3.3 | 1.3 | 0.0 | 4.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 13.2 | 0.0 | 38.2 | 19.4 | 0.0 | 17.9 | 24.0 | 0.0 | 31.2 | 26.6 | 0.0 | 27.9 |
| LnGrp LOS | B | A | D | B | A | B | C | A | C | C | A | C |
| Approach Vol, veh/h | | 832 | | | 423 | | | 195 | | | 479 | |
| Approach Delay, s/veh | | 36.3 | | | 18.0 | | | 30.4 | | | 27.3 | |
| Approach LOS | | D | | | B | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 11.1 | 24.3 | 7.3 | 42.3 | 6.5 | 28.9 | 8.3 | 41.3 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 6.6 | 19.8 | 5.1 | 40.5 | 5.1 | 21.3 | 5.1 | 40.5 |
| Max Q Clear Time (g_c+I1), s | 8.6 | 9.3 | 2.9 | 35.5 | 2.8 | 11.4 | 3.6 | 15.1 |
| Green Ext Time (p_c), s | 0.0 | 0.6 | 0.0 | 2.4 | 0.0 | 0.9 | 0.0 | 2.5 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 29.5 |
| HCM 6th LOS | C |

# HCM 6th Signalized Intersection Summary
## 104: Country Club Rd & Prince St

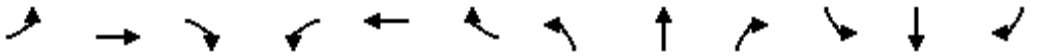


| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 51 | 605 | 26 | 29 | 269 | 49 | 17 | 78 | 65 | 194 | 158 | 40 |
| Future Volume (veh/h) | 51 | 605 | 26 | 29 | 269 | 49 | 17 | 78 | 65 | 194 | 158 | 40 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 76 | 900 | 39 | 43 | 400 | 73 | 25 | 116 | 97 | 289 | 235 | 60 |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 443 | 910 | 39 | 133 | 775 | 141 | 241 | 164 | 137 | 339 | 381 | 97 |
| Arrive On Green | 0.04 | 0.51 | 0.51 | 0.03 | 0.50 | 0.50 | 0.02 | 0.17 | 0.17 | 0.12 | 0.26 | 0.26 |
| Sat Flow, veh/h | 1781 | 1779 | 77 | 1781 | 1539 | 281 | 1781 | 941 | 787 | 1781 | 1437 | 367 |
| Grp Volume(v), veh/h | 76 | 0 | 939 | 43 | 0 | 473 | 25 | 0 | 213 | 289 | 0 | 295 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1856 | 1781 | 0 | 1820 | 1781 | 0 | 1729 | 1781 | 0 | 1804 |
| Q Serve(g_s), s | 2.2 | 0.0 | 54.3 | 1.2 | 0.0 | 18.9 | 1.2 | 0.0 | 12.6 | 12.5 | 0.0 | 15.6 |
| Cycle Q Clear(g_c), s | 2.2 | 0.0 | 54.3 | 1.2 | 0.0 | 18.9 | 1.2 | 0.0 | 12.6 | 12.5 | 0.0 | 15.6 |
| Prop In Lane | 1.00 | | 0.04 | 1.00 | | 0.15 | 1.00 | | 0.46 | 1.00 | | 0.20 |
| Lane Grp Cap(c), veh/h | 443 | 0 | 949 | 133 | 0 | 916 | 241 | 0 | 301 | 339 | 0 | 478 |
| V/C Ratio(X) | 0.17 | 0.00 | 0.99 | 0.32 | 0.00 | 0.52 | 0.10 | 0.00 | 0.71 | 0.85 | 0.00 | 0.62 |
| Avail Cap(c_a), veh/h | 456 | 0 | 949 | 157 | 0 | 927 | 282 | 0 | 301 | 339 | 0 | 478 |
| 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 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 13.5 | 0.0 | 26.2 | 25.6 | 0.0 | 18.1 | 35.5 | 0.0 | 42.2 | 34.3 | 0.0 | 35.1 |
| Incr Delay (d2), s/veh | 0.2 | 0.0 | 26.5 | 1.4 | 0.0 | 0.5 | 0.2 | 0.0 | 13.2 | 18.3 | 0.0 | 5.9 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.9 | 0.0 | 29.5 | 0.6 | 0.0 | 7.8 | 0.5 | 0.0 | 6.4 | 3.3 | 0.0 | 7.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 13.7 | 0.0 | 52.7 | 27.0 | 0.0 | 18.6 | 35.7 | 0.0 | 55.4 | 52.6 | 0.0 | 40.9 |
| LnGrp LOS | B | A | D | C | A | B | D | A | E | D | A | D |
| Approach Vol, veh/h | | 1015 | | | 516 | | | 238 | | | 584 | |
| Approach Delay, s/veh | | 49.8 | | | 19.3 | | | 53.3 | | | 46.7 | |
| Approach LOS | | D | | | B | | | D | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 17.0 | 23.4 | 8.1 | 60.0 | 7.1 | 33.3 | 9.0 | 59.1 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 12.5 | 18.9 | 5.1 | 55.5 | 5.1 | 26.3 | 5.3 | 55.3 |
| Max Q Clear Time (g_c+I1), s | 14.5 | 14.6 | 3.2 | 56.3 | 3.2 | 17.6 | 4.2 | 20.9 |
| Green Ext Time (p_c), s | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 3.4 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 42.7 |
| HCM 6th LOS | D |

# HCM 6th Signalized Intersection Summary
## 104: Country Club Rd & Prince St

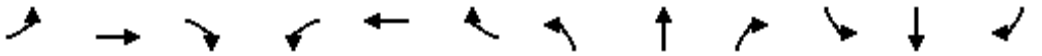


| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 46 | 358 | 19 | 64 | 533 | 171 | 43 | 145 | 49 | 103 | 110 | 64 |
| Future Volume (veh/h) | 46 | 358 | 19 | 64 | 533 | 171 | 43 | 145 | 49 | 103 | 110 | 64 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 50 | 389 | 21 | 70 | 579 | 186 | 47 | 158 | 53 | 112 | 120 | 70 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 198 | 796 | 43 | 460 | 623 | 200 | 342 | 302 | 101 | 338 | 275 | 160 |
| Arrive On Green | 0.04 | 0.45 | 0.45 | 0.05 | 0.46 | 0.46 | 0.04 | 0.23 | 0.23 | 0.06 | 0.25 | 0.25 |
| Sat Flow, veh/h | 1781 | 1758 | 95 | 1781 | 1356 | 436 | 1781 | 1340 | 449 | 1781 | 1108 | 646 |
| Grp Volume(v), veh/h | 50 | 0 | 410 | 70 | 0 | 765 | 47 | 0 | 211 | 112 | 0 | 190 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1853 | 1781 | 0 | 1792 | 1781 | 0 | 1789 | 1781 | 0 | 1754 |
| Q Serve(g_s), s | 1.2 | 0.0 | 13.2 | 1.7 | 0.0 | 34.2 | 1.7 | 0.0 | 8.8 | 4.1 | 0.0 | 7.8 |
| Cycle Q Clear(g_c), s | 1.2 | 0.0 | 13.2 | 1.7 | 0.0 | 34.2 | 1.7 | 0.0 | 8.8 | 4.1 | 0.0 | 7.8 |
| Prop In Lane | 1.00 | | 0.05 | 1.00 | | 0.24 | 1.00 | | 0.25 | 1.00 | | 0.37 |
| Lane Grp Cap(c), veh/h | 198 | 0 | 839 | 460 | 0 | 824 | 342 | 0 | 403 | 338 | 0 | 435 |
| V/C Ratio(X) | 0.25 | 0.00 | 0.49 | 0.15 | 0.00 | 0.93 | 0.14 | 0.00 | 0.52 | 0.33 | 0.00 | 0.44 |
| Avail Cap(c_a), veh/h | 232 | 0 | 924 | 486 | 0 | 897 | 379 | 0 | 403 | 338 | 0 | 435 |
| 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 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 18.3 | 0.0 | 16.3 | 12.1 | 0.0 | 21.6 | 23.8 | 0.0 | 28.9 | 23.5 | 0.0 | 26.9 |
| Incr Delay (d2), s/veh | 0.7 | 0.0 | 0.4 | 0.2 | 0.0 | 14.9 | 0.2 | 0.0 | 4.8 | 0.6 | 0.0 | 3.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.5 | 0.0 | 5.4 | 0.7 | 0.0 | 16.6 | 0.7 | 0.0 | 4.2 | 1.7 | 0.0 | 3.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 19.0 | 0.0 | 16.8 | 12.3 | 0.0 | 36.6 | 24.0 | 0.0 | 33.7 | 24.1 | 0.0 | 30.1 |
| LnGrp LOS | B | A | B | B | A | D | C | A | C | C | A | C |
| Approach Vol, veh/h | | 460 | | | 835 | | | 258 | | | 302 | |
| Approach Delay, s/veh | | 17.0 | | | 34.5 | | | 31.9 | | | 27.9 | |
| Approach LOS | | B | | | C | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 9.8 | 23.6 | 8.5 | 42.9 | 7.8 | 25.6 | 8.0 | 43.5 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 5.3 | 19.1 | 5.3 | 42.3 | 5.1 | 19.3 | 5.1 | 42.5 |
| Max Q Clear Time (g_c+I1), s | 6.1 | 10.8 | 3.7 | 15.2 | 3.7 | 9.8 | 3.2 | 36.2 |
| Green Ext Time (p_c), s | 0.0 | 0.7 | 0.0 | 2.7 | 0.0 | 0.7 | 0.0 | 2.9 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 28.7 |
| HCM 6th LOS | C |

# HCM 6th Signalized Intersection Summary
## 104: Country Club Rd & Prince St



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 46 | 358 | 19 | 64 | 533 | 171 | 43 | 145 | 49 | 103 | 110 | 64 |
| Future Volume (veh/h) | 46 | 358 | 19 | 64 | 533 | 171 | 43 | 145 | 49 | 103 | 110 | 64 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 61 | 475 | 25 | 85 | 707 | 227 | 57 | 192 | 65 | 137 | 146 | 85 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 159 | 833 | 44 | 419 | 649 | 208 | 290 | 287 | 97 | 281 | 258 | 150 |
| Arrive On Green | 0.04 | 0.47 | 0.47 | 0.05 | 0.48 | 0.48 | 0.04 | 0.22 | 0.22 | 0.06 | 0.23 | 0.23 |
| Sat Flow, veh/h | 1781 | 1761 | 93 | 1781 | 1356 | 436 | 1781 | 1336 | 452 | 1781 | 1109 | 645 |
| Grp Volume(v), veh/h | 61 | 0 | 500 | 85 | 0 | 934 | 57 | 0 | 257 | 137 | 0 | 231 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1854 | 1781 | 0 | 1792 | 1781 | 0 | 1789 | 1781 | 0 | 1754 |
| Q Serve(g_s), s | 1.5 | 0.0 | 17.3 | 2.1 | 0.0 | 42.5 | 2.2 | 0.0 | 11.7 | 5.3 | 0.0 | 10.3 |
| Cycle Q Clear(g_c), s | 1.5 | 0.0 | 17.3 | 2.1 | 0.0 | 42.5 | 2.2 | 0.0 | 11.7 | 5.3 | 0.0 | 10.3 |
| Prop In Lane | 1.00 | | 0.05 | 1.00 | | 0.24 | 1.00 | | 0.25 | 1.00 | | 0.37 |
| Lane Grp Cap(c), veh/h | 159 | 0 | 877 | 419 | 0 | 858 | 290 | 0 | 385 | 281 | 0 | 407 |
| V/C Ratio(X) | 0.38 | 0.00 | 0.57 | 0.20 | 0.00 | 1.09 | 0.20 | 0.00 | 0.67 | 0.49 | 0.00 | 0.57 |
| Avail Cap(c_a), veh/h | 183 | 0 | 877 | 444 | 0 | 858 | 317 | 0 | 385 | 281 | 0 | 407 |
| 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 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 20.7 | 0.0 | 16.9 | 12.5 | 0.0 | 23.1 | 25.7 | 0.0 | 31.9 | 26.3 | 0.0 | 30.1 |
| Incr Delay (d2), s/veh | 1.5 | 0.0 | 0.9 | 0.2 | 0.0 | 57.8 | 0.3 | 0.0 | 8.9 | 1.3 | 0.0 | 5.6 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.6 | 0.0 | 7.1 | 0.8 | 0.0 | 30.2 | 0.9 | 0.0 | 5.9 | 2.3 | 0.0 | 4.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 22.2 | 0.0 | 17.8 | 12.7 | 0.0 | 80.9 | 26.1 | 0.0 | 40.8 | 27.6 | 0.0 | 35.8 |
| LnGrp LOS | C | A | B | B | A | F | C | A | D | C | A | D |
| Approach Vol, veh/h | | 561 | | | 1019 | | | 314 | | | 368 | |
| Approach Delay, s/veh | | 18.2 | | | 75.3 | | | 38.1 | | | 32.7 | |
| Approach LOS | | B | | | E | | | D | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 9.8 | 23.6 | 8.9 | 46.5 | 8.3 | 25.1 | 8.4 | 47.0 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 5.3 | 19.1 | 5.6 | 42.0 | 5.1 | 19.3 | 5.1 | 42.5 |
| Max Q Clear Time (g_c+I1), s | 7.3 | 13.7 | 4.1 | 19.3 | 4.2 | 12.3 | 3.5 | 44.5 |
| Green Ext Time (p_c), s | 0.0 | 0.7 | 0.0 | 3.3 | 0.0 | 0.7 | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 49.0 |
| HCM 6th LOS | D |

# HCM 6th Signalized Intersection Summary
## 105: Hogan Ln & Prince St

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 135 | 315 | 28 | 41 | 140 | 90 | 36 | 225 | 47 | 173 | 365 | 80 |
| Future Volume (veh/h) | 135 | 315 | 28 | 41 | 140 | 90 | 36 | 225 | 47 | 173 | 365 | 80 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 155 | 362 | 32 | 47 | 161 | 0 | 41 | 259 | 54 | 199 | 420 | 92 |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.86 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 418 | 417 | 37 | 229 | 397 | | 321 | 513 | 107 | 494 | 587 | 129 |
| Arrive On Green | 0.08 | 0.25 | 0.25 | 0.04 | 0.21 | 0.00 | 0.04 | 0.34 | 0.34 | 0.09 | 0.39 | 0.39 |
| Sat Flow, veh/h | 1781 | 1694 | 150 | 1781 | 1870 | 0 | 1781 | 1501 | 313 | 1781 | 1486 | 326 |
| Grp Volume(v), veh/h | 155 | 0 | 394 | 47 | 161 | 0 | 41 | 0 | 313 | 199 | 0 | 512 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1843 | 1781 | 1870 | 0 | 1781 | 0 | 1814 | 1781 | 0 | 1812 |
| Q Serve(g_s), s | 4.4 | 0.0 | 13.4 | 1.3 | 4.9 | 0.0 | 1.0 | 0.0 | 9.0 | 4.5 | 0.0 | 15.6 |
| Cycle Q Clear(g_c), s | 4.4 | 0.0 | 13.4 | 1.3 | 4.9 | 0.0 | 1.0 | 0.0 | 9.0 | 4.5 | 0.0 | 15.6 |
| Prop In Lane | 1.00 | | 0.08 | 1.00 | | 0.00 | 1.00 | | 0.17 | 1.00 | | 0.18 |
| Lane Grp Cap(c), veh/h | 418 | 0 | 454 | 229 | 397 | | 321 | 0 | 620 | 494 | 0 | 716 |
| V/C Ratio(X) | 0.37 | 0.00 | 0.87 | 0.21 | 0.41 | | 0.13 | 0.00 | 0.50 | 0.40 | 0.00 | 0.72 |
| Avail Cap(c_a), veh/h | 418 | 0 | 521 | 287 | 525 | | 385 | 0 | 620 | 494 | 0 | 716 |
| 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 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 18.3 | 0.0 | 23.7 | 19.6 | 22.2 | 0.0 | 14.0 | 0.0 | 17.1 | 12.1 | 0.0 | 16.7 |
| Incr Delay (d2), s/veh | 0.5 | 0.0 | 13.2 | 0.4 | 0.7 | 0.0 | 0.2 | 0.0 | 2.9 | 0.5 | 0.0 | 6.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.8 | 0.0 | 7.1 | 0.5 | 2.1 | 0.0 | 0.4 | 0.0 | 3.9 | 1.7 | 0.0 | 7.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 18.8 | 0.0 | 36.9 | 20.1 | 22.9 | 0.0 | 14.2 | 0.0 | 20.1 | 12.6 | 0.0 | 22.8 |
| LnGrp LOS | B | A | D | C | C | | B | A | C | B | A | C |
| Approach Vol, veh/h | | 549 | | | 208 | A | | 354 | | | 711 | |
| Approach Delay, s/veh | | 31.8 | | | 22.3 | | | 19.4 | | | 19.9 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 10.6 | 26.9 | 7.4 | 20.6 | 7.1 | 30.4 | 9.6 | 18.4 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 6.1 | 22.4 | 5.0 | 18.5 | 5.0 | 23.5 | 5.1 | 18.4 |
| Max Q Clear Time (g_c+I1), s | 6.5 | 11.0 | 3.3 | 15.4 | 3.0 | 17.6 | 6.4 | 6.9 |
| Green Ext Time (p_c), s | 0.0 | 1.4 | 0.0 | 0.7 | 0.0 | 1.7 | 0.0 | 0.6 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 23.7 |
| HCM 6th LOS | C |

**Notes**

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

# HCM 6th Signalized Intersection Summary
## 105: Hogan Ln & Prince St

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 135 | 315 | 28 | 41 | 140 | 90 | 36 | 225 | 47 | 173 | 365 | 80 |
| Future Volume (veh/h) | 135 | 315 | 28 | 41 | 140 | 90 | 36 | 225 | 47 | 173 | 365 | 80 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 189 | 442 | 39 | 57 | 196 | 0 | 50 | 316 | 66 | 243 | 512 | 112 |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 429 | 485 | 43 | 194 | 431 | | 246 | 526 | 110 | 453 | 619 | 136 |
| Arrive On Green | 0.10 | 0.29 | 0.29 | 0.04 | 0.23 | 0.00 | 0.04 | 0.35 | 0.35 | 0.11 | 0.42 | 0.42 |
| Sat Flow, veh/h | 1781 | 1694 | 149 | 1781 | 1870 | 0 | 1781 | 1501 | 313 | 1781 | 1487 | 325 |
| Grp Volume(v), veh/h | 189 | 0 | 481 | 57 | 196 | 0 | 50 | 0 | 382 | 243 | 0 | 624 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1843 | 1781 | 1870 | 0 | 1781 | 0 | 1814 | 1781 | 0 | 1812 |
| Q Serve(g_s), s | 6.5 | 0.0 | 21.3 | 2.0 | 7.6 | 0.0 | 1.5 | 0.0 | 14.7 | 6.9 | 0.0 | 26.0 |
| Cycle Q Clear(g_c), s | 6.5 | 0.0 | 21.3 | 2.0 | 7.6 | 0.0 | 1.5 | 0.0 | 14.7 | 6.9 | 0.0 | 26.0 |
| Prop In Lane | 1.00 | | 0.08 | 1.00 | | 0.00 | 1.00 | | 0.17 | 1.00 | | 0.18 |
| Lane Grp Cap(c), veh/h | 429 | 0 | 528 | 194 | 431 | | 246 | 0 | 636 | 453 | 0 | 755 |
| V/C Ratio(X) | 0.44 | 0.00 | 0.91 | 0.29 | 0.45 | | 0.20 | 0.00 | 0.60 | 0.54 | 0.00 | 0.83 |
| Avail Cap(c_a), veh/h | 443 | 0 | 577 | 224 | 497 | | 281 | 0 | 636 | 490 | 0 | 755 |
| 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 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 20.4 | 0.0 | 29.2 | 24.8 | 28.0 | 0.0 | 18.7 | 0.0 | 22.6 | 15.4 | 0.0 | 22.0 |
| Incr Delay (d2), s/veh | 0.7 | 0.0 | 17.8 | 0.8 | 0.7 | 0.0 | 0.4 | 0.0 | 4.2 | 1.0 | 0.0 | 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 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.7 | 0.0 | 11.7 | 0.9 | 3.4 | 0.0 | 0.6 | 0.0 | 6.7 | 2.7 | 0.0 | 12.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 21.2 | 0.0 | 47.0 | 25.6 | 28.8 | 0.0 | 19.2 | 0.0 | 26.8 | 16.4 | 0.0 | 32.0 |
| LnGrp LOS | C | A | D | C | C | | B | A | C | B | A | C |
| Approach Vol, veh/h | | 670 | | | 253 | A | | 432 | | | 867 | |
| Approach Delay, s/veh | | 39.7 | | | 28.1 | | | 25.9 | | | 27.7 | |
| Approach LOS | | D | | | C | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 13.6 | 34.2 | 8.2 | 28.8 | 8.0 | 39.8 | 12.9 | 24.0 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 10.8 | 29.6 | 5.1 | 26.5 | 5.1 | 35.3 | 9.1 | 22.5 |
| Max Q Clear Time (g_c+I1), s | 8.9 | 16.7 | 4.0 | 23.3 | 3.5 | 28.0 | 8.5 | 9.6 |
| Green Ext Time (p_c), s | 0.1 | 1.9 | 0.0 | 0.9 | 0.0 | 2.5 | 0.0 | 0.8 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 31.0 |
| HCM 6th LOS | C |

**Notes**

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

# HCM 6th Signalized Intersection Summary
## 105: Hogan Ln & Prince St

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 109 | 148 | 17 | 48 | 218 | 216 | 37 | 357 | 57 | 146 | 309 | 137 |
| Future Volume (veh/h) | 109 | 148 | 17 | 48 | 218 | 216 | 37 | 357 | 57 | 146 | 309 | 137 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 120 | 163 | 19 | 53 | 240 | 0 | 41 | 392 | 63 | 160 | 340 | 151 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 299 | 326 | 38 | 326 | 317 | | 385 | 632 | 102 | 439 | 539 | 240 |
| Arrive On Green | 0.08 | 0.20 | 0.20 | 0.05 | 0.17 | 0.00 | 0.04 | 0.40 | 0.40 | 0.08 | 0.44 | 0.44 |
| Sat Flow, veh/h | 1781 | 1644 | 192 | 1781 | 1870 | 0 | 1781 | 1572 | 253 | 1781 | 1227 | 545 |
| Grp Volume(v), veh/h | 120 | 0 | 182 | 53 | 240 | 0 | 41 | 0 | 455 | 160 | 0 | 491 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1836 | 1781 | 1870 | 0 | 1781 | 0 | 1825 | 1781 | 0 | 1772 |
| Q Serve(g_s), s | 3.6 | 0.0 | 5.8 | 1.6 | 8.0 | 0.0 | 0.9 | 0.0 | 13.0 | 3.4 | 0.0 | 14.1 |
| Cycle Q Clear(g_c), s | 3.6 | 0.0 | 5.8 | 1.6 | 8.0 | 0.0 | 0.9 | 0.0 | 13.0 | 3.4 | 0.0 | 14.1 |
| Prop In Lane | 1.00 | | 0.10 | 1.00 | | 0.00 | 1.00 | | 0.14 | 1.00 | | 0.31 |
| Lane Grp Cap(c), veh/h | 299 | 0 | 363 | 326 | 317 | | 385 | 0 | 734 | 439 | 0 | 779 |
| V/C Ratio(X) | 0.40 | 0.00 | 0.50 | 0.16 | 0.76 | | 0.11 | 0.00 | 0.62 | 0.36 | 0.00 | 0.63 |
| Avail Cap(c_a), veh/h | 314 | 0 | 699 | 381 | 700 | | 452 | 0 | 734 | 456 | 0 | 779 |
| 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 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 20.5 | 0.0 | 23.4 | 20.8 | 25.9 | 0.0 | 11.5 | 0.0 | 15.6 | 11.3 | 0.0 | 14.2 |
| Incr Delay (d2), s/veh | 0.9 | 0.0 | 1.1 | 0.2 | 3.7 | 0.0 | 0.1 | 0.0 | 3.9 | 0.5 | 0.0 | 3.9 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.5 | 0.0 | 2.5 | 0.6 | 3.7 | 0.0 | 0.3 | 0.0 | 5.6 | 1.2 | 0.0 | 5.8 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 21.4 | 0.0 | 24.4 | 21.0 | 29.5 | 0.0 | 11.6 | 0.0 | 19.5 | 11.8 | 0.0 | 18.1 |
| LnGrp LOS | C | A | C | C | C | | B | A | B | B | A | B |
| Approach Vol, veh/h | | 302 | | | 293 | A | | 496 | | | 651 | |
| Approach Delay, s/veh | | 23.2 | | | 28.0 | | | 18.9 | | | 16.5 | |
| Approach LOS | | C | | | C | | | B | | | B | |

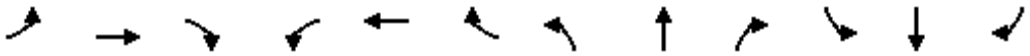
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 9.6 | 30.8 | 7.6 | 17.5 | 7.1 | 33.3 | 9.4 | 15.6 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 5.7 | 26.3 | 5.1 | 24.9 | 5.1 | 26.9 | 5.5 | 24.5 |
| Max Q Clear Time (g_c+I1), s | 5.4 | 15.0 | 3.6 | 7.8 | 2.9 | 16.1 | 5.6 | 10.0 |
| Green Ext Time (p_c), s | 0.0 | 2.2 | 0.0 | 0.9 | 0.0 | 2.4 | 0.0 | 1.1 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 20.3 |
| HCM 6th LOS | C |

**Notes**

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

# HCM 6th Signalized Intersection Summary
## 105: Hogan Rd & Prince St



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 109 | 148 | 17 | 48 | 218 | 216 | 37 | 357 | 57 | 146 | 309 | 137 |
| Future Volume (veh/h) | 109 | 148 | 17 | 48 | 218 | 216 | 37 | 357 | 57 | 146 | 309 | 137 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 160 | 201 | 29 | 78 | 320 | 0 | 64 | 458 | 78 | 215 | 410 | 186 |
| Peak Hour Factor | 0.83 | 0.90 | 0.71 | 0.75 | 0.83 | 0.86 | 0.71 | 0.95 | 0.89 | 0.83 | 0.92 | 0.90 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 289 | 380 | 55 | 338 | 395 | | 287 | 580 | 99 | 365 | 512 | 232 |
| Arrive On Green | 0.08 | 0.24 | 0.24 | 0.05 | 0.21 | 0.00 | 0.05 | 0.37 | 0.37 | 0.10 | 0.42 | 0.42 |
| Sat Flow, veh/h | 1781 | 1598 | 231 | 1781 | 1870 | 0 | 1781 | 1557 | 265 | 1781 | 1218 | 553 |
| Grp Volume(v), veh/h | 160 | 0 | 230 | 78 | 320 | 0 | 64 | 0 | 536 | 215 | 0 | 596 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1829 | 1781 | 1870 | 0 | 1781 | 0 | 1823 | 1781 | 0 | 1771 |
| Q Serve(g_s), s | 5.3 | 0.0 | 8.2 | 2.5 | 12.2 | 0.0 | 1.6 | 0.0 | 19.7 | 5.3 | 0.0 | 22.1 |
| Cycle Q Clear(g_c), s | 5.3 | 0.0 | 8.2 | 2.5 | 12.2 | 0.0 | 1.6 | 0.0 | 19.7 | 5.3 | 0.0 | 22.1 |
| Prop In Lane | 1.00 | | 0.13 | 1.00 | | 0.00 | 1.00 | | 0.15 | 1.00 | | 0.31 |
| Lane Grp Cap(c), veh/h | 289 | 0 | 434 | 338 | 395 | | 287 | 0 | 679 | 365 | 0 | 745 |
| V/C Ratio(X) | 0.55 | 0.00 | 0.53 | 0.23 | 0.81 | | 0.22 | 0.00 | 0.79 | 0.59 | 0.00 | 0.80 |
| Avail Cap(c_a), veh/h | 289 | 0 | 744 | 364 | 739 | | 321 | 0 | 679 | 389 | 0 | 745 |
| 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 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 21.9 | 0.0 | 25.0 | 21.5 | 28.2 | 0.0 | 15.5 | 0.0 | 21.0 | 15.2 | 0.0 | 19.0 |
| Incr Delay (d2), s/veh | 2.3 | 0.0 | 1.0 | 0.3 | 4.0 | 0.0 | 0.4 | 0.0 | 9.1 | 2.1 | 0.0 | 8.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.3 | 0.0 | 3.6 | 1.0 | 5.7 | 0.0 | 0.6 | 0.0 | 9.5 | 2.1 | 0.0 | 10.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 24.2 | 0.0 | 26.0 | 21.9 | 32.2 | 0.0 | 15.9 | 0.0 | 30.1 | 17.3 | 0.0 | 27.8 |
| LnGrp LOS | C | A | C | C | C | | B | A | C | B | A | C |
| Approach Vol, veh/h | | 390 | | | 398 | A | | 600 | | | 811 | |
| Approach Delay, s/veh | | 25.3 | | | 30.2 | | | 28.5 | | | 25.0 | |
| Approach LOS | | C | | | C | | | C | | | C | |

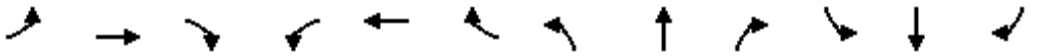
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 11.8 | 32.5 | 8.5 | 22.4 | 8.2 | 36.1 | 10.5 | 20.4 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 8.3 | 28.0 | 5.1 | 30.6 | 5.1 | 31.2 | 6.0 | 29.7 |
| Max Q Clear Time (g_c+I1), s | 7.3 | 21.7 | 4.5 | 10.2 | 3.6 | 24.1 | 7.3 | 14.2 |
| Green Ext Time (p_c), s | 0.1 | 1.9 | 0.0 | 1.2 | 0.0 | 2.3 | 0.0 | 1.6 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 27.0 |
| HCM 6th LOS | C |

**Notes**

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

# HCM 6th Signalized Intersection Summary
## 106: Prince St & College Ave

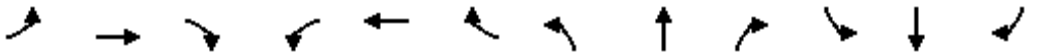


| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 191 | 235 | 11 | 43 | 118 | 29 | 16 | 268 | 119 | 55 | 115 | 130 |
| Future Volume (veh/h) | 191 | 235 | 11 | 43 | 118 | 29 | 16 | 268 | 119 | 55 | 115 | 130 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 239 | 294 | 14 | 54 | 148 | 36 | 20 | 335 | 149 | 69 | 144 | 162 |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 370 | 368 | 18 | 262 | 236 | 57 | 475 | 473 | 210 | 362 | 336 | 379 |
| Arrive On Green | 0.10 | 0.21 | 0.21 | 0.05 | 0.16 | 0.16 | 0.02 | 0.39 | 0.39 | 0.06 | 0.42 | 0.42 |
| Sat Flow, veh/h | 1781 | 1771 | 84 | 1781 | 1453 | 353 | 1781 | 1227 | 546 | 1781 | 804 | 904 |
| Grp Volume(v), veh/h | 239 | 0 | 308 | 54 | 0 | 184 | 20 | 0 | 484 | 69 | 0 | 306 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1855 | 1781 | 0 | 1807 | 1781 | 0 | 1772 | 1781 | 0 | 1708 |
| Q Serve(g_s), s | 5.7 | 0.0 | 9.5 | 1.5 | 0.0 | 5.7 | 0.4 | 0.0 | 13.8 | 1.3 | 0.0 | 7.6 |
| Cycle Q Clear(g_c), s | 5.7 | 0.0 | 9.5 | 1.5 | 0.0 | 5.7 | 0.4 | 0.0 | 13.8 | 1.3 | 0.0 | 7.6 |
| Prop In Lane | 1.00 | | 0.05 | 1.00 | | 0.20 | 1.00 | | 0.31 | 1.00 | | 0.53 |
| Lane Grp Cap(c), veh/h | 370 | 0 | 386 | 262 | 0 | 293 | 475 | 0 | 683 | 362 | 0 | 715 |
| V/C Ratio(X) | 0.65 | 0.00 | 0.80 | 0.21 | 0.00 | 0.63 | 0.04 | 0.00 | 0.71 | 0.19 | 0.00 | 0.43 |
| Avail Cap(c_a), veh/h | 370 | 0 | 579 | 325 | 0 | 546 | 582 | 0 | 683 | 412 | 0 | 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 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 20.2 | 0.0 | 22.5 | 19.6 | 0.0 | 23.4 | 10.9 | 0.0 | 15.6 | 11.4 | 0.0 | 12.3 |
| Incr Delay (d2), s/veh | 3.8 | 0.0 | 4.7 | 0.4 | 0.0 | 2.2 | 0.0 | 0.0 | 6.1 | 0.3 | 0.0 | 1.9 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.0 | 0.0 | 4.3 | 0.6 | 0.0 | 2.4 | 0.1 | 0.0 | 6.1 | 0.5 | 0.0 | 2.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 24.1 | 0.0 | 27.2 | 20.0 | 0.0 | 25.6 | 10.9 | 0.0 | 21.7 | 11.7 | 0.0 | 14.2 |
| LnGrp LOS | C | A | C | B | A | C | B | A | C | B | A | B |
| Approach Vol, veh/h | | 547 | | | 238 | | | 504 | | | 375 | |
| Approach Delay, s/veh | | 25.9 | | | 24.3 | | | 21.3 | | | 13.7 | |
| Approach LOS | | C | | | C | | | C | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 7.9 | 27.6 | 7.5 | 17.0 | 5.9 | 29.6 | 10.2 | 14.2 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 5.1 | 23.1 | 5.1 | 18.7 | 5.0 | 23.2 | 5.7 | 18.1 |
| Max Q Clear Time (g_c+I1), s | 3.3 | 15.8 | 3.5 | 11.5 | 2.4 | 9.6 | 7.7 | 7.7 |
| Green Ext Time (p_c), s | 0.0 | 1.8 | 0.0 | 1.0 | 0.0 | 1.6 | 0.0 | 0.7 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 21.5 |
| HCM 6th LOS | C |

# HCM 6th Signalized Intersection Summary
## 106: Prince St & College Ave

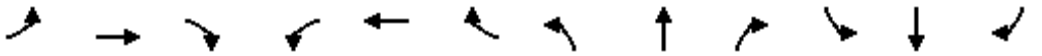


| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 191 | 235 | 11 | 43 | 118 | 29 | 16 | 268 | 119 | 55 | 115 | 130 |
| Future Volume (veh/h) | 191 | 235 | 11 | 43 | 118 | 29 | 16 | 268 | 119 | 55 | 115 | 130 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 291 | 358 | 17 | 66 | 180 | 44 | 24 | 409 | 181 | 84 | 175 | 198 |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 367 | 417 | 20 | 230 | 242 | 59 | 434 | 507 | 224 | 297 | 354 | 401 |
| Arrive On Green | 0.12 | 0.24 | 0.24 | 0.05 | 0.17 | 0.17 | 0.03 | 0.41 | 0.41 | 0.06 | 0.44 | 0.44 |
| Sat Flow, veh/h | 1781 | 1771 | 84 | 1781 | 1452 | 355 | 1781 | 1229 | 544 | 1781 | 801 | 906 |
| Grp Volume(v), veh/h | 291 | 0 | 375 | 66 | 0 | 224 | 24 | 0 | 590 | 84 | 0 | 373 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1855 | 1781 | 0 | 1806 | 1781 | 0 | 1772 | 1781 | 0 | 1707 |
| Q Serve(g_s), s | 8.7 | 0.0 | 14.2 | 2.2 | 0.0 | 8.6 | 0.6 | 0.0 | 21.5 | 1.9 | 0.0 | 11.4 |
| Cycle Q Clear(g_c), s | 8.7 | 0.0 | 14.2 | 2.2 | 0.0 | 8.6 | 0.6 | 0.0 | 21.5 | 1.9 | 0.0 | 11.4 |
| Prop In Lane | 1.00 | | 0.05 | 1.00 | | 0.20 | 1.00 | | 0.31 | 1.00 | | 0.53 |
| Lane Grp Cap(c), veh/h | 367 | 0 | 437 | 230 | 0 | 302 | 434 | 0 | 731 | 297 | 0 | 755 |
| V/C Ratio(X) | 0.79 | 0.00 | 0.86 | 0.29 | 0.00 | 0.74 | 0.06 | 0.00 | 0.81 | 0.28 | 0.00 | 0.49 |
| Avail Cap(c_a), veh/h | 367 | 0 | 547 | 264 | 0 | 444 | 509 | 0 | 731 | 321 | 0 | 755 |
| 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 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 22.7 | 0.0 | 26.8 | 23.9 | 0.0 | 29.0 | 12.3 | 0.0 | 18.9 | 14.4 | 0.0 | 14.6 |
| Incr Delay (d2), s/veh | 11.4 | 0.0 | 10.9 | 0.7 | 0.0 | 3.7 | 0.1 | 0.0 | 9.3 | 0.5 | 0.0 | 2.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 5.0 | 0.0 | 7.3 | 0.9 | 0.0 | 3.9 | 0.2 | 0.0 | 9.9 | 0.7 | 0.0 | 4.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 34.1 | 0.0 | 37.7 | 24.6 | 0.0 | 32.7 | 12.3 | 0.0 | 28.2 | 14.9 | 0.0 | 16.9 |
| LnGrp LOS | C | A | D | C | A | C | B | A | C | B | A | B |
| Approach Vol, veh/h | | 666 | | | 290 | | | 614 | | | 457 | |
| Approach Delay, s/veh | | 36.1 | | | 30.9 | | | 27.6 | | | 16.5 | |
| Approach LOS | | D | | | C | | | C | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.6 | 34.7 | 8.2 | 21.7 | 6.4 | 36.9 | 13.2 | 16.7 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 5.1 | 30.2 | 5.1 | 21.6 | 5.0 | 30.3 | 8.7 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 3.9 | 23.5 | 4.2 | 16.2 | 2.6 | 13.4 | 10.7 | 10.6 |
| Green Ext Time (p_c), s | 0.0 | 2.2 | 0.0 | 1.0 | 0.0 | 2.2 | 0.0 | 0.7 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 28.4 |
| HCM 6th LOS | C |

# HCM 6th Signalized Intersection Summary
## 106: Prince St & College Ave

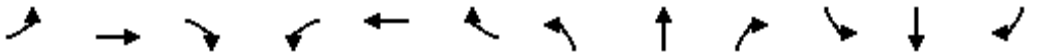


| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 70 | 107 | 8 | 128 | 148 | 21 | 8 | 155 | 82 | 13 | 301 | 125 |
| Future Volume (veh/h) | 70 | 107 | 8 | 128 | 148 | 21 | 8 | 155 | 82 | 13 | 301 | 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 80 | 122 | 9 | 145 | 168 | 24 | 9 | 176 | 93 | 15 | 342 | 142 |
| 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 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 336 | 221 | 16 | 394 | 248 | 35 | 323 | 447 | 236 | 490 | 496 | 206 |
| Arrive On Green | 0.07 | 0.13 | 0.13 | 0.09 | 0.16 | 0.16 | 0.01 | 0.39 | 0.39 | 0.02 | 0.40 | 0.40 |
| Sat Flow, veh/h | 1781 | 1721 | 127 | 1781 | 1601 | 229 | 1781 | 1152 | 609 | 1781 | 1255 | 521 |
| Grp Volume(v), veh/h | 80 | 0 | 131 | 145 | 0 | 192 | 9 | 0 | 269 | 15 | 0 | 484 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1848 | 1781 | 0 | 1829 | 1781 | 0 | 1761 | 1781 | 0 | 1777 |
| Q Serve(g_s), s | 1.8 | 0.0 | 3.2 | 3.4 | 0.0 | 4.8 | 0.1 | 0.0 | 5.4 | 0.2 | 0.0 | 11.0 |
| Cycle Q Clear(g_c), s | 1.8 | 0.0 | 3.2 | 3.4 | 0.0 | 4.8 | 0.1 | 0.0 | 5.4 | 0.2 | 0.0 | 11.0 |
| Prop In Lane | 1.00 | | 0.07 | 1.00 | | 0.13 | 1.00 | | 0.35 | 1.00 | | 0.29 |
| Lane Grp Cap(c), veh/h | 336 | 0 | 237 | 394 | 0 | 284 | 323 | 0 | 684 | 490 | 0 | 703 |
| V/C Ratio(X) | 0.24 | 0.00 | 0.55 | 0.37 | 0.00 | 0.68 | 0.03 | 0.00 | 0.39 | 0.03 | 0.00 | 0.69 |
| Avail Cap(c_a), veh/h | 398 | 0 | 683 | 413 | 0 | 680 | 485 | 0 | 684 | 640 | 0 | 703 |
| 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 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 16.6 | 0.0 | 19.9 | 16.1 | 0.0 | 19.4 | 10.0 | 0.0 | 10.7 | 8.9 | 0.0 | 12.2 |
| Incr Delay (d2), s/veh | 0.4 | 0.0 | 2.0 | 0.6 | 0.0 | 2.8 | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 | 5.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.7 | 0.0 | 1.4 | 1.3 | 0.0 | 2.1 | 0.0 | 0.0 | 2.0 | 0.1 | 0.0 | 4.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 17.0 | 0.0 | 21.9 | 16.7 | 0.0 | 22.2 | 10.0 | 0.0 | 12.4 | 8.9 | 0.0 | 17.7 |
| LnGrp LOS | B | A | C | B | A | C | B | A | B | A | A | B |
| Approach Vol, veh/h | | 211 | | | 337 | | | 278 | | | 499 | |
| Approach Delay, s/veh | | 20.0 | | | 19.8 | | | 12.4 | | | 17.4 | |
| Approach LOS | | C | | | B | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 5.4 | 23.4 | 9.1 | 10.8 | 5.1 | 23.7 | 7.8 | 12.0 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 5.0 | 18.9 | 5.1 | 18.0 | 5.0 | 18.9 | 5.0 | 18.1 |
| Max Q Clear Time (g_c+I1), s | 2.2 | 7.4 | 5.4 | 5.2 | 2.1 | 13.0 | 3.8 | 6.8 |
| Green Ext Time (p_c), s | 0.0 | 1.2 | 0.0 | 0.5 | 0.0 | 1.6 | 0.0 | 0.7 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 17.4 |
| HCM 6th LOS | B |

# HCM 6th Signalized Intersection Summary
## 106: Prince St & College Ave



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 70 | 107 | 8 | 128 | 148 | 21 | 8 | 155 | 82 | 13 | 301 | 125 |
| Future Volume (veh/h) | 70 | 107 | 8 | 128 | 148 | 21 | 8 | 155 | 82 | 13 | 301 | 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 97 | 148 | 11 | 177 | 205 | 29 | 11 | 215 | 114 | 18 | 417 | 173 |
| 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 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 283 | 253 | 19 | 349 | 268 | 38 | 305 | 527 | 279 | 504 | 585 | 243 |
| Arrive On Green | 0.07 | 0.15 | 0.15 | 0.08 | 0.17 | 0.17 | 0.01 | 0.46 | 0.46 | 0.02 | 0.47 | 0.47 |
| Sat Flow, veh/h | 1781 | 1720 | 128 | 1781 | 1603 | 227 | 1781 | 1151 | 610 | 1781 | 1256 | 521 |
| Grp Volume(v), veh/h | 97 | 0 | 159 | 177 | 0 | 234 | 11 | 0 | 329 | 18 | 0 | 590 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1847 | 1781 | 0 | 1830 | 1781 | 0 | 1761 | 1781 | 0 | 1777 |
| Q Serve(g_s), s | 2.8 | 0.0 | 5.0 | 5.3 | 0.0 | 7.6 | 0.2 | 0.0 | 7.8 | 0.3 | 0.0 | 16.6 |
| Cycle Q Clear(g_c), s | 2.8 | 0.0 | 5.0 | 5.3 | 0.0 | 7.6 | 0.2 | 0.0 | 7.8 | 0.3 | 0.0 | 16.6 |
| Prop In Lane | 1.00 | | 0.07 | 1.00 | | 0.12 | 1.00 | | 0.35 | 1.00 | | 0.29 |
| Lane Grp Cap(c), veh/h | 283 | 0 | 272 | 349 | 0 | 306 | 305 | 0 | 806 | 504 | 0 | 827 |
| V/C Ratio(X) | 0.34 | 0.00 | 0.58 | 0.51 | 0.00 | 0.77 | 0.04 | 0.00 | 0.41 | 0.04 | 0.00 | 0.71 |
| Avail Cap(c_a), veh/h | 312 | 0 | 535 | 349 | 0 | 536 | 423 | 0 | 806 | 608 | 0 | 827 |
| 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 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 20.8 | 0.0 | 24.8 | 20.7 | 0.0 | 24.8 | 10.9 | 0.0 | 11.3 | 9.0 | 0.0 | 13.4 |
| Incr Delay (d2), s/veh | 0.7 | 0.0 | 2.0 | 1.2 | 0.0 | 4.0 | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 5.2 |
| 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 | 1.2 | 0.0 | 2.2 | 2.2 | 0.0 | 3.4 | 0.1 | 0.0 | 3.0 | 0.1 | 0.0 | 6.8 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 21.5 | 0.0 | 26.8 | 21.9 | 0.0 | 28.8 | 10.9 | 0.0 | 12.8 | 9.1 | 0.0 | 18.6 |
| LnGrp LOS | C | A | C | C | A | C | B | A | B | A | A | B |
| Approach Vol, veh/h | | 256 | | | 411 | | | 340 | | | 608 | |
| Approach Delay, s/veh | | 24.8 | | | 25.8 | | | 12.7 | | | 18.3 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 5.8 | 33.1 | 9.8 | 13.7 | 5.4 | 33.6 | 8.6 | 14.9 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 5.0 | 28.6 | 5.3 | 18.1 | 5.0 | 28.6 | 5.1 | 18.3 |
| Max Q Clear Time (g_c+I1), s | 2.3 | 9.8 | 7.3 | 7.0 | 2.2 | 18.6 | 4.8 | 9.6 |
| Green Ext Time (p_c), s | 0.0 | 1.9 | 0.0 | 0.6 | 0.0 | 2.9 | 0.0 | 0.8 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 20.1 |
| HCM 6th LOS | C |

# Appendix C- Peak Hour Charts

**College Ave/ Farris Rd AM Peak Hour**

**TOTAL VEHICLES**

| | SOUTHBOUND | | | | WESTBOUND | | | | NORTHBOUND | | | | EASTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | **Grand Total** |
| 7:15 | 10 | 29 | 5 | **44** | 9 | 28 | 5 | **42** | 5 | 38 | 10 | **53** | 7 | 40 | 10 | **57** | **196** |
| 7:30 | 16 | 39 | 5 | **60** | 10 | 46 | 7 | **63** | 8 | 41 | 6 | **55** | 15 | 73 | 13 | **101** | **279** |
| 7:45 | 20 | 54 | 5 | **79** | 12 | 73 | 3 | **88** | 16 | 77 | 19 | **112** | 22 | 128 | 17 | **167** | **446** |
| 8:00 | 28 | 74 | 10 | **112** | 17 | 83 | 7 | **107** | 16 | 78 | 33 | **127** | 20 | 129 | 23 | **172** | **518** |
| 8:15 | 26 | 69 | 17 | **112** | 22 | 104 | 7 | **133** | 17 | 67 | 16 | **100** | 24 | 117 | 24 | **165** | **510** |
| 8:30 | 16 | 41 | 11 | **68** | 12 | 86 | 11 | **109** | 17 | 32 | 14 | **63** | 17 | 111 | 20 | **148** | **388** |
| 8:45 | 13 | 50 | 10 | **73** | 12 | 72 | 7 | **91** | 16 | 31 | 10 | **57** | 16 | 100 | 20 | **136** | **357** |
| 9:00 | 17 | 40 | 6 | **63** | 7 | 82 | 8 | **97** | 16 | 27 | 20 | **63** | 10 | 100 | 15 | **125** | **348** |
| | 90 | 238 | 48 | **371** | 63 | 346 | 33 | **440** | 66 | 254 | 82 | **402** | 83 | 485 | 87 | **652** | 1862 |
| PHF | 0.804 | 0.804 | 0.706 | 0.828 | 0.716 | 0.832 | 0.750 | 0.827 | 0.971 | 0.814 | 0.621 | 0.791 | 0.865 | 0.940 | 0.906 | 0.948 | 0.899 |

**College Ave/ Farris Rd PM Peak Hour**

**TOTAL VEHICLES**

| | SOUTHBOUND | | | | WESTBOUND | | | | NORTHBOUND | | | | EASTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | **Grand Total** |
| 16:15 | 13 | 62 | 11 | **86** | 25 | 120 | 16 | **161** | 46 | 90 | 13 | **149** | 20 | 109 | 16 | **145** | **541** |
| 16:30 | 7 | 59 | 9 | **75** | 12 | 103 | 17 | **132** | 35 | 63 | 14 | **112** | 13 | 103 | 27 | **143** | **462** |
| 16:45 | 14 | 80 | 14 | **108** | 18 | 111 | 18 | **147** | 40 | 87 | 13 | **140** | 17 | 83 | 15 | **115** | **510** |
| 17:00 | 8 | 49 | 19 | **76** | 25 | 103 | 24 | **152** | 34 | 82 | 21 | **137** | 16 | 92 | 19 | **127** | **492** |
| 17:15 | 17 | 61 | 18 | **96** | 17 | 126 | 24 | **167** | 30 | 58 | 12 | **100** | 14 | 116 | 20 | **150** | **513** |
| 17:30 | 16 | 63 | 19 | **98** | 18 | 102 | 27 | **147** | 26 | 79 | 17 | **122** | 13 | 97 | 33 | **143** | **510** |
| 17:45 | 19 | 63 | 11 | **93** | 35 | 111 | 22 | **168** | 36 | 75 | 14 | **125** | 13 | 96 | 20 | **129** | **515** |
| 18:00 | 14 | 61 | 11 | **86** | 21 | 95 | 13 | **129** | 29 | 57 | 13 | **99** | 11 | 82 | 29 | **122** | **436** |
| | 66 | 253 | 70 | **378** | 95 | 443 | 97 | **634** | 155 | 322 | 61 | **538** | 66 | 401 | 102 | **549** | 2030 |
| PHF | 0.868 | 0.791 | 0.921 | 0.875 | 0.679 | 0.879 | 0.898 | 0.943 | 0.842 | 0.894 | 0.726 | 0.903 | 0.825 | 0.864 | 0.773 | 0.915 | 0.989 |

**Salem Rd/ Tyler St AM Peak Hour**

**TOTAL VEHICLES**

| | SOUTHBOUND | | | | WESTBOUND | | | | NORTHBOUND | | | | EASTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Grand Total |
| 7:00 | 9 | 73 | 5 | 87 | 2 | 22 | 11 | 35 | 6 | 61 | 4 | 71 | 25 | 39 | 12 | 76 | 269 |
| 7:15 | 21 | 82 | 11 | 114 | 9 | 21 | 11 | 41 | 9 | 67 | 8 | 84 | 42 | 40 | 9 | 91 | 330 |
| 7:30 | 32 | 124 | 12 | 168 | 5 | 37 | 8 | 50 | 11 | 58 | 8 | 77 | 44 | 107 | 27 | 178 | 473 |
| 7:45 | 44 | 135 | 14 | 193 | 13 | 44 | 10 | 67 | 18 | 74 | 16 | 108 | 29 | 111 | 18 | 158 | 526 |
| 8:00 | 18 | 113 | 8 | 139 | 8 | 59 | 7 | 74 | 20 | 62 | 22 | 104 | 47 | 99 | 18 | 164 | 481 |
| 8:15 | 10 | 103 | 12 | 125 | 15 | 29 | 6 | 50 | 9 | 61 | 13 | 83 | 25 | 48 | 14 | 87 | 345 |
| 8:30 | 6 | 84 | 8 | 98 | 16 | 16 | 7 | 39 | 6 | 55 | 13 | 74 | 14 | 35 | 14 | 63 | 274 |
| 8:45 | 16 | 101 | 9 | 126 | 11 | 18 | 8 | 37 | 9 | 59 | 12 | 80 | 25 | 47 | 15 | 87 | 330 |
| | 115 | 475 | 46 | 625 | 52 | 169 | 40 | 241 | 58 | 261 | 64 | 373 | 162 | 365 | 77 | 591 | 1810 |
| PHF | 0.653 | 0.880 | 0.821 | 0.810 | 0.813 | 0.716 | 0.909 | 0.814 | 0.725 | 0.882 | 0.727 | 0.863 | 0.862 | 0.822 | 0.713 | 0.830 | 0.860 |

**Salem Rd/ Tyler St PM Peak Hour**

**TOTAL VEHICLES**

| | SOUTHBOUND | | | | WESTBOUND | | | | NORTHBOUND | | | | EASTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Grand Total |
| 16:00 | 10 | 78 | 19 | 107 | 16 | 58 | 8 | 82 | 13 | 128 | 12 | 153 | 27 | 27 | 4 | 58 | 400 |
| 16:15 | 10 | 65 | 19 | 94 | 18 | 64 | 12 | 94 | 15 | 128 | 11 | 154 | 19 | 39 | 13 | 71 | 413 |
| 16:30 | 16 | 84 | 16 | 116 | 17 | 67 | 11 | 95 | 17 | 126 | 9 | 152 | 25 | 32 | 8 | 65 | 428 |
| 16:45 | 5 | 92 | 30 | 127 | 16 | 52 | 16 | 84 | 6 | 142 | 13 | 161 | 28 | 46 | 15 | 89 | 461 |
| 17:00 | 21 | 89 | 23 | 133 | 16 | 70 | 11 | 97 | 18 | 117 | 9 | 144 | 41 | 49 | 16 | 106 | 480 |
| 17:15 | 15 | 95 | 19 | 129 | 12 | 63 | 8 | 83 | 20 | 140 | 13 | 173 | 24 | 47 | 12 | 83 | 468 |
| 17:30 | 13 | 73 | 29 | 115 | 15 | 50 | 14 | 79 | 20 | 113 | 11 | 144 | 17 | 52 | 9 | 78 | 416 |
| 17:45 | 26 | 93 | 21 | 140 | 13 | 53 | 9 | 75 | 18 | 91 | 12 | 121 | 22 | 52 | 10 | 84 | 420 |
| | 75 | 360 | 101 | 517 | 67 | 253 | 50 | 370 | 76 | 525 | 46 | 630 | 118 | 200 | 52 | 356 | 1837 |
| PHF | 0.721 | 0.947 | 0.842 | 0.923 | 0.931 | 0.904 | 0.781 | 0.954 | 0.950 | 0.924 | 0.885 | 0.910 | 0.720 | 0.962 | 0.813 | 0.840 | 0.957 |

**Salem Rd/ Irby Dr AM Peak Hour**

**TOTAL VEHICLES**

| | SOUTHBOUND | | | | WESTBOUND | | | | NORTHBOUND | | | | EASTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Grand Total |
| 7:00 | 0 | 66 | 11 | **77** | 0 | 0 | 0 | **0** | 4 | 104 | 0 | **108** | 61 | 0 | 18 | **79** | **264** |
| 7:15 | 1 | 82 | 12 | **95** | 0 | 0 | 0 | **0** | 10 | 133 | 0 | **143** | 43 | 0 | 32 | **75** | **313** |
| 7:30 | 1 | 133 | 34 | **168** | 0 | 0 | 1 | **1** | 8 | 120 | 0 | **128** | 39 | 0 | 49 | **88** | **385** |
| 7:45 | 1 | 165 | 46 | **212** | 0 | 0 | 1 | **1** | 9 | 109 | 0 | **118** | 40 | 0 | 64 | **104** | **435** |
| 8:00 | 1 | 111 | 31 | **143** | 0 | 0 | 0 | **0** | 13 | 118 | 0 | **131** | 34 | 0 | 25 | **59** | **333** |
| 8:15 | 0 | 116 | 15 | **131** | 0 | 0 | 0 | **0** | 11 | 101 | 0 | **112** | 26 | 0 | 18 | **44** | **287** |
| 8:30 | 0 | 88 | 15 | **103** | 0 | 0 | 0 | **0** | 9 | 72 | 0 | **81** | 31 | 0 | 23 | **54** | **238** |
| 8:45 | 1 | 101 | 11 | **113** | 0 | 0 | 1 | **1** | 5 | 80 | 0 | **85** | 23 | 0 | 28 | **51** | **250** |
| | 4 | 525 | 126 | 654 | 0 | 0 | 2 | 2 | 42 | 480 | 0 | 520 | 183 | 0 | 170 | 346 | 1466 |
| PHF | 1.00 | 0.795 | 0.685 | 0.771 | #DIV/0! | #DIV/0! | 0.500 | 0.500 | 0.808 | 0.902 | #DIV/0! | 0.909 | 0.750 | #DIV/0! | 0.664 | 0.832 | 0.843 |

**Salem Rd/ Irby Dr PM Peak Hour**

**TOTAL VEHICLES**

| | SOUTHBOUND | | | | WESTBOUND | | | | NORTHBOUND | | | | EASTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Grand Total |
| 16:00 | 0 | 116 | 50 | **166** | 0 | 0 | 1 | **1** | 26 | 156 | 0 | **182** | 25 | 0 | 12 | **37** | **386** |
| 16:15 | 0 | 111 | 42 | **153** | 0 | 0 | 0 | **0** | 22 | 139 | 0 | **161** | 18 | 0 | 19 | **37** | **351** |
| 16:30 | 0 | 104 | 48 | **152** | 0 | 0 | 0 | **0** | 18 | 133 | 0 | **151** | 21 | 0 | 10 | **31** | **334** |
| 16:45 | 0 | 113 | 46 | **159** | 0 | 0 | 0 | **0** | 19 | 160 | 0 | **179** | 27 | 0 | 17 | **44** | **382** |
| 17:00 | 0 | 123 | 57 | **180** | 0 | 0 | 0 | **0** | 21 | 156 | 0 | **177** | 26 | 0 | 13 | **39** | **396** |
| 17:15 | 3 | 116 | 72 | **191** | 0 | 0 | 1 | **1** | 31 | 150 | 0 | **181** | 26 | 0 | 15 | **41** | **414** |
| 17:30 | 0 | 135 | 57 | **192** | 0 | 0 | 0 | **0** | 28 | 152 | 0 | **180** | 23 | 0 | 30 | **53** | **425** |
| 17:45 | 0 | 112 | 57 | **169** | 0 | 0 | 0 | **0** | 26 | 147 | 0 | **173** | 28 | 0 | 13 | **41** | **383** |
| | 3 | 487 | 243 | 732 | 0 | 0 | 1 | 1 | 106 | 618 | 0 | 717 | 103 | 0 | 75 | 177 | 1618 |
| PHF | 0.250 | 0.902 | 0.844 | 0.953 | #DIV/0! | #DIV/0! | 0.250 | 0.250 | 0.855 | 0.966 | #DIV/0! | 0.990 | 0.920 | #DIV/0! | 0.625 | 0.835 | 0.952 |

**Country Club Rd/ Prince St AM Peak Hour**

**TOTAL VEHICLES**

| | SOUTHBOUND | | | | WESTBOUND | | | | NORTHBOUND | | | | EASTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Grand Total |
| 7:00 | 13 | 7 | 9 | 29 | 8 | 28 | 6 | 42 | 1 | 10 | 5 | 16 | 13 | 86 | 5 | 104 | 191 |
| 7:15 | 33 | 21 | 6 | 60 | 6 | 44 | 13 | 63 | 2 | 14 | 11 | 27 | 16 | 111 | 8 | 135 | 285 |
| 7:30 | 50 | 35 | 12 | 97 | 7 | 65 | 17 | 89 | 1 | 20 | 13 | 34 | 11 | 180 | 9 | 200 | 420 |
| 7:45 | 61 | 56 | 9 | 126 | 6 | 74 | 11 | 91 | 4 | 24 | 25 | 53 | 11 | 189 | 4 | 204 | 474 |
| 8:00 | 50 | 46 | 14 | 110 | 9 | 81 | 8 | 98 | 4 | 15 | 16 | 35 | 9 | 125 | 4 | 138 | 381 |
| 8:15 | 23 | 21 | 5 | 49 | 7 | 49 | 9 | 65 | 3 | 19 | 10 | 32 | 7 | 93 | 6 | 106 | 252 |
| 8:30 | 17 | 16 | 7 | 40 | 1 | 52 | 14 | 67 | 6 | 13 | 4 | 23 | 8 | 71 | 6 | 85 | 215 |
| 8:45 | 15 | 30 | 8 | 53 | 8 | 52 | 14 | 74 | 1 | 10 | 4 | 15 | 12 | 74 | 7 | 93 | 235 |
| | 194 | 158 | 40 | 393 | 29 | 269 | 49 | 343 | 17 | 78 | 65 | 154 | 51 | 605 | 26 | 677 | 1560 |
| PHF | 0.795 | 0.705 | 0.714 | 0.780 | 0.806 | 0.830 | 0.721 | 0.875 | 0.708 | 0.813 | 0.650 | 0.726 | 0.797 | 0.800 | 0.722 | 0.830 | 0.823 |

**Country Club Rd/ Prince St PM Peak Hour**

**TOTAL VEHICLES**

| | SOUTHBOUND | | | | WESTBOUND | | | | NORTHBOUND | | | | EASTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Grand Total |
| 16:00 | 22 | 16 | 15 | 53 | 7 | 105 | 40 | 152 | 6 | 39 | 12 | 57 | 10 | 79 | 4 | 93 | 355 |
| 16:15 | 29 | 19 | 10 | 58 | 13 | 129 | 48 | 190 | 6 | 30 | 13 | 49 | 10 | 93 | 2 | 105 | 402 |
| 16:30 | 25 | 19 | 10 | 54 | 20 | 123 | 26 | 169 | 14 | 34 | 11 | 59 | 11 | 86 | 4 | 101 | 383 |
| 16:45 | 21 | 21 | 16 | 58 | 13 | 128 | 41 | 182 | 9 | 42 | 13 | 64 | 10 | 94 | 1 | 105 | 409 |
| 17:00 | 28 | 28 | 13 | 69 | 18 | 136 | 48 | 202 | 4 | 27 | 7 | 38 | 13 | 78 | 3 | 94 | 403 |
| 17:15 | 17 | 31 | 18 | 66 | 11 | 130 | 45 | 186 | 16 | 40 | 10 | 66 | 10 | 90 | 5 | 105 | 423 |
| 17:30 | 20 | 30 | 17 | 67 | 13 | 139 | 37 | 189 | 8 | 32 | 6 | 46 | 13 | 96 | 10 | 119 | 421 |
| 17:45 | 20 | 19 | 10 | 49 | 9 | 96 | 19 | 124 | 8 | 22 | 5 | 35 | 8 | 76 | 1 | 85 | 293 |
| | 103 | 110 | 64 | 260 | 64 | 533 | 171 | 759 | 43 | 145 | 49 | 229 | 46 | 358 | 19 | 423 | 1656 |
| PHF | 0.888 | 0.887 | 0.889 | 0.942 | 0.800 | 0.959 | 0.891 | 0.939 | 0.672 | 0.863 | 0.942 | 0.867 | 0.885 | 0.932 | 0.475 | 0.889 | 0.979 |

**Hogan Ln/ Prince St AM Peak Hour**

**TOTAL VEHICLES**

| | SOUTHBOUND | | | | WESTBOUND | | | | NORTHBOUND | | | | EASTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | **Grand Total** |
| 7:00 | 31 | 41 | 12 | **84** | 6 | 18 | 15 | **39** | 2 | 28 | 1 | **31** | 22 | 49 | 1 | **72** | **226** |
| 7:15 | 37 | 73 | 12 | **122** | 4 | 22 | 16 | **42** | 2 | 35 | 7 | **44** | 33 | 56 | 2 | **91** | **299** |
| 7:30 | 50 | 87 | 22 | **159** | 7 | 22 | 17 | **46** | 8 | 44 | 15 | **67** | 33 | 94 | 7 | **134** | **406** |
| 7:45 | 47 | 110 | 14 | **171** | 11 | 50 | 24 | **85** | 9 | 58 | 6 | **73** | 38 | 100 | 10 | **148** | **477** |
| 8:00 | 37 | 95 | 28 | **160** | 16 | 40 | 26 | **82** | 11 | 56 | 7 | **74** | 31 | 65 | 8 | **104** | **420** |
| 8:15 | 39 | 72 | 16 | **127** | 4 | 24 | 20 | **48** | 8 | 67 | 19 | **94** | 31 | 47 | 2 | **80** | **349** |
| 8:30 | 35 | 56 | 11 | **102** | 10 | 26 | 20 | **56** | 5 | 33 | 6 | **44** | 27 | 37 | 8 | **72** | **274** |
| 8:45 | 26 | 53 | 13 | **92** | 6 | 28 | 18 | **52** | 3 | 28 | 7 | **38** | 16 | 41 | 2 | **59** | **241** |
| | 173 | 365 | 80 | 617 | 41 | 140 | 90 | 271 | 36 | 225 | 47 | 308 | 135 | 315 | 28 | 477 | 1652 |
| PHF | 0.865 | 0.830 | 0.714 | 0.902 | 0.641 | 0.700 | 0.865 | 0.797 | 0.818 | 0.840 | 0.618 | 0.819 | 0.888 | 0.788 | 0.700 | 0.806 | 0.866 |

**Hogan Ln/ Prince St PM Peak Hour**

**TOTAL VEHICLES**

| | SOUTHBOUND | | | | WESTBOUND | | | | NORTHBOUND | | | | EASTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | **Grand Total** |
| 16:00 | 29 | 57 | 26 | **112** | 8 | 70 | 45 | **123** | 5 | 67 | 6 | **78** | 23 | 39 | 3 | **65** | **378** |
| 16:15 | 29 | 61 | 23 | **113** | 9 | 34 | 53 | **96** | 2 | 94 | 7 | **103** | 28 | 36 | 3 | **67** | **379** |
| 16:30 | 29 | 63 | 27 | **119** | 10 | 41 | 53 | **104** | 2 | 85 | 11 | **98** | 22 | 41 | 3 | **66** | **387** |
| 16:45 | 34 | 74 | 30 | **138** | 10 | 53 | 47 | **110** | 3 | 90 | 14 | **107** | 18 | 30 | 1 | **49** | **404** |
| 17:00 | 44 | 78 | 35 | **157** | 12 | 66 | 63 | **141** | 13 | 88 | 12 | **113** | 28 | 31 | 6 | **65** | **476** |
| 17:15 | 35 | 73 | 30 | **138** | 16 | 50 | 50 | **116** | 9 | 79 | 14 | **102** | 33 | 46 | 3 | **82** | **438** |
| 17:30 | 33 | 84 | 34 | **151** | 7 | 49 | 39 | **95** | 11 | 86 | 15 | **112** | 22 | 31 | 3 | **56** | **414** |
| 17:45 | 35 | 49 | 38 | **122** | 11 | 38 | 42 | **91** | 4 | 69 | 16 | **89** | 26 | 37 | 5 | **68** | **370** |
| | 146 | 309 | 137 | 584 | 48 | 218 | 216 | 471 | 37 | 357 | 57 | 434 | 109 | 148 | 17 | 271 | 1732 |
| PHF | 0.830 | 0.920 | 0.901 | 0.930 | 0.750 | 0.826 | 0.857 | 0.835 | 0.712 | 0.949 | 0.891 | 0.960 | 0.826 | 0.902 | 0.708 | 0.826 | 0.910 |

**College Ave/ Prince St AM Peak Hour**

**TOTAL VEHICLES**

| | SOUTHBOUND | | | | WESTBOUND | | | | NORTHBOUND | | | | EASTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Grand Total |
| 7:00 | 2 | 26 | 12 | 40 | 8 | 20 | 2 | 30 | 1 | 56 | 15 | 72 | 23 | 19 | 0 | 42 | 184 |
| 7:15 | 14 | 25 | 12 | 51 | 15 | 23 | 5 | 43 | 5 | 70 | 28 | 103 | 40 | 53 | 1 | 94 | 291 |
| 7:30 | 14 | 28 | 45 | 87 | 13 | 45 | 4 | 62 | 4 | 74 | 31 | 109 | 76 | 76 | 1 | 153 | 411 |
| 7:45 | 14 | 22 | 48 | 84 | 6 | 30 | 11 | 47 | 5 | 68 | 34 | 107 | 44 | 56 | 7 | 107 | 345 |
| 8:00 | 13 | 40 | 25 | 78 | 9 | 15 | 9 | 33 | 2 | 53 | 26 | 81 | 31 | 50 | 2 | 83 | 275 |
| 8:15 | 6 | 21 | 11 | 38 | 11 | 17 | 2 | 30 | 1 | 43 | 12 | 56 | 22 | 21 | 1 | 44 | 168 |
| 8:30 | 1 | 14 | 11 | 26 | 11 | 16 | 1 | 28 | 0 | 42 | 16 | 58 | 22 | 28 | 1 | 51 | 163 |
| 8:45 | 1 | 28 | 9 | 38 | 13 | 9 | 2 | 24 | 0 | 29 | 26 | 55 | 18 | 18 | 1 | 37 | 154 |
| | 55 | 115 | 130 | 300 | 43 | 118 | 29 | 185 | 16 | 268 | 119 | 400 | 191 | 235 | 11 | 437 | 1322 |
| PHF | 0.982 | 0.719 | 0.677 | 0.862 | 0.717 | 0.656 | 0.659 | 0.746 | 0.800 | 0.905 | 0.875 | 0.917 | 0.628 | 0.773 | 0.393 | 0.714 | 0.804 |

**College Ave/ Prince St PM Peak Hour**

**TOTAL VEHICLES**

| | SOUTHBOUND | | | | WESTBOUND | | | | NORTHBOUND | | | | EASTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | **Grand Total** |
| 16:00 | 6 | 49 | 34 | **89** | 17 | 33 | 8 | **58** | 2 | 33 | 24 | **59** | 11 | 26 | 0 | **37** | **243** |
| 16:15 | 2 | 54 | 27 | **83** | 29 | 27 | 7 | **63** | 1 | 36 | 15 | **52** | 8 | 23 | 0 | **31** | **229** |
| 16:30 | 3 | 56 | 24 | **83** | 31 | 31 | 3 | **65** | 2 | 44 | 18 | **64** | 6 | 26 | 0 | **32** | **244** |
| 16:45 | 2 | 76 | 29 | **107** | 22 | 32 | 3 | **57** | 3 | 37 | 17 | **57** | 16 | 26 | 2 | **44** | **265** |
| 17:00 | 3 | 77 | 27 | **107** | 32 | 31 | 6 | **69** | 0 | 36 | 20 | **56** | 21 | 23 | 2 | **46** | **278** |
| 17:15 | 0 | 75 | 38 | **113** | 43 | 49 | 3 | **95** | 1 | 38 | 26 | **65** | 15 | 31 | 2 | **48** | **321** |
| 17:30 | 1 | 73 | 31 | **105** | 23 | 36 | 7 | **66** | 0 | 34 | 19 | **53** | 18 | 27 | 2 | **47** | **271** |
| 17:45 | 0 | 59 | 29 | **88** | 19 | 29 | 1 | **49** | 1 | 35 | 11 | **47** | 14 | 12 | 0 | **26** | **210** |
| | 13 | 301 | 125 | 432 | 128 | 148 | 21 | 287 | 8 | 155 | 82 | 242 | 70 | 107 | 8 | 185 | 1135 |
| PHF | 0.542 | 0.977 | 0.822 | 0.956 | 0.744 | 0.755 | 0.656 | 0.755 | 0.667 | 0.881 | 0.788 | 0.931 | 0.833 | 0.863 | 1.000 | 0.964 | 0.884 |

# Appendix D- Traffic Counts

# Site 101

## College Avenue & Farris Road

# City of Conway
## Standard Report

Location: College Ave & Farris Rd-AM
Unit ID: ConT'D Counter
Study Date: Thursday January 24, 2019
Interval: 15 minutes

### Vehicles

| | Southbound | | | | Westbound | | | | Northbound | | | | Eastbound | | | | Grand |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | **Total** |
| 07:11 | 1 | 4 | 0 | **5** | 1 | 8 | 0 | **9** | 0 | 5 | 0 | **5** | 2 | 12 | 1 | **15** | **34** |
| 07:15 | 9 | 26 | 5 | **40** | 9 | 28 | 4 | **41** | 5 | 38 | 10 | **53** | 7 | 40 | 10 | **57** | **191** |
| 07:30 | 16 | 39 | 5 | **60** | 10 | 42 | 6 | **58** | 8 | 39 | 6 | **53** | 14 | 73 | 13 | **100** | **271** |
| 07:45 | 20 | 54 | 5 | **79** | 12 | 72 | 3 | **87** | 16 | 74 | 19 | **109** | 20 | 127 | 17 | **164** | **439** |
| 08:00 | 28 | 74 | 10 | **112** | 17 | 83 | 7 | **107** | 16 | 77 | 33 | **126** | 20 | 129 | 23 | **172** | **517** |
| 08:15 | 26 | 69 | 17 | **112** | 22 | 103 | 7 | **132** | 17 | 67 | 16 | **100** | 23 | 117 | 24 | **164** | **508** |
| 08:30 | 16 | 41 | 11 | **68** | 12 | 86 | 11 | **109** | 17 | 32 | 14 | **63** | 17 | 111 | 20 | **148** | **388** |
| 08:45 | 13 | 50 | 10 | **73** | 12 | 70 | 7 | **89** | 16 | 31 | 10 | **57** | 16 | 99 | 20 | **135** | **354** |
| 09:00 | 17 | 40 | 6 | **63** | 7 | 82 | 8 | **97** | 16 | 26 | 20 | **62** | 10 | 99 | 15 | **124** | **346** |
| 09:15 | 5 | 19 | 4 | **28** | 3 | 20 | 6 | **29** | 2 | 16 | 4 | **22** | 2 | 45 | 9 | **56** | **135** |
| **Total** | **151** | **416** | **73** | **640** | **105** | **594** | **59** | **758** | **113** | **405** | **132** | **650** | **131** | **852** | **152** | **1135** | **3183** |
| Table % | 4.7 | 13.1 | 2.3 | **20.1** | 3.3 | 18.7 | 1.9 | **23.8** | 3.6 | 12.7 | 4.1 | **20.4** | 4.1 | 26.8 | 4.8 | **35.7** | **100.0** |
| Intersection % | 4.7 | 12.9 | 2.3 | **19.9** | 3.3 | 18.5 | 1.8 | **23.6** | 3.5 | 12.6 | 4.1 | **20.2** | 4.1 | 26.5 | 4.7 | **35.3** | **99.1** |
| Approach % | 23.6 | 65.0 | 11.4 | **100.0** | 13.9 | 78.4 | 7.8 | **100.0** | 17.4 | 62.3 | 20.3 | **100.0** | 11.5 | 75.1 | 13.4 | **100.0** | **-** |
| Total Approach % | 23.4 | 64.4 | 11.3 | **99.1** | 13.7 | 77.4 | 7.7 | **98.8** | 17.2 | 61.6 | 20.1 | **98.9** | 11.5 | 74.5 | 13.3 | **99.3** | **-** |
| Peak Hour | 07:30 | 07:45 | 08:00 | **07:45** | 07:45 | 07:45 | 08:15 | **08:00** | 07:45 | 07:30 | 07:45 | **07:45** | 07:45 | 07:45 | 08:00 | **07:45** | **07:45** |
| Peak Total | 90 | 238 | 48 | **371** | 63 | 344 | 33 | **437** | 66 | 257 | 82 | **398** | 80 | 484 | 87 | **648** | **1852** |
| Peak Factor (PHF) | 0.8 | 0.8 | 0.7 | **0.8** | 0.7 | 0.8 | 0.8 | **0.8** | 1.0 | 0.8 | 0.6 | **0.8** | 0.9 | 0.9 | 0.9 | **0.9** | **0.7** |

# City of Conway
## Standard Report

Location: College Ave & Farris Rd-AM
Unit ID: ConT'D Counter
Study Date: Thursday January 24, 2019
Interval: 15 minutes

### Trucks - Vehicles

| | Southbound | | | | Westbound | | | | Northbound | | | | Eastbound | | | | Grand |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Truc... | Truc... | Truc... | **Total** | Truc... | Truc... | Truc... | **Total** | Truc... | Truc... | Truc... | **Total** | Truc... | Truc... | Truc... | **Total** | **Total** |
| 07:11 | 0 | 2 | 0 | **2** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **2** |
| 07:15 | 1 | 3 | 0 | **4** | 0 | 0 | 1 | **1** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **5** |
| 07:30 | 0 | 0 | 0 | **0** | 0 | 4 | 0 | **4** | 0 | 2 | 0 | **2** | 1 | 0 | 0 | **1** | **7** |
| 07:45 | 0 | 0 | 0 | **0** | 0 | 1 | 0 | **1** | 0 | 3 | 0 | **3** | 2 | 1 | 0 | **3** | **7** |
| 08:00 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | **1** |
| 08:15 | 0 | 0 | 0 | **0** | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | 1 | 0 | 0 | **1** | **2** |
| 08:30 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| 08:45 | 0 | 0 | 0 | **0** | 0 | 2 | 0 | **2** | 0 | 0 | 0 | **0** | 0 | 1 | 0 | **1** | **3** |
| 09:00 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 1 | 0 | **1** | 0 | 1 | 0 | **1** | **2** |
| 09:15 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 1 | 0 | **1** | **1** |
| **Total** | **1** | **5** | **0** | **6** | **0** | **8** | **1** | **9** | **0** | **7** | **0** | **7** | **4** | **4** | **0** | **8** | **30** |
| Table % | 3.3 | 16.7 | 0.0 | **20.0** | 0.0 | 26.7 | 3.3 | **30.0** | 0.0 | 23.3 | 0.0 | **23.3** | 13.3 | 13.3 | 0.0 | **26.7** | **100.0** |
| Intersection % | 0.0 | 0.2 | 0.0 | **0.2** | 0.0 | 0.2 | 0.0 | **0.3** | 0.0 | 0.2 | 0.0 | **0.2** | 0.1 | 0.1 | 0.0 | **0.2** | **0.9** |
| Approach % | 16.7 | 83.3 | 0.0 | **100.0** | 0.0 | 88.9 | 11.1 | **100.0** | 0.0 | 100.0 | 0.0 | **100.0** | 50.0 | 50.0 | 0.0 | **100.0** | **-** |
| Total Approach % | 0.2 | 0.8 | 0.0 | **0.9** | 0.0 | 1.0 | 0.1 | **1.2** | 0.0 | 1.1 | 0.0 | **1.1** | 0.3 | 0.3 | 0.0 | **0.7** | **-** |
| Peak Hour | 07:11 | 07:11 | - | **07:11** | - | 07:30 | 07:11 | **07:11** | - | 07:15 | - | **07:15** | 07:30 | 08:30 | - | **07:30** | **07:11** |
| Peak Total | 1 | 5 | 0 | **6** | 0 | 6 | 1 | **6** | 0 | 6 | 0 | **6** | 4 | 3 | 0 | **5** | **21** |
| Peak Factor (PHF) | 0.3 | 0.4 | - | **0.4** | - | 0.4 | 0.3 | **0.4** | - | 0.5 | - | **0.5** | 0.5 | 0.8 | - | **0.4** | **0.8** |

# City of Conway
## Standard Report

Location: College Ave & Farris Rd- AM
Unit ID: ConT'D Counter
Study Date: Thursday January 24, 2019
Interval: 15 minutes

### Intersection Summary

| | Vehicles | | | | Grand |
|---|---|---|---|---|---|
| | Sout... | West... | Nort... | East... | **Total** |
| **Total** | **646** | **767** | **657** | **1143** | **3213** |
| Intersection % | 20.1 | 23.9 | 20.4 | 35.6 | **100.0** |
| Total Approach % | 100.0 | 100.0 | 100.0 | 100.0 | **-** |
| Peak Hour | 07:45 | 08:00 | 07:45 | 07:45 | **07:45** |
| Peak Total | 371 | 440 | 402 | 652 | **1862** |
| Peak Factor (PHF) | 0.8 | 0.8 | 0.8 | 0.9 | **0.9** |

# City of Conway
## Standard Report

Location: College Ave & Farris Rd-PM
Unit ID: ConT'D Counter
Study Date: Thursday January 24, 2019
Interval: 15 minutes

### Vehicles

| | Southbound | | | | Westbound | | | | Northbound | | | | Eastbound | | | | Grand |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | **Total** |
| 16:14 | 2 | 9 | 1 | **12** | 0 | 0 | 0 | **0** | 3 | 3 | 1 | **7** | 0 | 0 | 0 | **0** | **19** |
| 16:15 | 12 | 62 | 11 | **85** | 24 | 118 | 16 | **158** | 46 | 88 | 13 | **147** | 20 | 108 | 16 | **144** | **534** |
| 16:30 | 7 | 58 | 9 | **74** | 12 | 103 | 17 | **132** | 35 | 61 | 14 | **110** | 13 | 102 | 27 | **142** | **458** |
| 16:45 | 13 | 79 | 14 | **106** | 18 | 110 | 18 | **146** | 40 | 86 | 13 | **139** | 17 | 82 | 15 | **114** | **505** |
| 17:00 | 8 | 49 | 19 | **76** | 25 | 103 | 24 | **152** | 34 | 82 | 21 | **137** | 16 | 92 | 19 | **127** | **492** |
| 17:15 | 17 | 61 | 18 | **96** | 17 | 126 | 24 | **167** | 30 | 57 | 12 | **99** | 14 | 114 | 20 | **148** | **510** |
| 17:30 | 16 | 63 | 19 | **98** | 17 | 101 | 27 | **145** | 26 | 79 | 17 | **122** | 13 | 97 | 33 | **143** | **508** |
| 17:45 | 18 | 63 | 11 | **92** | 35 | 111 | 22 | **168** | 36 | 73 | 14 | **123** | 13 | 95 | 20 | **128** | **511** |
| 18:00 | 14 | 59 | 11 | **84** | 21 | 95 | 13 | **129** | 29 | 57 | 13 | **99** | 11 | 81 | 29 | **121** | **433** |
| 18:15 | 2 | 9 | 0 | **11** | 5 | 23 | 3 | **31** | 0 | 8 | 0 | **8** | 1 | 18 | 2 | **21** | **71** |
| **Total** | **109** | **512** | **113** | **734** | **174** | **890** | **164** | **1228** | **279** | **594** | **118** | **991** | **118** | **789** | **181** | **1088** | **4041** |
| Table % | 2.7 | 12.7 | 2.8 | **18.2** | 4.3 | 22.0 | 4.1 | **30.4** | 6.9 | 14.7 | 2.9 | **24.5** | 2.9 | 19.5 | 4.5 | **26.9** | **100.0** |
| Intersection % | 2.7 | 12.6 | 2.8 | **18.0** | 4.3 | 21.9 | 4.0 | **30.2** | 6.9 | 14.6 | 2.9 | **24.4** | 2.9 | 19.4 | 4.4 | **26.7** | **99.3** |
| Approach % | 14.9 | 69.8 | 15.4 | **100.0** | 14.2 | 72.5 | 13.4 | **100.0** | 28.2 | 59.9 | 11.9 | **100.0** | 10.8 | 72.5 | 16.6 | **100.0** | **-** |
| Total Approach % | 14.7 | 69.1 | 15.2 | **99.1** | 14.1 | 72.1 | 13.3 | **99.5** | 27.9 | 59.5 | 11.8 | **99.2** | 10.8 | 72.1 | 16.5 | **99.4** | **-** |
| Peak Hour | 17:15 | 16:45 | 16:45 | **16:45** | 17:00 | 16:30 | 17:00 | **17:00** | 16:15 | 16:15 | 17:00 | **16:15** | 16:15 | 17:00 | 17:15 | **17:00** | **17:00** |
| Peak Total | 65 | 252 | 70 | **376** | 94 | 442 | 97 | **632** | 155 | 317 | 64 | **533** | 66 | 398 | 102 | **546** | **2021** |
| Peak Factor (PHF) | 0.9 | 0.8 | 0.9 | **0.9** | 0.7 | 0.9 | 0.9 | **0.9** | 0.8 | 0.9 | 0.8 | **0.9** | 0.8 | 0.9 | 0.8 | **0.9** | **0.5** |

# City of Conway
## Standard Report

Location: College Ave & Farris Rd-PM
Unit ID: ConT'D Counter
Study Date: Thursday January 24, 2019
Interval: 15 minutes

### Trucks - Vehicles

| | Southbound | | | | Westbound | | | | Northbound | | | | Eastbound | | | | Grand |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Truc... | Truc... | Truc... | **Total** | Truc... | Truc... | Truc... | **Total** | Truc... | Truc... | Truc... | **Total** | Truc... | Truc... | Truc... | **Total** | **Total** |
| 16:14 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| 16:15 | 1 | 0 | 0 | **1** | 1 | 2 | 0 | **3** | 0 | 2 | 0 | **2** | 0 | 1 | 0 | **1** | **7** |
| 16:30 | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | 0 | 2 | 0 | **2** | 0 | 1 | 0 | **1** | **4** |
| 16:45 | 1 | 1 | 0 | **2** | 0 | 1 | 0 | **1** | 0 | 1 | 0 | **1** | 0 | 1 | 0 | **1** | **5** |
| 17:00 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| 17:15 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 1 | 0 | **1** | 0 | 2 | 0 | **2** | **3** |
| 17:30 | 0 | 0 | 0 | **0** | 1 | 1 | 0 | **2** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **2** |
| 17:45 | 1 | 0 | 0 | **1** | 0 | 0 | 0 | **0** | 0 | 2 | 0 | **2** | 0 | 1 | 0 | **1** | **4** |
| 18:00 | 0 | 2 | 0 | **2** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 1 | 0 | **1** | **3** |
| 18:15 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| **Total** | **3** | **4** | **0** | **7** | **2** | **4** | **0** | **6** | **0** | **8** | **0** | **8** | **0** | **7** | **0** | **7** | **28** |
| Table % | 10.7 | 14.3 | 0.0 | **25.0** | 7.1 | 14.3 | 0.0 | **21.4** | 0.0 | 28.6 | 0.0 | **28.6** | 0.0 | 25.0 | 0.0 | **25.0** | **100.0** |
| Intersection % | 0.1 | 0.1 | 0.0 | **0.2** | 0.0 | 0.1 | 0.0 | **0.1** | 0.0 | 0.2 | 0.0 | **0.2** | 0.0 | 0.2 | 0.0 | **0.2** | **0.7** |
| Approach % | 42.9 | 57.1 | 0.0 | **100.0** | 33.3 | 66.7 | 0.0 | **100.0** | 0.0 | 100.0 | 0.0 | **100.0** | 0.0 | 100.0 | 0.0 | **100.0** | **-** |
| Total Approach % | 0.4 | 0.5 | 0.0 | **0.9** | 0.2 | 0.3 | 0.0 | **0.5** | 0.0 | 0.8 | 0.0 | **0.8** | 0.0 | 0.6 | 0.0 | **0.6** | **-** |
| Peak Hour | 16:14 | 16:14 | - | **16:14** | 16:14 | 16:14 | - | **16:14** | - | 16:14 | - | **16:14** | - | 16:30 | - | **16:30** | **16:14** |
| Peak Total | 2 | 2 | 0 | **4** | 1 | 3 | 0 | **4** | 0 | 5 | 0 | **5** | 0 | 4 | 0 | **4** | **16** |
| Peak Factor (PHF) | 0.5 | 0.5 | - | **0.5** | 0.3 | 0.4 | - | **0.3** | - | 0.6 | - | **0.6** | - | 0.5 | - | **0.5** | **0.6** |

**City of Conway**

# Standard Report

Location: College Ave & Farris Rd-PM
Unit ID: ConT'D Counter
Study Date: Thursday January 24, 2019
Interval: 15 minutes

## Intersection Summary

| | Vehicles | | | | Grand |
|---|---|---|---|---|---|
| | Sout... | West... | Nort... | East... | **Total** |
| **Total** | **741** | **1234** | **999** | **1095** | **4069** |
| Intersection % | 18.2 | 30.3 | 24.6 | 26.9 | **100.0** |
| Total Approach % | 100.0 | 100.0 | 100.0 | 100.0 | **-** |
| Peak Hour | 16:45 | 17:00 | 16:15 | 17:00 | **17:00** |
| Peak Total | 378 | 634 | 538 | 549 | **2030** |
| Peak Factor (PHF) | 0.9 | 0.9 | 0.9 | 0.9 | **1.0** |

# Site 102

## Tyler Street & Salem Road

# City of Conway
## Standard Report

Location: Salem/Tyler AM
Unit ID: ConT'D Counter
Study Date: Tuesday January 29, 2019
Interval: 15 minutes

### Vehicles

| | Southbound | | | | Westbound | | | | Northbound | | | | Eastbound | | | | Grand |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | **Total** |
| 07:00 | 9 | 71 | 5 | **85** | 2 | 21 | 9 | **32** | 6 | 61 | 4 | **71** | 25 | 36 | 12 | **73** | **261** |
| 07:15 | 21 | 81 | 10 | **112** | 9 | 19 | 9 | **37** | 9 | 67 | 8 | **84** | 41 | 38 | 9 | **88** | **321** |
| 07:30 | 32 | 122 | 12 | **166** | 5 | 35 | 8 | **48** | 10 | 57 | 8 | **75** | 44 | 104 | 27 | **175** | **464** |
| 07:45 | 44 | 135 | 14 | **193** | 13 | 42 | 10 | **65** | 17 | 73 | 15 | **105** | 29 | 110 | 18 | **157** | **520** |
| 08:00 | 17 | 112 | 8 | **137** | 8 | 59 | 7 | **74** | 20 | 62 | 21 | **103** | 47 | 96 | 18 | **161** | **475** |
| 08:15 | 10 | 103 | 11 | **124** | 14 | 27 | 5 | **46** | 9 | 61 | 13 | **83** | 25 | 47 | 14 | **86** | **339** |
| 08:30 | 6 | 82 | 8 | **96** | 16 | 15 | 6 | **37** | 6 | 53 | 13 | **72** | 14 | 34 | 14 | **62** | **267** |
| 08:45 | 16 | 98 | 9 | **123** | 11 | 17 | 8 | **36** | 9 | 57 | 12 | **78** | 25 | 45 | 15 | **85** | **322** |
| 09:00 | 6 | 39 | 3 | **48** | 4 | 6 | 2 | **12** | 3 | 32 | 5 | **40** | 12 | 21 | 7 | **40** | **140** |
| **Total** | **161** | **843** | **80** | **1084** | **82** | **241** | **64** | **387** | **89** | **523** | **99** | **711** | **262** | **531** | **134** | **927** | **3109** |
| Table % | 5.2 | 27.1 | 2.6 | **34.9** | 2.6 | 7.8 | 2.1 | **12.4** | 2.9 | 16.8 | 3.2 | **22.9** | 8.4 | 17.1 | 4.3 | **29.8** | **100.0** |
| Intersection % | 5.1 | 26.6 | 2.5 | **34.2** | 2.6 | 7.6 | 2.0 | **12.2** | 2.8 | 16.5 | 3.1 | **22.4** | 8.3 | 16.8 | 4.2 | **29.2** | **98.1** |
| Approach % | 14.9 | 77.8 | 7.4 | **100.0** | 21.2 | 62.3 | 16.5 | **100.0** | 12.5 | 73.6 | 13.9 | **100.0** | 28.3 | 57.3 | 14.5 | **100.0** | **-** |
| Total Approach % | 14.7 | 76.8 | 7.3 | **98.7** | 20.3 | 59.8 | 15.9 | **96.0** | 12.3 | 72.1 | 13.7 | **98.1** | 27.8 | 56.3 | 14.2 | **98.2** | **-** |
| Peak Hour | 07:15 | 07:30 | 07:30 | **07:30** | 07:45 | 07:30 | 07:00 | **07:30** | 07:15 | 07:15 | 07:45 | **07:15** | 07:15 | 07:30 | 07:30 | **07:15** | **07:30** |
| Peak Total | 114 | 472 | 45 | **620** | 51 | 163 | 36 | **233** | 56 | 259 | 62 | **367** | 161 | 357 | 77 | **581** | **1798** |
| Peak Factor (PHF) | 0.6 | 0.9 | 0.8 | **0.8** | 0.8 | 0.7 | 0.9 | **0.8** | 0.7 | 0.9 | 0.7 | **0.9** | 0.9 | 0.8 | 0.7 | **0.8** | **0.6** |

# City of Conway
## Standard Report

Location: Salem/Tyler AM
Unit ID: ConT'D Counter
Study Date: Tuesday January 29, 2019
Interval: 15 minutes

### Trucks - Vehicles

| | Southbound | | | | Westbound | | | | Northbound | | | | Eastbound | | | | Grand |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Truc... | Truc... | Truc... | **Total** | Truc... | Truc... | Truc... | **Total** | Truc... | Truc... | Truc... | **Total** | Truc... | Truc... | Truc... | **Total** | **Total** |
| 07:00 | 0 | 2 | 0 | **2** | 0 | 1 | 2 | **3** | 0 | 0 | 0 | **0** | 0 | 3 | 0 | **3** | **8** |
| 07:15 | 0 | 1 | 1 | **2** | 0 | 2 | 2 | **4** | 0 | 0 | 0 | **0** | 1 | 2 | 0 | **3** | **9** |
| 07:30 | 0 | 2 | 0 | **2** | 0 | 2 | 0 | **2** | 1 | 1 | 0 | **2** | 0 | 3 | 0 | **3** | **9** |
| 07:45 | 0 | 0 | 0 | **0** | 0 | 2 | 0 | **2** | 1 | 1 | 1 | **3** | 0 | 1 | 0 | **1** | **6** |
| 08:00 | 1 | 1 | 0 | **2** | 0 | 0 | 0 | **0** | 0 | 0 | 1 | **1** | 0 | 3 | 0 | **3** | **6** |
| 08:15 | 0 | 0 | 1 | **1** | 1 | 2 | 0 | **3** | 0 | 1 | 0 | **1** | 0 | 1 | 0 | **1** | **6** |
| 08:30 | 0 | 2 | 0 | **2** | 0 | 0 | 1 | **1** | 0 | 3 | 0 | **3** | 0 | 1 | 0 | **1** | **7** |
| 08:45 | 0 | 3 | 0 | **3** | 0 | 1 | 0 | **1** | 0 | 2 | 0 | **2** | 0 | 2 | 0 | **2** | **8** |
| 09:00 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 1 | 0 | 1 | **2** | 0 | 0 | 0 | **0** | **2** |
| **Total** | **1** | **11** | **2** | **14** | **1** | **10** | **5** | **16** | **3** | **8** | **3** | **14** | **1** | **16** | **0** | **17** | **61** |
| Table % | 1.6 | 18.0 | 3.3 | **23.0** | 1.6 | 16.4 | 8.2 | **26.2** | 4.9 | 13.1 | 4.9 | **23.0** | 1.6 | 26.2 | 0.0 | **27.9** | **100.0** |
| Intersection % | 0.0 | 0.3 | 0.1 | **0.4** | 0.0 | 0.3 | 0.2 | **0.5** | 0.1 | 0.3 | 0.1 | **0.4** | 0.0 | 0.5 | 0.0 | **0.5** | **1.9** |
| Approach % | 7.1 | 78.6 | 14.3 | **100.0** | 6.3 | 62.5 | 31.3 | **100.0** | 21.4 | 57.1 | 21.4 | **100.0** | 5.9 | 94.1 | 0.0 | **100.0** | **-** |
| Total Approach % | 0.1 | 1.0 | 0.2 | **1.3** | 0.2 | 2.5 | 1.2 | **4.0** | 0.4 | 1.1 | 0.4 | **1.9** | 0.1 | 1.7 | 0.0 | **1.8** | **-** |
| Peak Hour | 07:15 | 08:00 | 07:00 | **08:00** | 07:30 | 07:00 | 07:00 | **07:00** | 07:00 | 08:00 | 07:15 | **07:45** | 07:00 | 07:00 | - | **07:00** | **07:00** |
| Peak Total | 1 | 6 | 1 | **8** | 1 | 7 | 4 | **11** | 2 | 6 | 2 | **8** | 1 | 9 | 0 | **10** | **32** |
| Peak Factor (PHF) | 0.3 | 0.5 | 0.3 | **0.7** | 0.3 | 0.9 | 0.5 | **0.7** | 0.5 | 0.5 | 0.5 | **0.7** | 0.3 | 0.8 | - | **0.8** | **0.9** |

# City of Conway
## Standard Report

Location: Salem/Tyler AM
Unit ID: ConT'D Counter
Study Date: Tuesday January 29, 2019
Interval: 15 minutes

### Intersection Summary

| | Vehicles | | | | Grand |
|---|---|---|---|---|---|
| | Sout... | West... | Nort... | East... | **Total** |
| **Total** | **1098** | **403** | **725** | **944** | **3170** |
| Intersection % | 34.6 | 12.7 | 22.9 | 29.8 | **100.0** |
| Total Approach % | 100.0 | 100.0 | 100.0 | 100.0 | **-** |
| Peak Hour | 07:30 | 07:30 | 07:15 | 07:15 | **07:30** |
| Peak Total | 625 | 240 | 373 | 591 | **1825** |
| Peak Factor (PHF) | 0.8 | 0.8 | 0.9 | 0.8 | **0.9** |

# City of Conway
## Standard Report

Location: Salem/Tyler PM
Unit ID: ConT'D Counter
Study Date: Tuesday January 29, 2019
Interval: 15 minutes

### Vehicles

| | Southbound | | | | Westbound | | | | Northbound | | | | Eastbound | | | | Grand |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | **Total** |
| 16:00 | 10 | 77 | 18 | **105** | 15 | 57 | 8 | **80** | 13 | 128 | 12 | **153** | 27 | 27 | 4 | **58** | **396** |
| 16:15 | 10 | 65 | 19 | **94** | 18 | 64 | 12 | **94** | 15 | 128 | 10 | **153** | 19 | 39 | 13 | **71** | **412** |
| 16:30 | 15 | 83 | 16 | **114** | 17 | 65 | 11 | **93** | 17 | 121 | 9 | **147** | 24 | 31 | 7 | **62** | **416** |
| 16:45 | 5 | 90 | 29 | **124** | 16 | 51 | 15 | **82** | 6 | 140 | 13 | **159** | 28 | 45 | 15 | **88** | **453** |
| 17:00 | 20 | 89 | 23 | **132** | 16 | 70 | 11 | **97** | 18 | 116 | 9 | **143** | 40 | 49 | 16 | **105** | **477** |
| 17:15 | 14 | 95 | 19 | **128** | 12 | 62 | 8 | **82** | 20 | 139 | 13 | **172** | 24 | 46 | 12 | **82** | **464** |
| 17:30 | 12 | 72 | 29 | **113** | 14 | 50 | 14 | **78** | 20 | 113 | 11 | **144** | 17 | 52 | 9 | **78** | **413** |
| 17:45 | 26 | 92 | 21 | **139** | 13 | 52 | 9 | **74** | 18 | 91 | 12 | **121** | 22 | 52 | 10 | **84** | **418** |
| 18:00 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 1 | 5 | 0 | **6** | **6** |
| **Total** | **112** | **663** | **174** | **949** | **121** | **471** | **88** | **680** | **127** | **976** | **89** | **1192** | **202** | **346** | **86** | **634** | **3455** |
| Table % | 3.2 | 19.2 | 5.0 | **27.5** | 3.5 | 13.6 | 2.5 | **19.7** | 3.7 | 28.2 | 2.6 | **34.5** | 5.8 | 10.0 | 2.5 | **18.4** | **100.0** |
| Intersection % | 3.2 | 19.0 | 5.0 | **27.2** | 3.5 | 13.5 | 2.5 | **19.5** | 3.6 | 27.9 | 2.5 | **34.1** | 5.8 | 9.9 | 2.5 | **18.2** | **98.9** |
| Approach % | 11.8 | 69.9 | 18.3 | **100.0** | 17.8 | 69.3 | 12.9 | **100.0** | 10.7 | 81.9 | 7.5 | **100.0** | 31.9 | 54.6 | 13.6 | **100.0** | **-** |
| Total Approach % | 11.7 | 69.0 | 18.1 | **98.8** | 17.6 | 68.4 | 12.8 | **98.7** | 10.6 | 81.2 | 7.4 | **99.2** | 31.6 | 54.1 | 13.4 | **99.1** | **-** |
| Peak Hour | 17:00 | 16:30 | 16:45 | **17:00** | 16:15 | 16:15 | 16:15 | **16:15** | 17:00 | 16:00 | 16:45 | **16:30** | 16:30 | 17:00 | 16:45 | **16:45** | **16:30** |
| Peak Total | 72 | 357 | 100 | **512** | 67 | 250 | 49 | **366** | 76 | 517 | 46 | **621** | 116 | 199 | 52 | **353** | **1810** |
| Peak Factor (PHF) | 0.7 | 0.9 | 0.9 | **0.9** | 0.9 | 0.9 | 0.8 | **0.9** | 0.9 | 0.9 | 0.9 | **0.9** | 0.7 | 1.0 | 0.8 | **0.8** | **0.5** |

# City of Conway
## Standard Report

Location: Salem/Tyler PM
Unit ID: ConT'D Counter
Study Date: Tuesday January 29, 2019
Interval: 15 minutes

### Trucks - Vehicles

| | Southbound | | | | Westbound | | | | Northbound | | | | Eastbound | | | | Grand |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Truc... | Truc... | Truc... | **Total** | Truc... | Truc... | Truc... | **Total** | Truc... | Truc... | Truc... | **Total** | Truc... | Truc... | Truc... | **Total** | **Total** |
| 16:00 | 0 | 1 | 1 | **2** | 1 | 1 | 0 | **2** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **4** |
| 16:15 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 1 | **1** | 0 | 0 | 0 | **0** | **1** |
| 16:30 | 1 | 1 | 0 | **2** | 0 | 2 | 0 | **2** | 0 | 5 | 0 | **5** | 1 | 1 | 1 | **3** | **12** |
| 16:45 | 0 | 2 | 1 | **3** | 0 | 1 | 1 | **2** | 0 | 2 | 0 | **2** | 0 | 1 | 0 | **1** | **8** |
| 17:00 | 1 | 0 | 0 | **1** | 0 | 0 | 0 | **0** | 0 | 1 | 0 | **1** | 1 | 0 | 0 | **1** | **3** |
| 17:15 | 1 | 0 | 0 | **1** | 0 | 1 | 0 | **1** | 0 | 1 | 0 | **1** | 0 | 1 | 0 | **1** | **4** |
| 17:30 | 1 | 1 | 0 | **2** | 1 | 0 | 0 | **1** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **3** |
| 17:45 | 0 | 1 | 0 | **1** | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **2** |
| 18:00 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| **Total** | **4** | **6** | **2** | **12** | **2** | **6** | **1** | **9** | **0** | **9** | **1** | **10** | **2** | **3** | **1** | **6** | **37** |
| Table % | 10.8 | 16.2 | 5.4 | **32.4** | 5.4 | 16.2 | 2.7 | **24.3** | 0.0 | 24.3 | 2.7 | **27.0** | 5.4 | 8.1 | 2.7 | **16.2** | **100.0** |
| Intersection % | 0.1 | 0.2 | 0.1 | **0.3** | 0.1 | 0.2 | 0.0 | **0.3** | 0.0 | 0.3 | 0.0 | **0.3** | 0.1 | 0.1 | 0.0 | **0.2** | **1.1** |
| Approach % | 33.3 | 50.0 | 16.7 | **100.0** | 22.2 | 66.7 | 11.1 | **100.0** | 0.0 | 90.0 | 10.0 | **100.0** | 33.3 | 50.0 | 16.7 | **100.0** | **-** |
| Total Approach % | 0.4 | 0.6 | 0.2 | **1.2** | 0.3 | 0.9 | 0.1 | **1.3** | 0.0 | 0.7 | 0.1 | **0.8** | 0.3 | 0.5 | 0.2 | **0.9** | **-** |
| Peak Hour | 16:30 | 16:00 | 16:00 | **16:00** | 16:00 | 16:00 | 16:00 | **16:00** | - | 16:30 | 16:00 | **16:15** | 16:15 | 16:30 | 16:00 | **16:30** | **16:30** |
| Peak Total | 3 | 4 | 2 | **7** | 1 | 4 | 1 | **6** | 0 | 9 | 1 | **9** | 2 | 3 | 1 | **6** | **27** |
| Peak Factor (PHF) | 0.8 | 0.5 | 0.5 | **0.6** | 0.3 | 0.5 | 0.3 | **0.8** | - | 0.4 | 0.3 | **0.4** | 0.5 | 0.8 | 0.3 | **0.5** | **0.6** |

# City of Conway
## Standard Report

Location: Salem/Tyler PM
Unit ID: ConT'D Counter
Study Date: Tuesday January 29, 2019
Interval: 15 minutes

### Intersection Summary

| | Vehicles | | | | Grand |
|---|---|---|---|---|---|
| | Sout... | West... | Nort... | East... | **Total** |
| **Total** | **961** | **689** | **1202** | **640** | **3492** |
| Intersection % | 27.5 | 19.7 | 34.4 | 18.3 | **100.0** |
| Total Approach % | 100.0 | 100.0 | 100.0 | 100.0 | **-** |
| Peak Hour | 17:00 | 16:15 | 16:30 | 16:45 | **16:30** |
| Peak Total | 517 | 370 | 630 | 356 | **1837** |
| Peak Factor (PHF) | 0.9 | 1.0 | 0.9 | 0.8 | **1.0** |

# Vehicle General Flow Report - Grand Totals

*Note: ADT and Average are based on total value of all lanes printed (Together Print).*

## Average Daily Traffic (ADT)

| | Weekday | | Weekend | | **Total ADT** | |
|---|---|---|---|---|---|---|
| Cars : | 6940 | (98%) | Cars : | | Cars : **6940** | (98%) |
| Trucks : | 100 | (2%) | Trucks : | | Trucks : **100** | (2%) |
| Total : | 7040 | | Total : | | Total : **7040** | |

## Speed Totals

| | | | | | |
|---|---|---|---|---|---|
| 50 % : | 35.7 mph | Top Speed : | 186.3 mph | Average Truck Speed : | 30.9 mph |
| 85 % : | 43.8 mph | Low Speed : | 5.9 mph | Average Car Speed : | 33.3 mph |
| Avg : | 33.2 mph | 10mph Pace Speed: | 36.1 - 46.0 (41.7%) | | |

## Peak Hour Totals

AM Peak Hour (Volume)
Weekday : 07:30 - 08:30 (Avg 623)
Weekend :

AM Peak Hour (Speed)
05:45 - 06:45 ( 39.3 mph)

PM Peak Hour (Volume)
Weekday : 16:45 - 17:45 (Avg 742)
Weekend :

PM Peak Hour (Speed)
12:00 - 13:00 ( 35.0 mph)

## Grand Totals

| | | | | |
|---|---|---|---|---|
| Total Cars : | 13880 ( | 6940 ADT) | Average Length : 10.7 ft | Average Headway : 11.9 sec |
| Total Trucks : | 201 ( | 100 ADT) | Average Axles : 2.0 | Average Gap : 11.6 sec |
| Total Volume : | 14081 ( | 7040 ADT) | | |

# Basic Volume Report: Irby and Salem SB#2

**Station ID : Irby and Salem SB#2**
Info Line 1 : Straight
Info Line 2 : Left
GPS Lat/Lon :
DB File : Irby and Salem SB#2.DB

Last Connected Device Type : RoadRunner3
Version Number : 1.32
Serial Number : 140207
Number of Lanes : 2
Posted Speed Limit : 0.0 mph

## Lane #1 Configuration

| # | Dir. | Information | Volume Mode | Volume Sensors | Divide By 2 | Comment |
|---|---|---|---|---|---|---|
| 1. | | Straight | Subtract | Axle | Yes | |

## Lane #1 Basic Volume Data From: 10:00 - 10/01/2018 To: 09:59 - 10/03/2018

| Date | DW | 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 100118 | M | | | | | | | | | | | 360 | 384 | 399 | 463 | 488 | 567 | 672 | 745 | 553 | 430 | 321 | 216 | 125 | 59 | 5782 |
| 100218 | T | 41 | 19 | 15 | 20 | 22 | 69 | 203 | 584 | 464 | 396 | 342 | 365 | 438 | 499 | 453 | 544 | 624 | 771 | 595 | 414 | 357 | 238 | 148 | 61 | 7682 |
| 100318 | W | 33 | 24 | 18 | 20 | 26 | 63 | 211 | 589 | 140 | 0 | | | | | | | | | | | | | | | 1124 |
| Month Total : | | 74 | 43 | 33 | 40 | 48 | 132 | 414 | 1173 | 604 | 396 | 702 | 749 | 837 | 962 | 941 | 1111 | 1296 | 1516 | 1148 | 844 | 678 | 454 | 273 | 120 | 14588 |
| Percent : | | 1% | 0% | 0% | 0% | 0% | 1% | 3% | 8% | 4% | 3% | 5% | 5% | 6% | 7% | 6% | 8% | 9% | 10% | 8% | 6% | 5% | 3% | 2% | 1% | |
| ADT : | | 37 | 22 | 17 | 20 | 24 | 66 | 207 | 587 | 302 | 198 | 351 | 375 | 419 | 481 | 471 | 556 | 648 | 758 | 574 | 422 | 339 | 227 | 137 | 60 | 7298 |

| | Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|---|---|---|---|---|---|---|---|
| DW Totals : | 0 | 5782 | 7682 | 1124 | 0 | 0 | 0 |
| # Days : | 0.0 | 0.6 | 1.0 | 0.4 | 0.0 | 0.0 | 0.0 |
| ADT : | 0 | 9912 | 7682 | 2698 | 0 | 0 | 0 |
| Percent : | 0% | 40% | 53% | 8% | 0% | 0% | 0% |

| | Total | Percent |
|---|---|---|
| Weekday (Mon-Fri) : | 14588 | 100% |
| ADT : | 7294 | |
| Weekend (Sat-Sun) : | 0 | 0% |
| ADT : | 0 | |

## Lane #2 Configuration

| # | Dir. | Information | Volume Mode | Volume Sensors | Divide By 2 | Comment |
|---|---|---|---|---|---|---|
| 2. | | Left | Subtract | Axle | Yes | |

## Lane #2 Basic Volume Data From: 10:00 - 10/01/2018 To: 09:59 - 10/03/2018

| Date | DW | 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 100118 | M | | | | | | | | | | | 5 | 9 | 17 | 14 | 7 | 15 | 12 | 16 | 15 | 9 | 3 | 6 | 2 | 4 | 134 |
| 100218 | T | 0 | 1 | 2 | 3 | 6 | 5 | 18 | 20 | 25 | 14 | 16 | 13 | 14 | 21 | 29 | 8 | 13 | 9 | 11 | 9 | 4 | 5 | 2 | 2 | 250 |
| 100318 | W | 0 | 2 | 2 | 3 | 5 | 5 | 13 | 15 | 2 | 0 | | | | | | | | | | | | | | | 47 |
| Month Total : | | 0 | 3 | 4 | 6 | 11 | 10 | 31 | 35 | 27 | 14 | 21 | 22 | 31 | 35 | 36 | 23 | 25 | 25 | 26 | 18 | 7 | 11 | 4 | 6 | 431 |
| Percent : | | 0% | 1% | 1% | 1% | 3% | 2% | 7% | 8% | 6% | 3% | 5% | 5% | 7% | 8% | 8% | 5% | 6% | 6% | 6% | 4% | 2% | 3% | 1% | 1% | |
| ADT : | | 0 | 2 | 2 | 3 | 6 | 5 | 16 | 18 | 14 | 7 | 11 | 11 | 16 | 18 | 18 | 12 | 13 | 13 | 13 | 9 | 4 | 6 | 2 | 3 | 222 |

| | Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|---|---|---|---|---|---|---|---|
| DW Totals : | 0 | 134 | 250 | 47 | 0 | 0 | 0 |
| # Days : | 0.0 | 0.6 | 1.0 | 0.4 | 0.0 | 0.0 | 0.0 |
| ADT : | 0 | 230 | 250 | 113 | 0 | 0 | 0 |
| Percent : | 0% | 31% | 58% | 11% | 0% | 0% | 0% |

| | Total | Percent |
|---|---|---|
| Weekday (Mon-Fri) : | 431 | 100% |
| ADT : | 216 | |
| Weekend (Sat-Sun) : | 0 | 0% |
| ADT : | 0 | |

Salem - NB Traffic [redacted]



# Vehicle General Flow Report - Grand Totals

*Note: ADT and Average are based on total value of all lanes printed (Together Print).*

## Average Daily Traffic (ADT)

| | Weekday | | Weekend | | **Total ADT** | |
|---|---|---|---|---|---|---|
| Cars : | 2280 | (96%) | Cars : | | Cars : **2280** | (96%) |
| Trucks : | 95 | (4%) | Trucks : | | Trucks : **95** | (4%) |
| Total : | 2375 | | Total : | | Total : **2375** | |

## Speed Totals

| | | | | | |
|---|---|---|---|---|---|
| 50 % : | 41.2 mph | Top Speed : | 186.3 mph | Average Truck Speed : | 38.8 mph |
| 85 % : | 46.6 mph | Low Speed : | 5.1 mph | Average Car Speed : | 41.1 mph |
| Avg : | 41.0 mph | 10mph Pace Speed: | 36.4 - 46.3 (66.3%) | | |

## Peak Hour Totals

AM Peak Hour (Volume)
Weekday : 06:45 - 07:45 (Avg 231)
Weekend :

AM Peak Hour (Speed)
09:00 - 10:00 ( 64.6 mph)

PM Peak Hour (Volume)
Weekday : 16:45 - 17:45 (Avg 286)
Weekend :

PM Peak Hour (Speed)
12:15 - 13:15 ( 41.6 mph)

## Grand Totals

| | | | | |
|---|---|---|---|---|
| Total Cars : | 4656 ( | 2280 ADT) | Average Length : 11.9 ft | Average Headway : 23.6 sec |
| Total Trucks : | 194 ( | 95 ADT) | Average Axles : 2.1 | Average Gap : 23.4 sec |
| Total Volume : | 4850 ( | 2375 ADT) | | |

# Basic Volume Report: Irby and Salem NB#2

**Station ID : Irby and Salem NB#2**
Info Line 1 : Straight
Info Line 2 : Left
GPS Lat/Lon :
DB File : Irby and Salem NB#2.DB

Last Connected Device Type : RoadRunner3
Version Number : 1.20
Serial Number : 160479

Number of Lanes : 1
Posted Speed Limit : 0.0 mph

## Lane #1 Configuration

| # | Dir. | Information | Volume Mode | Volume Sensors | Divide By 2 | Comment |
|---|---|---|---|---|---|---|
| 1. | | Straight | Normal | Veh. | No | |

## Lane #1 Basic Volume Data From: 10:00 - 10/01/2018 To: 08:59 - 10/03/2018

| Date | DW | 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 100118 | M | | | | | | | | | | | 251 | 265 | 302 | 290 | 328 | 413 | 521 | 538 | 350 | 241 | 130 | 64 | 48 | 37 | 3778 |
| 100218 | T | 22 | 12 | 6 | 8 | 24 | 83 | 267 | 396 | 56 | 1 | 6 | 10 | 0 | 0 | 58 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 950 |
| 100318 | W | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 9 | | | | | | | | | | | | | | | | 12 |
| Month Total : | | 22 | 12 | 6 | 8 | 24 | 83 | 267 | 399 | 65 | 1 | 257 | 275 | 302 | 290 | 386 | 413 | 522 | 538 | 350 | 241 | 130 | 64 | 48 | 37 | 4740 |
| Percent : | | 0% | 0% | 0% | 0% | 1% | 2% | 6% | 8% | 1% | 0% | 5% | 6% | 6% | 6% | 8% | 9% | 11% | 11% | 7% | 5% | 3% | 1% | 1% | 1% | |
| ADT : | | 11 | 6 | 3 | 4 | 12 | 42 | 134 | 200 | 33 | 1 | 129 | 138 | 151 | 145 | 193 | 207 | 261 | 269 | 175 | 121 | 65 | 32 | 24 | 19 | 2375 |

| | Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|---|---|---|---|---|---|---|---|
| DW Totals : | 0 | 3778 | 950 | 12 | 0 | 0 | 0 |
| # Days : | 0.0 | 0.6 | 1.0 | 0.4 | 0.0 | 0.0 | 0.0 |
| ADT : | 0 | 6477 | 950 | 32 | 0 | 0 | 0 |
| Percent : | 0% | 80% | 20% | 0% | 0% | 0% | 0% |

| | Total | Percent |
|---|---|---|
| Weekday (Mon-Fri) : | 4740 | 100% |
| ADT : | 2420 | |
| Weekend (Sat-Sun) : | 0 | 0% |
| ADT : | 0 | |

# Lane #2 Configuration

| # | Dir. | Information | Volume Mode | Volume Sensors | Divide By 2 | Comment |
|---|---|---|---|---|---|---|
| 2. | | | Normal | Veh. | No | |

## Lane #2 Basic Volume Data From: 10:00 - 10/01/2018 To: 08:59 - 10/03/2018

| Date | DW | 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 100118 | M | | | | | | | | | | | 4 | 5 | 5 | 4 | 7 | 8 | 15 | 8 | 6 | 5 | 3 | 1 | 2 | 0 | 73 |
| 100218 | T | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 100318 | W | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | | | | | | | | | | | | | | 1 |
| Month Total : | | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 1 | 0 | 4 | 5 | 5 | 4 | 7 | 8 | 15 | 8 | 6 | 5 | 3 | 1 | 2 | 0 | 80 |
| Percent : | | 0% | 0% | 0% | 0% | 0% | 0% | 3% | 5% | 1% | 0% | 5% | 6% | 6% | 5% | 9% | 10% | 19% | 10% | 8% | 6% | 4% | 1% | 3% | 0% | |
| ADT : | | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 2 | 3 | 3 | 2 | 4 | 4 | 8 | 4 | 3 | 3 | 2 | 1 | 1 | 0 | 44 |

| | Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|---|---|---|---|---|---|---|---|
| DW Totals : | 0 | 73 | 6 | 1 | 0 | 0 | 0 |
| # Days : | 0.0 | 0.6 | 1.0 | 0.4 | 0.0 | 0.0 | 0.0 |
| ADT : | 0 | 125 | 6 | 3 | 0 | 0 | 0 |
| Percent : | 0% | 91% | 8% | 1% | 0% | 0% | 0% |

| | Total | Percent |
|---|---|---|
| Weekday (Mon-Fri) : | 80 | 100% |
| ADT : | 41 | |
| Weekend (Sat-Sun) : | 0 | 0% |
| ADT : | 0 | |

# Vehicle General Flow Report - Grand Totals

## Average Daily Traffic (ADT)

| | Weekday | | Weekend | | Total ADT | |
|---|---|---|---|---|---|---|
| Cars : | 1155 | (96%) | Cars : | | Cars : **1155** | (96%) |
| Trucks : | 40 | (4%) | Trucks : | | Trucks : **40** | (4%) |
| Total : | 1196 | | Total : | | Total : **1196** | |

## Speed Totals

| | | | | | |
|---|---|---|---|---|---|
| 50 % : | 20.3 mph | Top Speed : | 186.3 mph | Average Truck Speed : | 16.3 mph |
| 85 % : | 24.1 mph | Low Speed : | 5.0 mph | Average Car Speed : | 19.8 mph |
| Avg : | 19.6 mph | 10mph Pace Speed: | 15.5 - 25.4 (75.8%) | | |

## Peak Hour Totals

AM Peak Hour (Volume)
Weekday : 07:15 - 08:15 (Avg 168)
Weekend :

AM Peak Hour (Speed)
09:00 - 10:00 ( 23.5 mph)

PM Peak Hour (Volume)
Weekday : 17:00 - 18:00 (Avg 87)
Weekend :

PM Peak Hour (Speed)
22:45 - 23:45 ( 24.2 mph)

## Grand Totals

| | | | | |
|---|---|---|---|---|
| Total Cars : | 2311 ( | 1155 ADT) | Average Length : 11.9 ft | Average Headway : 70.1 sec |
| Total Trucks : | 81 ( | 40 ADT) | Average Axles : 2.0 | Average Gap : 69.6 sec |
| Total Volume : | 2392 ( | 1196 ADT) | | |

# Basic Volume Report: Irby and Salem EB Right turn#2

**Station ID : Irby and Salem EB Right turn#2**
Info Line 1 : Right turn
Info Line 2 : Right turn
GPS Lat/Lon :
DB File : Irby and Salem EB Right turn#2.DB

Last Connected Device Type : RoadRunner3
Version Number : 1.32
Serial Number : 18349

Number of Lanes : 2
Posted Speed Limit : 0.0 mph

## Lane #1 Configuration

| # | Dir. | Information | Volume Mode | Volume Sensors | Divide By 2 | Comment |
|---|---|---|---|---|---|---|
| 1. | | Right turn | Subtract | Axle | Yes | |

## Lane #1 Basic Volume Data From: 10:00 - 10/01/2018 To: 09:59 - 10/03/2018

| Date | DW | 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 100118 | M | | | | | | | | | | | 59 | 74 | 72 | 65 | 78 | 58 | 71 | 83 | 66 | 62 | 50 | 27 | 16 | 10 | 791 |
| 100218 | T | 11 | 3 | 3 | 2 | 11 | 19 | 54 | 169 | 87 | 71 | 67 | 63 | 57 | 90 | 80 | 73 | 58 | 92 | 77 | 62 | 50 | 36 | 13 | 10 | 1258 |
| 100318 | W | 5 | 7 | 0 | 1 | 16 | 19 | 58 | 160 | 76 | 1 | | | | | | | | | | | | | | | 343 |
| Month Total : | | 16 | 10 | 3 | 3 | 27 | 38 | 112 | 329 | 163 | 72 | 126 | 137 | 129 | 155 | 158 | 131 | 129 | 175 | 143 | 124 | 100 | 63 | 29 | 20 | 2392 |
| Percent : | | 1% | 0% | 0% | 0% | 1% | 2% | 5% | 14% | 7% | 3% | 5% | 6% | 5% | 6% | 7% | 5% | 5% | 7% | 6% | 5% | 4% | 3% | 1% | 1% | |
| ADT : | | 8 | 5 | 2 | 2 | 14 | 19 | 56 | 165 | 82 | 36 | 63 | 69 | 65 | 78 | 79 | 66 | 65 | 88 | 72 | 62 | 50 | 32 | 15 | 10 | 1203 |

| | Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|---|---|---|---|---|---|---|---|
| DW Totals : | 0 | 791 | 1258 | 343 | 0 | 0 | 0 |
| # Days : | 0.0 | 0.6 | 1.0 | 0.4 | 0.0 | 0.0 | 0.0 |
| ADT : | 0 | 1356 | 1258 | 823 | 0 | 0 | 0 |
| Percent : | 0% | 33% | 53% | 14% | 0% | 0% | 0% |

| | Total | Percent |
|---|---|---|
| Weekday (Mon-Fri) : | 2392 | 100% |
| ADT : | 1196 | |
| Weekend (Sat-Sun) : | 0 | 0% |
| ADT : | 0 | |

## Lane #2 Configuration

| # | Dir. | Information | Volume Mode | Volume Sensors | Divide By 2 | Comment |
|---|---|---|---|---|---|---|
| 2. | | Right turn | Subtract | Axle | Yes | |

## Lane #2 Basic Volume Data From: 10:00 - 10/01/2018 To: 09:59 - 10/03/2018

| Date | DW | 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 100118 | M | | | | | | | | | | | 2 | 3 | 2 | 0 | 4 | 2 | 6 | 8 | 4 | 1 | 2 | 0 | 0 | 0 | 34 |
| 100218 | T | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 1 | 2 | 0 | 4 | 2 | 1 | 5 | 0 | 1 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 100318 | W | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 9 | 1 | | | | | | | | | | | | | | | 56 |
| Month Total : | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 10 | 3 | 2 | 7 | 4 | 1 | 9 | 2 | 7 | 21 | 4 | 1 | 2 | 0 | 0 | 0 | 157 |
| Percent : | | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 54% | 6% | 2% | 1% | 4% | 3% | 1% | 6% | 1% | 4% | 13% | 3% | 1% | 1% | 0% | 0% | 0% | |
| ADT : | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 5 | 2 | 1 | 4 | 2 | 1 | 5 | 1 | 4 | 11 | 2 | 1 | 1 | 0 | 0 | 0 | 82 |

| | Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|---|---|---|---|---|---|---|---|
| DW Totals : | 0 | 34 | 67 | 56 | 0 | 0 | 0 |
| # Days : | 0.0 | 0.6 | 1.0 | 0.4 | 0.0 | 0.0 | 0.0 |
| ADT : | 0 | 58 | 67 | 134 | 0 | 0 | 0 |
| Percent : | 0% | 22% | 43% | 36% | 0% | 0% | 0% |

| | Total | Percent |
|---|---|---|
| Weekday (Mon-Fri) : | 157 | 100% |
| ADT : | 79 | |
| Weekend (Sat-Sun) : | 0 | 0% |
| ADT : | 0 | |

Total EB Traffic on Irby



# Vehicle General Flow Report - Grand Totals

## Average Daily Traffic (ADT)

| Weekday | | | Weekend | | | Total ADT | | |
|---|---|---|---|---|---|---|---|---|
| Cars : | 2741 | (99%) | Cars : | | | Cars : | **2741** | (99%) |
| Trucks : | 18 | (1%) | Trucks : | | | Trucks : | **18** | (1%) |
| Total : | 2760 | | Total : | | | Total : | **2760** | |

## Speed Totals

| | | | | | |
|---|---|---|---|---|---|
| 50 % : | 34.5 mph | Top Speed : | 186.3 mph | Average Truck Speed : | 30.6 mph |
| 85 % : | 39.6 mph | Low Speed : | 7.7 mph | Average Car Speed : | 34.1 mph |
| Avg : | 34.0 mph | 10mph Pace Speed: | 29.6 - 39.5 (65.6%) | | |

## Peak Hour Totals

AM Peak Hour (Volume)

Weekday : 07:00 - 08:00 (Avg 375)
Weekend :

AM Peak Hour (Speed)

01:30 - 02:30 ( 38.3 mph)

PM Peak Hour (Volume)

Weekday : 17:00 - 18:00 (Avg 204)
Weekend :

PM Peak Hour (Speed)

22:00 - 23:00 ( 35.6 mph)

## Grand Totals

| | | | | |
|---|---|---|---|---|
| Total Cars : | 5483 ( | 2741 ADT) | Average Length : 10.6 ft | Average Headway : 30.4 sec |
| Total Trucks : | 37 ( | 18 ADT) | Average Axles : 2.0 | Average Gap : 30.2 sec |
| Total Volume : | 5520 ( | 2760 ADT) | | |

Irby Irby
Total EB - Right Turns only = Irby Left Turns.

# Basic Volume Report: Irby and Salem EB#2

**Station ID : Irby and Salem EB#2**
Info Line 1 : EB
Info Line 2 :
GPS Lat/Lon :
DB File : Irby and Salem EB#2.DB

Last Connected Device Type : RoadRunner3
Version Number : 1.32
Serial Number : 18348

Number of Lanes : 1
Posted Speed Limit : 0.0 mph

## Lane #1 Configuration

| # | Dir. | Information | Volume Mode | Volume Sensors | Divide By 2 | Comment |
|---|---|---|---|---|---|---|
| 1. | | EB | Normal | Veh. | No | |

## Lane #1 Basic Volume Data From: 09:30 - 10/01/2018 To: 09:14 - 10/03/2018

| Date | Time | :00 | :15 | :30 | :45 | Total |
|---|---|---|---|---|---|---|
| 10/01/18 | 09:00 | | | 0 | 0 | 0 |
| Mon | 10:00 | 0 | 6 | 42 | 42 | 90 |
| | 11:00 | 36 | 33 | 45 | 37 | 151 |
| | 12:00 | 26 | 26 | 39 | 56 | 147 |
| | 13:00 | 34 | 44 | 40 | 33 | 151 |
| | 14:00 | 35 | 58 | 44 | 25 | 162 |
| | 15:00 | 29 | 34 | 41 | 38 | 142 |
| | 16:00 | 45 | 38 | 41 | 45 | 169 |
| | 17:00 | 54 | 49 | 45 | 53 | 201 |
| | 18:00 | 46 | 36 | 39 | 39 | 160 |
| | 19:00 | 34 | 44 | 25 | 42 | 145 |
| | 20:00 | 23 | 22 | 17 | 27 | 89 |
| | 21:00 | 16 | 10 | 20 | 14 | 60 |
| | 22:00 | 13 | 7 | 8 | 8 | 36 |
| | 23:00 | 7 | 7 | 4 | 5 | 23 |
| Day Total : | | | | | | 1726 |

| | | | | | |
|---|---|---|---|---|---|
| AM Total : | 241 (14.0%) | Peak AM Hour : 10:45 = | 156 (9.0%) | Peak AM Factor : 0.867 | Average Period : 29.8 |
| PM Total : | 1485 (86.0%) | Peak PM Hour : 17:00 = | 201 (11.6%) | Peak PM Factor : 0.866 | Average Hour : 119.0 |

| Date | Time | :00 | :15 | :30 | :45 | Total |
|---|---|---|---|---|---|---|
| 10/02/18 | 00:00 | 3 | 5 | 5 | 3 | 16 |
| Tue | 01:00 | 3 | 2 | 1 | 3 | 9 |
| | 02:00 | 2 | 2 | 0 | 2 | 6 |
| | 03:00 | 3 | 2 | 3 | 4 | 12 |
| | 04:00 | 4 | 6 | 5 | 14 | 29 |
| | 05:00 | 11 | 14 | 19 | 29 | 73 |
| | 06:00 | 40 | 37 | 68 | 72 | 217 |
| | 07:00 | 66 | 92 | 117 | 98 | 373 |
| | 08:00 | 52 | 59 | 52 | 57 | 220 |
| | 09:00 | 43 | 48 | 32 | 37 | 160 |
| | 10:00 | 35 | 34 | 44 | 26 | 139 |
| | 11:00 | 39 | 32 | 26 | 33 | 130 |
| | 12:00 | 47 | 35 | 31 | 44 | 157 |
| | 13:00 | 41 | 40 | 35 | 46 | 162 |
| | 14:00 | 42 | 59 | 36 | 35 | 172 |
| | 15:00 | 46 | 34 | 49 | 31 | 160 |
| | 16:00 | 35 | 44 | 29 | 46 | 154 |
| | 17:00 | 56 | 43 | 48 | 61 | 208 |
| | 18:00 | 36 | 48 | 46 | 49 | 179 |
| | 19:00 | 33 | 34 | 33 | 26 | 126 |
| | 20:00 | 26 | 25 | 28 | 23 | 102 |
| | 21:00 | 22 | 18 | 18 | 16 | 74 |
| | 22:00 | 6 | 5 | 9 | 4 | 24 |
| | 23:00 | 5 | 3 | 6 | 5 | 19 |
| Day Total : | | | | | | 2921 |

| | | | | | |
|---|---|---|---|---|---|
| AM Total : | 1384 (47.4%) | Peak AM Hour : 07:00 = | 373 (12.8%) | Peak AM Factor : 0.797 | Average Period : 30.4 |
| PM Total : | 1537 (52.6%) | Peak PM Hour : 17:00 = | 208 (7.1%) | Peak PM Factor : 0.852 | Average Hour : 121.7 |

| Date | Time | :00 | :15 | :30 | :45 | Total |
|---|---|---|---|---|---|---|
| 10/03/18 | 00:00 | 4 | 3 | 7 | 2 | 16 |
| Wed | 01:00 | 2 | 4 | 3 | 2 | 11 |
| | 02:00 | 1 | 2 | 3 | 1 | 7 |
| | 03:00 | 0 | 0 | 3 | 3 | 6 |
| | 04:00 | 6 | 4 | 6 | 21 | 37 |
| | 05:00 | 6 | 11 | 17 | 29 | 63 |
| | 06:00 | 41 | 44 | 54 | 73 | 212 |
| | 07:00 | 67 | 93 | 112 | 105 | 377 |
| | 08:00 | 61 | 66 | 15 | 0 | 142 |
| | 09:00 | 2 | | | | 2 |
| Day Total : | | | | | | 873 |

| | | | | | |
|---|---|---|---|---|---|
| AM Total : | 873 (100.0%) | Peak AM Hour : 07:00 = | 377 (43.2%) | Peak AM Factor : 0.842 | Average Period : 23.6 |
| PM Total : | | Peak PM Hour : | | Peak PM Factor : | Average Hour : 94.4 |

# Basic Volume Summary: Irby and Salem EB#2

**Grand Total For Data From: 09:30 - 10/01/2018 To: 09:14 - 10/03/2018**

| Lane | Total Count | # Of Days | ADT | Avg. Period | Avg. Hour | AM Total & Percent | PM Total & Percent |
|---|---|---|---|---|---|---|---|
| #1. | 5520 (100.0%) | 1.99 | 2774 | 28.9 | 115.6 | 2498 (45.3%) | 3022 (54.7%) |
| ALL | 5520 | 1.99 | 2774 | 28.9 | 115.6 | 2498 (45.3%) | 3022 (54.7%) |

| Lane | Peak AM Hour | Date | Peak AM Factor | Peak PM Hour | Date | Peak PM Factor |
|---|---|---|---|---|---|---|
| #1. | 07:00 = 377 | 10/03/2018 | 0.842 | 17:00 = 208 | 10/02/2018 | 0.852 |

# Basic Volume Report: Irby and Salem EB#2

**Station ID : Irby and Salem EB#2**
Info Line 1 : EB
Info Line 2 :
GPS Lat/Lon :
DB File : Irby and Salem EB#2.DB

Last Connected Device Type : RoadRunner3
Version Number : 1.32
Serial Number : 18348

Number of Lanes : 1
Posted Speed Limit : 0.0 mph

## Lane #1 Configuration

| # | Dir. | Information | Volume Mode | Volume Sensors | Divide By 2 | Comment |
|---|---|---|---|---|---|---|
| 1. | | EB | Normal | Veh. | No | |

## Lane #1 Basic Volume Data From: 10:00 - 10/01/2018 To: 08:59 - 10/03/2018

| Date | DW | 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 100118 | M | | | | | | | | | | | 90 | 151 | 147 | 151 | 162 | 142 | 169 | 201 | 160 | 145 | 89 | 60 | 36 | 23 | 1726 |
| 100218 | T | 16 | 9 | 6 | 12 | 29 | 73 | 217 | 373 | 220 | 160 | 139 | 130 | 157 | 162 | 172 | 160 | 154 | 208 | 179 | 126 | 102 | 74 | 24 | 19 | 2921 |
| 100318 | W | 16 | 11 | 7 | 6 | 37 | 63 | 212 | 377 | 142 | | | | | | | | | | | | | | | | 871 |
| Month Total : | | 32 | 20 | 13 | 18 | 66 | 136 | 429 | 750 | 362 | 160 | 229 | 281 | 304 | 313 | 334 | 302 | 323 | 409 | 339 | 271 | 191 | 134 | 60 | 42 | 5518 |
| Percent : | | 1% | 0% | 0% | 0% | 1% | 2% | 8% | 14% | 7% | 3% | 4% | 5% | 6% | 6% | 6% | 5% | 6% | 7% | 6% | 5% | 3% | 2% | 1% | 1% | |
| ADT : | | 16 | 10 | 7 | 9 | 33 | 68 | 215 | 375 | 181 | 160 | 115 | 141 | 152 | 157 | 167 | 151 | 162 | 205 | 170 | 136 | 96 | 67 | 30 | 21 | 2844 |

| | Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|---|---|---|---|---|---|---|---|
| DW Totals : | 0 | 1726 | 2921 | 871 | 0 | 0 | 0 |
| # Days : | 0.0 | 0.6 | 1.0 | 0.4 | 0.0 | 0.0 | 0.0 |
| ADT : | 0 | 2959 | 2921 | 2323 | 0 | 0 | 0 |
| Percent : | 0% | 31% | 53% | 16% | 0% | 0% | 0% |

| | Total | Percent |
|---|---|---|
| Weekday (Mon-Fri) : | 5518 | 100% |
| ADT : | 2818 | |
| Weekend (Sat-Sun) : | 0 | 0% |
| ADT : | 0 | |

# Site 103

## Irby Drive & Salem Road

# City of Conway
## Standard Report

Location: Salem and Irby AM
Unit ID: ConT'D Counter
Study Date: Tuesday February 12, 2019
Interval: 15 minutes

### Vehicles

| | Southbound | | | | Westbound | | | | Northbound | | | | Eastbound | | | | Grand |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | **Total** |
| 07:00 | 0 | 65 | 11 | **76** | 0 | 0 | 0 | **0** | 4 | 102 | 0 | **106** | 61 | 0 | 18 | **79** | **261** |
| 07:15 | 1 | 80 | 12 | **93** | 0 | 0 | 0 | **0** | 8 | 129 | 0 | **137** | 43 | 0 | 32 | **75** | **305** |
| 07:30 | 0 | 132 | 34 | **166** | 0 | 0 | 1 | **1** | 8 | 119 | 0 | **127** | 39 | 0 | 49 | **88** | **382** |
| 07:45 | 1 | 162 | 46 | **209** | 0 | 0 | 1 | **1** | 7 | 109 | 0 | **116** | 40 | 0 | 64 | **104** | **430** |
| 08:00 | 1 | 111 | 30 | **142** | 0 | 0 | 0 | **0** | 13 | 117 | 0 | **130** | 34 | 0 | 25 | **59** | **331** |
| 08:15 | 0 | 115 | 15 | **130** | 0 | 0 | 0 | **0** | 11 | 100 | 0 | **111** | 26 | 0 | 18 | **44** | **285** |
| 08:30 | 0 | 85 | 12 | **97** | 0 | 0 | 0 | **0** | 9 | 72 | 0 | **81** | 30 | 0 | 22 | **52** | **230** |
| 08:45 | 1 | 100 | 11 | **112** | 0 | 0 | 1 | **1** | 5 | 79 | 0 | **84** | 22 | 0 | 28 | **50** | **247** |
| 09:00 | 1 | 53 | 9 | **63** | 0 | 0 | 0 | **0** | 4 | 38 | 0 | **42** | 17 | 0 | 15 | **32** | **137** |
| **Total** | **5** | **903** | **180** | **1088** | **0** | **0** | **3** | **3** | **69** | **865** | **0** | **934** | **312** | **0** | **271** | **583** | **2608** |
| Table % | 0.2 | 34.6 | 6.9 | **41.7** | 0.0 | 0.0 | 0.1 | **0.1** | 2.6 | 33.2 | 0.0 | **35.8** | 12.0 | 0.0 | 10.4 | **22.4** | **100.0** |
| Intersection % | 0.2 | 34.1 | 6.8 | **41.1** | 0.0 | 0.0 | 0.1 | **0.1** | 2.6 | 32.7 | 0.0 | **35.3** | 11.8 | 0.0 | 10.2 | **22.0** | **98.6** |
| Approach % | 0.5 | 83.0 | 16.5 | **100.0** | 0.0 | 0.0 | 100.0 | **100.0** | 7.4 | 92.6 | 0.0 | **100.0** | 53.5 | 0.0 | 46.5 | **100.0** | **-** |
| Total Approach % | 0.5 | 81.5 | 16.2 | **98.2** | 0.0 | 0.0 | 100.0 | **100.0** | 7.3 | 91.2 | 0.0 | **98.5** | 53.2 | 0.0 | 46.2 | **99.5** | **-** |
| Peak Hour | 07:15 | 07:30 | 07:30 | **07:30** | - | - | 07:00 | **07:00** | 07:45 | 07:15 | - | **07:15** | 07:00 | - | 07:15 | **07:00** | **07:15** |
| Peak Total | 3 | 520 | 125 | **647** | 0 | 0 | 2 | **2** | 40 | 474 | 0 | **510** | 183 | 0 | 170 | **346** | **1448** |
| Peak Factor (PHF) | 0.8 | 0.8 | 0.7 | **0.8** | - | - | 0.5 | **0.5** | 0.8 | 0.9 | - | **0.9** | 0.8 | - | 0.7 | **0.8** | **0.6** |

# City of Conway
## Standard Report

Location: Salem and Irby AM
Unit ID: ConT'D Counter
Study Date: Tuesday February 12, 2019
Interval: 15 minutes

### Trucks - Vehicles

| | Southbound | | | | Westbound | | | | Northbound | | | | Eastbound | | | | Grand |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Truc... | Truc... | Truc... | **Total** | Truc... | Truc... | Truc... | **Total** | Truc... | Truc... | Truc... | **Total** | Truc... | Truc... | Truc... | **Total** | **Total** |
| 07:00 | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | 0 | 2 | 0 | **2** | 0 | 0 | 0 | **0** | **3** |
| 07:15 | 0 | 2 | 0 | **2** | 0 | 0 | 0 | **0** | 2 | 4 | 0 | **6** | 0 | 0 | 0 | **0** | **8** |
| 07:30 | 1 | 1 | 0 | **2** | 0 | 0 | 0 | **0** | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | **3** |
| 07:45 | 0 | 3 | 0 | **3** | 0 | 0 | 0 | **0** | 2 | 0 | 0 | **2** | 0 | 0 | 0 | **0** | **5** |
| 08:00 | 0 | 0 | 1 | **1** | 0 | 0 | 0 | **0** | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | **2** |
| 08:15 | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | **2** |
| 08:30 | 0 | 3 | 3 | **6** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 1 | 0 | 1 | **2** | **8** |
| 08:45 | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | 0 | 1 | 0 | **1** | 1 | 0 | 0 | **1** | **3** |
| 09:00 | 0 | 3 | 0 | **3** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **3** |
| **Total** | **1** | **15** | **4** | **20** | **0** | **0** | **0** | **0** | **4** | **10** | **0** | **14** | **2** | **0** | **1** | **3** | **37** |
| Table % | 2.7 | 40.5 | 10.8 | **54.1** | 0.0 | 0.0 | 0.0 | **0.0** | 10.8 | 27.0 | 0.0 | **37.8** | 5.4 | 0.0 | 2.7 | **8.1** | **100.0** |
| Intersection % | 0.0 | 0.6 | 0.2 | **0.8** | 0.0 | 0.0 | 0.0 | **0.0** | 0.2 | 0.4 | 0.0 | **0.5** | 0.1 | 0.0 | 0.0 | **0.1** | **1.4** |
| Approach % | 5.0 | 75.0 | 20.0 | **100.0** | 0 | 0 | 0 | **0** | 28.6 | 71.4 | 0.0 | **100.0** | 66.7 | 0.0 | 33.3 | **100.0** | **-** |
| Total Approach % | 0.1 | 1.4 | 0.4 | **1.8** | 0.0 | 0.0 | 0.0 | **0.0** | 0.4 | 1.1 | 0.0 | **1.5** | 0.3 | 0.0 | 0.2 | **0.5** | **-** |
| Peak Hour | 07:00 | 08:15 | 07:45 | **07:45** | - | - | - | **-** | 07:00 | 07:00 | - | **07:00** | 08:00 | - | 07:45 | **08:00** | **07:00** |
| Peak Total | 1 | 8 | 4 | **11** | 0 | 0 | 0 | **0** | 4 | 7 | 0 | **11** | 2 | 0 | 1 | **3** | **19** |
| Peak Factor (PHF) | 0.3 | 0.7 | 0.3 | **0.5** | - | - | - | **-** | 0.5 | 0.4 | - | **0.5** | 0.5 | - | 0.3 | **0.4** | **0.6** |

# City of Conway
## Standard Report

Location: Salem and Irby AM
Unit ID: ConT'D Counter
Study Date: Tuesday February 12, 2019
Interval: 15 minutes

### Intersection Summary

| | Vehicles | | | | **Grand** |
|---|---|---|---|---|---|
| | Sout... | West... | Nort... | East... | **Total** |
| **Total** | **1108** | **3** | **948** | **586** | **2645** |
| Intersection % | 41.9 | 0.1 | 35.8 | 22.2 | **100.0** |
| Total Approach % | 100.0 | 100.0 | 100.0 | 100.0 | **-** |
| Peak Hour | 07:30 | 07:00 | 07:15 | 07:00 | **07:15** |
| Peak Total | 654 | 2 | 520 | 346 | **1466** |
| Peak Factor (PHF) | 0.8 | 0.5 | 0.9 | 0.8 | **0.8** |

# City of Conway
## Standard Report

Location: Salem and Irby PM
Unit ID: ConT'D Counter
Study Date: Tuesday February 12, 2019
Interval: 15 minutes

### Vehicles

| | Southbound | | | | Westbound | | | | Northbound | | | | Eastbound | | | | Grand |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | **Total** |
| 16:00 | 0 | 116 | 50 | **166** | 0 | 0 | 1 | **1** | 26 | 153 | 0 | **179** | 24 | 0 | 12 | **36** | **382** |
| 16:15 | 0 | 107 | 42 | **149** | 0 | 0 | 0 | **0** | 22 | 139 | 0 | **161** | 18 | 0 | 19 | **37** | **347** |
| 16:30 | 0 | 102 | 48 | **150** | 0 | 0 | 0 | **0** | 18 | 131 | 0 | **149** | 21 | 0 | 10 | **31** | **330** |
| 16:45 | 0 | 111 | 46 | **157** | 0 | 0 | 0 | **0** | 19 | 157 | 0 | **176** | 27 | 0 | 16 | **43** | **376** |
| 17:00 | 0 | 122 | 56 | **178** | 0 | 0 | 0 | **0** | 21 | 155 | 0 | **176** | 26 | 0 | 13 | **39** | **393** |
| 17:15 | 3 | 114 | 72 | **189** | 0 | 0 | 1 | **1** | 31 | 150 | 0 | **181** | 26 | 0 | 15 | **41** | **412** |
| 17:30 | 0 | 132 | 57 | **189** | 0 | 0 | 0 | **0** | 28 | 151 | 0 | **179** | 23 | 0 | 30 | **53** | **421** |
| 17:45 | 0 | 109 | 57 | **166** | 0 | 0 | 0 | **0** | 26 | 147 | 0 | **173** | 28 | 0 | 13 | **41** | **380** |
| 18:00 | 0 | 84 | 43 | **127** | 0 | 0 | 0 | **0** | 15 | 87 | 0 | **102** | 25 | 0 | 9 | **34** | **263** |
| **Total** | **3** | **997** | **471** | **1471** | **0** | **0** | **2** | **2** | **206** | **1270** | **0** | **1476** | **218** | **0** | **137** | **355** | **3304** |
| Table % | 0.1 | 30.2 | 14.3 | **44.5** | 0.0 | 0.0 | 0.1 | **0.1** | 6.2 | 38.4 | 0.0 | **44.7** | 6.6 | 0.0 | 4.1 | **10.7** | **100.0** |
| Intersection % | 0.1 | 29.9 | 14.1 | **44.1** | 0.0 | 0.0 | 0.1 | **0.1** | 6.2 | 38.1 | 0.0 | **44.2** | 6.5 | 0.0 | 4.1 | **10.6** | **99.0** |
| Approach % | 0.2 | 67.8 | 32.0 | **100.0** | 0.0 | 0.0 | 100.0 | **100.0** | 14.0 | 86.0 | 0.0 | **100.0** | 61.4 | 0.0 | 38.6 | **100.0** | **-** |
| Total Approach % | 0.2 | 66.9 | 31.6 | **98.7** | 0.0 | 0.0 | 100.0 | **100.0** | 13.9 | 85.4 | 0.0 | **99.3** | 61.1 | 0.0 | 38.4 | **99.4** | **-** |
| Peak Hour | 16:30 | 16:45 | 17:00 | **17:00** | - | - | 16:00 | **16:00** | 17:00 | 16:45 | - | **16:45** | 17:00 | - | 16:45 | **16:45** | **17:00** |
| Peak Total | 3 | 479 | 242 | **722** | 0 | 0 | 1 | **1** | 106 | 613 | 0 | **712** | 103 | 0 | 74 | **176** | **1606** |
| Peak Factor (PHF) | 0.3 | 0.9 | 0.8 | **1.0** | - | - | 0.3 | **0.3** | 0.9 | 1.0 | - | **1.0** | 0.9 | - | 0.6 | **0.8** | **0.5** |

# City of Conway
## Standard Report

Location: Salem and Irby PM
Unit ID: ConT'D Counter
Study Date: Tuesday February 12, 2019
Interval: 15 minutes

### Trucks - Vehicles

| | Southbound | | | | Westbound | | | | Northbound | | | | Eastbound | | | | Grand |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Truc... | Truc... | Truc... | **Total** | Truc... | Truc... | Truc... | **Total** | Truc... | Truc... | Truc... | **Total** | Truc... | Truc... | Truc... | **Total** | **Total** |
| 16:00 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 3 | 0 | **3** | 1 | 0 | 0 | **1** | **4** |
| 16:15 | 0 | 4 | 0 | **4** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **4** |
| 16:30 | 0 | 2 | 0 | **2** | 0 | 0 | 0 | **0** | 0 | 2 | 0 | **2** | 0 | 0 | 0 | **0** | **4** |
| 16:45 | 0 | 2 | 0 | **2** | 0 | 0 | 0 | **0** | 0 | 3 | 0 | **3** | 0 | 0 | 1 | **1** | **6** |
| 17:00 | 0 | 1 | 1 | **2** | 0 | 0 | 0 | **0** | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | **3** |
| 17:15 | 0 | 2 | 0 | **2** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **2** |
| 17:30 | 0 | 3 | 0 | **3** | 0 | 0 | 0 | **0** | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | **4** |
| 17:45 | 0 | 3 | 0 | **3** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **3** |
| 18:00 | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | **2** |
| **Total** | **0** | **18** | **1** | **19** | **0** | **0** | **0** | **0** | **0** | **11** | **0** | **11** | **1** | **0** | **1** | **2** | **32** |
| Table % | 0.0 | 56.3 | 3.1 | **59.4** | 0.0 | 0.0 | 0.0 | **0.0** | 0.0 | 34.4 | 0.0 | **34.4** | 3.1 | 0.0 | 3.1 | **6.3** | **100.0** |
| Intersection % | 0.0 | 0.5 | 0.0 | **0.6** | 0.0 | 0.0 | 0.0 | **0.0** | 0.0 | 0.3 | 0.0 | **0.3** | 0.0 | 0.0 | 0.0 | **0.1** | **1.0** |
| Approach % | 0.0 | 94.7 | 5.3 | **100.0** | 0 | 0 | 0 | **0** | 0.0 | 100.0 | 0.0 | **100.0** | 50.0 | 0.0 | 50.0 | **100.0** | **-** |
| Total Approach % | 0.0 | 1.2 | 0.1 | **1.3** | 0.0 | 0.0 | 0.0 | **0.0** | 0.0 | 0.7 | 0.0 | **0.7** | 0.3 | 0.0 | 0.3 | **0.6** | **-** |
| Peak Hour | - | 16:15 | 16:15 | **16:15** | - | - | - | **-** | - | 16:00 | - | **16:00** | 16:00 | - | 16:00 | **16:00** | **16:00** |
| Peak Total | 0 | 9 | 1 | **10** | 0 | 0 | 0 | **0** | 0 | 8 | 0 | **8** | 1 | 0 | 1 | **2** | **18** |
| Peak Factor (PHF) | - | 0.6 | 0.3 | **0.6** | - | - | - | **-** | - | 0.7 | - | **0.7** | 0.3 | - | 0.3 | **0.5** | **0.8** |

# City of Conway
## Standard Report

Location: Salem and Irby PM
Unit ID: ConT'D Counter
Study Date: Tuesday February 12, 2019
Interval: 15 minutes

### Intersection Summary

| | Vehicles | | | | Grand |
|---|---|---|---|---|---|
| | Sout... | West... | Nort... | East... | **Total** |
| **Total** | **1490** | **2** | **1487** | **357** | **3336** |
| Intersection % | 44.7 | 0.1 | 44.6 | 10.7 | **100.0** |
| Total Approach % | 100.0 | 100.0 | 100.0 | 100.0 | **-** |
| Peak Hour | 17:00 | 16:00 | 16:45 | 16:45 | **17:00** |
| Peak Total | 732 | 1 | 717 | 177 | **1618** |
| Peak Factor (PHF) | 1.0 | 0.3 | 1.0 | 0.8 | **1.0** |

# Site 104

## Prince Street & Country Club Road

# City of Conway
## Standard Report

Location: Prince/Country Club AM
Unit ID: ConT'D Counter
Study Date: Thursday January 31, 2019
Interval: 15 minutes

### Vehicles

| | Southbound | | | | Westbound | | | | Northbound | | | | Eastbound | | | | Grand |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | **Total** |
| 07:00 | 11 | 7 | 9 | **27** | 7 | 25 | 6 | **38** | 1 | 10 | 5 | **16** | 13 | 86 | 5 | **104** | **185** |
| 07:15 | 33 | 21 | 6 | **60** | 6 | 43 | 13 | **62** | 2 | 14 | 11 | **27** | 16 | 109 | 7 | **132** | **281** |
| 07:30 | 48 | 35 | 12 | **95** | 7 | 61 | 17 | **85** | 1 | 19 | 10 | **30** | 11 | 174 | 9 | **194** | **404** |
| 07:45 | 61 | 56 | 9 | **126** | 6 | 74 | 11 | **91** | 4 | 23 | 25 | **52** | 10 | 187 | 4 | **201** | **470** |
| 08:00 | 50 | 46 | 14 | **110** | 9 | 81 | 8 | **98** | 4 | 15 | 16 | **35** | 9 | 124 | 4 | **137** | **380** |
| 08:15 | 23 | 21 | 5 | **49** | 7 | 46 | 9 | **62** | 3 | 19 | 10 | **32** | 7 | 91 | 6 | **104** | **247** |
| 08:30 | 17 | 16 | 7 | **40** | 1 | 51 | 14 | **66** | 6 | 13 | 4 | **23** | 7 | 69 | 6 | **82** | **211** |
| 08:45 | 15 | 29 | 8 | **52** | 8 | 52 | 14 | **74** | 1 | 10 | 4 | **15** | 12 | 74 | 7 | **93** | **234** |
| 09:00 | 11 | 9 | 3 | **23** | 4 | 34 | 3 | **41** | 2 | 6 | 5 | **13** | 5 | 51 | 1 | **57** | **134** |
| **Total** | **269** | **240** | **73** | **582** | **55** | **467** | **95** | **617** | **24** | **129** | **90** | **243** | **90** | **965** | **49** | **1104** | **2546** |
| Table % | 10.6 | 9.4 | 2.9 | **22.9** | 2.2 | 18.3 | 3.7 | **24.2** | 0.9 | 5.1 | 3.5 | **9.5** | 3.5 | 37.9 | 1.9 | **43.4** | **100.0** |
| Intersection % | 10.4 | 9.3 | 2.8 | **22.5** | 2.1 | 18.0 | 3.7 | **23.8** | 0.9 | 5.0 | 3.5 | **9.4** | 3.5 | 37.2 | 1.9 | **42.6** | **98.3** |
| Approach % | 46.2 | 41.2 | 12.5 | **100.0** | 8.9 | 75.7 | 15.4 | **100.0** | 9.9 | 53.1 | 37.0 | **100.0** | 8.2 | 87.4 | 4.4 | **100.0** | **-** |
| Total Approach % | 45.8 | 40.9 | 12.4 | **99.1** | 8.7 | 73.9 | 15.0 | **97.6** | 9.6 | 51.8 | 36.1 | **97.6** | 8.0 | 85.9 | 4.4 | **98.3** | **-** |
| Peak Hour | 07:15 | 07:15 | 07:15 | **07:15** | 07:30 | 07:30 | 07:15 | **07:15** | 07:45 | 07:30 | 07:15 | **07:30** | 07:00 | 07:15 | 07:00 | **07:15** | **07:15** |
| Peak Total | 192 | 158 | 41 | **391** | 29 | 262 | 49 | **336** | 17 | 76 | 62 | **149** | 50 | 594 | 25 | **664** | **1535** |
| Peak Factor (PHF) | 0.8 | 0.7 | 0.7 | **0.8** | 0.8 | 0.8 | 0.7 | **0.9** | 0.7 | 0.8 | 0.6 | **0.7** | 0.8 | 0.8 | 0.7 | **0.8** | **0.7** |

# City of Conway
## Standard Report

Location: Prince/Country Club AM
Unit ID: ConT'D Counter
Study Date: Thursday January 31, 2019
Interval: 15 minutes

### Trucks - Vehicles

| | Southbound | | | | Westbound | | | | Northbound | | | | Eastbound | | | | Grand |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Truc... | Truc... | Truc... | **Total** | Truc... | Truc... | Truc... | **Total** | Truc... | Truc... | Truc... | **Total** | Truc... | Truc... | Truc... | **Total** | **Total** |
| 07:00 | 2 | 0 | 0 | **2** | 1 | 3 | 1 | **5** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **7** |
| 07:15 | 0 | 0 | 0 | **0** | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | 0 | 2 | 1 | **3** | **4** |
| 07:30 | 2 | 0 | 0 | **2** | 0 | 4 | 0 | **4** | 0 | 1 | 3 | **4** | 0 | 6 | 0 | **6** | **16** |
| 07:45 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 1 | 0 | **1** | 1 | 2 | 0 | **3** | **4** |
| 08:00 | 0 | 0 | 0 | **0** | 0 | 0 | 1 | **1** | 0 | 0 | 0 | **0** | 0 | 1 | 0 | **1** | **2** |
| 08:15 | 0 | 0 | 0 | **0** | 0 | 3 | 0 | **3** | 0 | 0 | 0 | **0** | 0 | 2 | 0 | **2** | **5** |
| 08:30 | 0 | 0 | 0 | **0** | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | 1 | 2 | 0 | **3** | **4** |
| 08:45 | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **1** |
| 09:00 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 1 | 0 | 0 | **1** | 0 | 1 | 0 | **1** | **2** |
| **Total** | **4** | **1** | **0** | **5** | **1** | **12** | **2** | **15** | **1** | **2** | **3** | **6** | **2** | **16** | **1** | **19** | **45** |
| Table % | 8.9 | 2.2 | 0.0 | **11.1** | 2.2 | 26.7 | 4.4 | **33.3** | 2.2 | 4.4 | 6.7 | **13.3** | 4.4 | 35.6 | 2.2 | **42.2** | **100.0** |
| Intersection % | 0.2 | 0.0 | 0.0 | **0.2** | 0.0 | 0.5 | 0.1 | **0.6** | 0.0 | 0.1 | 0.1 | **0.2** | 0.1 | 0.6 | 0.0 | **0.7** | **1.7** |
| Approach % | 80.0 | 20.0 | 0.0 | **100.0** | 6.7 | 80.0 | 13.3 | **100.0** | 16.7 | 33.3 | 50.0 | **100.0** | 10.5 | 84.2 | 5.3 | **100.0** | **-** |
| Total Approach % | 0.7 | 0.2 | 0.0 | **0.9** | 0.2 | 1.9 | 0.3 | **2.4** | 0.4 | 0.8 | 1.2 | **2.4** | 0.2 | 1.4 | 0.1 | **1.7** | **-** |
| Peak Hour | 07:00 | 08:00 | - | **07:00** | 07:00 | 07:00 | 07:00 | **07:00** | 08:15 | 07:00 | 07:00 | **07:00** | 07:45 | 07:15 | 07:00 | **07:15** | **07:00** |
| Peak Total | 4 | 1 | 0 | **4** | 1 | 8 | 1 | **10** | 1 | 2 | 3 | **5** | 2 | 11 | 1 | **13** | **31** |
| Peak Factor (PHF) | 0.5 | 0.3 | - | **0.5** | 0.3 | 0.5 | 0.3 | **0.5** | 0.3 | 0.5 | 0.3 | **0.3** | 0.5 | 0.5 | 0.3 | **0.5** | **0.5** |

# City of Conway
## Standard Report

Location: Prince/Country Club AM
Unit ID: ConT'D Counter
Study Date: Thursday January 31, 2019
Interval: 15 minutes

### Intersection Summary

| | Vehicles | | | | Grand |
|---|---|---|---|---|---|
| | Sout... | West... | Nort... | East... | **Total** |
| **Total** | **587** | **632** | **249** | **1123** | **2591** |
| Intersection % | 22.7 | 24.4 | 9.6 | 43.3 | **100.0** |
| Total Approach % | 100.0 | 100.0 | 100.0 | 100.0 | **-** |
| Peak Hour | 07:15 | 07:30 | 07:30 | 07:15 | **07:15** |
| Peak Total | 393 | 344 | 154 | 677 | **1561** |
| Peak Factor (PHF) | 0.8 | 0.9 | 0.7 | 0.8 | **0.8** |

# City of Conway
## Standard Report

Location: Prince/Country Club PM
Unit ID: ConT'D Counter
Study Date: Thursday January 31, 2019
Interval: 15 minutes

### Vehicles

| | Southbound | | | | Westbound | | | | Northbound | | | | Eastbound | | | | Grand |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | **Total** |
| 16:00 | 22 | 16 | 14 | **52** | 7 | 105 | 39 | **151** | 6 | 39 | 12 | **57** | 10 | 77 | 4 | **91** | **351** |
| 16:15 | 29 | 19 | 10 | **58** | 13 | 128 | 48 | **189** | 6 | 27 | 13 | **46** | 10 | 93 | 2 | **105** | **398** |
| 16:30 | 25 | 19 | 10 | **54** | 19 | 123 | 26 | **168** | 14 | 32 | 10 | **56** | 11 | 85 | 4 | **100** | **378** |
| 16:45 | 21 | 20 | 16 | **57** | 12 | 126 | 41 | **179** | 9 | 42 | 13 | **64** | 10 | 92 | 1 | **103** | **403** |
| 17:00 | 28 | 26 | 13 | **67** | 18 | 134 | 48 | **200** | 4 | 27 | 7 | **38** | 13 | 78 | 2 | **93** | **398** |
| 17:15 | 17 | 31 | 18 | **66** | 11 | 130 | 45 | **186** | 16 | 40 | 10 | **66** | 10 | 90 | 5 | **105** | **423** |
| 17:30 | 20 | 30 | 17 | **67** | 13 | 139 | 37 | **189** | 8 | 32 | 6 | **46** | 12 | 96 | 10 | **118** | **420** |
| 17:45 | 20 | 19 | 9 | **48** | 9 | 96 | 19 | **124** | 8 | 22 | 5 | **35** | 8 | 76 | 1 | **85** | **292** |
| **Total** | **182** | **180** | **107** | **469** | **102** | **981** | **303** | **1386** | **71** | **261** | **76** | **408** | **84** | **687** | **29** | **800** | **3063** |
| Table % | 5.9 | 5.9 | 3.5 | **15.3** | 3.3 | 32.0 | 9.9 | **45.2** | 2.3 | 8.5 | 2.5 | **13.3** | 2.7 | 22.4 | 0.9 | **26.1** | **100.0** |
| Intersection % | 5.9 | 5.8 | 3.5 | **15.2** | 3.3 | 31.7 | 9.8 | **44.9** | 2.3 | 8.4 | 2.5 | **13.2** | 2.7 | 22.2 | 0.9 | **25.9** | **99.1** |
| Approach % | 38.8 | 38.4 | 22.8 | **100.0** | 7.4 | 70.8 | 21.9 | **100.0** | 17.4 | 64.0 | 18.6 | **100.0** | 10.5 | 85.9 | 3.6 | **100.0** | **-** |
| Total Approach % | 38.3 | 37.9 | 22.5 | **98.7** | 7.3 | 70.4 | 21.7 | **99.4** | 17.1 | 63.0 | 18.4 | **98.6** | 10.4 | 85.1 | 3.6 | **99.1** | **-** |
| Peak Hour | 16:15 | 16:45 | 16:45 | **16:45** | 16:15 | 16:45 | 16:45 | **16:45** | 16:30 | 16:30 | 16:00 | **16:30** | 16:45 | 16:45 | 16:45 | **16:45** | **16:45** |
| Peak Total | 103 | 107 | 64 | **257** | 62 | 529 | 171 | **754** | 43 | 141 | 48 | **224** | 45 | 356 | 18 | **419** | **1644** |
| Peak Factor (PHF) | 0.9 | 0.9 | 0.9 | **1.0** | 0.8 | 1.0 | 0.9 | **0.9** | 0.7 | 0.8 | 0.9 | **0.8** | 0.9 | 0.9 | 0.4 | **0.9** | **0.5** |

# City of Conway
## Standard Report

Location: Prince/Country Club PM
Unit ID: ConT'D Counter
Study Date: Thursday January 31, 2019
Interval: 15 minutes

### Trucks - Vehicles

| | Southbound | | | | Westbound | | | | Northbound | | | | Eastbound | | | | Grand |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Truc... | Truc... | Truc... | **Total** | Truc... | Truc... | Truc... | **Total** | Truc... | Truc... | Truc... | **Total** | Truc... | Truc... | Truc... | **Total** | **Total** |
| 16:00 | 0 | 0 | 1 | **1** | 0 | 0 | 1 | **1** | 0 | 0 | 0 | **0** | 0 | 2 | 0 | **2** | **4** |
| 16:15 | 0 | 0 | 0 | **0** | 0 | 1 | 0 | **1** | 0 | 3 | 0 | **3** | 0 | 0 | 0 | **0** | **4** |
| 16:30 | 0 | 0 | 0 | **0** | 1 | 0 | 0 | **1** | 0 | 2 | 1 | **3** | 0 | 1 | 0 | **1** | **5** |
| 16:45 | 0 | 1 | 0 | **1** | 1 | 2 | 0 | **3** | 0 | 0 | 0 | **0** | 0 | 2 | 0 | **2** | **6** |
| 17:00 | 0 | 2 | 0 | **2** | 0 | 2 | 0 | **2** | 0 | 0 | 0 | **0** | 0 | 0 | 1 | **1** | **5** |
| 17:15 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| 17:30 | 1 | 0 | 0 | **1** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 1 | 0 | 0 | **1** | **2** |
| 17:45 | 0 | 0 | 1 | **1** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **1** |
| **Total** | **1** | **3** | **2** | **6** | **2** | **5** | **1** | **8** | **0** | **5** | **1** | **6** | **1** | **5** | **1** | **7** | **27** |
| Table % | 3.7 | 11.1 | 7.4 | **22.2** | 7.4 | 18.5 | 3.7 | **29.6** | 0.0 | 18.5 | 3.7 | **22.2** | 3.7 | 18.5 | 3.7 | **25.9** | **100.0** |
| Intersection % | 0.0 | 0.1 | 0.1 | **0.2** | 0.1 | 0.2 | 0.0 | **0.3** | 0.0 | 0.2 | 0.0 | **0.2** | 0.0 | 0.2 | 0.0 | **0.2** | **0.9** |
| Approach % | 16.7 | 50.0 | 33.3 | **100.0** | 25.0 | 62.5 | 12.5 | **100.0** | 0.0 | 83.3 | 16.7 | **100.0** | 14.3 | 71.4 | 14.3 | **100.0** | **-** |
| Total Approach % | 0.2 | 0.6 | 0.4 | **1.3** | 0.1 | 0.4 | 0.1 | **0.6** | 0.0 | 1.2 | 0.2 | **1.4** | 0.1 | 0.6 | 0.1 | **0.9** | **-** |
| Peak Hour | 16:45 | 16:15 | 16:00 | **16:45** | 16:00 | 16:15 | 16:00 | **16:15** | - | 16:00 | 16:00 | **16:00** | 16:45 | 16:00 | 16:15 | **16:00** | **16:15** |
| Peak Total | 1 | 3 | 1 | **4** | 2 | 5 | 1 | **7** | 0 | 5 | 1 | **6** | 1 | 5 | 1 | **5** | **20** |
| Peak Factor (PHF) | 0.3 | 0.4 | 0.3 | **0.5** | 0.5 | 0.6 | 0.3 | **0.6** | - | 0.4 | 0.3 | **0.5** | 0.3 | 0.6 | 0.3 | **0.6** | **0.6** |

# City of Conway
## Standard Report

Location: Prince/Country Club PM
Unit ID: ConT'D Counter
Study Date: Thursday January 31, 2019
Interval: 15 minutes

### Intersection Summary

| | Vehicles | | | | Grand |
|---|---|---|---|---|---|
| | Sout... | West... | Nort... | East... | **Total** |
| **Total** | **475** | **1394** | **414** | **807** | **3090** |
| Intersection % | 15.4 | 45.1 | 13.4 | 26.1 | **100.0** |
| Total Approach % | 100.0 | 100.0 | 100.0 | 100.0 | **-** |
| Peak Hour | 16:45 | 16:45 | 16:00 | 16:45 | **16:45** |
| Peak Total | 261 | 759 | 229 | 423 | **1657** |
| Peak Factor (PHF) | 0.9 | 0.9 | 0.9 | 0.9 | **1.0** |

# Site 105

## Prince Street & Hogan Road

# City of Conway
## Standard Report

Location: Hogan-Prince AM
Unit ID: ConT'D Counter
Study Date: Thursday February 07, 2019
Interval: 15 minutes

### Vehicles

| | Southbound | | | | Westbound | | | | Northbound | | | | Eastbound | | | | Grand |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | **Total** |
| 07:00 | 29 | 41 | 12 | **82** | 4 | 17 | 15 | **36** | 2 | 27 | 1 | **30** | 22 | 49 | 1 | **72** | **220** |
| 07:15 | 35 | 72 | 9 | **116** | 4 | 21 | 15 | **40** | 2 | 34 | 7 | **43** | 33 | 56 | 2 | **91** | **290** |
| 07:30 | 50 | 86 | 21 | **157** | 7 | 22 | 17 | **46** | 8 | 43 | 13 | **64** | 33 | 92 | 7 | **132** | **399** |
| 07:45 | 47 | 109 | 14 | **170** | 11 | 46 | 24 | **81** | 9 | 57 | 6 | **72** | 38 | 97 | 10 | **145** | **468** |
| 08:00 | 37 | 95 | 28 | **160** | 16 | 38 | 26 | **80** | 11 | 56 | 6 | **73** | 31 | 65 | 8 | **104** | **417** |
| 08:15 | 39 | 71 | 16 | **126** | 4 | 24 | 20 | **48** | 8 | 64 | 19 | **91** | 30 | 46 | 2 | **78** | **343** |
| 08:30 | 35 | 56 | 11 | **102** | 10 | 26 | 20 | **56** | 5 | 32 | 6 | **43** | 27 | 37 | 8 | **72** | **273** |
| 08:45 | 26 | 50 | 13 | **89** | 6 | 28 | 18 | **52** | 2 | 27 | 7 | **36** | 16 | 41 | 2 | **59** | **236** |
| 09:00 | 25 | 38 | 10 | **73** | 3 | 11 | 10 | **24** | 2 | 26 | 5 | **33** | 15 | 21 | 2 | **38** | **168** |
| **Total** | **323** | **618** | **134** | **1075** | **65** | **233** | **165** | **463** | **49** | **366** | **70** | **485** | **245** | **504** | **42** | **791** | **2814** |
| Table % | 11.5 | 22.0 | 4.8 | **38.2** | 2.3 | 8.3 | 5.9 | **16.5** | 1.7 | 13.0 | 2.5 | **17.2** | 8.7 | 17.9 | 1.5 | **28.1** | **100.0** |
| Intersection % | 11.3 | 21.5 | 4.7 | **37.5** | 2.3 | 8.1 | 5.8 | **16.1** | 1.7 | 12.8 | 2.4 | **16.9** | 8.5 | 17.6 | 1.5 | **27.6** | **98.1** |
| Approach % | 30.0 | 57.5 | 12.5 | **100.0** | 14.0 | 50.3 | 35.6 | **100.0** | 10.1 | 75.5 | 14.4 | **100.0** | 31.0 | 63.7 | 5.3 | **100.0** | **-** |
| Total Approach % | 29.6 | 56.6 | 12.3 | **98.4** | 13.6 | 48.7 | 34.5 | **96.9** | 9.8 | 73.5 | 14.1 | **97.4** | 30.6 | 62.9 | 5.2 | **98.8** | **-** |
| Peak Hour | 07:30 | 07:15 | 07:30 | **07:30** | 07:45 | 07:45 | 07:45 | **07:45** | 07:30 | 07:30 | 07:30 | **07:30** | 07:15 | 07:15 | 07:45 | **07:15** | **07:30** |
| Peak Total | 173 | 362 | 79 | **613** | 41 | 134 | 90 | **265** | 36 | 220 | 44 | **300** | 135 | 310 | 28 | **472** | **1627** |
| Peak Factor (PHF) | 0.9 | 0.8 | 0.7 | **0.9** | 0.6 | 0.7 | 0.9 | **0.8** | 0.8 | 0.9 | 0.6 | **0.8** | 0.9 | 0.8 | 0.7 | **0.8** | **0.6** |

# City of Conway
## Standard Report

Location: Hogan-Prince AM
Unit ID: ConT'D Counter
Study Date: Thursday February 07, 2019
Interval: 15 minutes

### Trucks - Vehicles

| | Southbound | | | | Westbound | | | | Northbound | | | | Eastbound | | | | Grand |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Truc... | Truc... | Truc... | **Total** | Truc... | Truc... | Truc... | **Total** | Truc... | Truc... | Truc... | **Total** | Truc... | Truc... | Truc... | **Total** | **Total** |
| 07:00 | 2 | 0 | 0 | **2** | 2 | 1 | 0 | **3** | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | **6** |
| 07:15 | 2 | 1 | 3 | **6** | 0 | 1 | 1 | **2** | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | **9** |
| 07:30 | 0 | 1 | 1 | **2** | 0 | 0 | 0 | **0** | 0 | 1 | 2 | **3** | 0 | 2 | 0 | **2** | **7** |
| 07:45 | 0 | 1 | 0 | **1** | 0 | 4 | 0 | **4** | 0 | 1 | 0 | **1** | 0 | 3 | 0 | **3** | **9** |
| 08:00 | 0 | 0 | 0 | **0** | 0 | 1 | 0 | **1** | 0 | 0 | 1 | **1** | 0 | 0 | 0 | **0** | **2** |
| 08:15 | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | 0 | 3 | 0 | **3** | 1 | 1 | 0 | **2** | **6** |
| 08:30 | 0 | 0 | 0 | **0** | 0 | 2 | 0 | **2** | 0 | 1 | 0 | **1** | 0 | 3 | 0 | **3** | **6** |
| 08:45 | 1 | 3 | 0 | **4** | 0 | 0 | 0 | **0** | 1 | 1 | 0 | **2** | 0 | 0 | 0 | **0** | **6** |
| 09:00 | 1 | 0 | 0 | **1** | 0 | 1 | 2 | **3** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **4** |
| **Total** | **6** | **7** | **4** | **17** | **2** | **10** | **3** | **15** | **1** | **9** | **3** | **13** | **1** | **9** | **0** | **10** | **55** |
| Table % | 10.9 | 12.7 | 7.3 | **30.9** | 3.6 | 18.2 | 5.5 | **27.3** | 1.8 | 16.4 | 5.5 | **23.6** | 1.8 | 16.4 | 0.0 | **18.2** | **100.0** |
| Intersection % | 0.2 | 0.2 | 0.1 | **0.6** | 0.1 | 0.3 | 0.1 | **0.5** | 0.0 | 0.3 | 0.1 | **0.5** | 0.0 | 0.3 | 0.0 | **0.3** | **1.9** |
| Approach % | 35.3 | 41.2 | 23.5 | **100.0** | 13.3 | 66.7 | 20.0 | **100.0** | 7.7 | 69.2 | 23.1 | **100.0** | 10.0 | 90.0 | 0.0 | **100.0** | **-** |
| Total Approach % | 0.5 | 0.6 | 0.4 | **1.6** | 0.4 | 2.1 | 0.6 | **3.1** | 0.2 | 1.8 | 0.6 | **2.6** | 0.1 | 1.1 | 0.0 | **1.2** | **-** |
| Peak Hour | 07:00 | 08:00 | 07:00 | **07:00** | 07:00 | 07:45 | 08:15 | **07:00** | 08:00 | 07:30 | 07:15 | **07:30** | 07:30 | 07:45 | - | **07:45** | **07:00** |
| Peak Total | 4 | 4 | 4 | **11** | 2 | 7 | 2 | **9** | 1 | 5 | 3 | **8** | 1 | 7 | 0 | **8** | **31** |
| Peak Factor (PHF) | 0.5 | 0.3 | 0.3 | **0.5** | 0.3 | 0.4 | 0.3 | **0.6** | 0.3 | 0.4 | 0.4 | **0.7** | 0.3 | 0.6 | - | **0.7** | **0.9** |

# City of Conway
## Standard Report

Location: Hogan-Prince AM
Unit ID: ConT'D Counter
Study Date: Thursday February 07, 2019
Interval: 15 minutes

### Intersection Summary

| | Vehicles | | | | Grand |
|---|---|---|---|---|---|
| | Sout... | West... | Nort... | East... | **Total** |
| **Total** | **1092** | **478** | **498** | **801** | **2869** |
| Intersection % | 38.1 | 16.7 | 17.4 | 27.9 | **100.0** |
| Total Approach % | 100.0 | 100.0 | 100.0 | 100.0 | **-** |
| Peak Hour | 07:30 | 07:45 | 07:30 | 07:15 | **07:30** |
| Peak Total | 617 | 272 | 308 | 477 | **1651** |
| Peak Factor (PHF) | 0.9 | 0.8 | 0.8 | 0.8 | **0.9** |

# City of Conway
## Standard Report

Location: Hogan-Prince PM
Unit ID: ConT'D Counter
Study Date: Thursday February 07, 2019
Interval: 15 minutes

### Vehicles

| | Southbound | | | | Westbound | | | | Northbound | | | | Eastbound | | | | Grand |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | **Total** |
| 16:00 | 29 | 57 | 26 | **112** | 8 | 69 | 45 | **122** | 5 | 67 | 6 | **78** | 22 | 38 | 3 | **63** | **375** |
| 16:15 | 29 | 61 | 23 | **113** | 9 | 34 | 53 | **96** | 2 | 93 | 7 | **102** | 28 | 36 | 3 | **67** | **378** |
| 16:30 | 29 | 62 | 27 | **118** | 10 | 41 | 52 | **103** | 2 | 85 | 11 | **98** | 22 | 41 | 3 | **66** | **385** |
| 16:45 | 34 | 73 | 30 | **137** | 10 | 53 | 47 | **110** | 3 | 89 | 14 | **106** | 18 | 30 | 1 | **49** | **402** |
| 17:00 | 44 | 78 | 35 | **157** | 12 | 65 | 63 | **140** | 13 | 88 | 12 | **113** | 27 | 31 | 6 | **64** | **474** |
| 17:15 | 34 | 73 | 30 | **137** | 16 | 50 | 50 | **116** | 9 | 79 | 14 | **102** | 33 | 46 | 3 | **82** | **437** |
| 17:30 | 33 | 84 | 34 | **151** | 7 | 49 | 39 | **95** | 11 | 83 | 15 | **109** | 22 | 31 | 3 | **56** | **411** |
| 17:45 | 35 | 48 | 38 | **121** | 11 | 38 | 42 | **91** | 4 | 69 | 16 | **89** | 26 | 37 | 5 | **68** | **369** |
| 18:00 | 4 | 8 | 2 | **14** | 1 | 5 | 1 | **7** | 0 | 4 | 1 | **5** | 2 | 3 | 2 | **7** | **33** |
| **Total** | **271** | **544** | **245** | **1060** | **84** | **404** | **392** | **880** | **49** | **657** | **96** | **802** | **200** | **293** | **29** | **522** | **3264** |
| Table % | 8.3 | 16.7 | 7.5 | **32.5** | 2.6 | 12.4 | 12.0 | **27.0** | 1.5 | 20.1 | 2.9 | **24.6** | 6.1 | 9.0 | 0.9 | **16.0** | **100.0** |
| Intersection % | 8.3 | 16.6 | 7.5 | **32.3** | 2.6 | 12.3 | 11.9 | **26.8** | 1.5 | 20.0 | 2.9 | **24.4** | 6.1 | 8.9 | 0.9 | **15.9** | **99.5** |
| Approach % | 25.6 | 51.3 | 23.1 | **100.0** | 9.5 | 45.9 | 44.5 | **100.0** | 6.1 | 81.9 | 12.0 | **100.0** | 38.3 | 56.1 | 5.6 | **100.0** | **-** |
| Total Approach % | 25.4 | 51.1 | 23.0 | **99.5** | 9.5 | 45.8 | 44.4 | **99.7** | 6.1 | 81.3 | 11.9 | **99.3** | 38.1 | 55.8 | 5.5 | **99.4** | **-** |
| Peak Hour | 17:00 | 16:45 | 17:00 | **16:45** | 16:30 | 16:45 | 16:15 | **16:30** | 17:00 | 16:15 | 17:00 | **16:45** | 17:00 | 16:30 | 17:00 | **17:00** | **16:45** |
| Peak Total | 146 | 308 | 137 | **582** | 48 | 217 | 215 | **469** | 37 | 355 | 57 | **430** | 108 | 148 | 17 | **270** | **1724** |
| Peak Factor (PHF) | 0.8 | 0.9 | 0.9 | **0.9** | 0.8 | 0.8 | 0.9 | **0.8** | 0.7 | 1.0 | 0.9 | **1.0** | 0.8 | 0.8 | 0.7 | **0.8** | **0.5** |

# City of Conway
## Standard Report

Location: Hogan-Prince PM
Unit ID: ConT'D Counter
Study Date: Thursday February 07, 2019
Interval: 15 minutes

### Trucks - Vehicles

| | Southbound | | | | Westbound | | | | Northbound | | | | Eastbound | | | | Grand |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Truc... | Truc... | Truc... | **Total** | Truc... | Truc... | Truc... | **Total** | Truc... | Truc... | Truc... | **Total** | Truc... | Truc... | Truc... | **Total** | **Total** |
| 16:00 | 0 | 0 | 0 | **0** | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | 1 | 1 | 0 | **2** | **3** |
| 16:15 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | **1** |
| 16:30 | 0 | 1 | 0 | **1** | 0 | 0 | 1 | **1** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **2** |
| 16:45 | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | **2** |
| 17:00 | 0 | 0 | 0 | **0** | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | 1 | 0 | 0 | **1** | **2** |
| 17:15 | 1 | 0 | 0 | **1** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **1** |
| 17:30 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 3 | 0 | **3** | 0 | 0 | 0 | **0** | **3** |
| 17:45 | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | **2** |
| 18:00 | 1 | 0 | 0 | **1** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **1** |
| **Total** | **2** | **3** | **0** | **5** | **0** | **2** | **1** | **3** | **0** | **6** | **0** | **6** | **2** | **1** | **0** | **3** | **17** |
| Table % | 11.8 | 17.6 | 0.0 | **29.4** | 0.0 | 11.8 | 5.9 | **17.6** | 0.0 | 35.3 | 0.0 | **35.3** | 11.8 | 5.9 | 0.0 | **17.6** | **100.0** |
| Intersection % | 0.1 | 0.1 | 0.0 | **0.2** | 0.0 | 0.1 | 0.0 | **0.1** | 0.0 | 0.2 | 0.0 | **0.2** | 0.1 | 0.0 | 0.0 | **0.1** | **0.5** |
| Approach % | 40.0 | 60.0 | 0.0 | **100.0** | 0.0 | 66.7 | 33.3 | **100.0** | 0.0 | 100.0 | 0.0 | **100.0** | 66.7 | 33.3 | 0.0 | **100.0** | **-** |
| Total Approach % | 0.2 | 0.3 | 0.0 | **0.5** | 0.0 | 0.2 | 0.1 | **0.3** | 0.0 | 0.7 | 0.0 | **0.7** | 0.4 | 0.2 | 0.0 | **0.6** | **-** |
| Peak Hour | 17:15 | 16:00 | - | **16:30** | - | 16:00 | 16:00 | **16:00** | - | 16:45 | - | **16:45** | 16:00 | 16:00 | - | **16:00** | **16:00** |
| Peak Total | 2 | 2 | 0 | **3** | 0 | 1 | 1 | **2** | 0 | 4 | 0 | **4** | 1 | 1 | 0 | **2** | **8** |
| Peak Factor (PHF) | 0.5 | 0.5 | - | **0.8** | - | 0.3 | 0.3 | **0.5** | - | 0.3 | - | **0.3** | 0.3 | 0.3 | - | **0.3** | **0.7** |

# City of Conway
## Standard Report

Location: Hogan-Prince PM
Unit ID: ConT'D Counter
Study Date: Thursday February 07, 2019
Interval: 15 minutes

### Intersection Summary

| | Vehicles | | | | Grand |
|---|---|---|---|---|---|
| | Sout... | West... | Nort... | East... | **Total** |
| **Total** | **1065** | **883** | **808** | **525** | **3281** |
| Intersection % | 32.5 | 26.9 | 24.6 | 16.0 | **100.0** |
| Total Approach % | 100.0 | 100.0 | 100.0 | 100.0 | **-** |
| Peak Hour | 16:45 | 16:30 | 16:45 | 17:00 | **16:45** |
| Peak Total | 584 | 471 | 434 | 271 | **1732** |
| Peak Factor (PHF) | 0.9 | 0.8 | 1.0 | 0.8 | **0.9** |

# Site 106

## College Avenue & Prince Street

# City of Conway
## Standard Report

Location: College-Prince AM
Unit ID: ConT'D Counter
Study Date: Tuesday February 05, 2019
Interval: 15 minutes

### Vehicles

| | Southbound | | | | Westbound | | | | Northbound | | | | Eastbound | | | | Grand |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | **Total** |
| 06:55 | 0 | 3 | 0 | **3** | 2 | 0 | 0 | **2** | 0 | 10 | 8 | **18** | 6 | 1 | 0 | **7** | **30** |
| 07:00 | 2 | 25 | 12 | **39** | 8 | 19 | 2 | **29** | 1 | 54 | 15 | **70** | 23 | 19 | 0 | **42** | **180** |
| 07:15 | 11 | 24 | 12 | **47** | 15 | 23 | 5 | **43** | 4 | 70 | 28 | **102** | 40 | 53 | 1 | **94** | **286** |
| 07:30 | 14 | 25 | 42 | **81** | 13 | 43 | 4 | **60** | 4 | 71 | 31 | **106** | 72 | 76 | 1 | **149** | **396** |
| 07:45 | 14 | 19 | 47 | **80** | 6 | 28 | 11 | **45** | 5 | 66 | 34 | **105** | 43 | 54 | 7 | **104** | **334** |
| 08:00 | 13 | 37 | 24 | **74** | 9 | 15 | 9 | **33** | 2 | 49 | 26 | **77** | 29 | 49 | 2 | **80** | **264** |
| 08:15 | 6 | 19 | 8 | **33** | 11 | 14 | 2 | **27** | 1 | 38 | 12 | **51** | 21 | 21 | 1 | **43** | **154** |
| 08:30 | 1 | 12 | 10 | **23** | 9 | 15 | 1 | **25** | 0 | 40 | 16 | **56** | 21 | 26 | 1 | **48** | **152** |
| 08:45 | 1 | 26 | 9 | **36** | 12 | 8 | 2 | **22** | 0 | 29 | 26 | **55** | 18 | 18 | 1 | **37** | **150** |
| 09:00 | 0 | 3 | 0 | **3** | 0 | 4 | 0 | **4** | 0 | 6 | 0 | **6** | 1 | 4 | 0 | **5** | **18** |
| **Total** | **62** | **193** | **164** | **419** | **85** | **169** | **36** | **290** | **17** | **433** | **196** | **646** | **274** | **321** | **14** | **609** | **1964** |
| Table % | 3.2 | 9.8 | 8.4 | **21.3** | 4.3 | 8.6 | 1.8 | **14.8** | 0.9 | 22.0 | 10.0 | **32.9** | 14.0 | 16.3 | 0.7 | **31.0** | **100.0** |
| Intersection % | 3.0 | 9.4 | 8.0 | **20.5** | 4.2 | 8.3 | 1.8 | **14.2** | 0.8 | 21.2 | 9.6 | **31.6** | 13.4 | 15.7 | 0.7 | **29.8** | **96.0** |
| Approach % | 14.8 | 46.1 | 39.1 | **100.0** | 29.3 | 58.3 | 12.4 | **100.0** | 2.6 | 67.0 | 30.3 | **100.0** | 45.0 | 52.7 | 2.3 | **100.0** | **-** |
| Total Approach % | 13.8 | 43.1 | 36.6 | **93.5** | 28.0 | 55.6 | 11.8 | **95.4** | 2.5 | 64.6 | 29.3 | **96.4** | 44.0 | 51.5 | 2.2 | **97.8** | **-** |
| Peak Hour | 07:15 | 07:15 | 07:15 | **07:15** | 07:15 | 07:00 | 07:15 | **07:15** | 07:15 | 07:00 | 07:15 | **07:15** | 07:15 | 07:15 | 07:15 | **07:15** | **07:15** |
| Peak Total | 52 | 105 | 125 | **282** | 43 | 113 | 29 | **181** | 15 | 261 | 119 | **390** | 184 | 232 | 11 | **427** | **1280** |
| Peak Factor (PHF) | 0.9 | 0.7 | 0.7 | **0.9** | 0.7 | 0.7 | 0.7 | **0.8** | 0.8 | 0.9 | 0.9 | **0.9** | 0.6 | 0.8 | 0.4 | **0.7** | **0.7** |

# City of Conway
## Standard Report

Location: College-Prince AM
Unit ID: ConT'D Counter
Study Date: Tuesday February 05, 2019
Interval: 15 minutes

### Trucks - Vehicles

| | Southbound | | | | Westbound | | | | Northbound | | | | Eastbound | | | | Grand |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Truc... | Truc... | Truc... | **Total** | Truc... | Truc... | Truc... | **Total** | Truc... | Truc... | Truc... | **Total** | Truc... | Truc... | Truc... | **Total** | **Total** |
| 06:55 | 0 | 0 | 0 | **0** | 1 | 0 | 0 | **1** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **1** |
| 07:00 | 0 | 1 | 0 | **1** | 0 | 1 | 0 | **1** | 0 | 2 | 0 | **2** | 0 | 0 | 0 | **0** | **4** |
| 07:15 | 3 | 1 | 0 | **4** | 0 | 0 | 0 | **0** | 1 | 0 | 0 | **1** | 0 | 0 | 0 | **0** | **5** |
| 07:30 | 0 | 3 | 3 | **6** | 0 | 2 | 0 | **2** | 0 | 3 | 0 | **3** | 4 | 0 | 0 | **4** | **15** |
| 07:45 | 0 | 3 | 1 | **4** | 0 | 2 | 0 | **2** | 0 | 2 | 0 | **2** | 1 | 2 | 0 | **3** | **11** |
| 08:00 | 0 | 3 | 1 | **4** | 0 | 0 | 0 | **0** | 0 | 4 | 0 | **4** | 2 | 1 | 0 | **3** | **11** |
| 08:15 | 0 | 2 | 3 | **5** | 0 | 3 | 0 | **3** | 0 | 5 | 0 | **5** | 1 | 0 | 0 | **1** | **14** |
| 08:30 | 0 | 2 | 1 | **3** | 2 | 1 | 0 | **3** | 0 | 4 | 0 | **4** | 1 | 2 | 0 | **3** | **13** |
| 08:45 | 0 | 2 | 0 | **2** | 1 | 1 | 0 | **2** | 0 | 2 | 0 | **2** | 0 | 0 | 0 | **0** | **6** |
| 09:00 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | **1** |
| **Total** | **3** | **17** | **9** | **29** | **4** | **10** | **0** | **14** | **1** | **23** | **0** | **24** | **9** | **5** | **0** | **14** | **81** |
| Table % | 3.7 | 21.0 | 11.1 | **35.8** | 4.9 | 12.3 | 0.0 | **17.3** | 1.2 | 28.4 | 0.0 | **29.6** | 11.1 | 6.2 | 0.0 | **17.3** | **100.0** |
| Intersection % | 0.1 | 0.8 | 0.4 | **1.4** | 0.2 | 0.5 | 0.0 | **0.7** | 0.0 | 1.1 | 0.0 | **1.2** | 0.4 | 0.2 | 0.0 | **0.7** | **4.0** |
| Approach % | 10.3 | 58.6 | 31.0 | **100.0** | 28.6 | 71.4 | 0.0 | **100.0** | 4.2 | 95.8 | 0.0 | **100.0** | 64.3 | 35.7 | 0.0 | **100.0** | **-** |
| Total Approach % | 0.7 | 3.8 | 2.0 | **6.5** | 1.3 | 3.3 | 0.0 | **4.6** | 0.1 | 3.4 | 0.0 | **3.6** | 1.4 | 0.8 | 0.0 | **2.2** | **-** |
| Peak Hour | 06:55 | 07:30 | 07:30 | **07:30** | 08:00 | 07:30 | - | **07:45** | 06:55 | 07:45 | - | **07:45** | 07:30 | 07:45 | - | **07:30** | **07:30** |
| Peak Total | 3 | 11 | 8 | **19** | 3 | 7 | 0 | **8** | 1 | 15 | 0 | **15** | 8 | 5 | 0 | **11** | **51** |
| Peak Factor (PHF) | 0.3 | 0.9 | 0.7 | **0.8** | 0.4 | 0.6 | - | **0.7** | 0.3 | 0.8 | - | **0.8** | 0.5 | 0.6 | - | **0.7** | **0.7** |

# City of Conway
## Standard Report

Location: College-Prince AM
Unit ID: ConT'D Counter
Study Date: Tuesday February 05, 2019
Interval: 15 minutes

### Intersection Summary

| | Vehicles | | | | Grand |
|---|---|---|---|---|---|
| | Sout... | West... | Nort... | East... | **Total** |
| **Total** | **448** | **304** | **670** | **623** | **2045** |
| Intersection % | 21.9 | 14.9 | 32.8 | 30.5 | **100.0** |
| Total Approach % | 100.0 | 100.0 | 100.0 | 100.0 | **-** |
| Peak Hour | 07:15 | 07:15 | 07:15 | 07:15 | **07:15** |
| Peak Total | 300 | 185 | 400 | 437 | **1322** |
| Peak Factor (PHF) | 0.9 | 0.7 | 0.9 | 0.7 | **0.8** |

# City of Conway
## Standard Report

Location: College-Prince PM
Unit ID: ConT'D Counter
Study Date: Tuesday February 05, 2019
Interval: 15 minutes

### Vehicles

| | Southbound | | | | Westbound | | | | Northbound | | | | Eastbound | | | | Grand |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | Left | Thru | Right | **Total** | **Total** |
| 15:59 | 1 | 7 | 1 | **9** | 0 | 0 | 0 | **0** | 0 | 6 | 0 | **6** | 2 | 0 | 0 | **2** | **17** |
| 16:00 | 5 | 47 | 34 | **86** | 17 | 33 | 8 | **58** | 2 | 30 | 24 | **56** | 11 | 26 | 0 | **37** | **237** |
| 16:15 | 2 | 54 | 27 | **83** | 27 | 27 | 7 | **61** | 1 | 35 | 15 | **51** | 7 | 23 | 0 | **30** | **225** |
| 16:30 | 3 | 56 | 24 | **83** | 30 | 31 | 3 | **64** | 2 | 41 | 17 | **60** | 6 | 26 | 0 | **32** | **239** |
| 16:45 | 2 | 75 | 29 | **106** | 22 | 32 | 3 | **57** | 3 | 35 | 16 | **54** | 16 | 25 | 2 | **43** | **260** |
| 17:00 | 3 | 74 | 27 | **104** | 32 | 31 | 6 | **69** | 0 | 35 | 20 | **55** | 21 | 23 | 2 | **46** | **274** |
| 17:15 | 0 | 72 | 37 | **109** | 43 | 49 | 3 | **95** | 1 | 37 | 26 | **64** | 14 | 31 | 2 | **47** | **315** |
| 17:30 | 1 | 72 | 31 | **104** | 23 | 36 | 7 | **66** | 0 | 33 | 19 | **52** | 18 | 27 | 2 | **47** | **269** |
| 17:45 | 0 | 58 | 29 | **87** | 19 | 28 | 1 | **48** | 1 | 35 | 9 | **45** | 14 | 12 | 0 | **26** | **206** |
| **Total** | **17** | **515** | **239** | **771** | **213** | **267** | **38** | **518** | **10** | **287** | **146** | **443** | **109** | **193** | **8** | **310** | **2042** |
| Table % | 0.8 | 25.2 | 11.7 | **37.8** | 10.4 | 13.1 | 1.9 | **25.4** | 0.5 | 14.1 | 7.1 | **21.7** | 5.3 | 9.5 | 0.4 | **15.2** | **100.0** |
| Intersection % | 0.8 | 24.8 | 11.5 | **37.1** | 10.3 | 12.8 | 1.8 | **24.9** | 0.5 | 13.8 | 7.0 | **21.3** | 5.2 | 9.3 | 0.4 | **14.9** | **98.3** |
| Approach % | 2.2 | 66.8 | 31.0 | **100.0** | 41.1 | 51.5 | 7.3 | **100.0** | 2.3 | 64.8 | 33.0 | **100.0** | 35.2 | 62.3 | 2.6 | **100.0** | **-** |
| Total Approach % | 2.2 | 65.7 | 30.5 | **98.3** | 40.8 | 51.1 | 7.3 | **99.2** | 2.2 | 62.5 | 31.8 | **96.5** | 34.8 | 61.7 | 2.6 | **99.0** | **-** |
| Peak Hour | 16:00 | 16:45 | 16:45 | **16:45** | 16:30 | 16:45 | 16:00 | **16:45** | 16:00 | 16:30 | 16:45 | **16:30** | 16:45 | 16:45 | 16:45 | **16:45** | **16:45** |
| Peak Total | 12 | 293 | 124 | **423** | 127 | 148 | 21 | **287** | 8 | 148 | 81 | **233** | 69 | 106 | 8 | **183** | **1118** |
| Peak Factor (PHF) | 0.6 | 1.0 | 0.8 | **1.0** | 0.7 | 0.8 | 0.7 | **0.8** | 0.7 | 0.9 | 0.8 | **0.9** | 0.8 | 0.9 | 1.0 | **1.0** | **0.5** |

# City of Conway
## Standard Report

Location: College-Prince PM
Unit ID: ConT'D Counter
Study Date: Tuesday February 05, 2019
Interval: 15 minutes

### Trucks - Vehicles

| | Southbound | | | | Westbound | | | | Northbound | | | | Eastbound | | | | Grand |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Truc... | Truc... | Truc... | **Total** | Truc... | Truc... | Truc... | **Total** | Truc... | Truc... | Truc... | **Total** | Truc... | Truc... | Truc... | **Total** | **Total** |
| 15:59 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| 16:00 | 1 | 2 | 0 | **3** | 0 | 0 | 0 | **0** | 0 | 3 | 0 | **3** | 0 | 0 | 0 | **0** | **6** |
| 16:15 | 0 | 0 | 0 | **0** | 2 | 0 | 0 | **2** | 0 | 1 | 0 | **1** | 1 | 0 | 0 | **1** | **4** |
| 16:30 | 0 | 0 | 0 | **0** | 1 | 0 | 0 | **1** | 0 | 3 | 1 | **4** | 0 | 0 | 0 | **0** | **5** |
| 16:45 | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | 0 | 2 | 1 | **3** | 0 | 1 | 0 | **1** | **5** |
| 17:00 | 0 | 3 | 0 | **3** | 0 | 0 | 0 | **0** | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | **4** |
| 17:15 | 0 | 3 | 1 | **4** | 0 | 0 | 0 | **0** | 0 | 1 | 0 | **1** | 1 | 0 | 0 | **1** | **6** |
| 17:30 | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | 0 | 1 | 0 | **1** | 0 | 0 | 0 | **0** | **2** |
| 17:45 | 0 | 1 | 0 | **1** | 0 | 1 | 0 | **1** | 0 | 0 | 2 | **2** | 0 | 0 | 0 | **0** | **4** |
| **Total** | **1** | **11** | **1** | **13** | **3** | **1** | **0** | **4** | **0** | **12** | **4** | **16** | **2** | **1** | **0** | **3** | **36** |
| Table % | 2.8 | 30.6 | 2.8 | **36.1** | 8.3 | 2.8 | 0.0 | **11.1** | 0.0 | 33.3 | 11.1 | **44.4** | 5.6 | 2.8 | 0.0 | **8.3** | **100.0** |
| Intersection % | 0.0 | 0.5 | 0.0 | **0.6** | 0.1 | 0.0 | 0.0 | **0.2** | 0.0 | 0.6 | 0.2 | **0.8** | 0.1 | 0.0 | 0.0 | **0.1** | **1.7** |
| Approach % | 7.7 | 84.6 | 7.7 | **100.0** | 75.0 | 25.0 | 0.0 | **100.0** | 0.0 | 75.0 | 25.0 | **100.0** | 66.7 | 33.3 | 0.0 | **100.0** | **-** |
| Total Approach % | 0.1 | 1.4 | 0.1 | **1.7** | 0.6 | 0.2 | 0.0 | **0.8** | 0.0 | 2.6 | 0.9 | **3.5** | 0.6 | 0.3 | 0.0 | **1.0** | **-** |
| Peak Hour | 15:59 | 16:45 | 16:30 | **16:45** | 15:59 | 17:00 | - | **15:59** | - | 16:00 | 16:00 | **16:00** | 15:59 | 16:00 | - | **16:00** | **16:00** |
| Peak Total | 1 | 8 | 1 | **9** | 3 | 1 | 0 | **3** | 0 | 9 | 2 | **11** | 1 | 1 | 0 | **2** | **20** |
| Peak Factor (PHF) | 0.3 | 0.7 | 0.3 | **0.6** | 0.4 | 0.3 | - | **0.4** | - | 0.8 | 0.5 | **0.7** | 0.3 | 0.3 | - | **0.5** | **0.8** |

# City of Conway
## Standard Report

Location: College-Prince PM
Unit ID: ConT'D Counter
Study Date: Tuesday February 05, 2019
Interval: 15 minutes

### Intersection Summary

| | Vehicles | | | | Grand |
|---|---|---|---|---|---|
| | Sout... | West... | Nort... | East... | **Total** |
| **Total** | **784** | **522** | **459** | **313** | **2078** |
| Intersection % | 37.7 | 25.1 | 22.1 | 15.1 | **100.0** |
| Total Approach % | 100.0 | 100.0 | 100.0 | 100.0 | **-** |
| Peak Hour | 16:45 | 16:45 | 16:30 | 16:45 | **16:45** |
| Peak Total | 432 | 287 | 242 | 185 | **1135** |
| Peak Factor (PHF) | 1.0 | 0.8 | 0.9 | 1.0 | **0.9** |