WEST 526 LOWCOUNTRY CORRIDOR

# Appendix B

## Alternatives Development Traffic Analysis Report



WEST 526 LOWCOUNTRY CORRIDOR

# ALTERNATIVES DEVELOPMENT TRAFFIC ANALYSIS REPORT

**Project Limits: I-526 between Paul Cantrell Boulevard and Virginia Avenue and I-26 between Montague Avenue and Aviation Avenue**

*Prepared for the South Carolina Department of Transportation and the Federal Highway Administration*

SCDOT South Carolina Department of Transportation

FHWA

*Prepared by Stantec Consulting Services Inc.*

Stantec

August 2021

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# SIGN-OFF SHEET

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# 1.0 INTRODUCTION

The purpose of this report is to document the traffic analysis process by which I-526 Lowcountry Corridor West (526 LCC West) preliminary and reasonable alternatives were screened and carried forward. Information discussed in this report is derived from the *I-526 Lowcountry Corridor West Traffic Analysis Technical Record*, the *I-526 Lowcountry Corridor West Interchange Modification Report,* and the *Draft Environmental Impact Statement (DEIS)*.

This document details the methodology for collecting existing traffic volume data as well as utilizing the local metropolitan planning organization's travel demand model to forecast design year traffic volumes for the project study area both with and without the anticipated project improvements. The document then discusses the screening of preliminary alternatives along the I-526 mainline, at the I-526 & I-26 System Interchange, and at the service interchanges along I-526 which required improvements according to the project's purpose, need, and priorities.

## 1.1 PROJECT PURPOSE, NEED, AND PRIORITIES

The purpose of the I-526 Lowcountry Corridor West (526 LCCW) project is to increase capacity (thereby relieving traffic congestion and improving operations) at the I-526 & I-26 System Interchange and along the I-526 corridor from Paul Cantrell Boulevard to Virginia Avenue. According to the *2014 South Carolina Multimodal Transportation Plan*[1], SCDOT currently ranks the segment of I-526 between I-26 and Virginia Avenue as the most congested segment of interstate highway in the State. The remainder of the I-526 Lowcountry Corridor West project, from I-26 to Paul Cantrell Boulevard, ranks among the top ten of the state's most congested corridors. Forecasts show that segments of that corridor will continue to be among the state's most congested in 2040. Due to geometric deficiencies, the System Interchange of I-526 & I-26 is the major source of the congestion.

The I-526 & I-26 System Interchange is listed as the #2 project in the 2035 Charleston Area Transportation Study (CHATS) Long Range Transportation Plan (LRTP) Ranked List of Candidate Transportation Projects, is the #6 project on SCDOT's ACT 114 Interstate Capacity List, and is listed in SCDOT's *State Transportation Improvement Plan 2017-2022*[2]. Congestion was detailed in SCDOT's *Corridor Analysis for I-526 Between North Charleston and West Ashley*[3] and in the Interstate Plan portion of SCDOT's 2014 Multimodal Transportation Plan[1], which lists four segments within this project corridor among the top 20 most congested interstate segments. The need of this project is derived from the following factors, described in greater detail in the *I-526 Lowcountry Corridor West Draft Environmental Impact Statement (DEIS)*:

- Growth in population and employment;
- Decreased mobility and increased traffic congestion;
- Existing traffic conditions;
- Projected traffic conditions; and
- Geometric deficiencies.

[1] *https://www.scdot.org/Multimodal/default.aspx* | [2]*https://www.scdot.org/inside/pdf/planning/STIP_DDR_2017.pdf*
[3] *https://www.526lowcountrycorridor.com/west/planning-studies/*

To meet the purpose and need, SCDOT established the following two priorities for the I-526 LCCW project. These priorities were used to guide the screening of preliminary alternatives to form reasonable alternatives limited only to those which accomplished these goals and priorities.

1. **Replacement/Improvement of the I-526 & I-26 System Interchange.**
    - ❖ To significantly improve operations for both interstate corridors.
2. **Improve Mainline Capacity along I-526, defined as:**
    - ❖ Eliminate queueing/back up of traffic exiting the freeway by improving auxiliary lanes and ramp termini. This will exclude improvements specifically designed to improve the flow of traffic that is entering the freeway.
    - ❖ Provide freeway capacity, excluding cross street improvements, necessary to accommodate forecasted traffic demand. More specifically, assume that improvements will be made by others (local governments, etc.) to fund future improvements allowing additional traffic to enter the freeway. This assumption will be translated into the number of general-purpose lanes, as well as weaving, merging and diverging operations throughout the corridor. This is considered integral to maintaining mainline capacity.

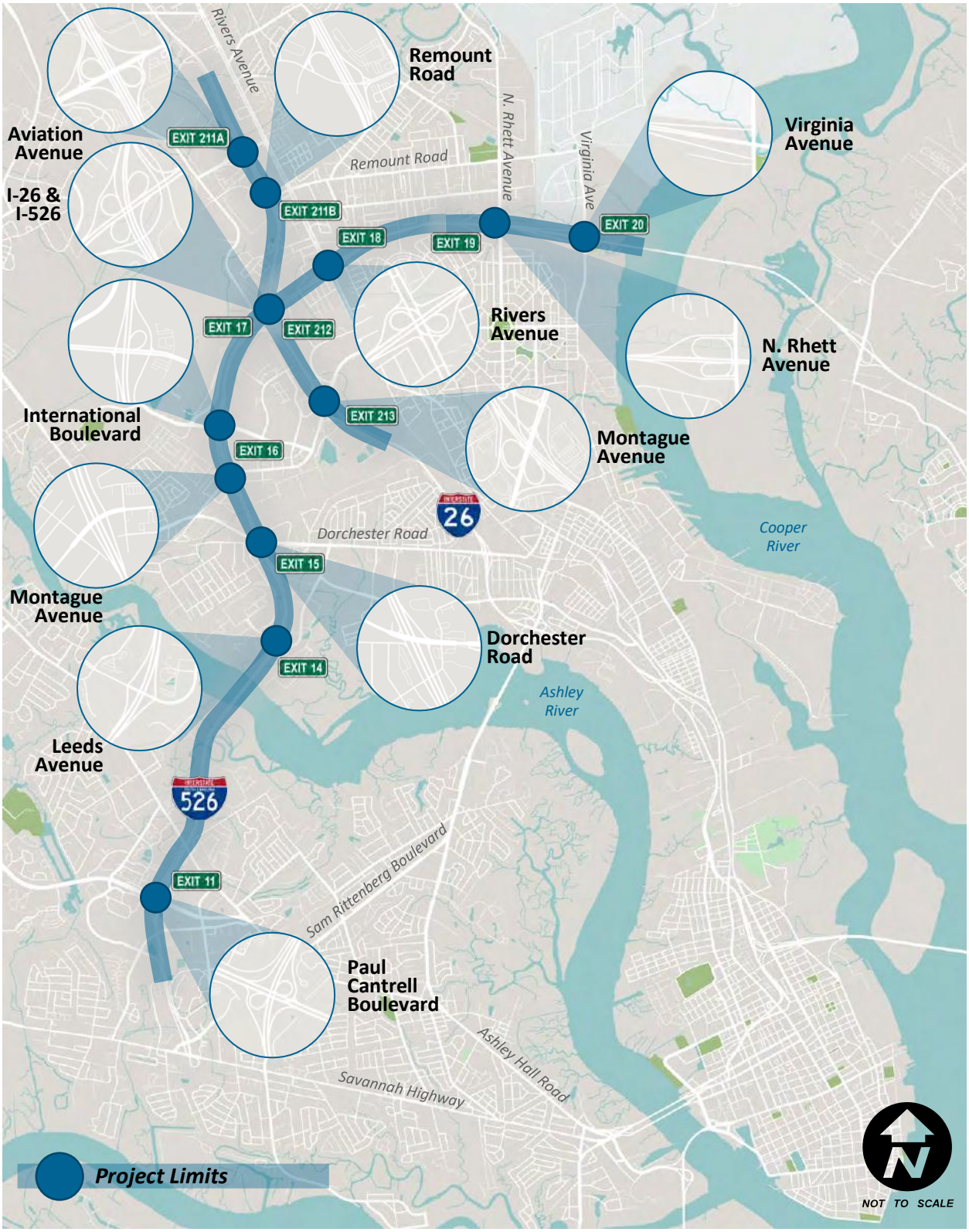
## 1.2 STUDY AREA

The study area for the I-526 Lowcountry Corridor West project includes the mainline of **I-526** *between Paul Cantrell Boulevard and Virginia Avenue* and **I-26** *between Montague Avenue and Aviation Avenue*, including the following interchanges, as shown in **Figure 1.**

- ❖ I-526 & Paul Cantrell Boulevard (Including Magwood Dr) Exit 11
- ❖ I-526 & Leeds Avenue Exit 14
- ❖ I-526 & Dorchester Road/Paramount Drive Exit 15
- ❖ I-526 & W. Montague Avenue/International Boulevard Exit 16
- ❖ I-526 & I-26 System Interchange Exit 17/Exit 212
- ❖ I-526 & Rivers Avenue Exit 18
- ❖ I-526 & N. Rhett Avenue Exit 19
- ❖ I-526 & Virginia Avenue Exit 20
- ❖ I-26 & Aviation Avenue Exit 211A
- ❖ I-26 & Remount Road Exit 211B
- ❖ I-26 & Montague Avenue Exit 213

In addition to the interchanges listed above, analyses were conducted at the interchanges of I-526 & US 17/Sam Rittenberg Boulevard (Exit 10), I-26 & Ashley Phosphate Road (Exit 209), and I-26 & Dorchester Road (Exit 215) in order to capture adjacent upstream/downstream interchanges to the interchanges in the project limits. The adjacent interchange on I-526 to the east of Virginia Avenue (I-526 & Clements Ferry Road – Exit 23) was not included in the analysis as it's distance from the project (approximately three miles) and the barrier created by the bridge crossing the Cooper River effectively limits its influence on the project interchange operations.

Figure 1 – I-526 Lowcountry Corridor West Project Limits



# 2.0 BASE YEAR TRAFFIC CONDITIONS

The first step in the traffic analysis was to determine the base year design hour (AM and PM peak) traffic volumes throughout the study area. This included interstate mainline and ramp volumes (along I-526 and I-26) as well as intersection turning movement counts at the ramp terminal intersections as well as those intersections included in the study area due to their being significant intersections adjacent to the ramp terminals. Once the necessary hourly data was collected for each of these movements, the design hour(s) were determined using Automatic Traffic Recorder Data in the study area. Using the selected design hour(s), volumes in the study area were adjusted based on the comparison of the design hour volumes to the volumes counted for this project. Once these adjustments were made based on the design hour(s), AM and PM peak hour volumes were balanced between interchanges and intersections. Finally, peak hour factors and heavy vehicle percentages along the interstate(s), at ramps, and at study area intersections were determined.

## 2.1 DATA COLLECTION

Mainline hourly volumes, ramp hourly volumes, and peak period intersection turning movement counts were collected throughout the study area.

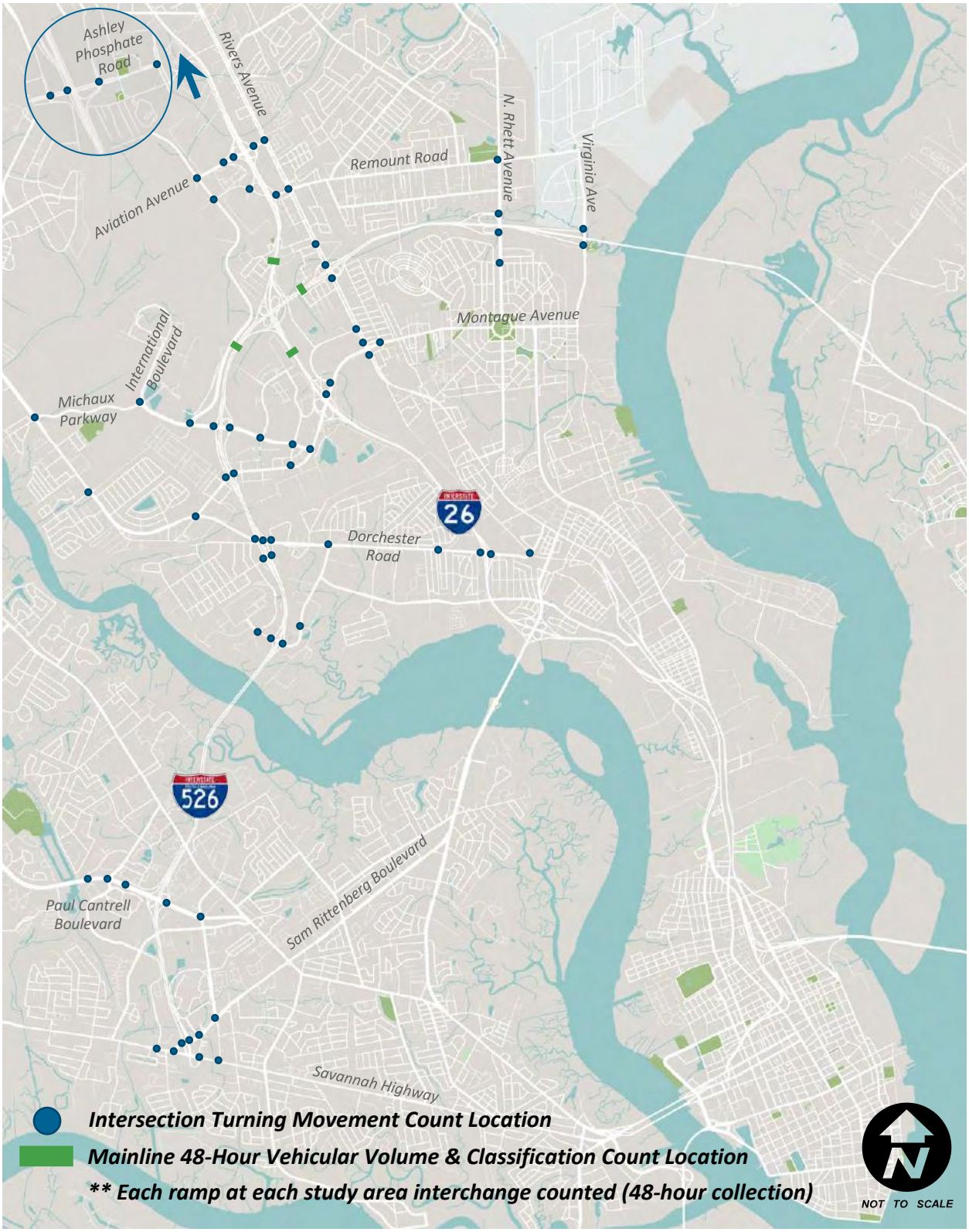
Each ramp at each study area interchange was counted for 48-hours (at 15-minute intervals) in May of 2015 using pneumatic tube counting devices.

Mainline volumes and vehicular classifications were also collected in May of 2015 at four locations: two along I-526 (one east and one west of the I-526 & I-26 System interchange) and two along I-26 (one north and one south of the I-526 & I-26 System interchange), as shown in **Figure 2.**

AM and PM peak period (7:00 – 9:00 AM and 4:00 – 6:00 PM) turning movement counts were also collected in May of 2015 at all ramp terminal intersections and significant adjacent intersections to study area interchange ramps, which are indicated in **Figure 2.**

The four mainline vehicular count and classification 48-hour volumes can be found in **Appendix 2.1.** The ramp 48-hour vehicular volumes can be found in **Appendix 2.2.** The AM and PM peak period intersection turning movement count volumes can be found in **Appendix 2.3.** With this data collected, the AM and PM design hours were selected.

Figure 2 – I-526 Lowcountry Corridor West Volume Collection Locations Design Hour Selection



As required in the most current version (at the time of analysis) of the American Association of State Highway and Transportation Officials' (AASHTO) *A Policy on Design Standards Interstate System*, 5th Edition (January 2005), the 30th Design Hour shall be used to determine the appropriate traffic volume used for the design. The most current versions (at the time of analysis) of the Transportation Research Board's Highway Capacity Manual 2010 and the Institute of Transportation Engineers' (ITE) *Traffic Engineering Handbook*, 6th Edition (2012) have nearly identical language with respect to the selection of the design hour volume.

The 30th highest hourly volume is determined by listing traffic volumes for every hour of every day in a calendar year in descending order from highest to lowest. The 30th volume in this list is the 30th highest-hour volume. Graphing the volumes in descending order can show a large variation in volumes, generally taking the form of a curve that initially descends steeply and ends in a more gently declining, almost linear slope. The design hour is usually selected from the "knee of the curve" – the area between the initial steep descent and the more gradually declining linear slope. The reason for this is described in the *Highway Capacity Manual*, "The selection of an appropriate hour for planning, design, and operational purposes is a compromise between providing an adequate level of service (LOS) for every (or almost every) hour of the year and economic efficiency." Simply put, building a highway to accommodate traffic volumes on the initial steep slope of the volume curve can be very expensive and provide under-used capacity. Some measure of infrequent congestion under exceptional circumstances may be appropriate and allowable from a design standpoint.

Standard practice in urban areas is to base highway design on an hour between the 30th and 100th highest hour of the year. This range of hours generally falls within the "knee" in the graphed curve of the volume data. In standard practice, the knee is assumed to occur at the 30th highest hour which is why this hour is used as the basis for estimates of design-hour volume. The 30th highest hour may or may not be the correct choice to identify the design-hour volume.

A review was conducted of available traffic data for the year 2015 from Automatic Traffic Recorder (ATR) stations 34 and 46 along I-526 and stations 31 and 71 along I-26, as shown in **Figure 3.**

The base year traffic volumes along I-526 and I-26 were reviewed to determine if the use of the 30th to 100th highest hour was appropriate for the base year conditions and context of the improvement. The I-26 and I-526 hourly volume data for the four permanent count stations is illustrated in **Figure 4** and found in **Appendix 2.4.** The results of the review indicated that the majority of the highest 30 hours and 100 hours on I-26 are Friday afternoons, which is likely due to the high amount of tourist traffic coming into the Charleston area for the weekends during the normal commuter afternoon peak heading out of the Charleston area via I-26 westbound. The majority of the highest 30 hours and 100 hours on I-526 are on Wednesday mornings, likely due to the local morning rush hour commute.

To determine a uniform design hour between I-526 and I-26, a comparison of the 30th to 100th design hours between all four permanent counts stations was completed. Two dates were found to be shared among all four permanent count stations: June 17th and May 14th, 2015. Since June 17th is during the summer, it was determined not to represent "typical" traffic. Therefore, May 14th was used as the "design day." It is shared among all four permanent count stations, occurs on a Thursday, does not occur during any major events, and is between the 30th to 100th design hours for all four stations, as shown in **Figure 4**. The design hours for the AM peak (7:00-8:00 AM) and PM peak (4:00-5:00 PM) hours of this day were used for analysis because the majority of the peak hours of the intersections and ramps counted for this project fall within these peak hours.

Figure 3 – Automatic Traffic Recorder Stations

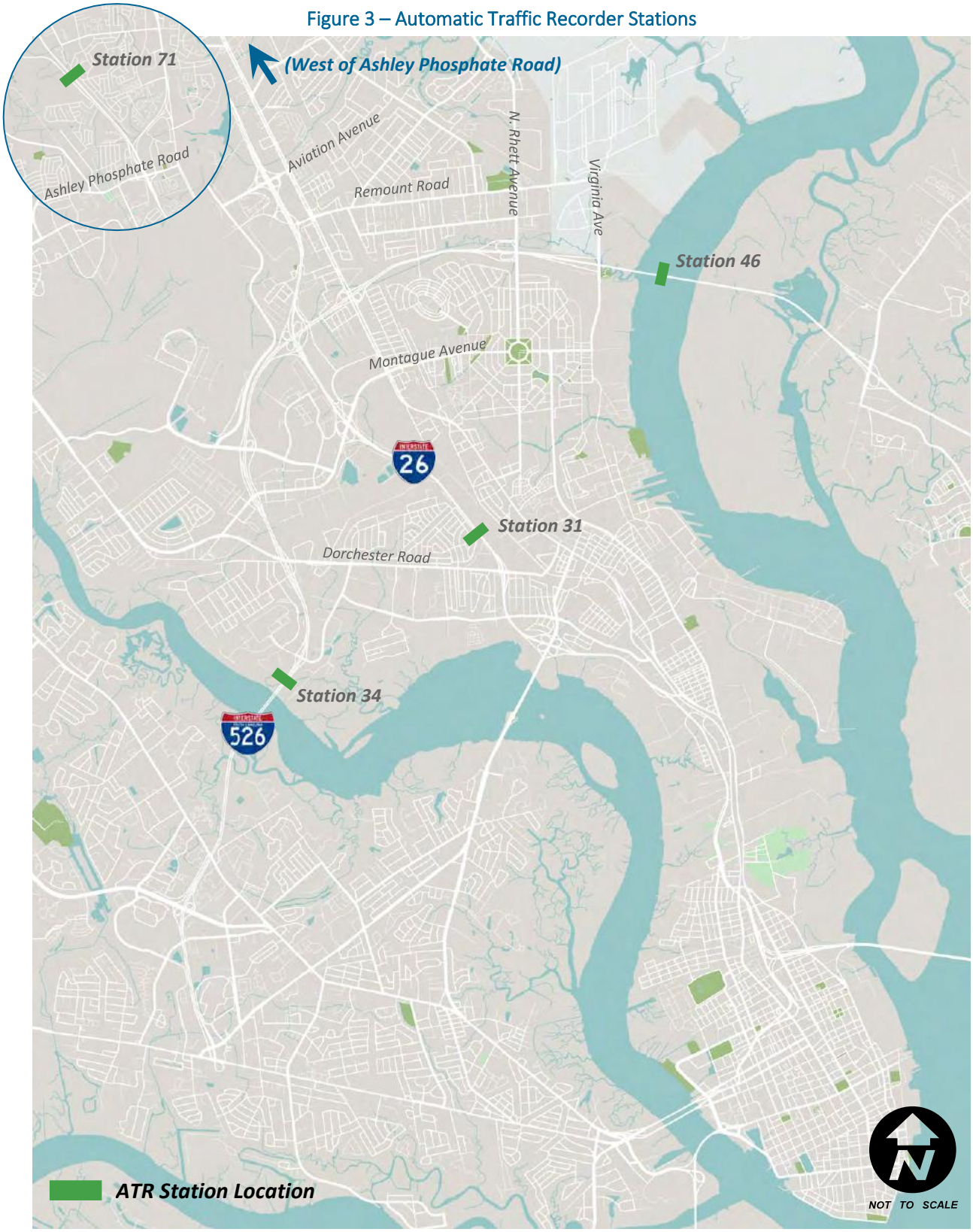
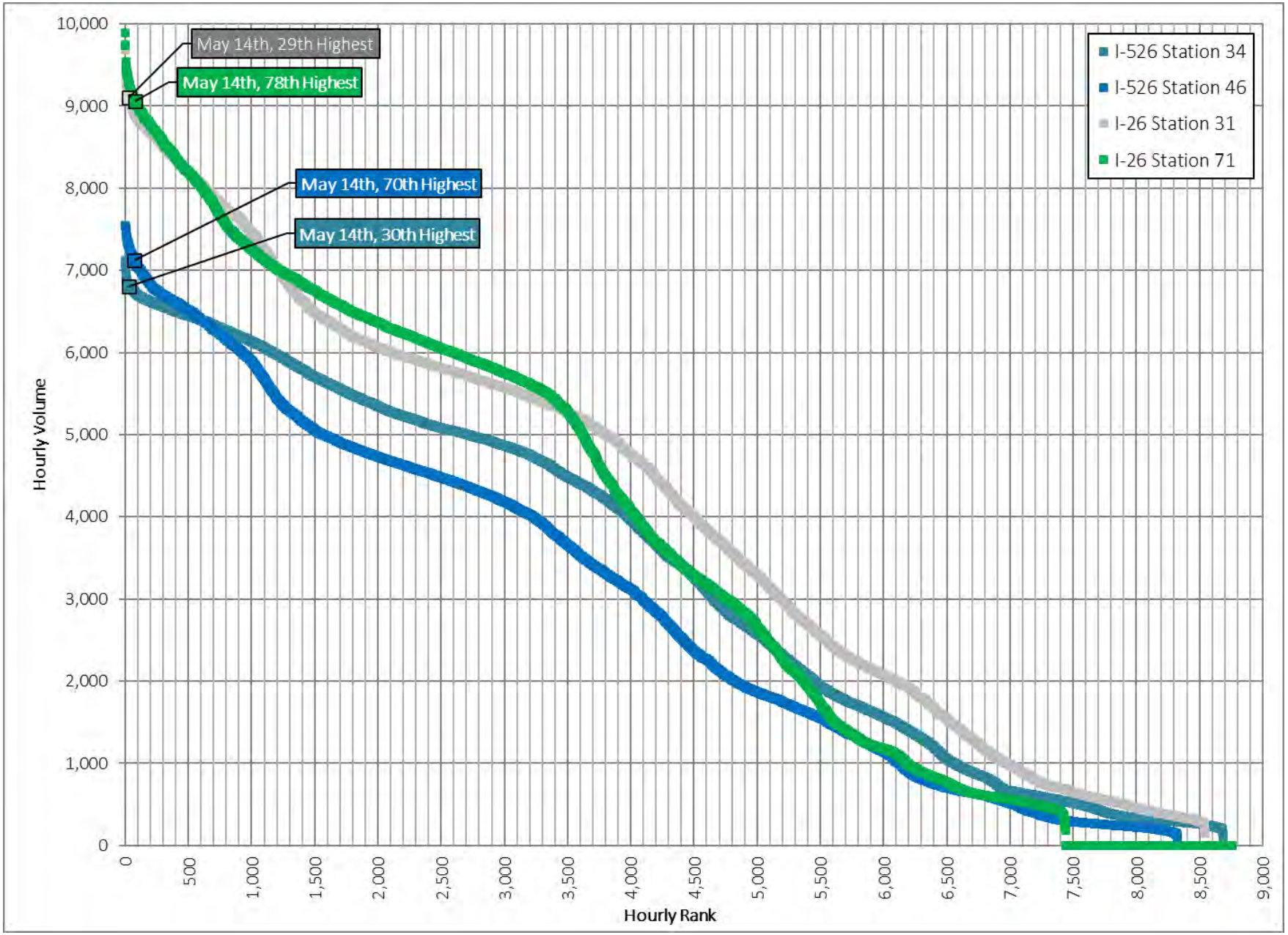


Figure 4 – 2015 ATR Station Two-Way Hourly Volumes



## 2.2 Base Year Condition Traffic Volume Development

### Application of Design Hour Adjustment

Based on the selection of the design day as described above, the AM and PM peak hour volumes at the stations on the day the project counts were collected (May 6th, 2015) were compared with the design hour volumes of the design day (May 14th, 2015), to determine a design hour adjustment. As shown in **Table 1** below, the differences between the design day and count day counts at the four different ATR stations vary by station, direction, and peak hour. Two separate adjustment factors were determined for the project peak hour volumes: one for volumes along I-526 and one for volumes along I-26. As indicated in the table, the average adjustment percentage along I-526 is 2.08%. That is, the volumes on the design day were generally 2.08% higher than the volumes collected on the day of the data collection for the project. Therefore, this 2.08% adjustment percentage was applied to all mainline and ramp volumes along I-526 within the project study area to *increase* the project counts to align with the design day. Along I-26, however, the design day volumes were found to be generally slightly less than the volumes on the day of the data collection for the project. Therefore, in an effort to be conservative, the project counts along I-26 *were not* adjusted.

Table 1 – Design Hour Adjustment Factors

| Station 34 | | | | |
|---|---|---|---|---|
| I-526 (west of System Interchange) | | Count Day 6-May (veh/hr) | Design Day 14-May (veh/hr) | Adjustment % (Design Day / Count Day) |
| AM Peak | EB | 3,989 | 3,959 | -0.76% |
| | WB | 2,893 | 2,850 | -1.51% |
| PM Peak | EB | 2,967 | 3,067 | 3.26% |
| | WB | 3,573 | 3,533 | -1.13% |
| **Station 46** | | | | |
| I-526 (east of System Interchange) | | Count Day 6-May (veh/hr) | Design Day 14-May (veh/hr) | Adjustment % (Design Day / Count Day) |
| AM Peak | EB | 3,482 | 3,534 | 1.47% |
| | WB | 3,471 | 3,591 | 3.34% |
| PM Peak | EB | 3,101 | 3,449 | 10.09% |
| | WB | 2,964 | 3,021 | 1.89% |
| I 526 Average Adjustment % | | | | 2.08% |
| **Station 31** | | | | |
| I-26 (south of System Interchange) | | Count Day 6-May (veh/hr) | Design Day 14-May (veh/hr) | Adjustment % (Design Day / Count Day) |
| AM Peak | EB | 5,790 | 5,444 | -6.36% |
| | WB | 3,288 | 3,310 | 0.67% |
| PM Peak | EB | 3,781 | 3,692 | -2.41% |
| | WB | 5,443 | 5,409 | -0.63% |
| **Station 71** | | | | |
| I-26 (north of System Interchange) | | Count Day 6-May (veh/hr) | Design Day 14-May (veh/hr) | Adjustment % (Design Day / Count Day) |
| AM Peak | EB | 5,311 | 5,126 | -3.61% |
| | WB | 2,759 | 2,819 | 2.13% |
| PM Peak | EB | 3,345 | 3,017 | -10.87% |
| | WB | 5,607 | 5,888 | 4.77% |
| I 26 Average Adjustment % | | | | 2.04% |

## Balancing between Intersections

Once the adjustment factor was applied to the I-526 mainline and ramp volumes, the volumes between interchanges and between intersections were balanced. Balancing of approach and departure volumes between intersections was important for microsimulation traffic modeling purposes, due to the fact that the microsimulation traffic model must account for each individual vehicle entering and exiting the study area.

Therefore, if minor driveways not anticipated to produce significant traffic volumes existed between project study area intersections, the approach and departure volumes between these project study area intersections were balanced. However, if driveways to significant traffic generators were present between the project study area intersections, no balancing of approach and departure volumes was completed. In the instances for which traffic volumes were not balanced between project study area intersections due to these major traffic generators, the microsimulation traffic model included additional nodes to account for this imbalance in order to allow the microsimulation traffic model to account for each vehicle in and out of the network.

To maintain consistency, this balancing process (between the same intersections) was completed for the future year traffic volume development as well.

## Base Year Condition Traffic Volumes

Following the design hour adjustments and intersection balancing described above, 2015 Base Year Condition volumes were complete. These existing AM and PM, adjusted, balanced, peak design hour volumes can be seen in **Figure 5** through **Figure 10** on the following pages.

Figure 5 – 2015 Base Year Peak Hour Traffic Volumes (Sheet 1 of 6)

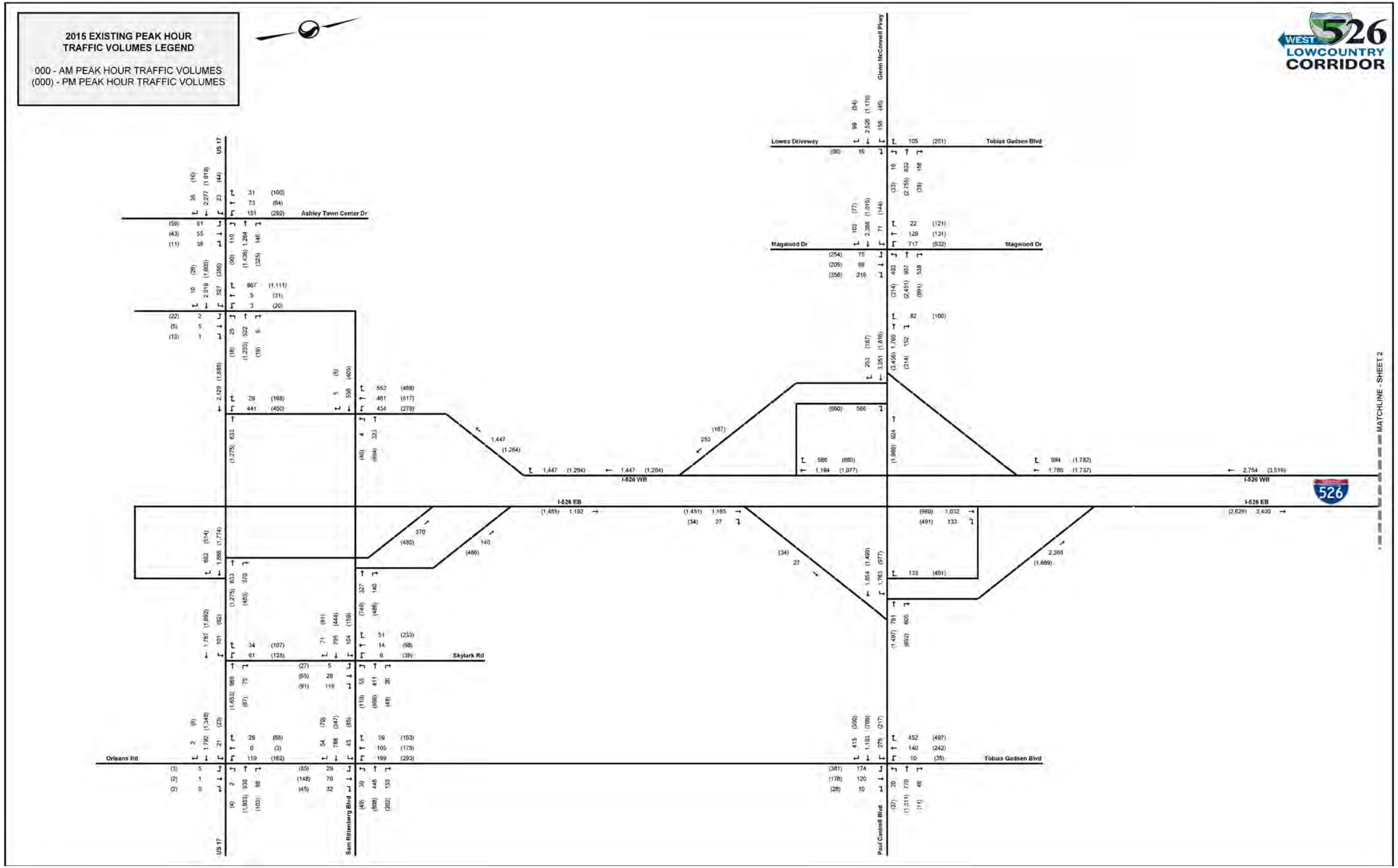


Figure 6 – 2015 Base Year Peak Hour Traffic Volumes (Sheet 2 of 6)

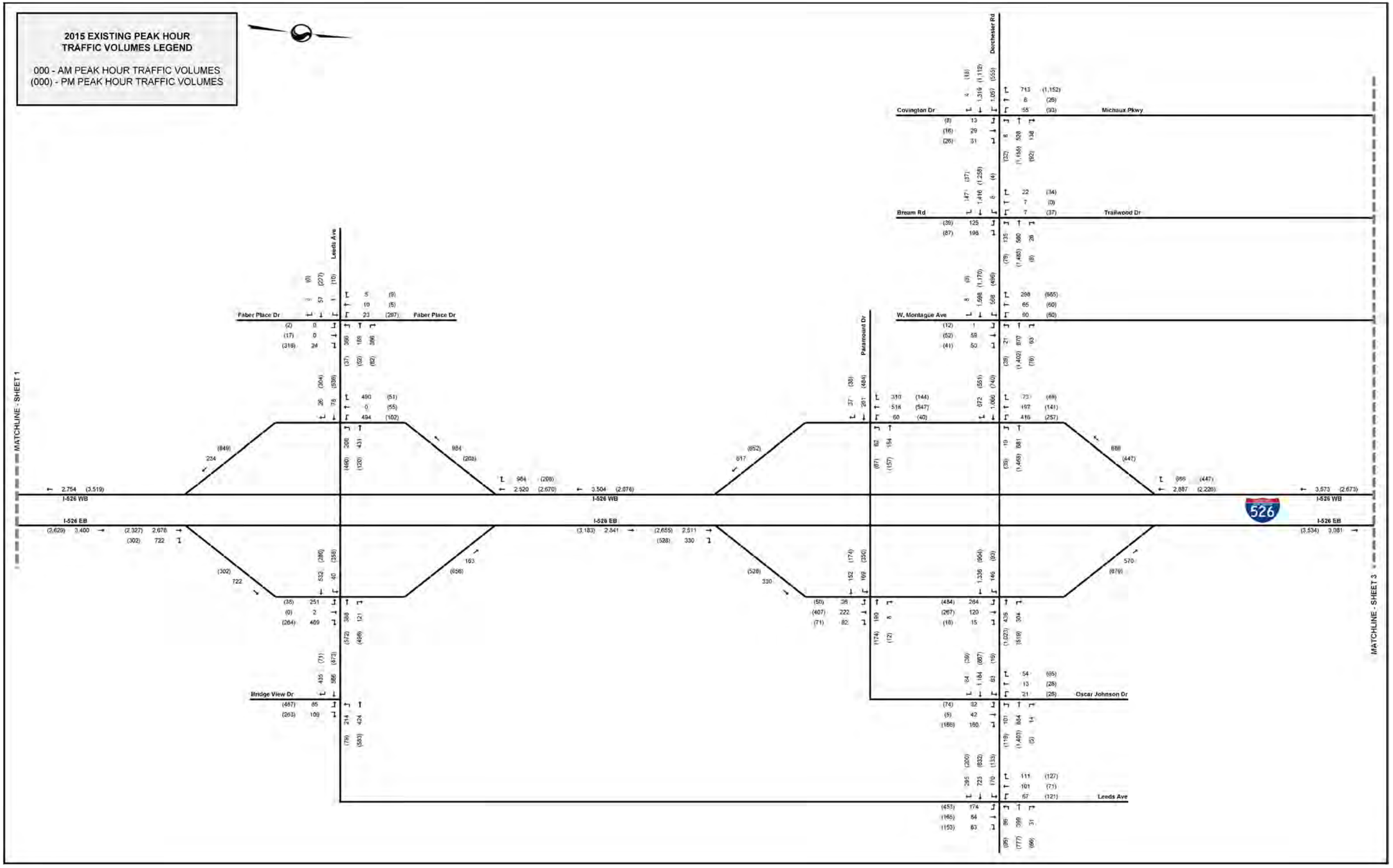


Figure 7 – 2015 Base Year Peak Hour Traffic Volumes (Sheet 3 of 6)

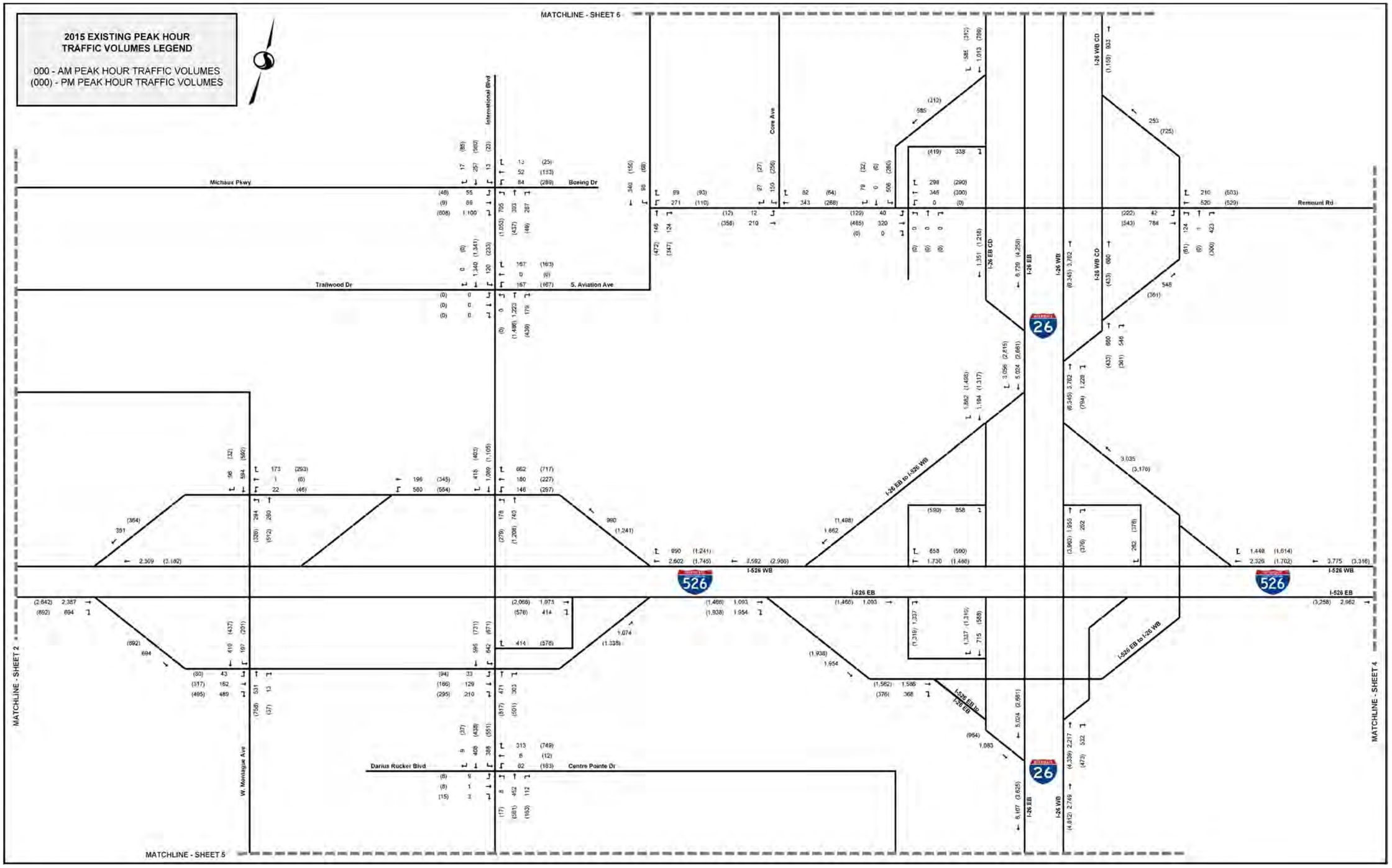


Figure 8 – 2015 Base Year Peak Hour Traffic Volumes (Sheet 4 of 6)

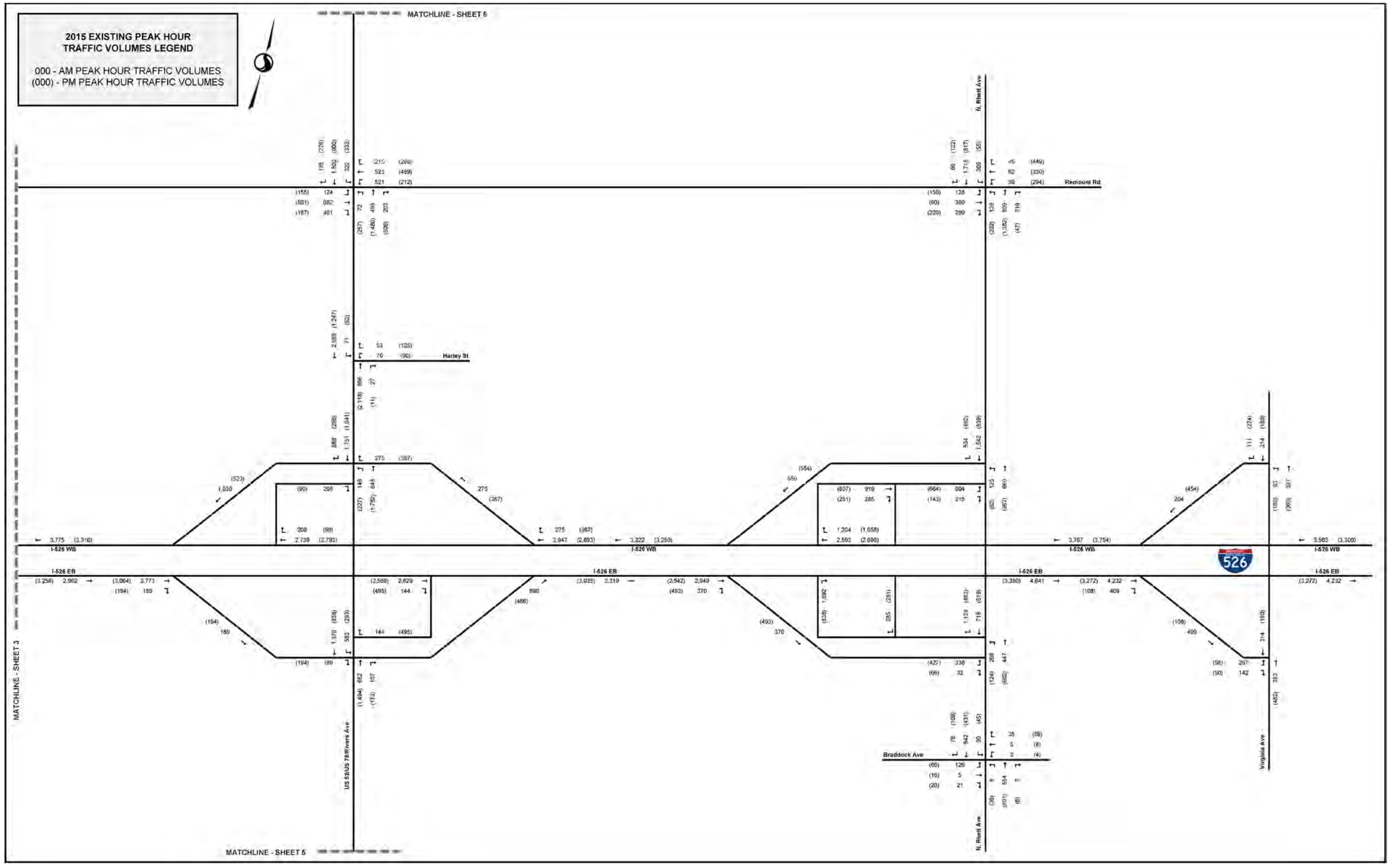


Figure 9 – 2015 Base Year Peak Hour Traffic Volumes (Sheet 5 of 6)

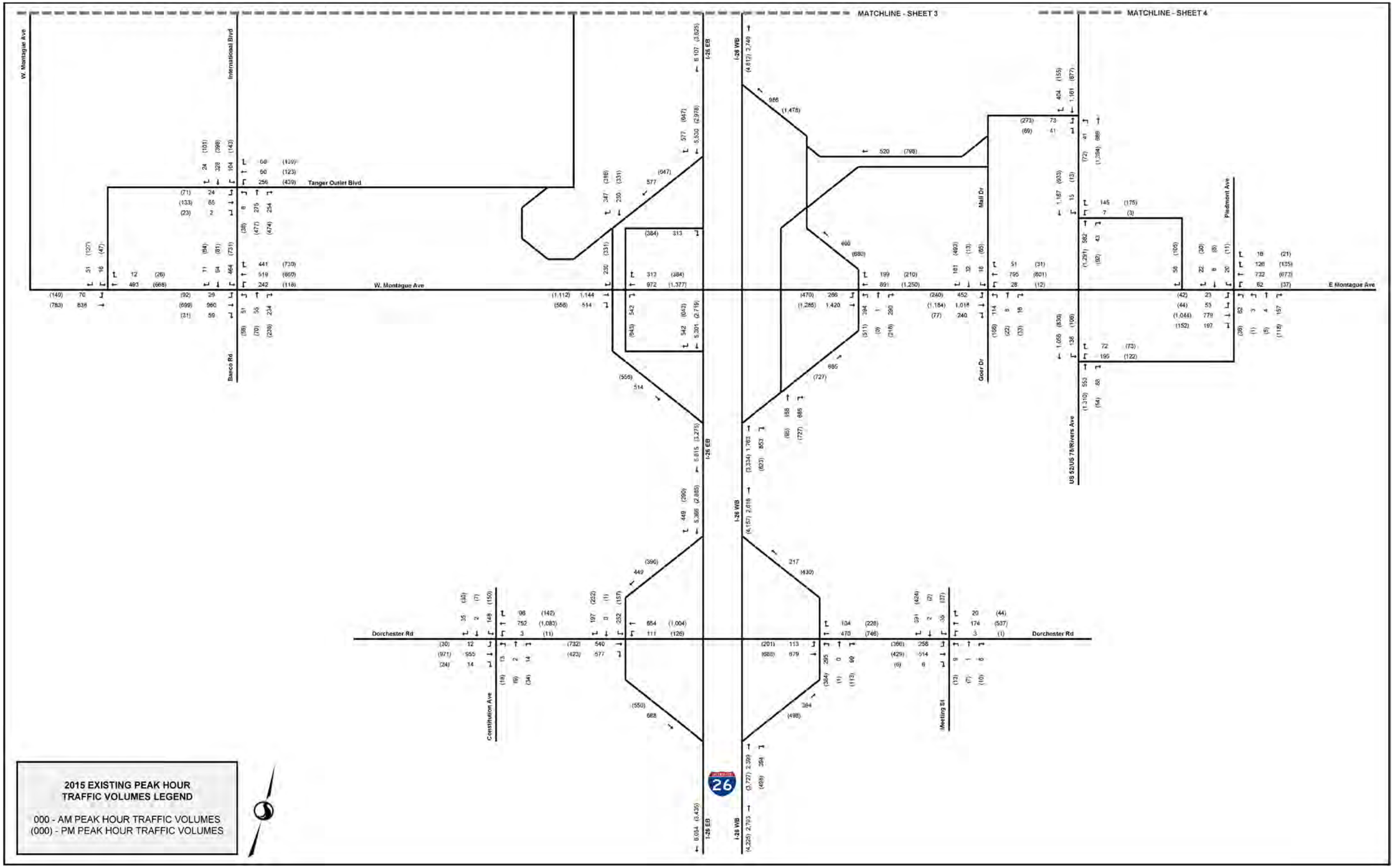
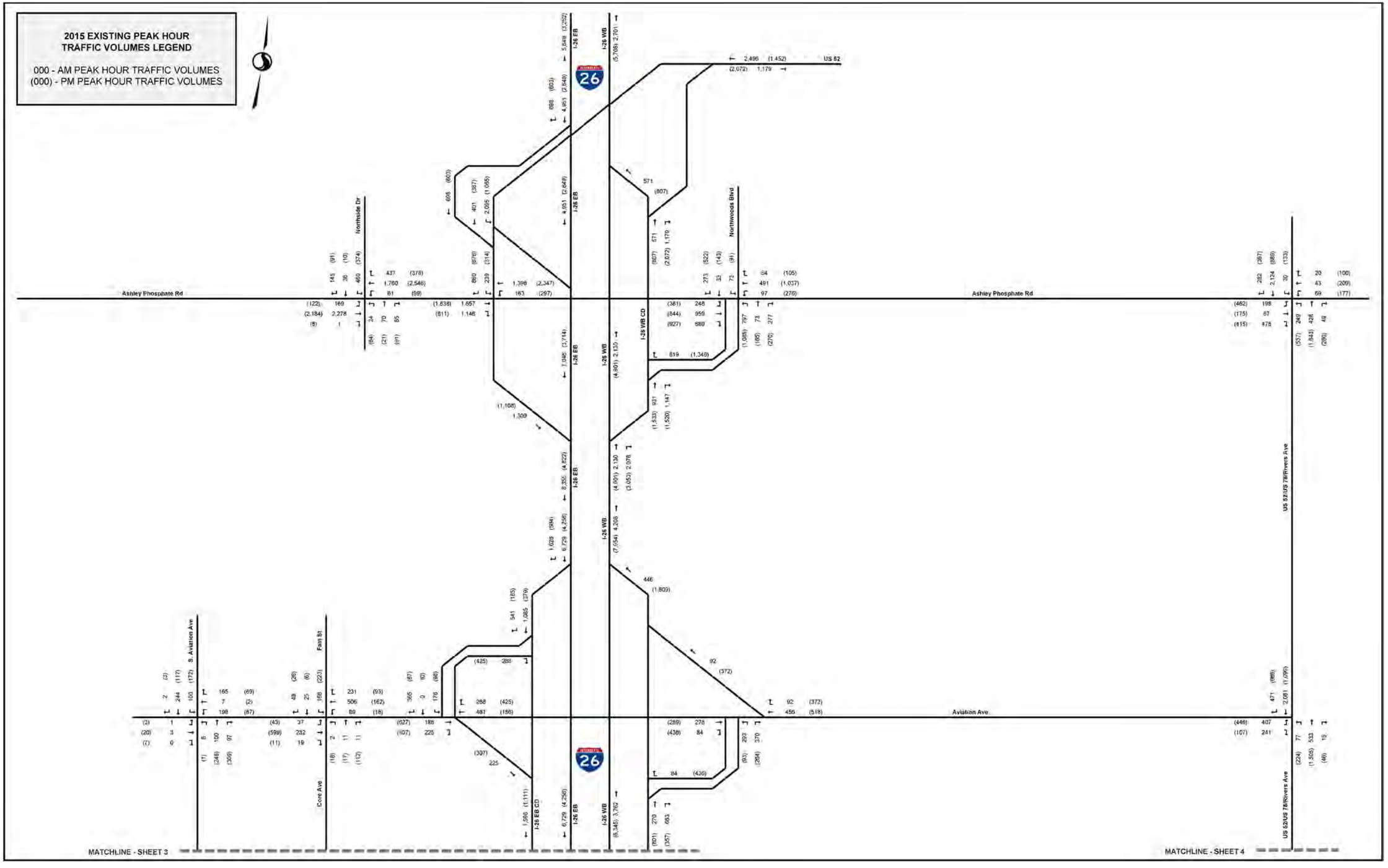


Figure 10 – 2015 Base Year Peak Hour Traffic Volumes (Sheet 6 of 6)



## 2.3 HEAVY VEHICLE PERCENTAGES

### Interstate Mainline Heavy Vehicle Percentages

Forty-eight (48)-hour directional classification counts were collected at the four mainline legs of the I-526 and I-26 System interchange in May of 2015, the locations of which were illustrated previously in **Figure 2.** Directional mainline heavy vehicle percentages were calculated for the AM and PM peak hours and then averaged for both days. To validate the heavy vehicle percentages, the 48-hour directional classification counts volumes were checked against Automatic Traffic Recorder (ATR) data. Weekly ATR truck classification data was compiled from three (3) stations in the project study area for the week of May 1 to May 7, 2016. From this data, it was determined that a minimum of 5% heavy vehicles would be used for the I-526 and I-26 mainlines. The 2015 base year mainline heavy vehicle percentages are shown in **Table 2.** It is important to note that the peak hour for all traffic does not correspond to the peak hour for truck traffic within the 526 LCCW project limits.

Table 2 – 2015 Base Year Interstate Mainline Heavy Vehicle Percentages

| I 526 Mainline | | | | |
|---|---|---|---|---|
| Direction | West of I 26 | | East of I 26 | |
| | AM | PM | AM | PM |
| EB | 5.0% | 5.0% | 12.0% | 7.0% |
| WB | 5.0% | 5.0% | 9.0% | 13.0% |
| **I 26 Mainline** | | | | |
| Direction | West of I 526 | | East of I 526 | |
| | AM | PM | AM | PM |
| EB | 5.0% | 5.0% | 5.0% | 6.0% |
| WB | 7.0% | 6.0% | 9.0% | 5.0% |

## Interstate Ramp Heavy Vehicle Percentages

Four-hour turning movement counts at each intersection throughout the study area were collected and utilized to determine the heavy vehicle percentages for the on- and off-ramps along I-526 and I-26. The 2015 Base Year interchange ramp heavy vehicle percentages are shown in **Table 3.**

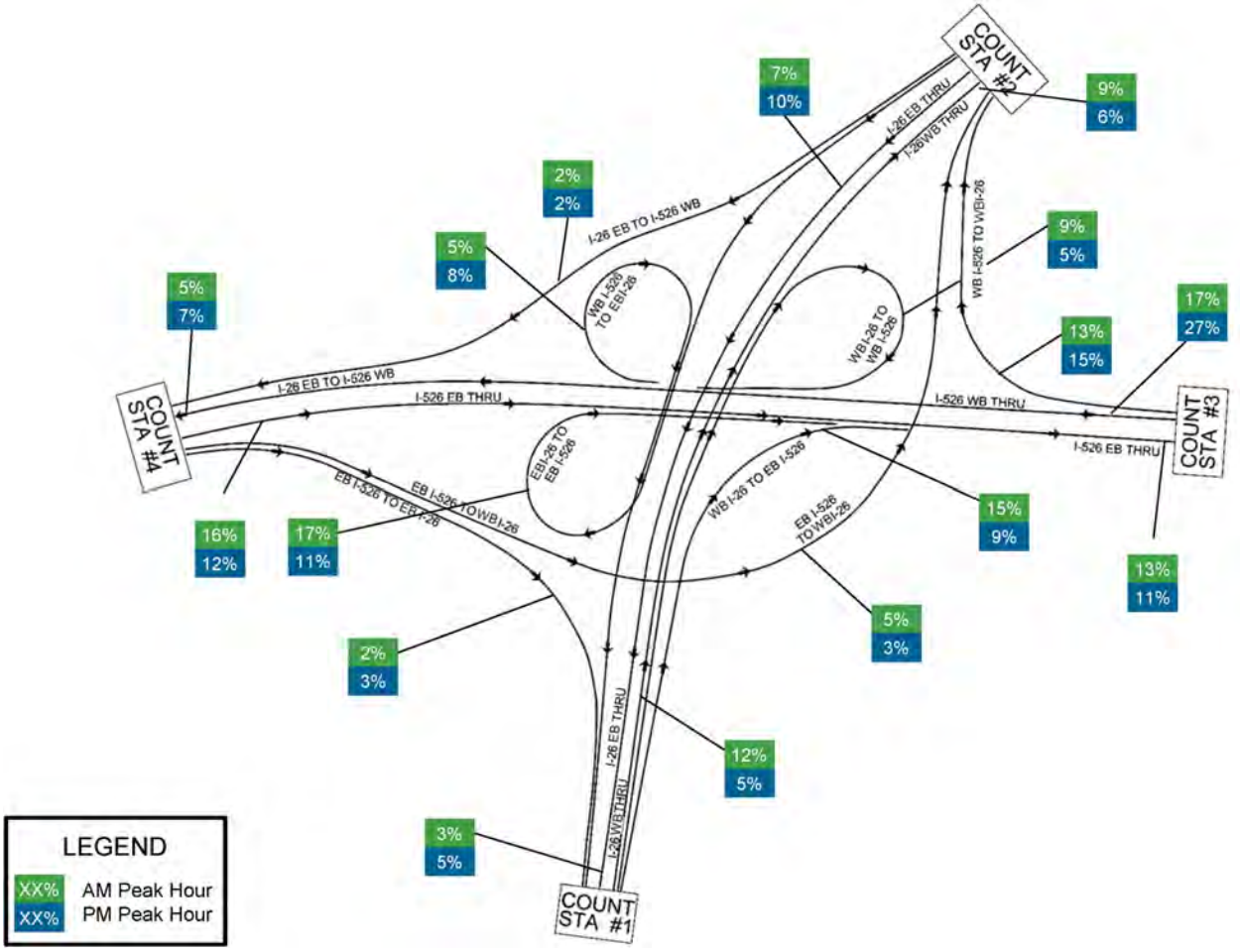
Table 3 – 2015 Base Year Interstate Ramp Heavy Vehicle Percentages

| I 526 Eastbound | | | | | |
|---|---|---|---|---|---|
| Off Ramp: | AM | PM | On Ramp: | AM | PM |
| Glenn McConnell | 2.00% | 2.00% | Glenn McConnell | 2.00% | 3.00% |
| Glenn McConnell WB (loop) | 3.00% | 3.00% | | | |
| Leeds | 6.00% | 12.00% | Leeds | 2.00% | 2.00% |
| Dorchester | 3.00% | 2.00% | Dorchester | 2.00% | 2.00% |
| Paramount | 3.00% | 3.00% | Paramount | 2.00% | 2.00% |
| Montague | 4.00% | 2.00% | Montague/International | 2.00% | 2.00% |
| International | 3.00% | 3.00% | | | |
| I-26 EB | 2.00% | 3.00% | I-26 EB | 17.00% | 11.00% |
| I-26 WB | 5.00% | 3.00% | I-26 WB | 15.00% | 9.00% |
| Rivers SB | 4.00% | 3.00% | Rivers | 6.00% | 2.00% |
| Rivers NB (loop) | 2.00% | 2.00% | | | |
| Rhett | 9.00% | 6.00% | Rhett (loop) | 2.00% | 2.00% |
| I 526 Westbound | | | | | |
| Off Ramp: | AM | PM | On Ramp: | AM | PM |
| Rhett (loop) | 8.00% | 7.00% | Rhett | 2.00% | 2.00% |
| Rivers NB | 4.00% | 5.00% | Rivers | 5.00% | 3.00% |
| Rivers SB (loop) | 2.00% | 2.00% | | | |
| I-26 WB | 13.00% | 15.00% | I-26 WB | 9.00% | 5.00% |
| I-26 EB | 5.00% | 8.00% | I-26 EB | 2.00% | 2.00% |
| Montague/International | 13.00% | 9.00% | International | 2.00% | 2.00% |
| | | | Montague | 2.00% | 2.00% |
| Dorchester | 8.00% | 6.00% | Dorchester | 2.00% | 2.00% |
| Paramount | 3.00% | 3.00% | Paramount | 2.00% | 2.00% |
| Leeds | 2.00% | 6.00% | Leeds | 2.00% | 2.00% |
| Glenn McConnell WB | 2.00% | 2.00% | Glenn McConnell | 2.00% | 2.00% |
| Glenn McConnell EB (loop) | 2.00% | 2.00% | | | |
| I 26 Eastbound | | | | | |
| Off Ramp: | AM | PM | On Ramp: | AM | PM |
| Ashley Phosphate | 5.00% | 5.00% | Ashley Phosphate | 2.00% | 2.00% |
| Aviation | 5.00% | 7.00% | Aviation WB (loop) | 2.00% | 2.00% |
| | | | Aviation EB | 2.00% | 2.00% |
| Remount | 7.00% | 8.00% | Remount (loop) | 2.00% | 2.00% |
| Montague SB | 2.00% | 2.00% | Montague SB (loop) | 2.00% | 2.00% |
| Montague NB (loop) | 2.00% | 2.00% | Montague NB | 2.00% | 2.00% |
| I 26 Westbound | | | | | |
| Off Ramp: | AM | PM | On Ramp: | AM | PM |
| Dorchester | 5.00% | 3.00% | Dorchester | 2.00% | 2.00% |
| Montague | 5.00% | 3.00% | Montague | 24.00% | 7.00% |
| Remount | 4.00% | 2.00% | Remount | 2.00% | 2.00% |
| Aviation | 4.00% | 7.00% | Aviation EB (loop) | 2.00% | 2.00% |
| | | | Aviation WB | 2.00% | 2.00% |
| Ashley Phosphate | 2.00% | 2.00% | Ashley Phosphate | 6.00% | 5.00% |

## System Interchange Heavy Vehicle Percentages

As previously discussed, mainline counts were collected at four locations at the System intersection. Classification counts were also collected at the ramps throughout the System interchange. **Figure 11** shows the base year total volume and heavy vehicle volumes collected, with resulting heavy vehicle percentages for each movement through the System interchange for the AM and PM peak hours, respectively.

Figure 11 – 2015 Base Year I-526 & I-26 System Interchange Heavy Vehicle Percentages




## Intersection Heavy Vehicle Percentages

Heavy vehicle percentages at surface street intersections throughout the study area were based on the turning movement counts collected (found in **Appendix 2.3**).

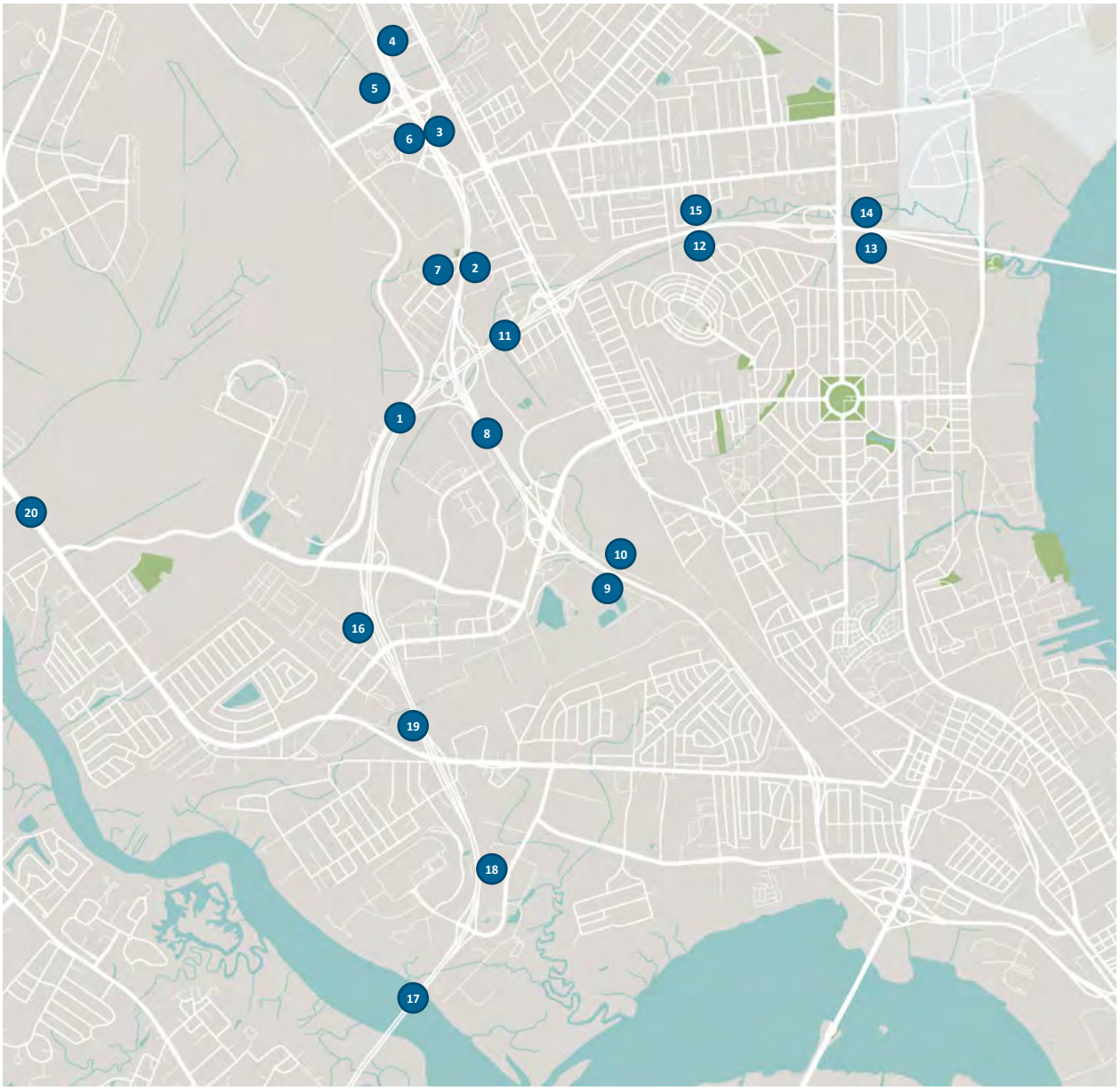
# 2.4 Peak Hour Factors

For mainline interstate operations, 0.94 was assumed to be the peak hour factor, based on observed conditions in the base year mainline 48-hour counts. Peak hour factors at surface street intersections throughout the study area were based on turning movement counts collected (found in **Appendix 2.3**).

## 2.5 ORIGIN/DESTINATION PATTERNS

Base year origin/destination patterns were determined through the use of Bluetooth signal data collection technology by placing Bluetooth signal detectors throughout the corridor, as shown in **Figure 12** below**.** These detectors were able to detect the signal of Bluetooth enabled devices in vehicles as they travel past and track these devices by unique identification codes as they passed other Bluetooth detectors throughout the study area. Data from these devices was collected for seven days, however the data from the Tuesday, Wednesday, and Thursday AM and PM peak hours was used to determine AM and PM peak origin/destination percentages throughout the network, as these days most closely represent typical traffic conditions. The peak hour origin/destination percentages throughout the network are shown in **Table 4.**

Figure 12 – Bluetooth Signal Detector Locations



## Table 4 – Origin-Destination Percentages (Peak Hour of Tue/Wed/Thu Data)

| ORIGIN | DESTINATION: I-26 To Summer-ville | US 52 | Ashley Phos-phate | Aviation Ave | Remount Rd | I-26 East of I-526 | Rivers Ave | I-526 East of Virginia | Intl. Blvd | Mont. Ave (@ 526) | Dorch-ester Rd | Leeds Ave | Glenn McConn. Pkwy | Sam Ritt-enberg Blvd | US 17 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| I-26 W. of Ashley Phosphat. | 34.3% | | | 7.5% | 6.9% | 22.4% | 0.2% | 13.0% | 2.4% | 0.5% | 4.2% | 2.7% | 3.1% | 0.8% | 1.9% |
| | 61.6% | | | 2.2% | 3.8% | 19.4% | 0.9% | 3.4% | 2.3% | 0.3% | 1.5% | 0.4% | 2.6% | 0.3% | 1.2% |
| Aviation Ave | 28.3% | 6.3% | | | 3.9% | 47.1% | 0.2% | 5.1% | 0.3% | 0.4% | 2.8% | 0.1% | 3.1% | 0.8% | 1.8% |
| | 50.4% | 11.6% | | | 3.9% | 20.1% | 0.4% | 4.2% | 3.9% | 0.4% | 1.0% | 0.3% | 2.3% | 0.3% | 1.0% |
| Remount Rd | 22.9% | 5.0% | 9.1% | | | 48.6% | 0.1% | 5.2% | 0.3% | 0.4% | 2.8% | 0.1% | 3.0% | 0.8% | 1.8% |
| | 36.2% | 10.1% | 11.7% | | | 28.1% | 0.7% | 3.9% | 2.6% | 0.4% | 1.1% | 0.7% | 2.9% | 0.4% | 1.3% |
| I-26 West of I-526 | 18.7% | 4.2% | 7.9% | 8.3% | | 46.5% | 0.2% | 5.1% | 1.0% | 0.7% | 2.4% | 0.1% | 2.6% | 0.7% | 1.6% |
| | 29.3% | 13.4% | 10.8% | 2.7% | | 29.8% | 0.5% | 4.1% | 2.6% | 0.7% | 1.0% | 0.6% | 2.9% | 0.4% | 1.3% |
| Rivers Ave | 15.6% | 0.8% | 2.2% | 1.8% | 2.8% | 12.9% | | 50.0% | 1.9% | 1.8% | 3.8% | 1.0% | 2.9% | 0.7% | 1.7% |
| | 14.3% | 1.6% | 4.8% | 2.2% | 1.6% | 9.3% | | 44.3% | 6.5% | 2.3% | 3.2% | 1.1% | 5.7% | 0.7% | 2.5% |
| I-526 East of Rivers | 10.5% | 1.5% | 3.1% | 2.4% | 0.8% | 8.8% | | NA | 2.3% | 2.5% | 3.8% | 1.2% | 3.5% | 0.9% | 2.1% |
| | 14.7% | 1.9% | 5.1% | 2.1% | 0.6% | 10.6% | | 43.0% | 6.1% | 3.5% | 2.0% | 0.9% | 6.0% | 0.8% | 2.7% |
| I-526 West of I-26 | 10.9% | 3.7% | 5.7% | 1.7% | 2.0% | 6.0% | 3.9% | 31.6% | | 4.3% | 7.2% | 5.4% | 9.6% | 2.4% | 5.7% |
| | 10.2% | 4.0% | 3.4% | 3.1% | 2.5% | 5.9% | 5.1% | 10.1% | | 3.9% | 7.7% | 1.6% | 26.9% | 3.5% | 12.0% |
| Intl. Blvd | 11.5% | 3.5% | 5.2% | 7.5% | 4.9% | 4.5% | 1.0% | 22.3% | | | 9.7% | 15.0% | 8.0% | 2.0% | 4.8% |
| | 6.2% | 6.0% | 3.6% | 3.1% | 1.5% | 5.9% | 7.4% | 12.7% | | | 10.5% | 4.2% | 24.6% | 3.2% | 11.0% |
| Mont. Ave (@ 526) | 9.6% | 2.1% | 5.2% | 6.1% | 4.1% | 4.3% | 1.0% | 18.2% | 9.3% | | | 12.0% | 15.3% | 3.9% | 9.1% |
| | 11.9% | 3.0% | 1.9% | 1.5% | 1.2% | 4.0% | 4.0% | 11.7% | 8.0% | | | 5.9% | 29.7% | 3.9% | 13.3% |
| Dorch-ester Rd | 8.9% | 2.3% | 4.0% | 5.1% | 2.8% | 8.8% | 1.4% | 16.7% | 7.3% | 6.7% | | | 19.5% | 5.0% | 11.6% |
| | 4.0% | 1.8% | 1.4% | 0.6% | 0.6% | 7.0% | 2.1% | 4.8% | 12.7% | 8.3% | | | 35.9% | 4.7% | 16.1% |
| Leeds Ave | 10.1% | 2.3% | 5.4% | 5.3% | 3.6% | 4.3% | 0.8% | 17.9% | 7.3% | 6.7% | 3.1% | | 18.0% | 4.6% | 10.7% |
| | 1.1% | 0.8% | 0.3% | 0.2% | 0.1% | 1.8% | 0.7% | 1.7% | 12.6% | 8.2% | 7.4% | | 41.2% | 5.4% | 18.4% |
| Glenn McConn. Pkwy | 9.7% | 2.2% | 5.2% | 2.6% | 3.0% | 2.4% | 8.1% | 16.7% | 7.0% | 4.6% | 6.1% | | | 7.1% | 25.1% |
| | 7.0% | 5.1% | 1.9% | 1.7% | 1.9% | 4.3% | 11.0% | 17.6% | 7.1% | 4.6% | 6.2% | | | 7.0% | 24.8% |
| Sam Ritt-enberg. Blvd | 12.0% | 2.8% | 6.5% | 2.3% | 2.6% | 1.5% | 5.1% | 16.7% | 19.3% | 9.0% | 14.7% | 7.6% | | | |
| | 8.8% | 6.4% | 2.4% | 1.6% | 1.9% | 5.7% | 13.6% | 22.6% | 14.1% | 6.7% | 10.9% | 5.4% | | | |
| US 17 | 12.0% | 2.8% | 6.5% | 2.3% | 2.6% | 1.5% | 5.1% | 16.7% | 19.3% | 9.0% | 14.7% | 7.6% | | | |
| | 8.8% | 6.4% | 2.4% | 1.6% | 1.9% | 5.7% | 13.6% | 22.6% | 14.1% | 6.7% | 10.9% | 5.4% | | | |

| LEGEND | |
|---|---|
| | AM Peak Hour Percentage |
| | PM Peak Hour Percentage |

# 3.0 DESIGN YEAR TRAFFIC PROJECTIONS

## 3.1 TRAVEL DEMAND MODEL VALIDATION

The 526 LCC West Project forecast was completed using a base year of 2015 and a design year of 2050, in coordination with the forecast for an adjoining section of I-526 that is currently in the corridor study phase under FHWA's Planning and Environmental Linkages (PEL) framework. That segment, which extends from North Rhett Avenue to US 17 in Mount Pleasant, is referred to as the 526 Lowcountry Corridor EAST (526 LCC East).

### 3.1.1 CHATS Travel Demand Model

The initiation of traffic forecasts coincided with the release of a new version of the Charleston Area Transportation Study (CHATS) Travel Demand Model (TDM) by the Berkeley-Charleston-Dorchester Council of Governments (BCDCOG). This version of the model is referred to as the *CHATS Interim TDM*, and it was released by BCDCOG to the project team on March 9, 2018.

The *CHATS Interim TDM* incorporates committed projects in future analysis years and includes major regional developments that were not included in the previous version of the TDM. The *CHATS Interim TDM* has a horizon year of 2040, so a trend analysis was conducted for the socioeconomic data in the model to extend growth to the 2050 design year. This trend analysis is documented by the 526 LCC East Project team in the

*"526 Lowcountry Corridor East Technical Memorandum: CHATS Model Modification"* approved by SCDOT in September 2018.

This *CHATS Interim TDM* with socioeconomic forecasts extended to the year 2050, was the model which was utilized for traffic projections in this LCC West project for the two future year scenarios: 2050 No Build Conditions and 2050 Build Conditions. Prior to the future year scenario modeling however, the base year model was evaluated to validate that the model conditions represented existing geometry and roadway connectivity.

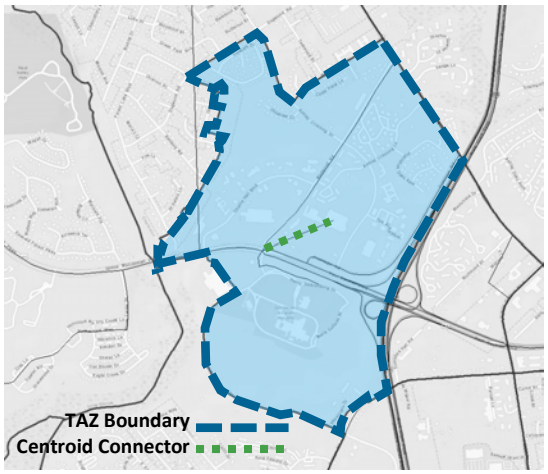
#### 3.1.1.1 TDM Base Year Evaluation

Digital aerial orthophotography and LIDAR surveys were performed in late 2015 and early 2016. The 2015 network conditions in the *CHATS Interim TDM* were reviewed for consistency with this survey, specifically with the number of lanes on the freeway, arterial, and collector links. No changes were necessary to the highway network for the 2015 base year.

##### 3.1.1.1.1 Traffic Analysis Zone and Centroid Connector Review

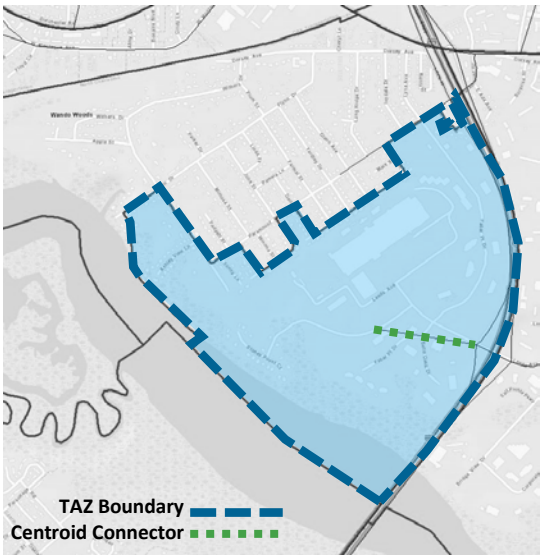
A review was completed of the TDM's Traffic Analysis Zones (TAZ), specifically those that connected to the study area network. While none of the TAZs were modified for the base year, three TAZ centroid connectors were found to be connected to the highway network at locations that differed significantly from actual conditions. These included TAZ 615 near the intersection of Paul Cantrell Boulevard and Magwood Drive, TAZ 427 on Leeds Avenue west of I-526, and TAZ 347 bordered by International Boulevard and Montague Avenue. These conditions are illustrated in **Figure 13**, **Figure 14**, and **Figure 15**, respectively.

Figure 13 – TAZ 615 Near Paul Cantrell Boulevad and Magwood Drive



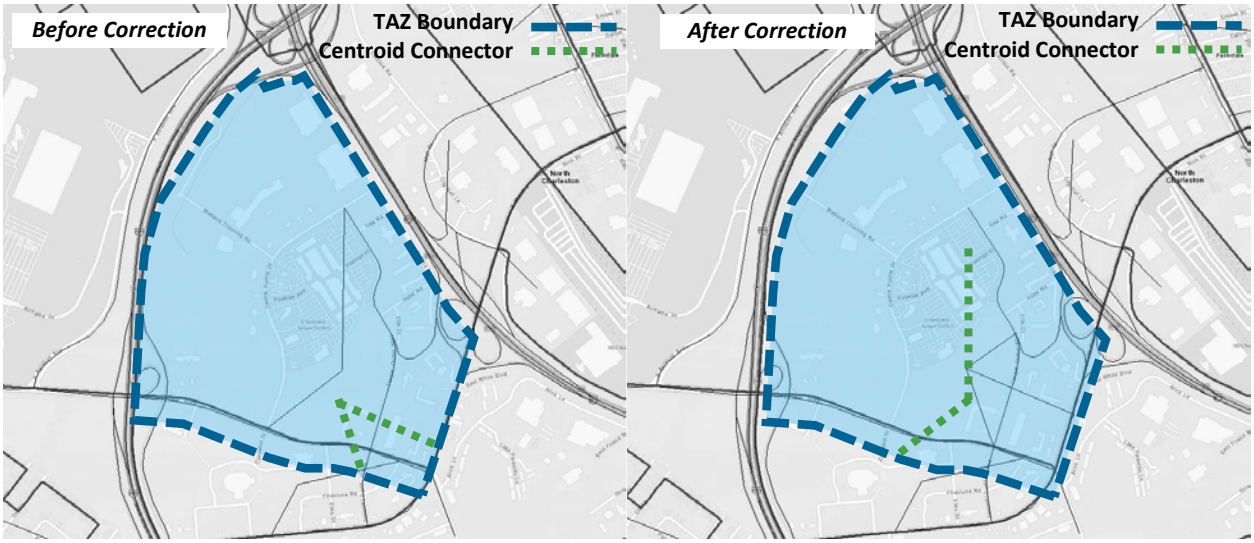

TAZ 615 extends from I-526 on the east to beyond Magwood Drive on the west, and from Ashley River Road on the north to Henry Tecklenburg Drive and Savage Road on the south. This is shown in **Figure 13**. The centroid is connected to the intersection of Paul Cantrell Boulevard and Magwood Drive in the *CHATS Interim TDM*. Since the daily observed and modeled volumes on the roads connecting at this point are within an acceptable level of difference, the TAZ structure and centroid connector were not changed. The new trips generated in the future conditions model have been manually reassigned among the north and south legs of Magwood Drive, to reflect the amount of developable land after 2015 within this TAZ.

Figure 14 – TAZ 427 on Leeds Avenue West of I-526




TAZ 427 is located between Paramount Drive and Leeds Avenue and between I-526 and Faber Place. This is shown in **Figure 14**. The placement of the centroid connector in the *CHATS Interim TDM* assigns this entire area to the I-526/Leeds Avenue Interchange. Modeled 2015 volumes for Leeds Avenue are 102% higher than the SCDOT AADT west of I-526, and 36% higher east of I-526. The difference between model and historical values on Leeds Avenue and Dorchester Road indicates that the model is not assigning traffic to Paramount Drive due to the placement of the centroid connector. A comparison of the freeway segments on either side of the Dorchester Avenue and Leeds Avenue interchanges indicates that the adjustments may be manually redistributed within TAZ 427. Base year turning movement counts were used to perform this redistribution.

Figure 15 – TAZ 347 along International Boulevard and Montague Avenue



TAZ 347 encompasses the retail development known as Centre Pointe, located between I-526 and Montague Avenue, and between I-26 and International Boulevard. This area includes a shopping mall, a Walmart superstore, and out parcel development such as restaurants and specialty retail, and office space. The *CHATS Interim TDM* shows a large portion of the TAZ trips assigned directly to Montague Avenue, which does not reflect the actual conditions. The TAZ centroid connector was reassigned to International Boulevard. The conditions before and after this correction are shown in **Figure 15**.

#### 3.1.1.1.2 Traffic Volume Output Validation

A comparison was made between 2015 historical AADT volumes obtained from SCDOT, and the modeled 2015 base year volumes for those segments within the 526 LCC West project limits. The National Cooperative Highway Research Program (NCHRP) Report 765 entitled "Analytical Travel Forecasting Approaches for Project-Level Planning and Design" was referenced for applicable standards for acceptable error between the observed (SCDOT AADT) and the modeled (*CHATS Interim TDM*) daily volumes. There are several state or regional transportation agencies that have established maximum percentages of error. NCHRP Report 765 references Florida standards, which are reflected in this memorandum as "Acceptable" or "Preferable". The specific values are taken from the Florida Department of Transportation (FDOT) "2014 Project Forecasting Handbook". Comparisons between observed (SCDOT AADT) volumes and modeled (CHATS) volumes for the base year were limited to two-way daily values, as directional and peak hour count data was not available for the base year throughout the study area network. The base year observed and modeled daily volumes for the study area segments are shown in **Table 5**. The volume to count ratio and facility type is also listed for reference. The results of two numerical methods of comparison are shown in **Table 6** and **Table 7** for the 526 LCC West project study area. The Percentage Root Mean Square Error (%RMSE) is a commonly accepted method used to compare forecasting errors of models within a particular set of data. **Table 6** shows the %RMSE of each volume group. This is an appropriate application for this method of comparison, since %RMSE is scale dependent. **Table 7** lists the percent error between observed and model volumes by facility type (e.g. freeway, major arterial, minor arterial, and collector). Note that the classifications, initially listed in **Table 5**, are based on current SCDOT classifications. Those arterials classified as "principal" by SCDOT were considered "major" by FDOT standards. All other arterials were considered "minor".

Table 5 – Base Year Observed (SCDOT) and Modeled (CHATS) Volumes with Facility Type

| Segment Facility Type | Description | 2015 SCDOT AADT | 2015 CHATS AADT | Volume to Count Ratio | % Error |
|---|---|---|---|---|---|
| Freeway | Sam Rittenberg Blvd (SC-7) to Paul Cantrell Blvd (SC-461) | 39,400 | 29,291 | 0.74 | -26% |
| Freeway | Paul Cantrell Blvd (SC-461) to Leeds Ave (SC-475) | 79,200 | 82,397 | 1.04 | 4% |
| Freeway | Leeds Ave (SC-475) to Dorchester Rd (SC-642) | 78,800 | 84,352 | 1.07 | 7% |
| Freeway | Dorchester Road (SC-642) to Montague Ave (SC-62) | 80,700 | 78,313 | 0.97 | -3% |
| Freeway | Montague Ave (SC-62) to International Blvd | 68,100 | 65,367 | 0.96 | -4% |
| Freeway | International Blvd to I-26 | 89,000 | 86,376 | 0.97 | -3% |
| Freeway | I-26 to Rivers Ave (US-52) | 77,200 | 66,240 | 0.86 | -14% |
| Freeway | Rivers Ave (US 52) to N. Rhett Ave (S-60) | 75,600 | 73,933 | 0.98 | -2% |
| Freeway | N. Rhett Ave (S-60) to Virginia Ave (S-58) | 80,500 | 88,875 | 1.10 | 10% |
| Freeway | Virginia Ave (S-58) to Clements Ferry Rd (S-33) | 68,900 | 87,441 | 1.27 | 27% |
| Freeway | Cosgrove Ave (SC-7) to Dorchester Rd (SC-642) | 99,300 | 86,036 | 0.87 | -13% |
| Freeway | Dorchester Rd (SC-642) to Montague Ave (S-62) | 97,400 | 88,458 | 0.91 | -9% |
| Freeway | Montague Ave (S-62) to I-526 | 96,300 | 86,943 | 0.90 | -10% |
| Freeway | I-526 to Remount Rd (S-13) | 142,100 | 146,535 | 1.03 | 3% |
| Freeway | Remount Rd (S-13) to Aviation Ave (S-1342) | 128,400 | 139,321 | 1.09 | 9% |

| Segment Facility Type | Description | | 2015 SCDOT AADT | 2015 CHATS AADT | Volume to Count Ratio | % Error |
|---|---|---|---|---|---|---|
| Freeway | Aviation Ave (S-1342) to Ashley Phosphate Ave (S-75) | | 137,700 | 143,756 | 1.04 | 4% |
| Freeway | US 78 to US 52 Connector | | 102,600 | 100,450 | 0.98 | -2% |
| Collector | Ashley Town Center Dr | E of US 17 | 5,600 | 6,881 | 1.23 | 23% |
| Collector | Virginia Ave | E of I-526 | 6,200 | 10,278 | 1.66 | 66% |
| Arterial-Minor | Remount Rd | W of I-26 | 6,600 | 6,575 | 1.00 | 0% |
| Arterial-Principal | W. Aviation Ave | W of I-26 | 7,900 | 5,062 | 0.64 | -36% |
| Arterial-Principal | Dorchester Rd | E of I-26 | 8,600 | 10,998 | 1.28 | 28% |
| Collector | Leeds Ave | W of I-526 | 8,700 | 17,562 | 2.02 | 102% |
| Arterial-Minor | Montague Ave | W of I-526 | 9,300 | 14,163 | 1.52 | 52% |
| Collector | S. Aviation Avenue | S of Remount | 9,400 | 2,152 | 0.23 | -77% |
| Collector | Leeds Ave | S of SC 642 | 11,600 | 12,589 | 1.09 | 9% |
| Arterial-Principal | Virginia Ave | W of I-526 | 13,100 | 10,445 | 0.80 | -20% |
| Arterial-Principal | Remount Rd | W of N Rhett | 14,200 | 17,755 | 1.25 | 25% |
| Arterial-Minor | Montague Ave | E of I-526 | 15,000 | 15,821 | 1.05 | 5% |
| Arterial-Minor | N. Rhett Ave | E of I-526 | 15,000 | 27,304 | 1.82 | 82% |
| Collector | Leeds Ave | E of I-526 | 15,100 | 20,499 | 1.36 | 36% |
| Collector | Magwood Drive | N of Paul Cantrell | 15,600 | 19,576 | 1.25 | 25% |
| Arterial-Minor | Montague Ave | E of I-26 | 19,100 | 24,274 | 1.27 | 27% |
| Arterial-Principal | Dorchester Rd | E of I-526 | 19,300 | 24,714 | 1.28 | 28% |
| Arterial-Principal | Dorchester Rd | W of I-26 | 19,300 | 14,828 | 0.77 | -23% |
| Arterial-Minor | Ashley River Rd | E of I-526 | 20,700 | 19,061 | 0.92 | -8% |
| Collector | Michaux Parkway | E of Dorchester | 21,800 | 20,381 | 0.93 | -7% |
| Arterial-Principal | Remount Rd | E of I-26 | 24,000 | 23,220 | 0.97 | -3% |
| Arterial-Principal | SC 7 | E of I-526 | 24,200 | 23,468 | 0.97 | -3% |
| Arterial-Principal | W. Aviation Ave | E of I-26 | 24,300 | 24,946 | 1.03 | 3% |
| Arterial-Principal | Dorchester Rd | W of I-526 | 24,700 | 30,027 | 1.22 | 22% |
| Arterial-Minor | Ashley River Rd | W of I-526 | 25,900 | 23,882 | 0.92 | -8% |
| Arterial-Minor | International Blvd | E of I-526 | 26,100 | 30,218 | 1.16 | 16% |
| Arterial-Principal | SC 7 | W of I-526 | 26,900 | 25,252 | 0.94 | -6% |
| Arterial-Principal | Rivers Ave | E of I-526 | 27,100 | 19,970 | 0.74 | -26% |
| Arterial-Principal | Remount Rd | E of Rivers | 28,100 | 31,616 | 1.13 | 13% |
| Arterial-Minor | N. Rhett Ave | N of Remount | 30,300 | 50,561 | 1.67 | 67% |
| Arterial-Principal | Rivers Ave | W of I-526 | 31,600 | 35,512 | 1.12 | 12% |
| Arterial-Minor | N. Rhett Ave | W of I-526 | 32,000 | 58,960 | 1.84 | 84% |
| Arterial-Minor | Montague Ave | W of I-26 | 34,100 | 40,374 | 1.18 | 18% |
| Expwy-D | Paul Cantrell Blvd | E of I-526 | 36,800 | 42,279 | 1.15 | 15% |
| Arterial-Principal | Dorchester Rd | W of Michaux | 38,600 | 48,546 | 1.26 | 26% |
| Arterial-Minor | International Blvd | W of I-526 | 39,200 | 48,375 | 1.23 | 23% |
| Arterial-Principal | US 17 | E of I-526 | 39,600 | 44,605 | 1.13 | 13% |
| Arterial-Principal | US 52 | NE of I-26 | 39,800 | 33,817 | 0.85 | -15% |
| Arterial-Minor | Ashley Phosphate Rd | E of I-26 | 44,900 | 44,700 | 1.00 | 0% |
| Expwy-D | Paul Cantrell Blvd | W of Magwood | 47,700 | 50,322 | 1.05 | 5% |
| Arterial-Principal | US 17 | W of I-526 | 50,100 | 44,984 | 0.90 | -10% |
| Expwy-D | Paul Cantrell Blvd | W of I-526 | 56,000 | 64,393 | 1.15 | 15% |
| Arterial-Minor | Ashley Phosphate Rd | W of I-26 | 62,000 | 61,657 | 0.99 | -1% |

Table 6 – Base Year Root Mean Square Error (%RMSE) by Volume Group

| Volume Group | ADT | | Number of Segments | %RMSE | | |
|---|---|---|---|---|---|---|
| | From | To | | Actual | Acceptable[1] | Preferable[1] |
| 1 | 0 | 5,000 | 0 | - | 100.0% | 45.0% |
| 2 | 5,000 | 10,000 | 8 | 66.3% | 45.0% | 35.0% |
| 3 | 10,000 | 15,000 | 3 | 24.8% | 35.0% | 27.0% |
| 4 | 15,000 | 20,000 | 7 | 39.9% | 30.0% | 25.0% |
| 5 | 20,000 | 30,000 | 11 | 14.0% | 27.0% | 15.0% |
| 6 | 30,000 | 50,000 | 12 | 31.6% | 25.0% | 15.0% |
| 7 | 50,000 | 60,000 | 2 | 18.5% | 20.0% | 10.0% |
| 8 | 60,000 | + | 17 | 9.1% | 19.0% | 10.0% |
| All | | | 60 | 17.4% | 45.0% | 35.0% |

[1]*Source: Cambridge Systematics, Inc. FSUTMS-Cube Framework Phase II: Model Calibration and Validation Standards. Prepared for Florida Department of Transportation Systems Planning Office, 2008*

Table 7 – Base Year Percent Error and %RMSE by Facility Class

| Facility Type | Number of Segments | % Error Standard | | Actual | Model |
|---|---|---|---|---|---|
| | | Acceptable[1] | Preferable[1] | | %RMSE (actual) |
| Freeway | 17 | +/- 7% | +/- 6% | 0.5% | 9.6% |
| Major Arterial | 21 | +/- 15% | +/- 10% | 4.1% | 17.2% |
| Minor Arterial | 14 | +/- 15% | +/- 10% | 22.5% | 39.4% |
| Collector | 8 | +/-25% | +/- 20% | 16.9% | 45.2% |
| All | 60 | +/- 20% | +/- 15 | 4.6% | 17.4% |

[1]*Source: Cambridge Systematics, Inc. FSUTMS-Cube Framework Phase II: Model Calibration and Validation Standards. Prepared for Florida Department of Transportation Systems Planning Office, 2008*

The 2015 base year model results for the freeway volumes are within reasonable limits of the observed daily volumes based on the following:

- The segment of I-526 between Sam Rittenberg Boulevard and US 17, and the segment east of Virginia Avenue are beyond the generally accepted maximum error, at -26% and 27%, respectively, when compared to the observed volumes. Each of these segments is beyond the project termini. A separate forecast has been prepared for the latter segment as part of the LCC East corridor study (PEL) project, and peak hour design volumes have been coordinated/balanced between the two projects.

- The percentage error for the segments of I-526 between I-26 and Rivers Avenue, and between North Rhett Avenue and Virginia Avenue, at -14% and 10% respectively, are greater than acceptable for the facility class (freeway). However, the percentage error and the %RMSE of the high-volume group and freeway facility groups indicate acceptable results based on the FDOT standard.

- Application of the change in CHATS model volumes (from the 2015 base condition to the 2050 future conditions) to the 2015 base year peak hour traffic volumes collected in the field produces imbalances in peak hour volumes for certain segments along the freeway in the projected 2050 future condition. These small percentages of error that fall within acceptable ranges along the freeway produce larger percentages of error on adjacent arterials and connectors. In order to address these imbalances, a balancing process between freeway segments was performed, with the growth on the freeway

distributed throughout the surface streets according to the volume development process discussed in **Section 3.2.3** and **3.2.4**.

- New trips generated for the design year using the *CHATS Interim TDM* are based on link capacity and trip generation associated with growth in socioeconomic elements (employment, residential units, schools, etc.). An adjustment was made to the design year volumes produced by the model which reflected the difference between the base year observed and base year modeled volumes. This method was used because of the large error produced by the model in the base year volumes for many of the links within the study area. Values in **Table 5** show that daily volumes for some collectors and arterials that interchange with I-526 exceed observed volumes by over 100 percent.

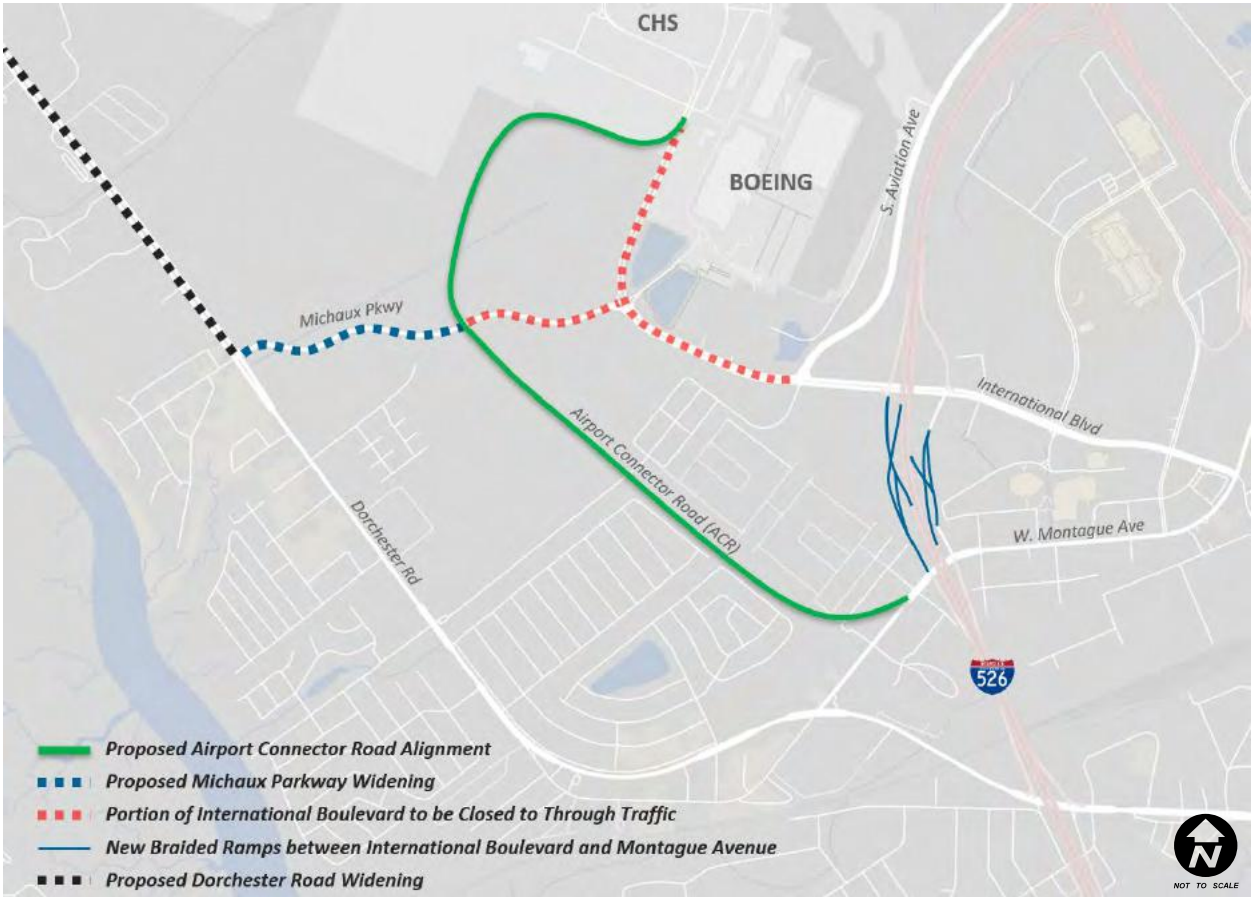
### 3.1.1.2 TDM Conditions for Future Forecast

With the base year model geometry and output volumes validated, the future year 2050 No Build and Build models were evaluated to ensure that the appropriate regional projects were included in each. There are projects in the region that will influence traffic operations within the 526 Lowcountry Corridor West (LCC West) project corridor. These projects will be completed prior to or concurrent with LCC West or completed within the 20-year period following the LCC West opening year. This section describes the assumptions of how these projects were considered in each of the future scenarios that were analyzed in the TDM. Below are descriptions of all regional projects considered for inclusion in either the 2050 No Build, the 2050 Build, or both 2050 No Build and Build models. Following the descriptions of these projects is a table which details which projects were included in each future year modeling scenario.

#### 3.1.1.2.1 Project Descriptions

**Airport Connector Road from Montague Avenue to Charleston International Airport (CHS) –** This project is funded by Charleston County, and includes a new alignment road from Montague Avenue to CHS. This will be done in conjunction with the closure of International Boulevard west of South Aviation Avenue. The west leg of the International Boulevard and South Aviation Avenue intersection will become one of the main entrances to Boeing. This concept is illustrated in **Figure 16**.

Figure 16 – Airport Connector Road (ACR) Study Area




**Airport Connector Road I-26 Ramps –** The braided ramps, shown in **Figure 16**, along I-526 between International Boulevard and Montague Avenue were part of the I-526 concept development and are required to eliminate the failing weave between these two closely spaced interchanges. The Airport Connector Road project overloads the current I-526 Interchange at Montague Avenue, and a diverging diamond interchange (DDI) concept was developed to work in conjunction with the braided ramps.

**Airport Connector Road I-526 Widening** – Through discussions between Charleston County and SCDOT, the DDI on Montague Avenue below I-526, and the braided ramps will be advanced to coincide with the construction of the new alignment from Montague Avenue to CHS. In order to avoid overlapping the work at this interchange with the adjoining sections of LCC West, the option to include the mainline widening is being considered. It is anticipated that the additional lanes would not be used until the adjoining section(s) of I-526 are completed.

**Michaux Parkway Widening** – Michaux Parkway will be widened by Charleston County from two to four lanes between Dorchester Road and ACR, as shown in **Figure 16**. The remaining portion of Michaux Parkway between the Airport Connector Road and International Boulevard will be converted to a Boeing plant entrance.

**Dorchester Road Widening** – This is a project funded by Charleston County to widen Dorchester Road from four lanes to six lanes from the Dorchester County line to Michaux Parkway, as shown in **Figure 16**.

**I-26 Widening from I-526 to Port Access Road –** This project involves widening I-26 from six lanes to eight lanes. LCC West would connect directly to this project. Note that this project was not included in the future models based on input from SCDOT that the project is not likely to be built.

**Glenn McConnel Parkway Widening** – This is a project funded by Charleston County that includes widening from four lanes to six lanes between Bees Ferry Road and Essex Farms Drive. The remainder of the corridor, from Essex Farms Drive to I-526, is already six lanes.

**Palmetto Commerce Interchange** – This is a project funded by Charleston County and/or the SC Department of Commerce, which will result in a new interchange on I-26 approximately 1 mile east of the US 78 Interchange.

**Palmetto Commerce Parkway Phase 3** – his Charleston County project will extend Palmetto Commerce Parkway from its current terminus at Ashley Phosphate Road to Remount Road. One of the conceptual alignments is shown in **Figure 18**. The project is funded by Charleston County and the SC Department of Commerce.

**526 Lowcountry Corridor East (LCC East)** – This project adjoins the 526 LCC West project at the Cooper River and extends to US 17 North in Mount Pleasant, as shown in **Figure 17**. The project is currently identified as a corridor planning study under FHWA's Planning and Environmental Linkages (PEL) framework. The assumed conditions of the 526 LCC East project in the design year include 8-lanes between Virginia Avenue and Clements Ferry Road and 6-lanes between Clements Ferry Road and Long Point Road.

Figure 17 – 526 Lowcountry Corridor West and East




**Lowcountry Rapid Transit** – This is a planned project for a 23-mile bus rapid transit corridor between Summerville and Charleston. The project will parallel I-26 in the US 78 right of way**.**

**Mark Clark Extension** – This project involves extending I-526 past US 17 in West Ashley. The project at this time is assumed to include the construction of a Single Point Urban Interchange (SPUI) at the I-526 intersection with US 17 (Savannah Highway), as shown in **Figure 19**.

Figure 18 – Palmetto Commerce Parkway Phase 3 Potential Alignment

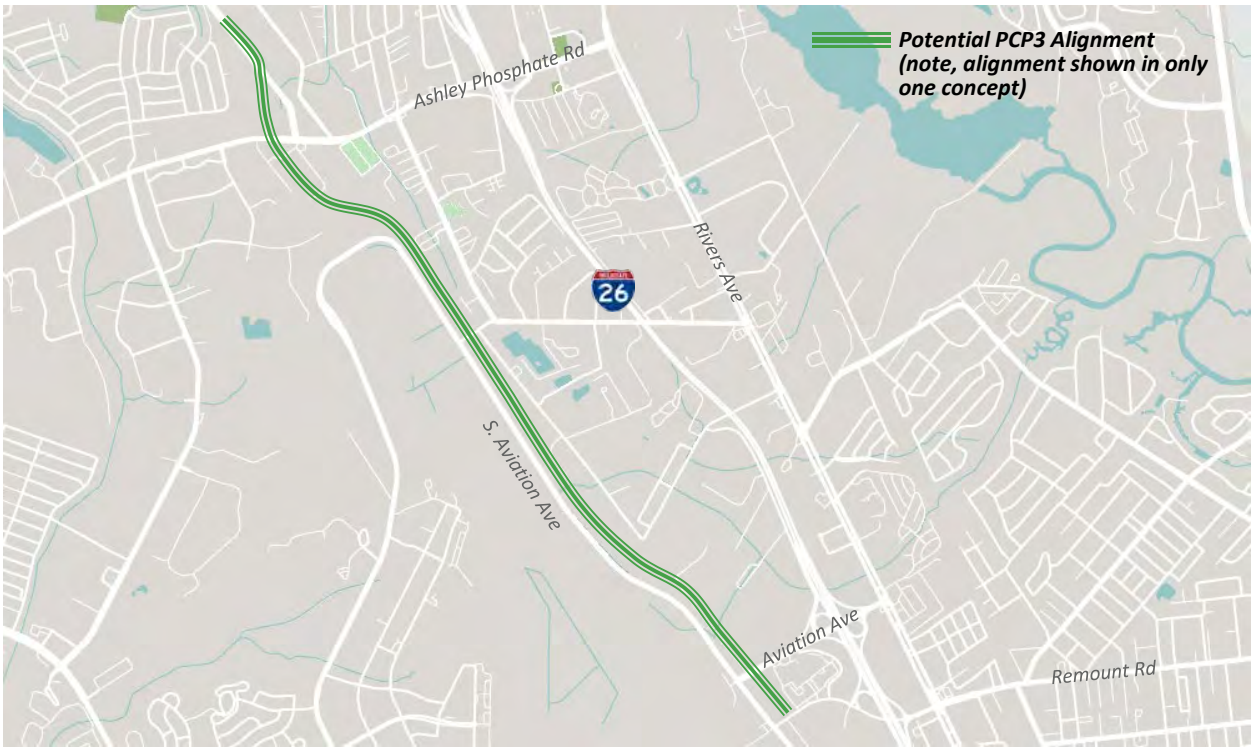



Figure 19 – Mark Clark Expressway Alternative Geometry at I-526 & US 17



**Table 8** indicates the assumed condition for the future No Build and Build conditions for the 2050 Travel Demand forecast. A check mark, "✓", indicates that this project was included in the CHATS model geometry modeled to project future traffic projections for each condition.

Table 8 – Assumed Conditions for Committed Projects included in TDM Forecast

| Project | LCC West No Build | LCC West Build | Project Design Year |
|---|---|---|---|
| I-526 Lowcountry Corridor West (*This Project*) | | ✓ | 2050 |
| Mark Clark Extension | ✓ | ✓ | Unknown |
| Airport Connector Road from Montague to CHS | ✓ | ✓ | 2045 |
| Airport Connector Road I-526 Ramps | ✓ | ✓ | 2050[1] |
| Airport Connector Road I-526 Widening | | ✓ | 2050[1] |
| I-26 Widening from I-526 to Port Access Road | | | Unknown |
| Dorchester Road Widening | ✓ | ✓ | Unknown |
| Glenn McConnell Parkway Widening | ✓ | ✓ | Unknown |
| Palmetto Commerce Interchange | ✓ | ✓ | 2040 |
| Palmetto Commerce Parkway Phase 3 | ✓ | ✓ | 2045 |
| 526 Lowcountry Corridor East (LCC East) | | ✓ | 2050[1] |
| Lowcountry Rapid Transit | ✓ | ✓ | 2025[2] |

[1] *Design year updated with the rest of the LCC West network.*

[2] *Federal Transit Agency bases design on opening year, in this case 2025.*

As shown in **Table 8**, the geometric revisions to the future year 2050 No Build CHATS model were made to represent the regional projects anticipated, with four exceptions:

- I-526 Lowcountry Corridor West was not included in the future No Build modeling as it is the subject of this project's Build analysis.
- Airport Connector Road I-526 Widening was not included in the future No Build modeling as it is a widening of a section of I-526, related to the 526 LCC West project.
- I-26 Widening from I-526 to Port Access Road was not included in the future No Build modeling as it is not anticipated to be completed prior to the 2050 design year.
- I-526 Lowcountry Corridor East was not included in the future No Build modeling as it is not anticipated to be completed prior to (or without completion of) the 526 LCC West project.

The geometric revisions made to the future year 2050 Build CHATS model included all regional projects anticipated, with one exception:

- I-26 Widening from I-526 to Port Access Road was not included in the future Build modeling as it is not anticipated to be completed prior to the 2050 design year.

Finally, while the design year of the Mark Clark Extension project is uncertain, it was included in both the No Build and Build future models, as it is not dependent on the completion of the 526 LCC West project. It is anticipated to increase traffic demand volumes along I-526, and was therefore included in both No Build and build scenarios.

## 3.2 2050 Design Year Traffic Volume Projections

The purpose of this section is to recommend projected 2050 Design Year No Build and Build Condition Annual Average Daily Traffic (AADT) as well as AM and PM peak design hour traffic volumes for the 526 LCCW project. For freeway segments, the interchanges generally define the ends of these segments. For cross streets, volumes and growth were evaluated beyond the interchange ramps. The CHATS model includes a large number of segments which are consistent with the nodes in the study area. The study segments of I-526 and I-26 are listed in **Table 9.**

Table 9 – I-526 and I-26 Corridor Segments

| Facility | Segment Number | Count Station No. | Segment Description |
|---|---|---|---|
| I 526 | 1 | 2501 | Sam Rittenberg Blvd (SC 7) to Paul Cantrell Blvd (SC 461) |
| | 2 | 2505 | Paul Cantrell Blvd (SC 461) to Leeds Ave (SC 475) |
| | 3 | 2507 | Leeds Ave (SC-475) to Dorchester Rd (SC-642) |
| | 4 | 2509 | Dorchester Road (SC-642) to Montague Ave (SC-62) |
| | 5 | 2511 | Montague Ave (SC-62) to International Blvd |
| | 5A | 2511 | International Blvd to I-26 |
| | 6 | 2513 | I-26 to Rivers Ave (US-52) |
| | 7 | 2515 | Rivers Ave (US-52) to N. Rhett Ave (S-60) |
| | 8 | 2516 | N. Rhett Ave (S-60) to Virginia Ave (S-58) |
| | 9 | 2517 | Virginia Ave (S-58) to Clements Ferry Rd (S-33) |
| I 26 | 1 | 2201 | Cosgrove Ave (SC 7) to Dorchester Rd (SC 642) |
| | 2 | 2197 | Dorchester Rd (SC 642) to Montague Ave (S-62) |
| | 3 | 2196 | Montague Ave (S-62) to I-526 |
| | 4 | 2195 | I-526 to Remount Rd (S-13) |
| | 5 | 2193 | Remount Rd (S-13) to Aviation Ave (S-1342) |
| | 6 | 2191 | Aviation Ave (S-1342) to Ashley Phosphate Ave (S-75) |
| | 7 | 2187 | US 78 to US 52 Connector |

### 3.2.1 Travel Demand Forecasting

The Charleston Area Transportation Study (CHATS) travel demand model has a base year of 2015, and includes analysis years of 2015, 2020, 2030, and 2040. Forecasts for 2050 were based on a trend analysis within the model completed by CDM Smith and documented in the CHATS Modification Technical Memorandum. The CHATS model was used to compare base year (2015) to horizon year (2050) daily volumes along the I-526 and I-26 corridors as well as at study area cross-streets. Projected 2050 Design Year traffic volumes were developed for both No Build and Build conditions. Modeling of the 2050 Design Year No Build conditions included modeling the geometry of the I-526 corridor in its existing conditions, generally consisting of 2 lanes in each direction, with auxiliary lanes that exist today.

Modifications for Build Conditions incorporated 526 LCCW design concepts. Specifically, the collector-distributor (C-D) concept that was a key element in function of System Interchange at I-26. Under the C-D concept, westbound I-526 traffic bound for I-26 enters a new C-D road near the North Rhett Avenue Interchange. Traffic from North Rhett and Virginia Avenue have access to both the C-D road, and to the existing westbound lanes of I-526, which would be designated for traffic continuing west beyond I-26 or which will exit at Rivers Avenue. Traffic entering eastbound I-526 from I-26 will also utilize a C-D road which will merge with the existing eastbound I-526 lanes in the vicinity of North Rhett Avenue. Both No Build and Build Conditions included all other regional projects as listed in **Table 8** in the previous section.

#### 3.2.1.1 Socioeconomic Data

The socioeconomic data included in the CHATS model incorporates land use plans of the municipalities along and connected by the corridor. These land use plans were developed in conformance with the 1994 State Comprehensive Planning Act (SC Code Title 6, Chapter 29) and were based on anticipated growth in the region regardless of capacity improvements to I-526. Regional growth is anticipated to occur as part of the local planning initiatives documented in these land use plans, rather than as a result of induced land use changes associated with the proposed project.

The Build alternative would convert residential and supporting land uses immediately adjacent to I-526 into right-of-way for the expanded facility. However, the housing that is displaced as a result of right-of-way acquisition will be replaced utilizing currently vacant parcels within the same traffic analysis zones (TAZs). The displaced supporting land uses are also anticipated to be replaced at nearby sites within the same TAZs. This results in no differences in TAZ socioeconomic data or trip generation between the Build alternative and the No-Build alternative.

#### 3.2.1.2 Other Considerations

As discussed in the previous section, the Airport Connector Road (ACR) is a project that will result in relocating the I-526 access point to the Charleston International Airport (CHS) from the International Boulevard interchange to the West Montague Avenue interchange. The project will include removal of through traffic on International Boulevard between South Aviation Avenue and Michaux Parkway. Upon review of the CHATS model in the vicinity of this project, it was determined that one single Traffic Analysis Zone (TAZ #346) encompasses CHS, Boeing, and much of Joint Base Charleston. The socioeconomic (SE) data assigned to this TAZ does not accurately reflect the combined employment forecast within it, and therefore would not be expected to produce reasonable trip generation.

An independent *Airport Connector Road (ACR) Traffic Study* was under way concurrently with the traffic analysis for this I-526 Lowcountry Corridor West project. The ACR project team completed a traffic analysis for the ACR project which forecasted traffic distribution and volumes along the new ACR, Dorchester Road, West Montague Avenue, International Boulevard, and South Aviation Avenue. This ACR forecast quantified trips by origin and destination, distinguishing between volumes of regular commuters, those originating or terminating at Boeing, and those originating or terminating at the Airport.

The data collection and analysis completed for this independent ACR project, which included input from Charleston County Aviation Authority staff and Boeing, was deemed to be more accurate than the trip generation from the TAZ SE data within the BCDCOG CHATS travel demand model. The SE data was therefore removed/zeroed out of this TAZ for future year modeling. The redistribution of the commuter, Boeing and CHS traffic was then applied at the peak hour level for both No Build and Build Condition traffic volumes. This approach is also supported by the distinctly differing peaks generated by pass-through commuters (traditional peaks), airport patrons (influenced by flight times) and Boeing (shift changes that are offset from traditional peaks). The AM and PM peak hour volumes associated with Boeing and the Airport resulting from this independent Airport Connector Road study are shown in **Appendix 3.1**. In order to project AADT associated with these peak hour volumes throughout the network, a K-factor of 0.90 was assumed based on the average K-factor throughout the network. As a matter of reference, this detailed trip generation process for the Charleston International Airport (CHS) and Boeing land uses resulted in 46,244 daily trips traveling to and from the CHS and Boeing sites in the 2050 design year. Comparatively, the socioeconomic data from the TAZ within the CHATS model generates 77,422 daily trips in the design year, almost 70% higher.

### 3.2.1.3 Base Year Comparison

The base year of the *CHATS Interim TDM* is 2015. A comparison of the 2015 AADT from the model and those from the SCDOT counts reveal varying degrees of model error from the historical count. The magnitude of model error varies, as illustrated previously in **Table 5.**

Modifications to and evaluation of the base year conditions in the *CHATS Interim TDM* are documented in **Section 3.1.1.1 – TDM Base Year Evaluation**. The validation process indicates that the deviation of base year modeled volumes from the historical counts is reasonable, given the following:

The segments within the freeway facility class (I-526 and I-26) meet generally accepted standard for modeled volume when considered as a group within the project study area. The freeway segments all fall within a volume group that exceeds 60,000 vehicles per day, except that portion of I-526 between Sam Rittenberg Boulevard and US 17/Savannah Highway. This volume group meets generally accepted standards for modeled volume. The segment that falls in a lower volume group is outside the project termini. The method for balancing future volumes in the network (peak hour) begins with freeway volume and balances "outward" toward arterial and collector streets in the first iteration. Minor adjustments back to the freeway were made, but the freeway mainline volumes are not substantially changed after the model growth (added trips, 2050) is added. Horizon year AADTs are calculated by identifying new trips generated by the CHATS model as a result of SE growth, and adding these trips to the base year counts (SCDOT AADT), more particularly illustrated by the following formulas:

No Build Conditions:

$$2050\ No\ Build\ AADT_{adj} = 2015\ SCDOT\ ADT + (2050\ No\ Build\ CHATS\ ADT - 2015\ CHATS\ ADT) + Boeing/Airport\ ADT$$

Build Conditions:

$$2050\ Build\ AADT_{adj} = 2015\ SCDOT\ ADT + (2050\ CHATS\ ADT - 2015\ CHATS\ ADT) + Boeing/Airport\ ADT$$

Therefore, 2050 No-Build $AADT_{adj}$ and 2050 Build $AADT_{adj}$ are the CHATS model ADT for each scenario in the 2050 forecast adjusted to the base year count volumes. The model volumes are adjusted to the base year counts, assuming their accuracy in accordance with the "Traffic Monitoring Guide" published by the Federal Highway Administration (FHWA). The CHATS No Build and Build 2050 $AADT_{adj}$ for each roadway segment is shown in **Table 10** and **Table 11,** respectively.

Table 10 – 2050 No Build Adjusted CHATS AADT

| Corridor | Segment | CHATS | | SCDOT | CHATS (Adjusted) | | |
|---|---|---|---|---|---|---|---|
| | | 2015 AADT | 2050 No Build AADT | 2015 AADT | Boeing/ Airport AADT | 2050 No Build $AADT_{adj}$ | Annual Growth* |
| I 526 | 1 | 29,291 | 46,302 | 39,400 | 3,444 | 59,855 | 1.48% |
| | 2 | 82,397 | 99,117 | 79,200 | 10,183 | 106,103 | 0.97% |
| | 3 | 84,352 | 100,208 | 78,800 | 10,183 | 104,839 | 0.94% |
| | 4 | 78,313 | 91,674 | 80,700 | 7,844 | 101,905 | 0.75% |
| | 5 | 65,367 | 78,622 | 68,100 | 5,589 | 86,244 | 0.80% |
| | 5A | 86,376 | 90,308 | 89,000 | 16,106 | 109,038 | 0.64% |
| | 6 | 66,240 | 72,164 | 77,200 | 6,789 | 89,913 | 0.47% |
| | 7 | 73,933 | 96,041 | 75,600 | 6,789 | 104,497 | 1.09% |

| Corridor | Segment | CHATS | | SCDOT | CHATS (Adjusted) | | |
|---|---|---|---|---|---|---|---|
| | | 2015 AADT | 2050 No Build AADT | 2015 AADT | Boeing/ Airport AADT | 2050 No Build $AADT_{adj}$ | Annual Growth* |
| | 8 | 88,875 | 123,661 | 80,500 | 6,789 | 122,075 | 1.48% |
| | 9 | 87,441 | 121,777 | 68,900 | 6,789 | 110,025 | 1.71% |
| I 26 | 1 | 86,036 | 110,294 | 99,300 | 2,861 | 126,419 | 0.78% |
| | 2 | 88,458 | 120,578 | 97,400 | 8,878 | 138,398 | 1.20% |
| | 3 | 86,943 | 121,411 | 96,300 | 1,344 | 132,112 | 1.06% |
| | 4 | 146,535 | 185,915 | 142,100 | 7,972 | 189,452 | 0.95% |
| | 5 | 139,321 | 176,395 | 128,400 | 7,972 | 173,446 | 1.00% |
| | 6 | 143,756 | 178,606 | 137,700 | 7,972 | 180,522 | 0.89% |
| | 7 | 100,450 | 143,729 | 102,600 | 5,022 | 150,901 | 1.35% |
| US 17 | W of I-526 | 44,984 | 54,924 | 50,100 | 1,411 | 61,451 | 0.65% |
| | E of I-526 | 44,605 | 52,518 | 39,600 | 1,183 | 48,696 | 0.66% |
| SC 7 | W of I-526 | 25,252 | 37,053 | 26,900 | 500 | 38,301 | 1.35% |
| | E of I-526 | 23,468 | 37,887 | 24,200 | 850 | 39,469 | 1.80% |
| Ashley Town Ctr Dr | E of US 17 | 6,881 | 8,839 | 5,600 | - | 7,558 | 1.00% |
| Paul Cantrell Blvd | W of Magwood | 50,322 | 72,320 | 43,800 | 4,572 | 70,370 | 1.73% |
| | W of I-526 | 64,393 | 84,837 | 56,000 | 4,572 | 81,016 | 1.28% |
| | E of I-526 | 42,279 | 47,940 | 36,800 | 2,167 | 44,628 | 0.61% |
| Ashley River Rd | W of I-526 | 23,882 | 29,071 | 25,900 | - | 31,089 | 0.57% |
| | E of I-526 | 19,061 | 23,072 | 20,700 | - | 24,711 | 0.55% |
| Leeds Ave | W of I-526 | 17,562 | 23,613 | 8,700 | - | 14,751 | 1.99% |
| | E of I-526 | 20,499 | 24,894 | 15,100 | - | 19,495 | 0.83% |
| | S of SC 642 | 12,589 | 17,445 | 11,600 | - | 16,456 | 1.20% |
| Dorchester Rd | W of I-526 | 30,027 | 37,591 | 24,700 | 2,722 | 34,986 | 1.19% |
| | E of I-526 | 24,714 | 30,309 | 19,300 | 444 | 25,339 | 0.89% |
| | W of I-26 | 14,828 | 17,318 | 19,300 | 444 | 22,234 | 0.43% |
| | E of I-26 | 10,998 | 16,591 | 8,600 | - | 14,193 | 1.86% |
| | W of Michaux | 48,546 | 49,148 | 38,600 | 6,572 | 45,774 | 0.53% |
| Michaux Pkwy | E of Dorchester | 20,381 | 15,146 | 21,800 | 7,433 | 23,998 | 0.29% |
| Montague Ave | W of I-526 | 14,163 | 26,174 | 9,300 | 19,778 | 45,189 | 6.78% |
| | E of I-526 | 15,821 | 22,274 | 15,000 | 5,778 | 27,231 | 2.33% |
| | W of I-26 | 40,374 | 38,169 | 34,100 | 7,533 | 39,428 | 0.45% |
| | E of I-26 | 24,274 | 25,010 | 19,100 | - | 21,236 | 0.10% |
| International Blvd | W of I-526 | 48,375 | 7,475 | 39,200 | 12,500 | 19,975 | -1.40% |
| | E of I-526 | 30,218 | 24,582 | 26,100 | 4,422 | 24,886 | -0.13% |
| Airport Connector Rd | W of W. Mont. | N/A | 17,936 | N/A | 21,889 | 39,825 | NA |
| S. Aviation Ave | S of Remount | 2,152 | 7,475 | 9,400 | 3,061 | 17,784 | 2.55% |

| Corridor | Segment | CHATS | | SCDOT | CHATS (Adjusted) | | |
|---|---|---|---|---|---|---|---|
| | | 2015 AADT | 2050 No Build AADT | 2015 AADT | Boeing/ Airport AADT | 2050 No Build $AADT_{adj}$ | Annual Growth* |
| Rivers Ave | W of I-526 | 35,512 | 55,689 | 31,600 | - | 51,777 | 1.82% |
| | E of I-526 | 19,970 | 27,166 | 27,100 | - | 34,296 | 0.76% |
| N. Rhett Ave | W of I-526 | 58,960 | 76,787 | 32,000 | - | 49,827 | 1.59% |
| | E of I-526 | 27,304 | 39,259 | 15,000 | - | 26,755 | 2.31% |
| | N of Remount | 50,561 | 72,960 | 30,300 | - | 52,699 | 2.11% |
| Virginia Ave | W of I-526 | 10,445 | 13,754 | 13,100 | - | 16,409 | 0.72% |
| | E of I-526 | 10,278 | 14,307 | 6,200 | - | 10,229 | 1.86% |
| Remount Rd | W of I-26 | 6,575 | 24,228 | 6,600 | - | 24,453 | 7.42% |
| | E of I-26 | 23,220 | 38,366 | 24,000 | - | 39,146 | 1.80% |
| | E of Rivers | 31,616 | 38,060 | 28,100 | - | 34,544 | 0.66% |
| | W of N Rhett | 17,755 | 22,229 | 14,200 | - | 18,674 | 0.90% |
| W. Aviation Ave | W of I-26 | 5,062 | 18,713 | 7,900 | - | 21,551 | 4.94% |
| | E of I-26 | 24,946 | 38,057 | 24,300 | - | 37,411 | 1.54% |
| Ashley Phosphate Rd | W of I-26 | 61,657 | 52,127 | 62,000 | - | 52,470 | -0.44% |
| | E of I-26 | 44,700 | 57,775 | 44,900 | - | 57,975 | 0.83% |
| US 52 Connector | NE of I-26 | 33,817 | 39,044 | 39,800 | 2,950 | 47,977 | 0.59% |

** Annual growth is average linear rate*

Table 11 – 2050 Build Adjusted CHATS AADT

| Corridor | Segment | CHATS | | SCDOT | CHATS (Adjusted) | | |
|---|---|---|---|---|---|---|---|
| | | 2015 AADT | 2050 Build AADT | 2015 AADT | Boeing/ Airport AADT | 2050 Build $AADT_{adj}$ | Annual Growth* |
| I 526 | 1 | 29,291 | 54,892 | 39,400 | 3,444 | 68,445 | 2.11% |
| | 2 | 82,397 | 129,742 | 79,200 | 10,183 | 136,728 | 2.08% |
| | 3 | 84,352 | 129,411 | 78,800 | 10,183 | 134,042 | 2.00% |
| | 4 | 78,313 | 116,940 | 80,700 | 7,844 | 127,171 | 1.65% |
| | 5 | 65,367 | 101,920 | 68,100 | 5,589 | 109,542 | 1.79% |
| | 5A | 86,376 | 108,021 | 89,000 | 16,106 | 126,751 | 1.21% |
| | 6 | 66,240 | 98,483 | 77,200 | 6,789 | 116,232 | 1.44% |
| | 7 | 73,933 | 118,137 | 75,600 | 6,789 | 126,593 | 1.93% |
| | 8 | 88,875 | 149,859 | 80,500 | 6,789 | 148,273 | 2.41% |
| | 9 | 87,441 | 145,576 | 68,900 | 6,789 | 133,824 | 2.69% |
| I 26 | 1 | 86,036 | 106,187 | 99,300 | 2,861 | 122,312 | 0.66% |
| | 2 | 88,458 | 113,583 | 97,400 | 8,878 | 131,403 | 1.00% |
| | 3 | 86,943 | 116,153 | 96,300 | 1,344 | 126,854 | 0.91% |
| | 4 | 146,535 | 182,805 | 142,100 | 7,972 | 186,342 | 0.89% |
| | 5 | 139,321 | 179,531 | 128,400 | 7,972 | 176,582 | 1.07% |
| | 6 | 143,756 | 183,082 | 137,700 | 7,972 | 184,998 | 0.98% |
| | 7 | 100,450 | 146,188 | 102,600 | 5,022 | 153,360 | 1.41% |
| US 17 | W of I-526 | 44,984 | 54,293 | 50,100 | 1,411 | 60,820 | 0.61% |
| | E of I-526 | 44,605 | 52,201 | 39,600 | 1,183 | 48,379 | 0.63% |
| SC 7 | W of I-526 | 25,252 | 36,452 | 26,900 | 500 | 37,700 | 1.29% |
| | E of I-526 | 23,468 | 35,596 | 24,200 | 850 | 37,178 | 1.53% |
| Ashley Town Ctr Dr | E of US 17 | 6,881 | 9,007 | 5,600 | - | 7,726 | 1.08% |
| Paul Cantrell Blvd | W of Magwood | 50,322 | 71,011 | 43,800 | 4,572 | 69,061 | 1.65% |
| | W of I-526 | 64,393 | 107,606 | 56,000 | 4,572 | 103,785 | 2.44% |
| | E of I-526 | 42,279 | 55,048 | 36,800 | 2,167 | 51,736 | 1.16% |
| Ashley River Rd | W of I-526 | 23,882 | 16,388 | 25,900 | - | 18,406 | -0.83% |
| | E of I-526 | 19,061 | 16,388 | 20,700 | - | 18,027 | -0.37% |
| Leeds Ave | W of I-526 | 17,562 | 23,664 | 8,700 | - | 14,802 | 2.00% |
| | E of I-526 | 20,499 | 32,212 | 15,100 | - | 26,813 | 2.22% |
| | S of SC 642 | 12,589 | 13,307 | 11,600 | - | 12,318 | 0.18% |
| Dorchester Rd | W of I-526 | 30,027 | 37,404 | 24,700 | 2,722 | 34,799 | 1.17% |
| | E of I-526 | 24,714 | 26,367 | 19,300 | 444 | 21,397 | 0.31% |
| | W of I-26 | 14,828 | 16,950 | 19,300 | 444 | 21,866 | 0.38% |
| | E of I-26 | 10,998 | 15,965 | 8,600 | - | 13,567 | 1.65% |
| | W of Michaux | 48,546 | 51,213 | 38,600 | 6,572 | 47,839 | 0.68% |

| Corridor | Segment | CHATS | | SCDOT | CHATS (Adjusted) | | |
|---|---|---|---|---|---|---|---|
| | | 2015 AADT | 2050 Build AADT | 2015 AADT | Boeing/ Airport AADT | 2050 Build $AADT_{adj}$ | Annual Growth* |
| Michaux Pkwy | E of Dorchester | 20,381 | 17,617 | 21,800 | 7,433 | 26,469 | 0.61% |
| Montague Ave | W of I-526 | 14,163 | 29,692 | 9,300 | 19,778 | 48,707 | 7.53% |
| | E of I-526 | 15,821 | 20,259 | 15,000 | 5,778 | 25,216 | 1.95% |
| | W of I-26 | 40,374 | 36,950 | 34,100 | 7,533 | 38,209 | 0.34% |
| | E of I-26 | 24,274 | 26,189 | 19,100 | - | 22,415 | 0.27% |
| International Blvd | W of I-526 | 48,375 | 10,312 | 39,200 | 12,500 | 22,812 | -1.19% |
| | E of I-526 | 30,218 | 28,383 | 26,100 | 4,422 | 28,687 | 0.28% |
| Airport Connector Rd | W of W. Mont. | N/A | 20,815 | N/A | 21,889 | 42,704 | NA |
| S. Aviation Ave | S of Remount | 2,152 | 10,312 | 9,400 | 3,061 | 20,621 | 3.41% |
| Rivers Ave | W of I-526 | 35,512 | 60,283 | 31,600 | - | 56,371 | 2.24% |
| | E of I-526 | 19,970 | 27,166 | 27,100 | - | 34,296 | 0.76% |
| N. Rhett Ave | W of I-526 | 58,960 | 83,711 | 32,000 | - | 56,751 | 2.21% |
| | E of I-526 | 27,304 | 36,435 | 15,000 | - | 23,931 | 1.76% |
| | N of Remount | 50,561 | 75,824 | 30,300 | - | 55,563 | 2.38% |
| Virginia Ave | W of I-526 | 10,445 | 11,937 | 13,100 | - | 14,592 | 0.33% |
| | E of I-526 | 10,278 | 13,440 | 6,200 | - | 9,362 | 1.46% |
| Remount Rd | W of I-26 | 6,575 | 22,977 | 6,600 | - | 23,202 | 6.89% |
| | E of I-26 | 23,220 | 37,400 | 24,000 | - | 38,180 | 1.69% |
| | E of Rivers | 31,616 | 37,227 | 28,100 | - | 33,711 | 0.57% |
| | W of N Rhett | 17,755 | 23,199 | 14,200 | - | 19,644 | 1.10% |
| W. Aviation Ave | W of I-26 | 5,062 | 16,756 | 7,900 | - | 19,594 | 4.23% |
| | E of I-26 | 24,946 | 37,037 | 24,300 | - | 36,391 | 1.42% |
| Ashley Phosphate Rd | W of I-26 | 61,657 | 53,586 | 62,000 | - | 53,929 | -0.37% |
| | E of I-26 | 44,700 | 54,885 | 44,900 | - | 55,085 | 0.65% |
| US 52 Connector | NE of I-26 | 33,817 | 39,692 | 39,800 | 2,950 | 48,625 | 0.63% |

** Annual growth is average linear rate*

## 3.2.2 Recommended 2050 AADTs

As a matter of comparison to the projected growth rates from the CHATS model as noted in the tables above, the historical count data from available SCDOT stations through 2017 were analyzed. Historic counts, based on SCDOT station locations, are not located in every segment. Some cross streets, for example, only have historic counts on one side of the interstate. In these cases, the historic counts are predicted for the segment on the other side of the interstate proportionately, based on the relative CHATS volumes in the same year. Twenty years of data was evaluated where available. Portions of I-526 within the study area had been open just a few years at the beginning of this period and removing the first few years from the analysis was appropriate to avoid inclusion of major traffic reassignments in the trend data. Some of the cross streets were opened or had major expansions within the last 20 years and shorter analysis periods were used to determine reasonable trends. The historical count data was analyzed in the following categories:

- 2050 Trendline Projection: To account for significant anomalies, linear regression analysis was performed for the last 20 years of data (1997 to 2017). The slope of the trendline was then divided by the base year AADT to determine a projected linear growth rate.
- 20-Year Linear Growth: Linear growth was used based on the distribution of data points for the facilities, and for more direct comparison with the CHATS model data. This is a summary of the growth trends over the past 20 years and is useful to see how growth has developed within the area over time.
- 2007 to 2017 Linear Growth: This linear growth over the past 10 years was examined because it includes the combination of an economic recession followed by a strong recovery period.
- 2012 to 2017 Linear Growth: The growth trend of the past 5 years was evaluated because it reflects a period of overall economic growth for the region. The economic growth may correspond to growth within certain segments or cross streets, and not others.

The results of the various methods of illustrating trends in historical AADT are shown for each roadway segment in **Table 12**, alongside the resulting growth factors from the CHATS model analysis. Note that for the CHATS model growth, associated growth rates included for comparison are those calculated from the adjusted 2050 No Build and Build CHATS AADT.

Upon comparison of these growth factors, due to the substantial effort put into developing the 2050 future No Build CHATS model (including incorporating anticipated projects as listed previously), as well as the process of adjusting the future CHATS model AADTs according to base year SCDOT counts, the recommended AADTs for each segment (and associated growth rates) were taken to be the 2050 Adjusted No Build CHATS AADTs, with the exception that a minimum of 1.00% linear annual growth rate was used in an effort to be conservative (recognizing that a minimum amount of assumed growth is prudent on sections of the interstate and cross-streets that are currently or are anticipated to be capacity constrained, and as a result, have fewer trips applied by the CHATS model).

The recommended growth rates are listed in the last column of **Table 12**. Note that for N. Rhett Avenue and Virginia Avenue west of I-526, the recommended growth rates are 1.59% and 1.00%, for the No Build Conditions, respectively and 2.21% and 1.00% for the Build Conditions, respectively. After this growth rate analysis was concluded, additional data became available via the Public Comment Period from the South Carolina State Ports Authority concerning increased truck traffic projected along these roadways west of I-526. A memorandum competed by CDM Smith in February 2020, titled “Trip Generation Data of Marine Terminal and Intermodal Facility in the Interim CHATS Model and Data received during public comment period for LCC West and East” concluded that with the maximum projected additional trucks along these roadways, the annual growth rates would be 1.35% and 0.95%, respectively. Therefore, because the growth rates based on the analysis in this report are greater than these percentages, no update to the recommended growth rates were made. A comparison of the historical trendline projection to 2050 growth rate and the recommended growth rate for each segment is illustrated in **Figure 20.**

**Table 13** shows the base year 2015 SCDOT AADT along with the recommended 2050 No Build and Build AADT for each segment of I-526 and I-26 as well as cross-streets in the study area.

Table 12 – Comparison of No Build and Build Condition Linear Annual Growth Rates

| Corridor | Segment | SCDOT AADT | | | | 2050 No Build Conditions | | 2050 Build Conditions | |
|---|---|---|---|---|---|---|---|---|---|
| | | 2050 Trendline Projection | 20 Year Historical | 10 Year Historical | 5 Year Historical | $CHATS_{adj}$ Model Growth | Recommended Growth Rate* | $CHATS_{adj}$ Model Growth | Recommended Growth Rate* |
| I 526 | 1 | 1.94% | 3.70% | 1.44% | 0.79% | 1.48% | **1.48%** | 2.11% | **2.11%** |
| | 2 | 1.34% | 2.16% | 0.96% | 1.72% | 0.97% | **1.00%** | 2.08% | **2.08%** |
| | 3 | 1.41% | 2.14% | 0.82% | 1.44% | 0.94% | **1.00%** | 2.00% | **2.00%** |
| | 4 | 1.43% | 2.13% | 0.98% | 1.57% | 0.75% | **1.00%** | 1.65% | **1.65%** |
| | 5 | N/A | N/A | N/A | N/A | 0.80% | **1.00%** | 1.79% | **1.79%** |
| | 5A | 1.42% | 2.31% | 1.42% | 1.72% | 0.64% | **1.00%** | 1.21% | **1.21%** |
| | 6 | 1.43% | 2.93% | 1.51% | 1.96% | 0.47% | **1.00%** | 1.44% | **1.44%** |
| | 7 | 1.59% | 3.23% | 1.67% | 2.48% | 1.09% | **1.09%** | 1.93% | **1.93%** |
| | 8 | 1.95% | 4.49% | 2.39% | 3.52% | 1.48% | **1.48%** | 2.41% | **2.41%** |
| | 9 | 2.35% | 5.28% | 1.69% | 2.80% | 1.71% | **1.71%** | 2.69% | **2.69%** |
| I 26 | 1 | 1.15% | 2.03% | 1.40% | 3.16% | 0.78% | **1.00%** | 0.66% | **1.00%** |
| | 2 | 1.10% | 1.97% | 1.26% | 2.96% | 1.20% | **1.20%** | 1.00% | **1.00%** |
| | 3 | 0.95% | 2.02% | 1.60% | 4.36% | 1.06% | **1.06%** | 0.91% | **1.00%** |
| | 4 | 0.91% | 2.13% | 1.69% | 4.68% | 0.95% | **1.00%** | 0.89% | **1.00%** |
| | 5 | 0.90% | 1.89% | 1.14% | 4.34% | 1.00% | **1.00%** | 1.07% | **1.07%** |
| | 6 | 1.43% | 3.10% | 2.87% | 5.78% | 0.89% | **1.00%** | 0.98% | **1.00%** |
| | 7 | 2.04% | 3.93% | 1.68% | 3.05% | 1.35% | **1.35%** | 1.41% | **1.41%** |
| US 17 | W of I-526 | N/A | N/A | N/A | 2.06% | 0.65% | **1.00%** | 0.61% | **1.00%** |
| | E of I-526 | -0.22% | 0.46% | -0.35% | 1.73% | 0.66% | **1.00%** | 0.63% | **1.00%** |
| SC 7 | W of I-526 | N/A | N/A | N/A | N/A | 1.35% | **1.35%** | 1.29% | **1.29%** |
| | E of I-526 | -0.33% | 0.08% | -0.26% | -0.79% | 1.80% | **1.80%** | 1.53% | **1.53%** |
| Ashley Town Ctr Dr | E of US 17 | N/A | N/A | -2.91% | 1.40% | 1.00% | **1.00%** | 1.08% | **1.08%** |
| Paul Cantrell Blvd | W of Magwood | N/A | N/A | N/A | N/A | 1.73% | **1.73%** | 1.65% | **1.65%** |
| | W of I-526 | N/A | N/A | N/A | N/A | 1.28% | **1.28%** | 2.44% | **2.44%** |
| | E of I-526 | 0.68% | 1.35% | 0.68% | 1.10% | 0.61% | **1.00%** | 1.16% | **1.16%** |
| Ashley River Rd | W of I-526 | N/A | N/A | N/A | N/A | 0.57% | **1.00%** | -0.83% | **1.00%** |
| | E of I-526 | -0.77% | -0.21% | -1.78% | -0.48% | 0.55% | **1.00%** | -0.37% | **1.00%** |
| Leeds Ave | W of I-526 | -0.21% | 0.64% | -1.29% | 2.56% | 1.99% | **1.99%** | 2.00% | **2.00%** |
| | E of I-526 | -0.91% | 0.17% | -1.43% | 2.29% | 0.83% | **1.00%** | 2.22% | **2.22%** |
| | S of SC 642 | -0.67% | -0.21% | -0.87% | 1.28% | 1.20% | **1.20%** | 0.18% | **1.00%** |
| Dorchester Rd | W of I-526 | -0.84% | -0.41% | -1.64% | 0.85% | 1.19% | **1.19%** | 1.17% | **1.17%** |
| | E of I-526 | -0.23% | 0.48% | 0.59% | 3.10% | 0.89% | **1.00%** | 0.31% | **1.00%** |
| | W of I-26 | -0.23% | 0.48% | 0.59% | 3.10% | 0.43% | **1.00%** | 0.38% | **1.00%** |
| | E of I-26 | -0.17% | -0.70% | 0.15% | 1.25% | 1.86% | **1.89%** | 1.65% | **1.65%** |
| | W of Michaux | 0.40% | 0.29% | -0.16% | -0.41% | 0.53% | **1.00%** | 0.68% | **1.00%** |

| Corridor | Segment | SCDOT AADT | | | | 2050 No Build Conditions | | 2050 Build Conditions | |
|---|---|---|---|---|---|---|---|---|---|
| | | 2050 Trendline Projection | 20 Year Historical | 10 Year Historical | 5 Year Historical | $CHATS_{adj}$ Model Growth | Recommended Growth Rate* | $CHATS_{adj}$ Model Growth | Recommended Growth Rate* |
| Michaux Pkwy | E of Dorchester | N/A | N/A | N/A | N/A | 0.29% | **1.00%** | 0.61% | **1.00%** |
| Montague Ave | W of I-526 | N/A | N/A | N/A | N/A | 6.78% | **6.78%** | 7.53% | **7.53%** |
| | E of I-526 | -0.12% | 0.50% | 0.55% | 3.88% | 2.33% | **2.33%** | 1.95% | **1.95%** |
| | W of I-26 | 1.99% | 2.68% | 0.85% | 2.66% | 0.45% | **1.00%** | 0.34% | **1.00%** |
| | E of I-26 | N/A | N/A | N/A | N/A | 0.10% | **1.00%** | 0.27% | **1.00%** |
| International Blvd | W of I-526 | N/A | N/A | 2.41% | 3.84% | -1.40% | **-1.40%** | -1.19% | **-1.19%** |
| | E of I-526 | N/A | N/A | N/A | 0.70% | -0.13% | **1.00%** | 0.28% | **1.00%** |
| Airport Connector Rd | W of W. Mont. | N/A | NA | N/A | N/A | NA | **NA** | NA | **NA** |
| S. Aviation Ave | S of Remount | N/A | N/A | N/A | N/A | 2.55% | **2.55%** | 3.41% | **3.41%** |
| Rivers Ave | W of I-526 | 0.61% | 0.79% | 0.59% | -0.89% | 1.82% | **1.82%** | 2.24% | **2.24%** |
| | E of I-526 | -0.58% | 0.10% | 0.68% | 3.76% | 0.76% | **1.00%** | 0.76% | **1.00%** |
| N. Rhett Ave | W of I-526 | 0.80% | 2.26% | 1.23% | 3.49% | 1.59% | **1.59%** | 2.21% | **2.21%** |
| | E of I-526 | N/A | N/A | N/A | N/A | 2.31% | **2.31%** | 1.76% | **1.76%** |
| | N of Remount | 2.09% | 3.19% | 0.59% | 1.64% | 2.11% | **2.11%** | 2.38% | **2.38%** |
| Virginia Ave | W of I-526 | 2.32% | 3.15% | 3.68% | 4.79% | 0.72% | **1.00%** | 0.33% | **1.00%** |
| | E of I-526 | 2.32% | 2.07% | -0.17% | -2.15% | 1.86% | **1.86%** | 1.46% | **1.46%** |
| Remount Rd | W of I-26 | N/A | N/A | N/A | N/A | 7.42% | **7.42%** | 6.89% | **6.89%** |
| | E of I-26 | 4.08% | 3.30% | 6.94% | -3.15% | 1.80% | **1.80%** | 1.69% | **1.69%** |
| | E of Rivers | -0.04% | 0.15% | -1.32% | -0.14% | 0.66% | **1.00%** | 0.57% | **1.00%** |
| | W of N Rhett | -0.02% | 0.11% | -1.27% | 0.00% | 0.90% | **1.00%** | 1.10% | **1.10%** |
| W. Aviation Ave | W of I-26 | N/A | N/A | N/A | N/A | 4.94% | **4.94%** | 4.23% | **4.23%** |
| | E of I-26 | 0.82% | 0.12% | -2.83% | -4.24% | 1.54% | **1.54%** | 1.42% | **1.42%** |
| Ashley Phosphate Rd | W of I-26 | 0.87% | 0.63% | 0.39% | 0.24% | -0.44% | **-0.44%** | -0.37% | **-0.37%** |
| | E of I-26 | N/A | N/A | N/A | N/A | 0.83% | **0.83%** | 0.65% | **0.65%** |
| US 52 Connector | NE of I-26 | 0.81% | 1.15% | 1.43% | 1.74% | 0.59% | **0.59%** | 0.63% | **0.63%** |

** Recommended growth rate is average annual growth rate*
*** Negative growth rate for International Blvd was accepted due to reassignment of non-Boeing traffic to Airport Connector Road*
**** Negative growth rate for Ashley Phosphate Road was accepted due to reassignment of traffic due to PCP3*

Figure 20 – Comparison Between Historical Trendline and Recommended Growth Rates

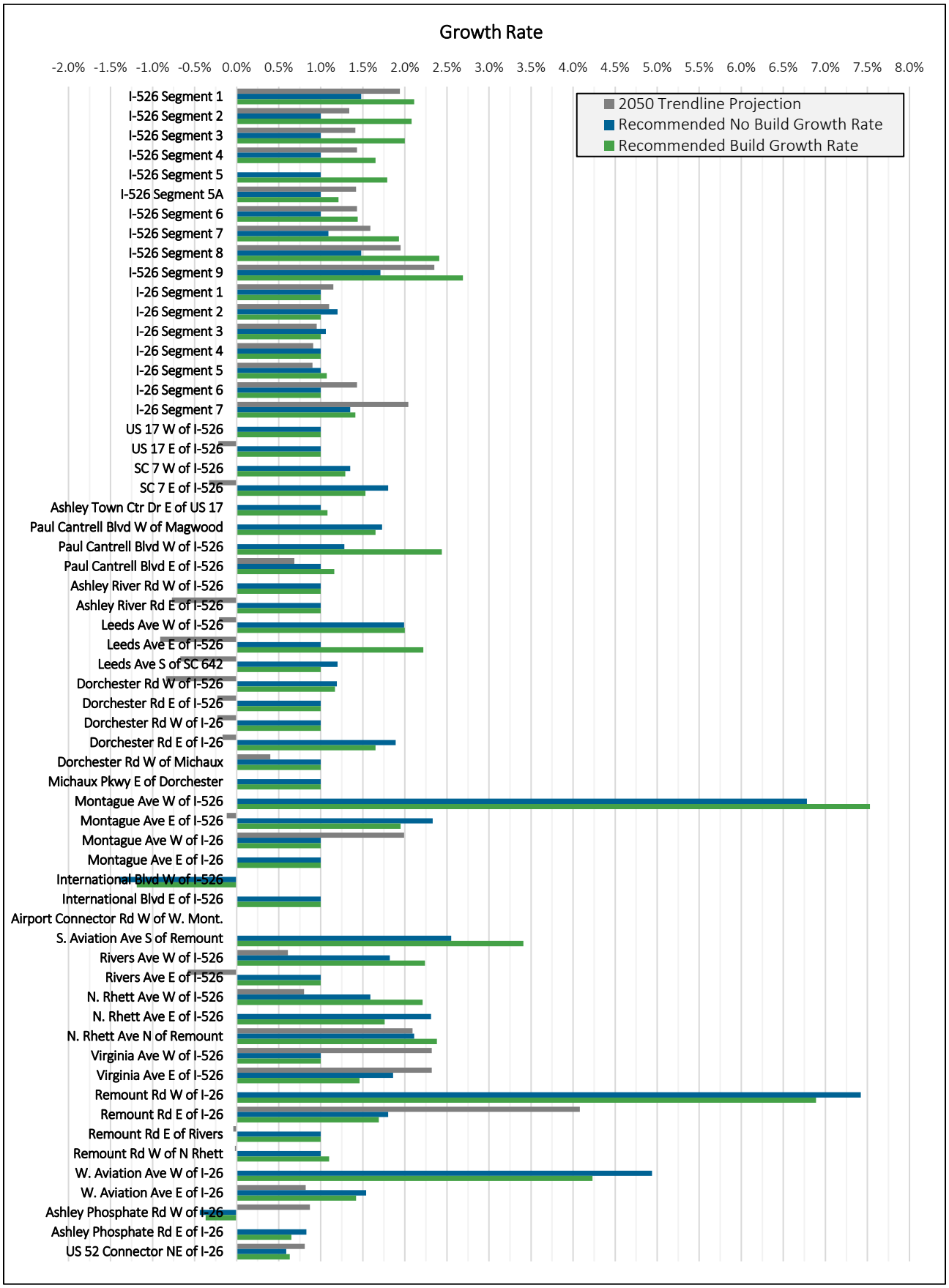


Table 13 – Recommended 2050 AADTs along Segments of I-526, I-26, and Cross-Streets

| Corridor | Segment | 2015 SCDOT AADT | 2050 No Build Conditions | | 2050 Build Conditions | |
|---|---|---|---|---|---|---|
| | | | Percent Linear Growth | Recommended AADT | Percent Linear Growth | Recommended AADT |
| I 526 | 1 | 39,400 | 1.48% | **59,800** | 2.11% | **68,500** |
| | 2 | 79,200 | 1.00% | **106,900** | 2.08% | **136,900** |
| | 3 | 78,800 | 1.00% | **106,400** | 2.00% | **134,000** |
| | 4 | 80,700 | 1.00% | **108,900** | 1.65% | **127,300** |
| | 5 | 67,400 | 1.00% | **91,000** | 1.79% | **109,600** |
| | 5A | 89,000 | 1.00% | **120,200** | 1.21% | **126,700** |
| | 6 | 77,200 | 1.00% | **104,200** | 1.44% | **116,100** |
| | 7 | 75,600 | 1.09% | **104,400** | 1.93% | **126,700** |
| | 8 | 80,500 | 1.48% | **122,200** | 2.41% | **148,400** |
| | 9 | 68,900 | 1.71% | **110,100** | 2.69% | **133,800** |
| I 26 | 1 | 99,300 | 1.00% | **134,100** | 1.00% | **134,100** |
| | 2 | 97,400 | 1.20% | **138,300** | 1.00% | **131,500** |
| | 3 | 96,300 | 1.06% | **132,000** | 1.00% | **130,000** |
| | 4 | 142,100 | 1.00% | **191,800** | 1.00% | **191,800** |
| | 5 | 128,400 | 1.00% | **173,300** | 1.07% | **176,500** |
| | 6 | 137,700 | 1.00% | **185,900** | 1.00% | **185,900** |
| | 7 | 102,600 | 1.35% | **151,100** | 1.41% | **153,200** |
| US 17 | W of I-526 | 50,100 | 1.00% | **67,600** | 1.00% | **67,600** |
| | E of I-526 | 39,600 | 1.00% | **53,500** | 1.00% | **53,500** |
| SC 7 | W of I-526 | 26,000 | 1.35% | **38,300** | 1.29% | **37,700** |
| | E of I-526 | 24,200 | 1.80% | **39,400** | 1.53% | **37,200** |
| Ashley Town Ctr Dr | E of US 17 | 5,600 | 1.00% | **7,600** | 1.08% | **7,700** |
| Paul Cantrell Blvd | W of Magwood | 43,800 | 1.73% | **70,300** | 1.65% | **69,100** |
| | W of I-526 | 56,000 | 1.28% | **81,100** | 2.44% | **103,800** |
| | E of I-526 | 36,800 | 1.00% | **49,700** | 1.16% | **51,700** |
| Ashley River Rd | W of I-526 | 25,900 | 1.00% | **35,000** | 1.00% | **35,000** |
| | E of I-526 | 20,700 | 1.00% | **27,900** | 1.00% | **27,900** |
| Leeds Ave | W of I-526 | 8,700 | 1.99% | **14,800** | 2.00% | **14,800** |
| | E of I-526 | 15,100 | 1.00% | **20,400** | 2.22% | **26,800** |
| | S of SC 642 | 11,600 | 1.20% | **16,500** | 1.00% | **15,700** |
| Dorchester Rd | W of I-526 | 24,700 | 1.19% | **35,000** | 1.17% | **34,800** |
| | E of I-526 | 19,300 | 1.00% | **26,100** | 1.00% | **26,100** |
| | W of I-26 | 19,300 | 1.00% | **26,100** | 1.00% | **26,100** |
| | E of I-26 | 8,600 | 1.89% | **14,300** | 1.65% | **13,600** |
| | W of Michaux | 38,600 | 1.00% | **52,100** | 1.00% | **52,100** |
| Michaux Pkwy | E of Dorchester | 21,800 | 1.00% | **29,400** | 1.00% | **29,400** |

| Corridor | Segment | 2015 SCDOT AADT | 2050 No Build Conditions | | 2050 Build Conditions | |
|---|---|---|---|---|---|---|
| | | | Percent Linear Growth | Recommended AADT | Percent Linear Growth | Recommended AADT |
| Montague Ave | W of I-526 | 13,400 | 6.78% | **45,200** | 7.53% | **48,700** |
| | E of I-526 | 15,000 | 2.33% | **27,200** | 1.95% | **25,200** |
| Montague Ave | W of I-26 | 34,100 | 1.00% | **46,000** | 1.00% | **46,000** |
| | E of I-26 | 20,500 | 1.00% | **27,700** | 1.00% | **27,700** |
| International Blvd | W of I-526 | 39,200 | -1.40% | **20,000** | -1.19% | **22,800** |
| | E of I-526 | 26,100 | 1.00% | **35,200** | 1.00% | **35,200** |
| Airport Connector Rd | W of W. Montague | N/A | NA | **39,800** | NA | **42,700** |
| S. Aviation Ave | S of Remount | 9,400 | 2.55% | **17,800** | 3.41% | **20,600** |
| Rivers Ave | W of I-526 | 31,600 | 1.82% | **51,700** | 2.24% | **56,400** |
| | E of I-526 | 27,100 | 1.00% | **36,600** | 1.00% | **36,600** |
| N. Rhett Ave | W of I-526 | 32,000 | 1.59% | **49,800** | 2.21% | **56,800** |
| | E of I-526 | 14,800 | 2.31% | **26,800** | 1.76% | **23,900** |
| | N of Remount | 30,300 | 2.11% | **52,700** | 2.38% | **55,500** |
| Virginia Ave | W of I-526 | 13,100 | 1.00% | **17,700** | 1.00% | **17,700** |
| | E of I-526 | 6,200 | 1.86% | **10,200** | 1.46% | **9,400** |
| Remount Rd | W of I-26 | 6,800 | 7.42% | **24,500** | 6.89% | **23,200** |
| | E of I-26 | 24,000 | 1.80% | **39,100** | 1.69% | **38,200** |
| | E of Rivers | 28,100 | 1.00% | **37,900** | 1.00% | **37,900** |
| | W of N Rhett | 14,200 | 1.00% | **19,200** | 1.10% | **19,700** |
| W. Aviation Ave | W of I-26 | 7,900 | 4.94% | **21,600** | 4.23% | **19,600** |
| | E of I-26 | 24,300 | 1.54% | **37,400** | 1.42% | **36,400** |
| Ashley Phosphate Rd | W of I-26 | 62,000 | -0.44% | **52,500** | -0.37% | **53,900** |
| | E of I-26 | 44,900 | 0.83% | **58,800** | 0.65% | **55,100** |
| US 52 | NE of I-26 | 39,800 | 0.59% | **48,000** | 0.63% | **48,600** |

### 3.2.3 2050 AM and PM Design Hour Development

For most of the corridor segments in the network, future 2050 No Build and Build AM and PM design hour volumes were developed by applying the base year K-factors – the ratio of the peak hour design hourly volume (DHV) to the daily traffic volume – for each respective corridor segment to the recommended 2050 No Build and Build AADTs, documented in the previous section (**3.2.2**). Directional design hour volumes (DDHV) were then developed by applying the base year D-factors – the ratio of the peak direction hourly volume to the total two-way hourly volume – for each respective corridor segment to the 2050 No Build DHVs. Due to some significant changes in the network (some of which are not directly associated with the I-526 Improvement Project) anticipated between the writing of this report and the 2050 design year, there were several segments for which the process to develop DHV and DDHV differed. These segments and the differing methodology associated with each are described below:

**Glenn McConnell Parkway/Paul Cantrell Boulevard (W of Magwood Drive):** Due to the significant changes anticipated concerning how traffic exiting I-526 is distributed to Paul Cantrell Boulevard/Glenn McConnell Parkway, the K-factor used to forecast DHV along this segment was assumed to be the same K-factor as the segment of Paul Cantrell Boulevard between I-526 and Magwood Drive.

**Magwood Drive:** The Traffic Analysis Zone (TAZ) for the area north and south of Glenn McConnell Parkway west of I-526 is constructed such that both the areas north and south of Glenn McConnell are represented in one large TAZ. Therefore, while the daily volumes from the model along Glenn McConnell/Paul Cantrell Boulevard are indicative of anticipated growth, the volumes along Magwood Drive are not split proportionately between traffic entering Paul Cantrell Boulevard from the north and from the south. Therefore, some judgements needed to be made about how the growth represented in the model would be assigned. Based on observed existing land use, the area to the north of Glenn McConnell Parkway is built out for the most part, with little opportunity for further development. Additionally, with the expectation that Ashley River Road will not be widened in the future, little traffic growth along Magwood Drive north of Glenn McConnell is expected. However, south of Glenn McConnell, there is ample opportunity for development, particularly within and along the existing ring road of Henry Tecklenburg Drive. Therefore, an assumption was made that 80% of the growth forecasted by the model for this large TAZ would be assigned to Magwood Drive south of Glenn McConnell Parkway while only 20% of the growth was assigned to Magwood Drive north of Glenn McConnell Parkway.

**Montague Avenue (W of I-526):** Due to the addition of the Airport Connector Road and the redistribution of traffic associated with it, the K and D factors along Montague Avenue west of I-526 were assumed based on the results of the previously performed traffic analysis for the Airport Connector Road project. Therefore, along this segment, the K-factor was 0.09 for the AM peak condition and 0.12 for the PM peak condition and the D-factors were 0.52 and 0.59 for the AM and PM peak conditions, respectively.

**Airport Connector Road (new roadway):** Due to the addition of the Airport Connector Road and the redistribution of traffic associated with it, the K and D factors along the Airport Connector Road were assumed based on the results of the previously performed traffic analysis for the Airport Connector Road project. Therefore, along this segment, the K-factor was 0.09 for the AM peak condition and 0.11 for the PM peak condition and the D-factor was 0.55 for the AM peak condition and 0.55 for the PM peak condition.

**International Boulevard (W of I-526):** Due to the addition of the Airport Connector Road and the redistribution of traffic associated with it, the K and D factors along the Airport Connector Road were assumed based on the results of the previously performed traffic analysis for the Airport Connector Road project. Therefore, along this segment, the K-factor was 0.09 for both the AM and PM peak conditions and the D-factor was 0.63 for the both the AM and PM peak conditions.

**Remount Road and Aviation Ave (W of I-526):** Due to the anticipated Palmetto Commerce Parkway (PCP) extension to Remount Road, directional splits along Remount Road and Aviation Avenue west of I-526 were reversed such that the peak directions were eastbound in the AM condition and westbound in the PM condition, This occurs because, with its completion, PCP becomes a parallel alternative to I-26 and Rivers Avenue between the Ladson Road and US 78 corridors and I-526. **Figure 18** illustrates the proposed alignment of Palmetto Commerce Parkway.

Finally, in order to maintain consistency with the 526 Lowcountry Corridor East, the projected Build Condition AM and PM 2050 DDHVs for the I-526 segment east of Virginia Avenue were balanced with projections for this segment. The No Build Condition AM and PM 2050 DDHVs for this same segment were not balanced with the projections with the 526 Lowcountry Corridor East project, as it is not included as a regional project in the CHATS model for the No Build Conditions, as explained previously.

With design hour volumes and directional design hour volumes established, ramp volumes and turning movement volumes at ramp termini and other adjacent intersections were developed according to the growth in DDHV on the segment(s) which they fed, with the objective of generally matching base year turning movement distributions at approaches, except where significant changes in land use or roadway network justified otherwise, including the following roadways:

**International Boulevard (W of I-526) –** The rerouting of airport and commuter traffic from International Boulevard west of I-526 to the planned Airport Connector Road (accessed via W. Montague Avenue at the next adjacent interchange to the west) constitutes a significant travel pattern change, since in the future, primarily traffic destined for Boeing will utilize this section of International Boulevard. Therefore, the proportion of traffic originating from or destined for the airport or Dorchester Road via Michaux Parkway was reassigned to W. Montague Avenue to utilize the new Airport Connector Road.

**W. Montague Avenue (W of I-526) –** Similar to International Boulevard, the proportion of traffic demand at the ramp terminal intersections along W Montague Avenue were assumed to differ in the future conditions due to the planned Airport Connector Road carrying significant volume of airport-bound and commuter traffic. As mentioned in the previous paragraph, the airport and commuter-related traffic formerly assumed to utilize international boulevard was rerouted to utilize W. Montague Avenue and Airport Connector Road.

**Remount Road/Aviation Avenue (W of I-526) –** Due to the planned PCP connection to Remount Road and Aviation Avenue (shown in **Figure 18**), the base year turning movement proportions were not used along these roadways, as a significant volume of traffic is projected to utilize these roadways via PCP, destined for I-26 or for Rivers Avenue to the east. Therefore, the volume originating/destined for PCP was assigned to Remount Road, Aviation Avenue, I-26, and Rivers Avenue based on differences in the base and future year CHATS model output, which incorporated the PCP addition in the future model.

For new movements or new movement paths, including the new elevated through movement along Glenn McConnell traveling westbound, and the new CD roadways along I-526 and I-26, percentages of the previously established DDHVs were assigned according to origin/destination matrices developed using Bluetooth sensor data collected in 2015.

With directional design hour volumes, ramp volumes, and turning movement volumes established, a volume balancing process was completed to rectify any imbalances between segments or intersections.

### 3.2.4 2050 AM and PM Design Hour Volumes

The 2050 No Build Design Year AM and PM Peak Hour Design volumes are shown in **Figure 21, Figure 22, Figure 23, Figure 24, Figure 25,** and **Figure 26** below. The 2050 Build Design Year AM and PM Peak Hour Design volumes are shown in **Figure 27**, **Figure 28**, **Figure 29**, **Figure 30**, **Figure 31**, and **Figure 32** below.

Figure 21 – 2050 No Build Peak Hour Traffic Volumes (Sheet 1 of 6)

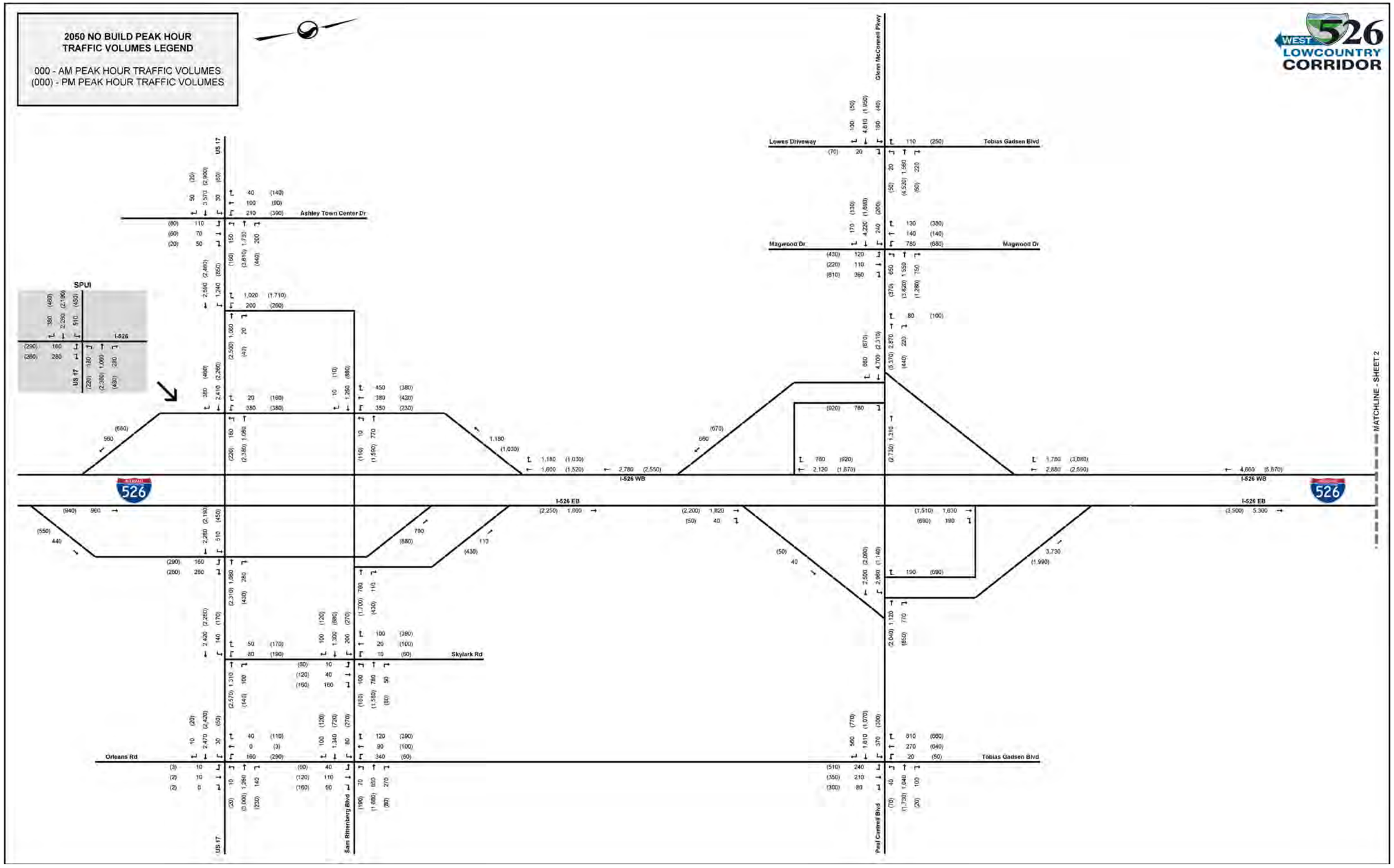


Figure 22 – 2050 No Build Peak Hour Traffic Volumes (Sheet 2 of 6)

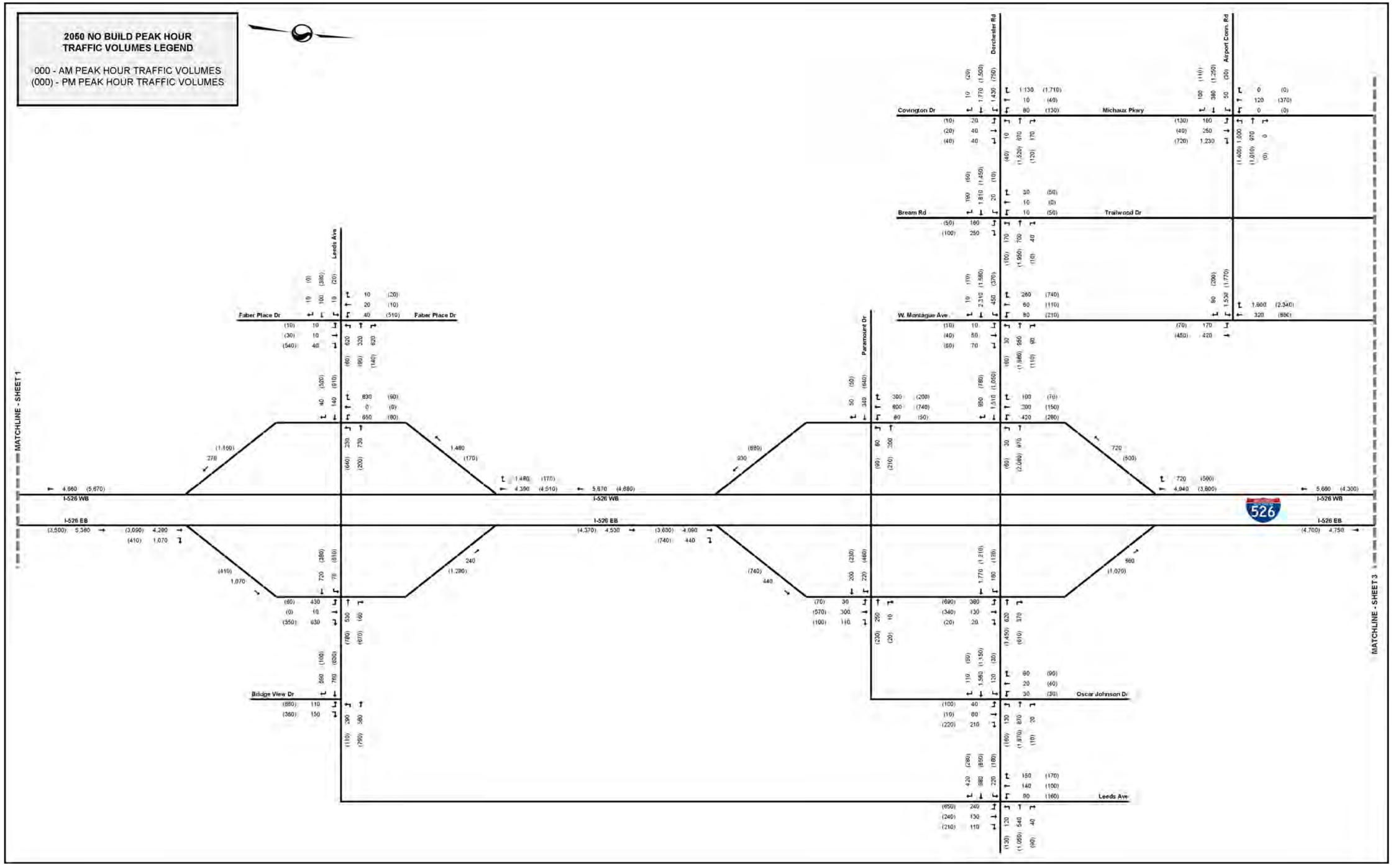


Figure 23 – 2050 No Build Peak Hour Traffic Volumes (Sheet 3 of 6)

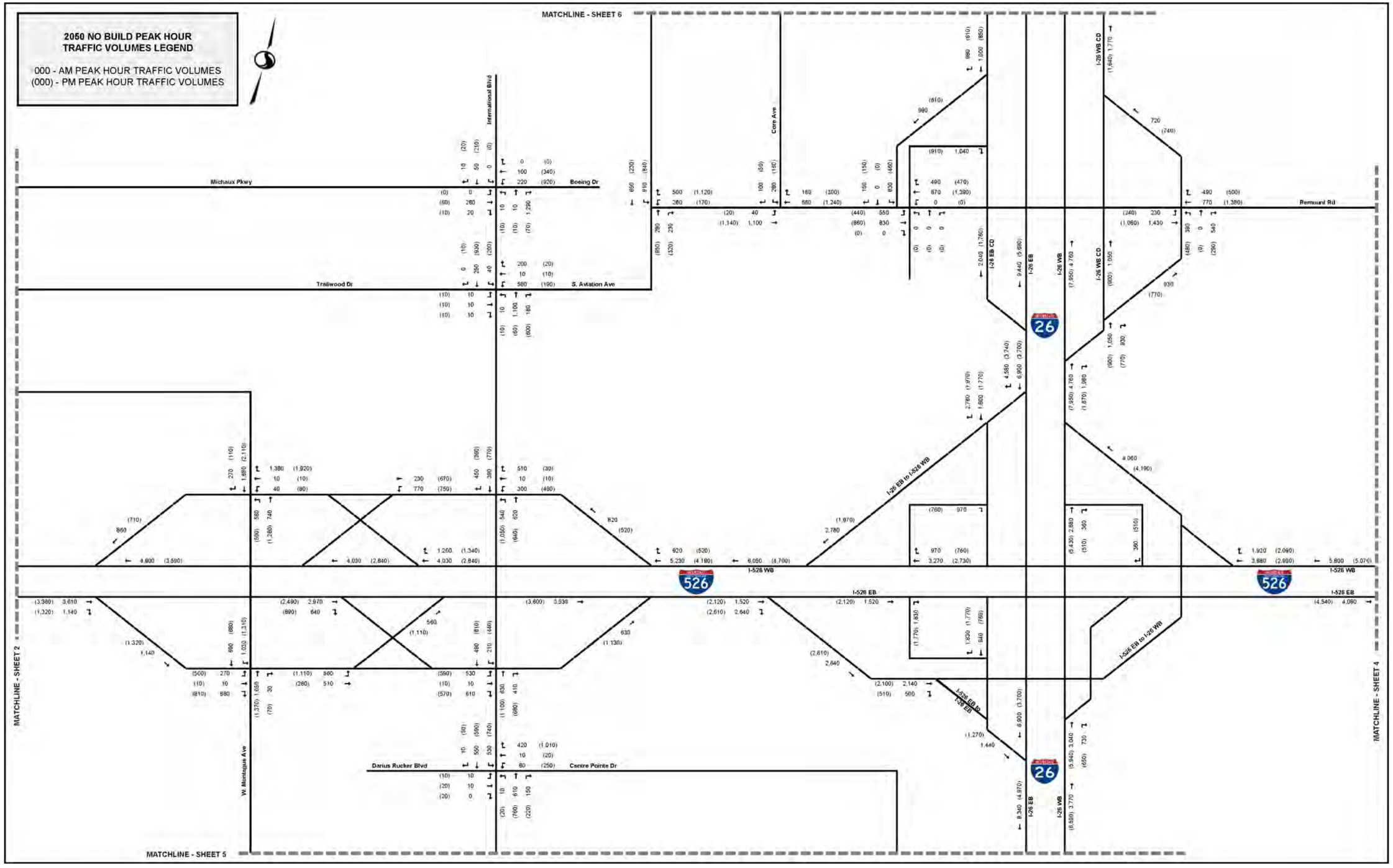


Figure 24 – 2050 No Build Peak Hour Traffic Volumes (Sheet 4 of 6)

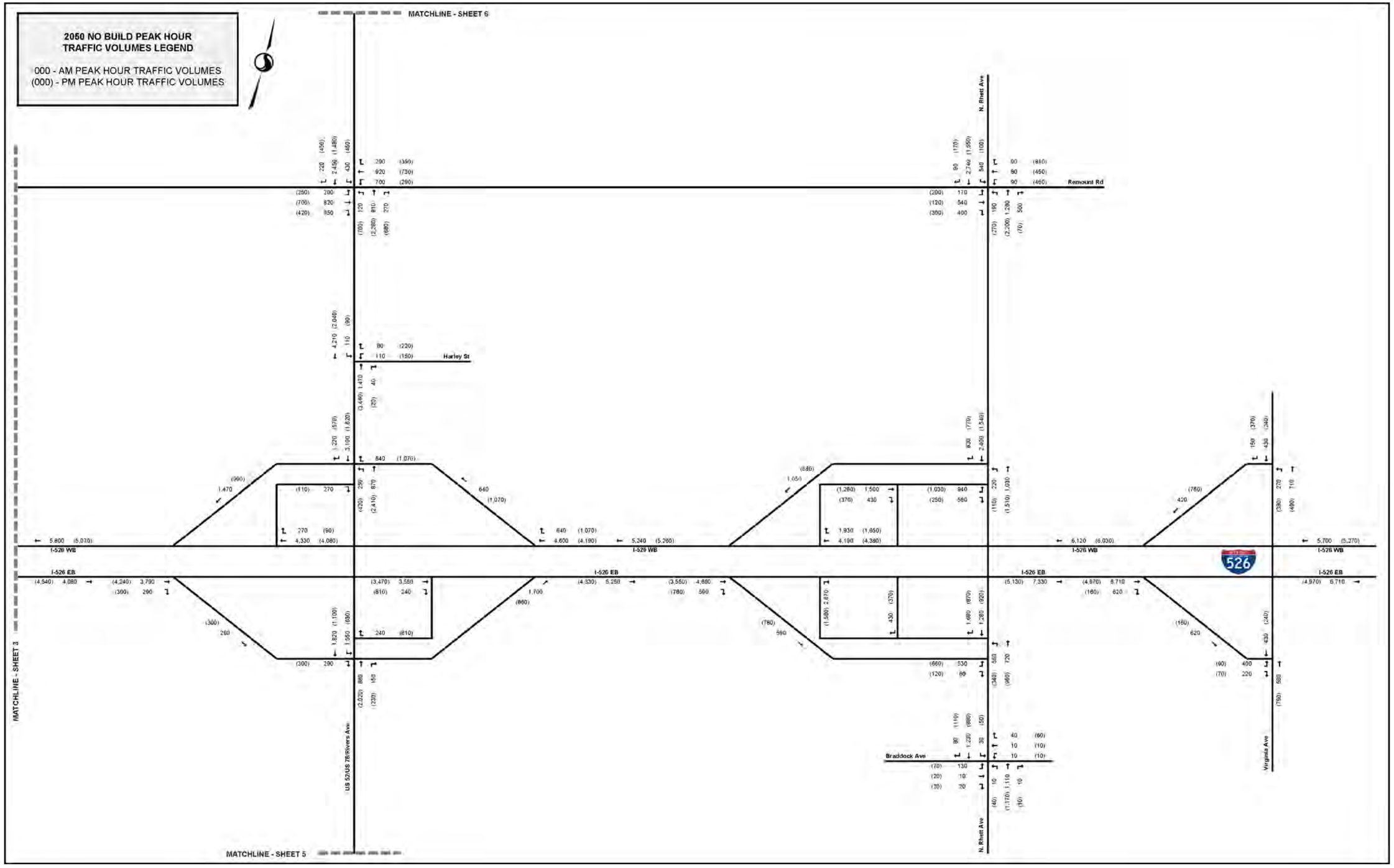


Figure 25 – 2050 No Build Peak Hour Traffic Volumes (Sheet 5 of 6)

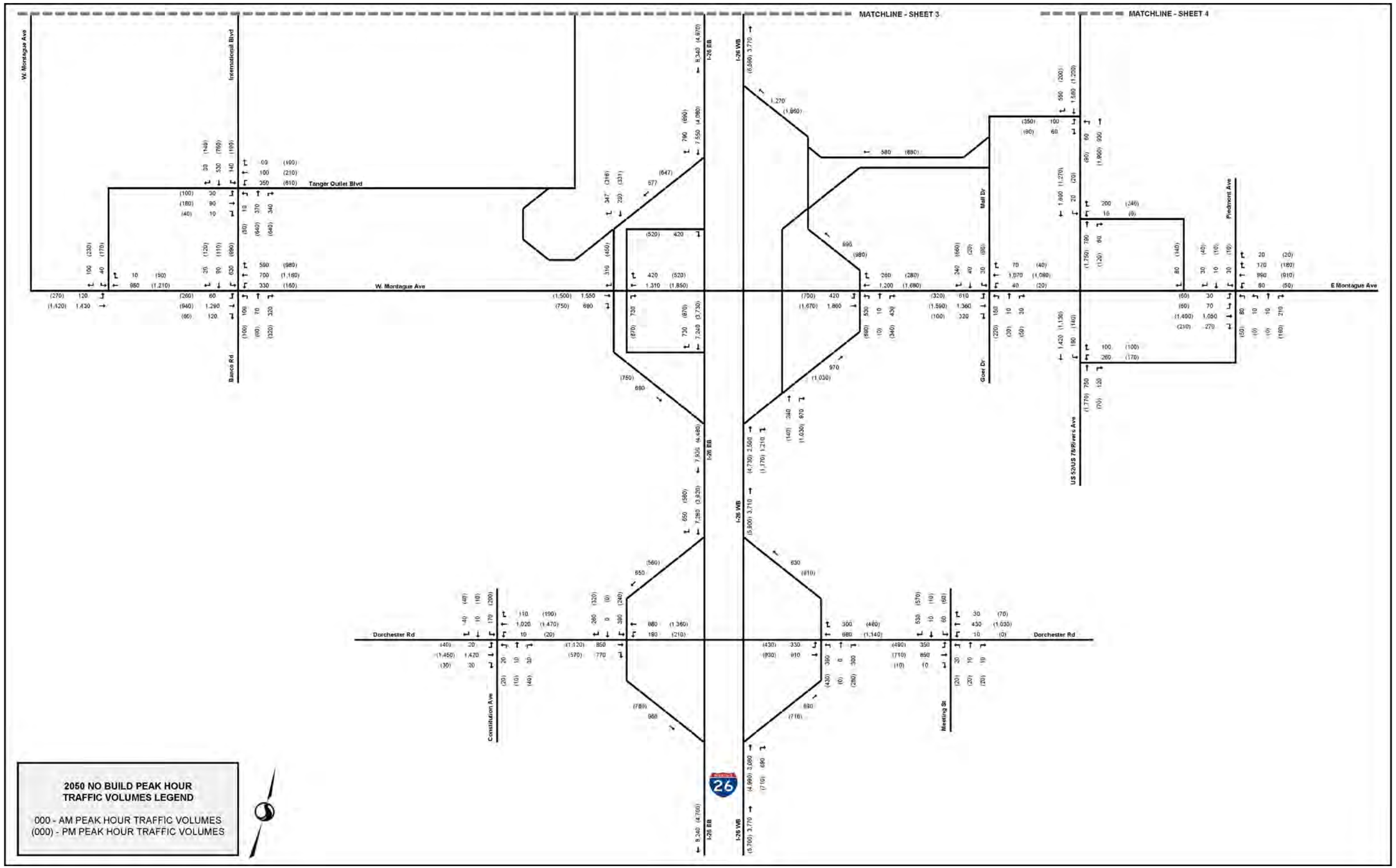


Figure 26 – 2050 No Build Peak Hour Traffic Volumes (Sheet 6 of 6)

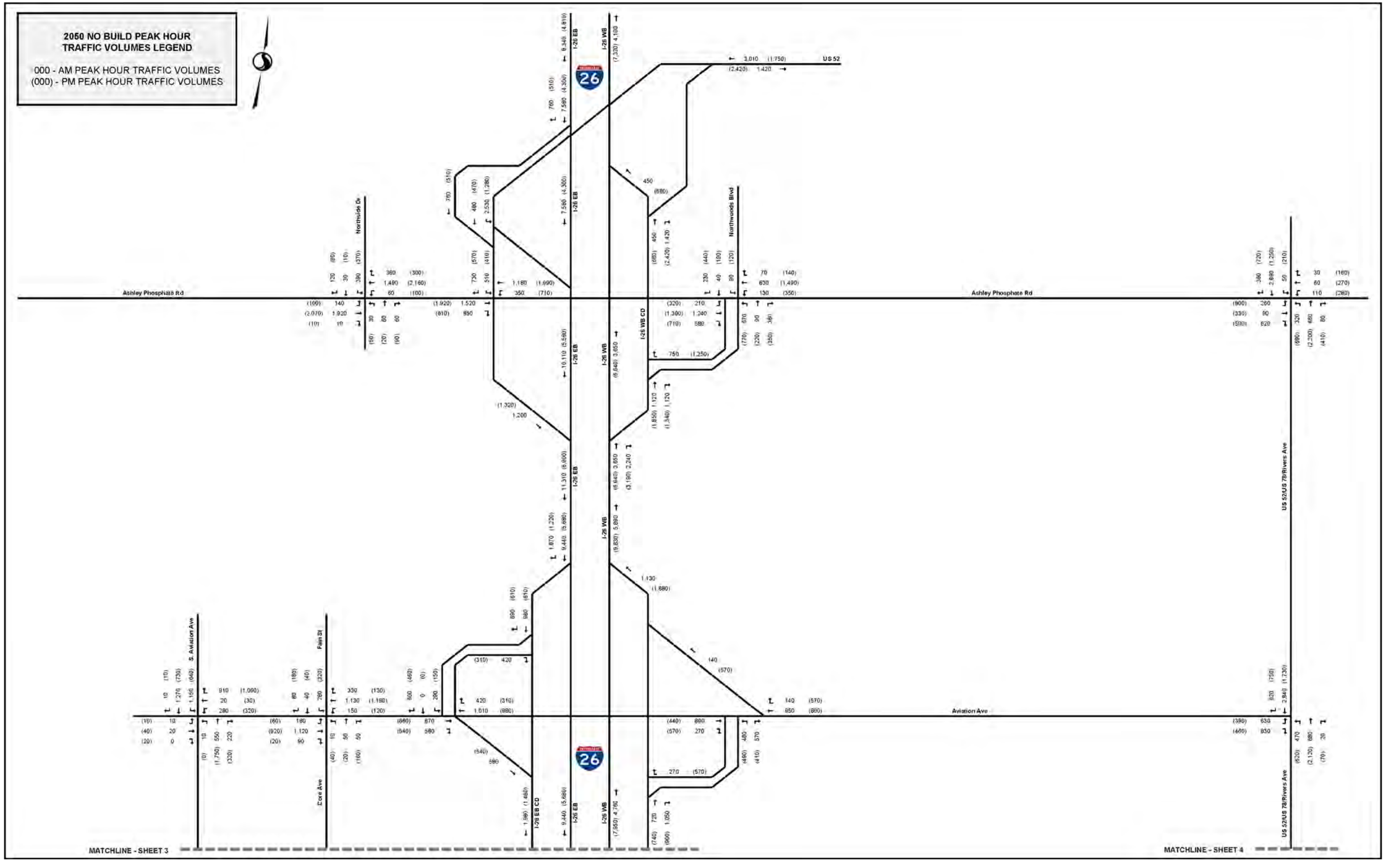


Figure 27 – 2050 Build Peak Hour Traffic Volumes (Sheet 1 of 6)

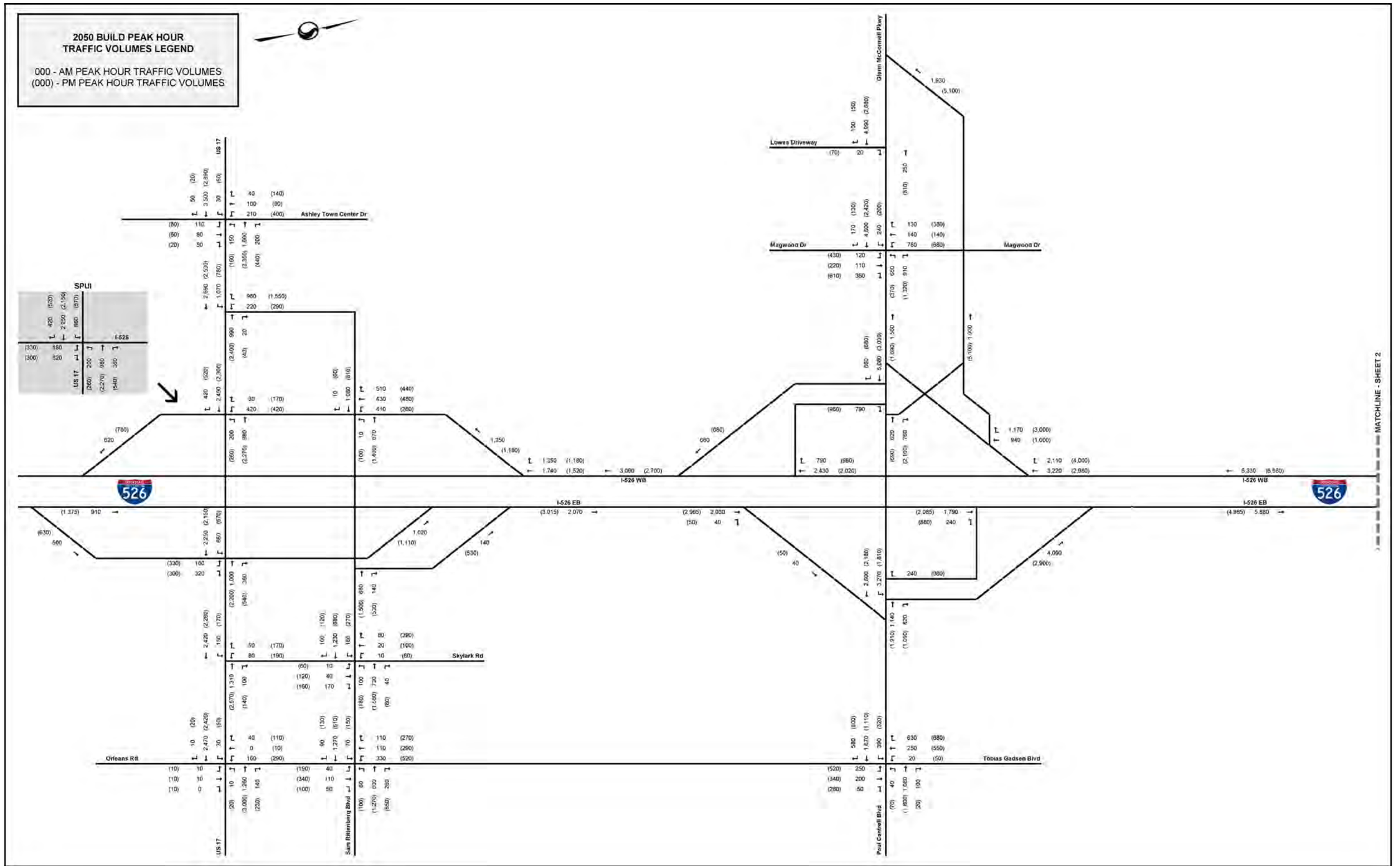


Figure 28 – 2050 Build Peak Hour Traffic Volumes (Sheet 2 of 6)

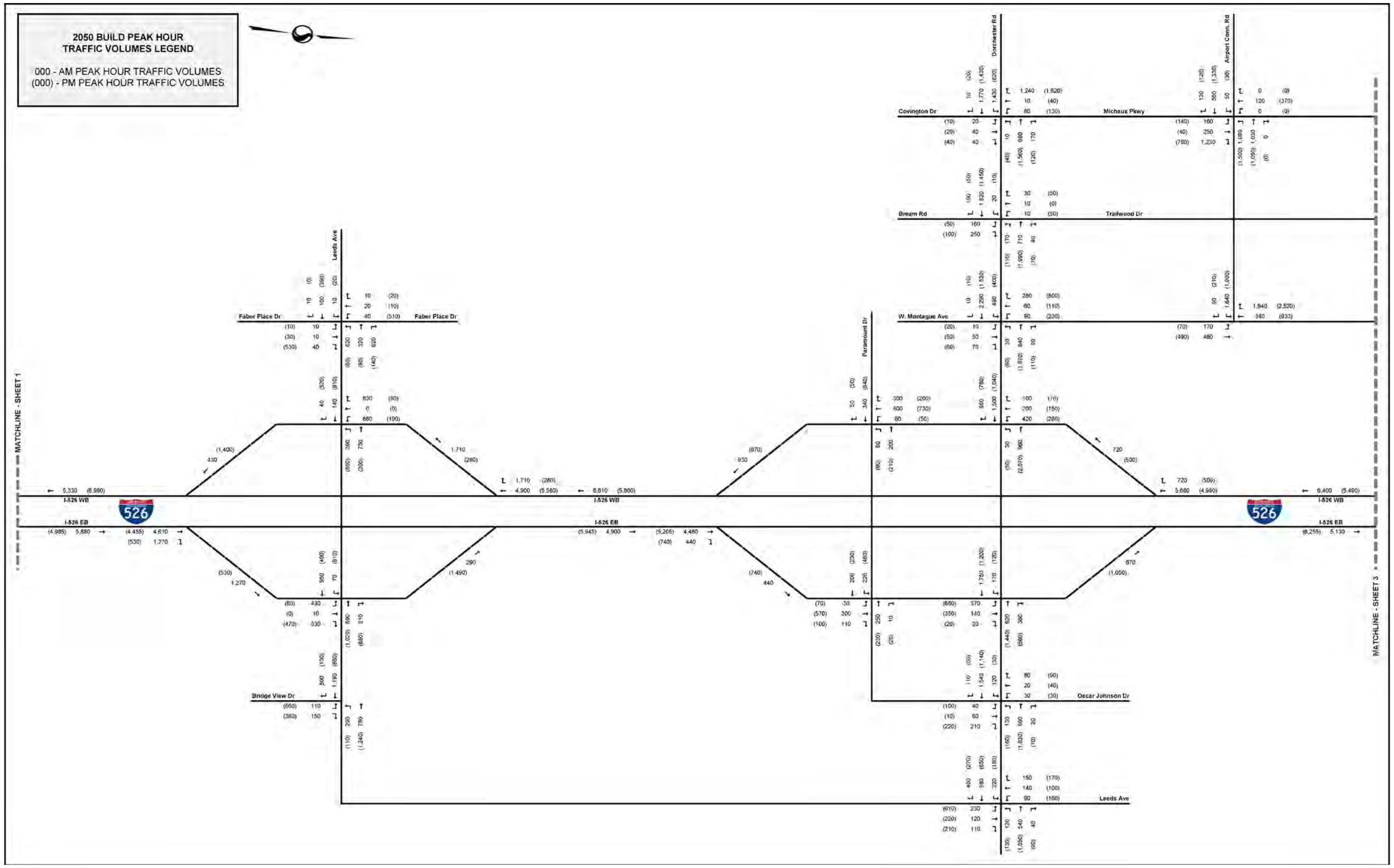


Figure 29 – 2050 Build Peak Hour Traffic Volumes (Sheet 3 of 6)

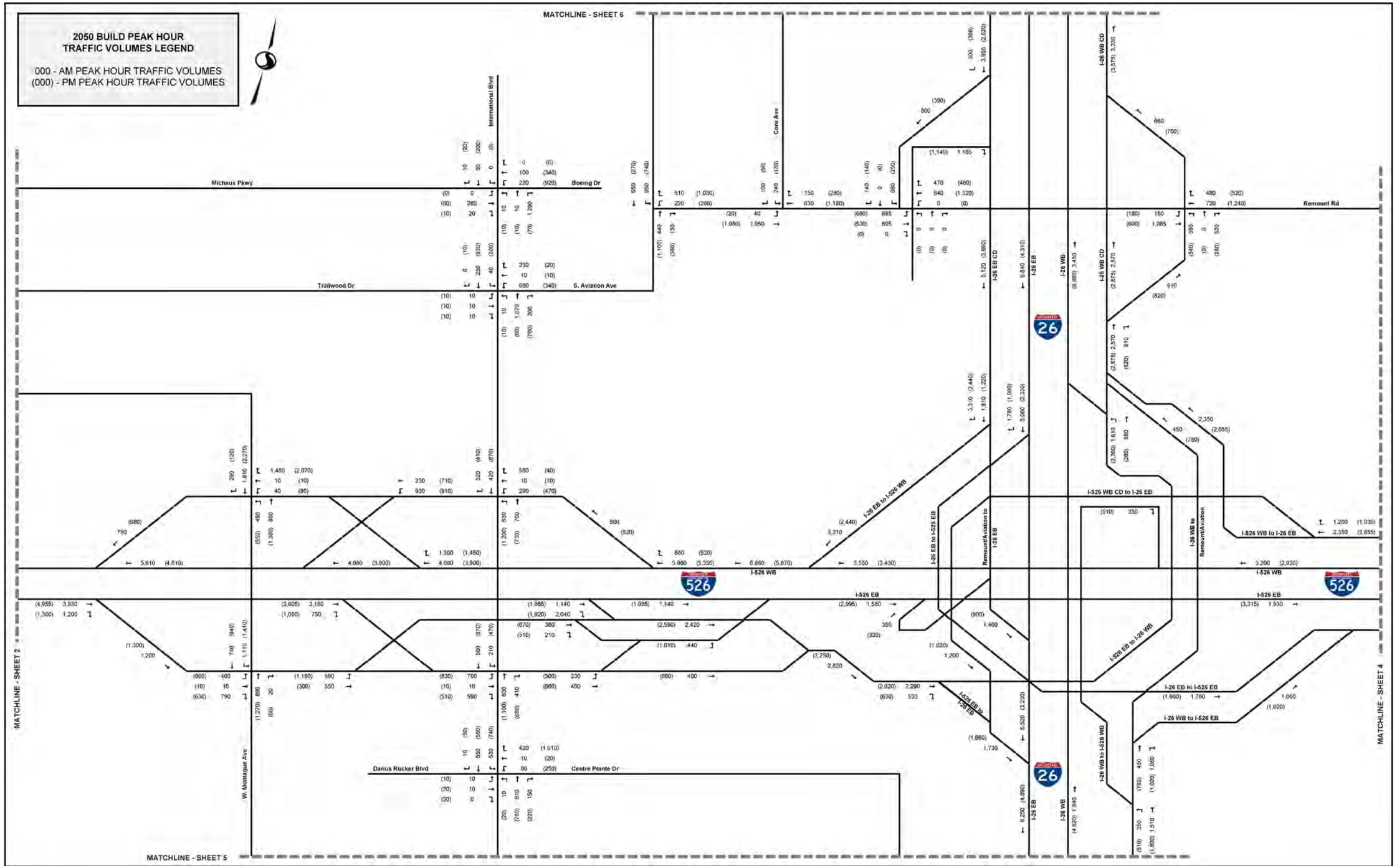


Figure 30 – 2050 Build Peak Hour Traffic Volumes (Sheet 4 of 6)

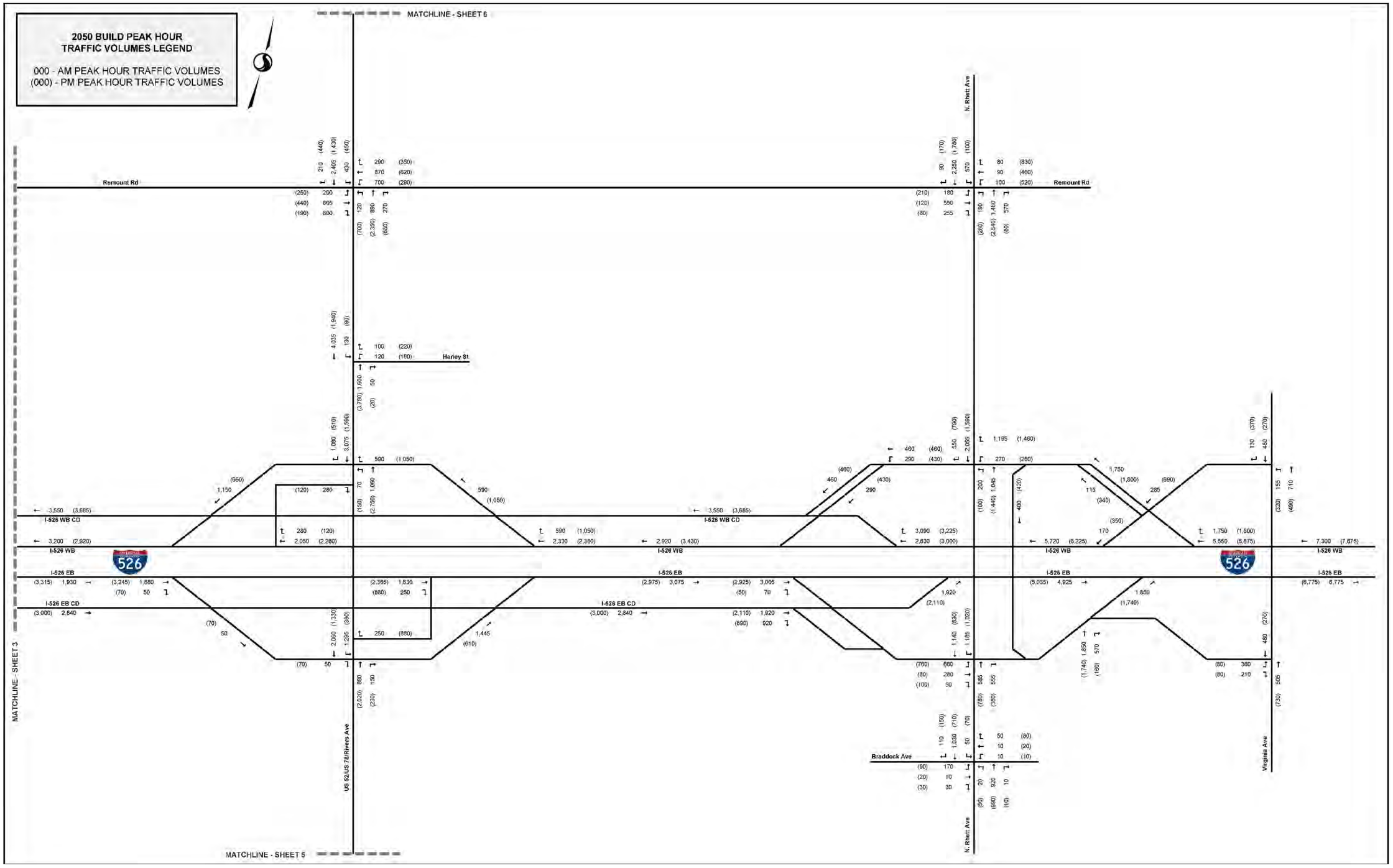


Figure 31 – 2050 Build Peak Hour Traffic Volumes (Sheet 5 of 6)

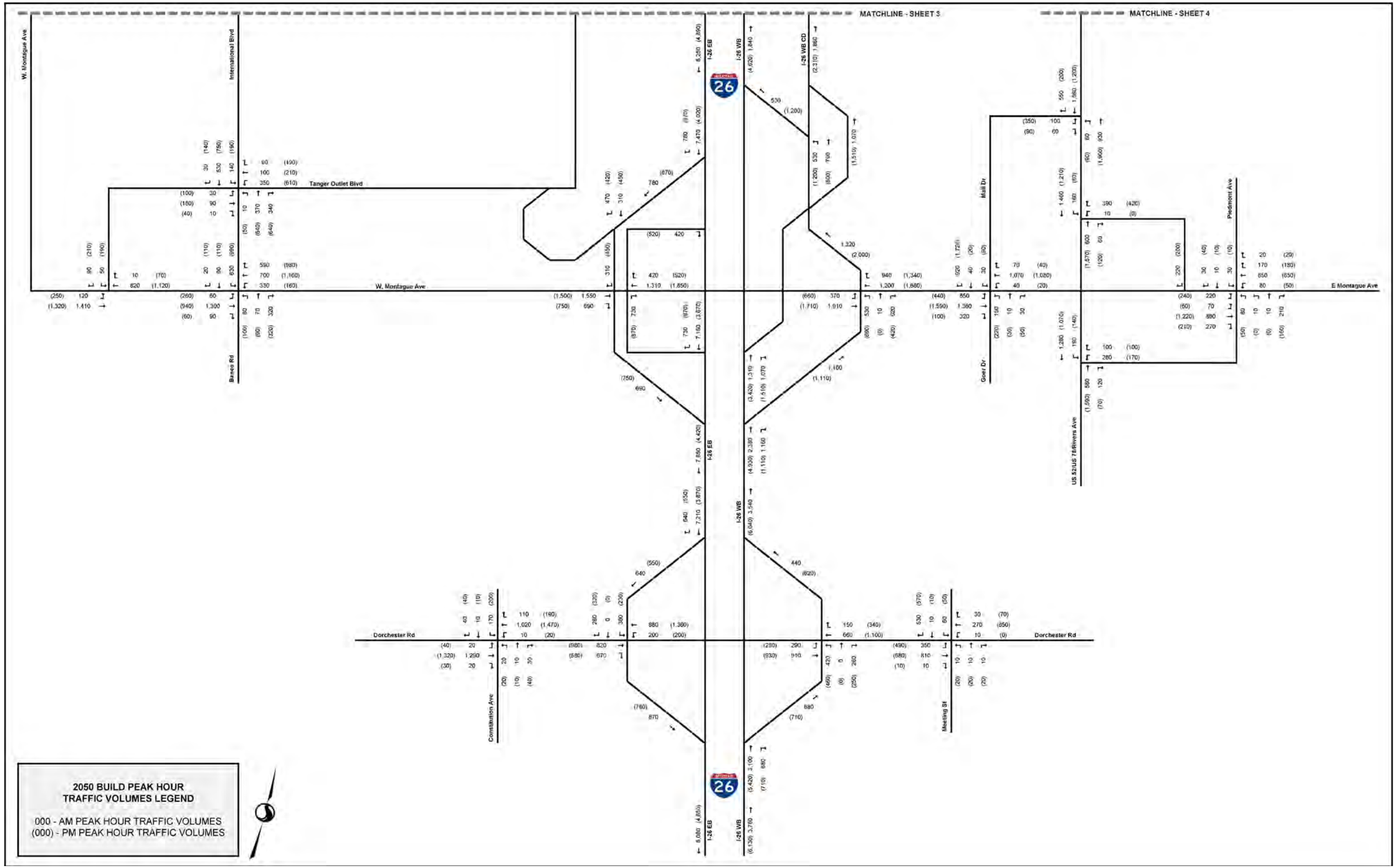
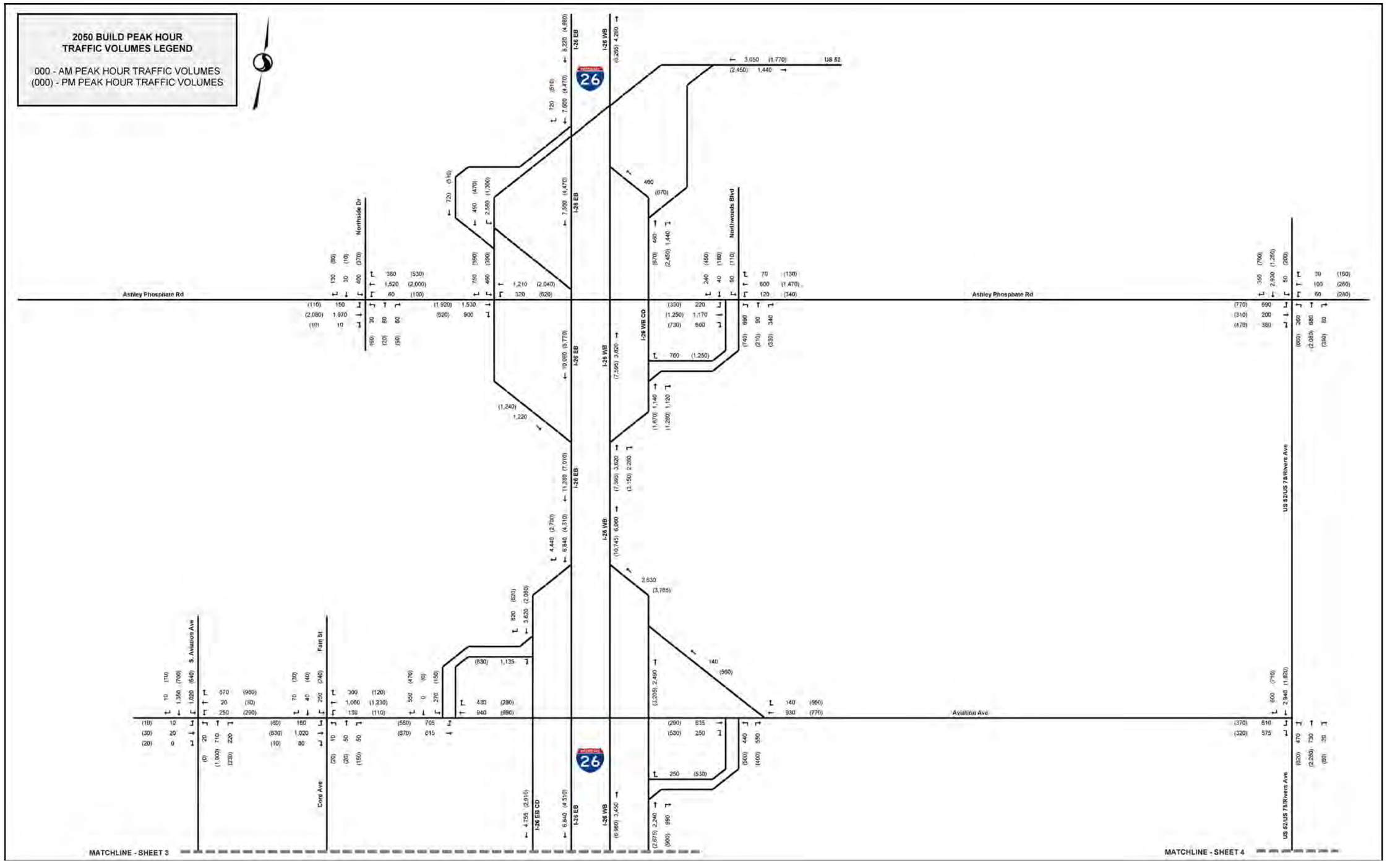


Figure 32 – 2050 Build Peak Hour Traffic Volumes (Sheet 6 of 6)



# 3.3 HEAVY VEHICLE PERCENTAGES

## Interstate Mainline Heavy Vehicle Percentages

A separate evaluation of heavy vehicle traffic for the future conditions in the I-526 Lowcountry Corridor West study area is justified by significant freight initiatives in the region. The proposed Hugh K. Leatherman Sr. (HLT) Terminal is currently under development, which will increase the annual throughput capacity of the Port of Charleston by 1.4 million twenty-foot equivalent units (TEUs). This is a fifty-four (54%) increase above the current capacity of all container terminals in the Port of Charleston system.

A record of decision (ROD) was issued for the HLT in April 2007, based in part on the condition that a direct access road (Port Access Road) be constructed to connect the new terminal on the Cooper River to Interstate 26. The Port Access Road is currently under construction, and the connection to I-26 is located approximately 4.1 miles south of the PROJECT study area boundary, and 5.2 miles south of Interstate 526. The purpose of this direct connection is to keep the increase in truck traffic generated by the new HLT off of local streets in the vicinity. The Federal Highway Administration (FHWA) approved the Interchange Modification Report (IMR) in September 2013 for the connection of the Port Access Road to I-26.

Another project affecting freight traffic from the new HLT is the proposed Navy Base Intermodal Container Transfer Facility (ICTF). This facility will include processing and classification railroad tracks, gantry cranes, container stacking areas, and related facilities to transfer containers to and from trains. A dedicated drayage road will connect the ICTF to the HLT. A Final Environmental Impact Statement (FEIS) has been prepared for this project and a Record of Decision (ROD) was issued by the Federal Railroad Administration June 2019. The opening year and design year for the FEIS were 2018 and 2038, respectively.

The Port Access Road IMR and the Intermodal Container Transfer Facility FEIS each capture elements of truck trip forecasts associated with the increased throughput which is expected to result from the completion of the HLT. Each incorporates the freight forecasts included in the permit authorizing the HLT.

Mainline 24-hour machine counts, including vehicle classifications, were taken at Stations 1, 2, 3 and 4 in 2011 for the *Corridor Analysis For I-526 Between North Charleston and West Ashley*. Mainline 48-hour machine counts were taken at the same locations in 2015. Ramp counts (24-hour) were taken in 2011 and again in 2015, however only the 2011 ramp counts included vehicle classification. The 2011 and 2015 mainline counts were proportionately similar, allowing the 2011 ramp counts to be adjusted to the 2015 base year conditions.

Since the studies referenced for the port expansion and intermodal terminal provide truck trip generation estimates including origin-destination, the additional trips were accounted for in the future year heavy vehicle percentages for the mainline and interchange ramps at the system interchange. The opening year and design year trip generation estimate from the Intermodal Container Transfer Facility FEIS, are documented in **Table 14** and **Table 15**.

Table 14 – Opening Year ITCF Trip Generation Truck Volumes

| Direction | Total Port Related Volume | Daily Total Truck Volume | AM Peak Hour Truck Volume | PM Peak Hour Truck Volume | AM Peak Hour Port Related Trucks* | PM Peak Hour Port Related Trucks* |
|---|---|---|---|---|---|---|
| I-26 WB Through | 166 | 1,861 | 134 | 139 | 12 | 12 |
| I-26 WB to I-526 WB | 6 | 412 | 22 | 16 | 0 | 0 |
| I-526 WB Through | 925 | 2,115 | 122 | 182 | 53 | 80 |
| I-526 WB to I-26 WB | 3,816 | 2,726 | 129 | 165 | 181 | 231 |

** AM and PM Peak Hour Port-Related Trucks = Peak Hour Truck Volume X Total Port-Related volume/Daily Total Truck Volume*

Table 15 – Design Year ITCF Trip Generation Truck Volumes

| Direction | Total Port Related Volume | Daily Total Truck Volume | AM Peak Hour Truck Volume | PM Peak Hour Truck Volume | AM Peak Hour Port Related Trucks* | PM Peak Hour Port Related Trucks* |
|---|---|---|---|---|---|---|
| I-26 WB Through | 3,069 | 1,861 | 134 | 139 | 221 | 229 |
| I-26 WB to I-526 WB | 24 | 412 | 22 | 16 | 1 | 1 |
| I-526 WB Through | 823 | 2,115 | 122 | 182 | 47 | 71 |
| I-526 WB to I-26 WB | 3,914 | 2,726 | 129 | 165 | 185 | 237 |

** AM and PM Peak Hour Port-Related Trucks = Peak Hour Truck Volume X Total Port-Related volume/Daily Total Truck Volume*

The percentage of truck traffic in the design year AM and PM peak hours was assumed to be the same as the percentage in the base year, except for the added trips from this new port terminal. The truck trips generated by the new port terminal contribute primarily to three major movements at the system interchange in the design year:

- I-26 Westbound Through: The Port Access Road, currently under construction, will connect the new port terminal to I-26 east of the 526 LCCW Project. This is one end of the origin-destination pair, with the other end being at warehouse and distribution centers along points west of I-526. These may be close to Charleston, to inland ports, or beyond.

- I-526 Westbound to I-26 Westbound: Among the new trips generated by the new port terminal, this is the other of the two major movements.

Truck traffic was distributed at the I-26 at I-526 system interchange using the trip generation and origin-destination data provided in the ICTF study. The projected future year mainline heavy vehicle percentages are shown in **Table 16.**

Table 16 – 2050 Design Year Projected Interstate Mainline Heavy Vehicle Percentages

| I 526 Mainline | | | | |
|---|---|---|---|---|
| Direction | West of I 26 | | East of I 26 | |
| | AM | PM | AM | PM |
| EB | 7.0% | 5.0% | 9.0% | 6.0% |
| WB | 5.0% | 7.0% | 13.0% | 11.0% |
| **I 26 Mainline** | | | | |
| Direction | West of I 526 | | East of I 526 | |
| | AM | PM | AM | PM |
| EB | 9.0% | 9.0% | 5.0% | 7.0% |
| WB | 9.0% | 8.0% | 17.0% | 10.0% |

## Interstate Ramp Heavy Vehicle Percentages

The 2050 Design Year interchange ramp heavy vehicle percentages are shown in **Table 17.**

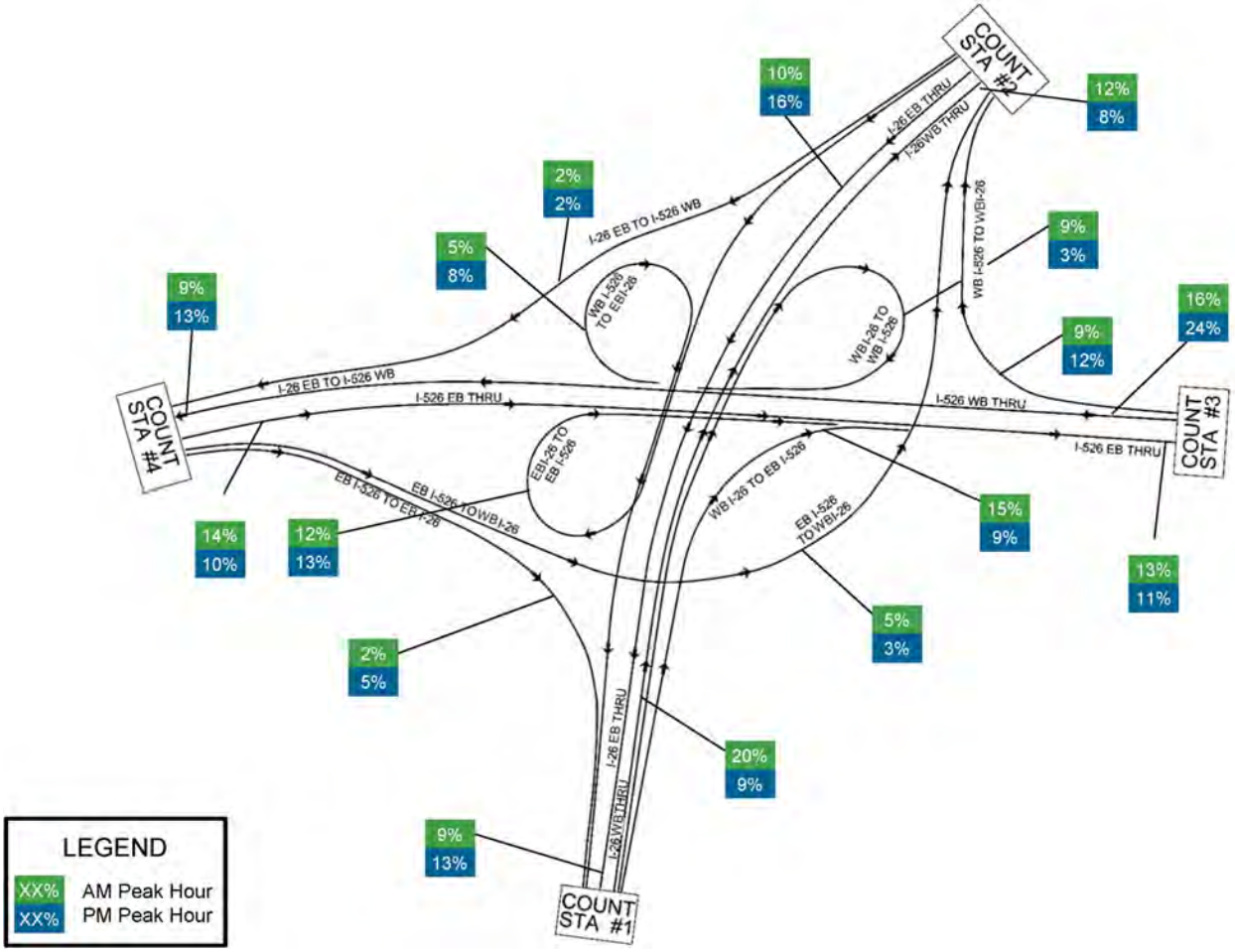
Table 17 – 2050 Design Year Projected Interstate Ramp Heavy Vehicle Percentages

| I 526 Eastbound | | | | | |
|---|---|---|---|---|---|
| Off Ramp: | AM | PM | On Ramp: | AM | PM |
| Glenn McConnell | 2.00% | 2.00% | Glenn McConnell | 2.00% | 3.00% |
| Glenn McConnell WB (loop) | 3.00% | 3.00% | | | |
| Leeds | 6.00% | 12.00% | Leeds | 2.00% | 2.00% |
| Dorchester | 3.00% | 2.00% | Dorchester | 2.00% | 2.00% |
| Paramount | 3.00% | 3.00% | Paramount | 2.00% | 2.00% |
| Montague | 4.00% | 2.00% | Montague/International | 2.00% | 2.00% |
| International | 3.00% | 3.00% | | | |
| I-26 EB | 2.00% | 5.00% | I-26 EB | 12.00% | 13.00% |
| I-26 WB | 5.00% | 3.00% | I-26 WB | 15.00% | 9.00% |
| Rivers SB | 4.00% | 3.00% | Rivers | 6.00% | 2.00% |
| Rivers NB (loop) | 2.00% | 2.00% | | | |
| Rhett | 9.00% | 6.00% | Rhett (loop) | 2.00% | 2.00% |
| **I 526 Westbound** | | | | | |
| Off Ramp: | AM | PM | On Ramp: | AM | PM |
| Rhett (loop) | 8.00% | 7.00% | Rhett | 2.00% | 2.00% |
| Rivers NB | 4.00% | 5.00% | Rivers | 5.00% | 3.00% |
| Rivers SB (loop) | 2.00% | 2.00% | | | |
| I-26 WB | 9.00% | 12.00% | I-26 WB | 9.00% | 3.00% |
| I-26 EB | 5.00% | 8.00% | I-26 EB | 2.00% | 2.00% |
| Montague/International | 13.00% | 9.00% | International | 2.00% | 2.00% |
| | | | Montague | 2.00% | 2.00% |
| Dorchester | 8.00% | 6.00% | Dorchester | 2.00% | 2.00% |
| Paramount | 3.00% | 3.00% | Paramount | 2.00% | 2.00% |
| Leeds | 2.00% | 6.00% | Leeds | 2.00% | 2.00% |
| Glenn McConnell WB | 2.00% | 2.00% | Glenn McConnell | 2.00% | 2.00% |
| Glenn McConnell EB (loop) | 2.00% | 2.00% | | | |
| **I 26 Eastbound** | | | | | |
| Off Ramp: | AM | PM | On Ramp: | AM | PM |
| Ashley Phosphate | 5.00% | 5.00% | Ashley Phosphate | 2.00% | 2.00% |
| Aviation | 5.00% | 7.00% | Aviation WB (loop) | 2.00% | 2.00% |
| | | | Aviation EB | 2.00% | 2.00% |
| Remount | 7.00% | 8.00% | Remount (loop) | 2.00% | 2.00% |
| Montague SB | 2.00% | 2.00% | Montague SB (loop) | 2.00% | 2.00% |
| Montague NB (loop) | 2.00% | 2.00% | Montague NB | 2.00% | 2.00% |
| **I 26 Westbound** | | | | | |
| Off Ramp: | AM | PM | On Ramp: | AM | PM |
| Dorchester | 5.00% | 3.00% | Dorchester | 2.00% | 2.00% |
| Montague | 5.00% | 3.00% | Montague | 2.00% | 7.00% |
| Remount | 4.00% | 2.00% | Remount | 2.00% | 2.00% |
| Aviation | 4.00% | 7.00% | Aviation EB (loop) | 2.00% | 2.00% |
| | | | Aviation WB | 2.00% | 2.00% |
| Ashley Phosphate | 2.00% | 2.00% | Ashley Phosphate | 6.00% | 5.00% |

## System Interchange Heavy Vehicle Percentages

As previously discussed, mainline counts were collected at four locations at the System intersection. Classification counts were also collected at the ramps throughout the System interchange. **Figure 33** shows the projected total volume and heavy vehicle volumes, with resulting heavy vehicle percentages for each movement through the System interchange for the AM and PM peak hours, respectively.

Figure 33 – 2050 Design Year I-526 & I-26 System Interchange Heavy Vehicle Percentages




## Intersection Heavy Vehicle Percentages

Heavy vehicle percentages at surface street intersections throughout the study area were based on the turning movement counts collected (found in **Appendix 2.3**).

# 3.4 Peak Hour Factors

For mainline interstate operations, 0.94 was assumed to be the peak hour factor, based on observed conditions in the base year mainline 48-hour counts.

Peak hour factors at surface street intersections throughout the study area were based on turning movement counts collected (found in **Appendix 2.3**).

# 4.0 PRELIMINARY ALTERNATIVES SCREENING

The development of the I-526 Lowcountry Corridor West project followed the procedures of the National Environmental Policy Act (NEPA). Preliminary alternatives were developed based on their ability to meet the future mobility needs of the corridor, and their traffic operation performance was evaluated to arrive at reasonable alternatives to be carried forward. A VISSIM microsimulation model was also used for screening, which uses base year traffic volumes and is calibrated to match the travel conditions through the study area network, including the freeway, ramps, and arterial streets. This model provides a dynamic view of capacity constraints within the system. Another version of the VISSIM model was then run using the design horizon year traffic volumes. The existing and future conditions models effectively illustrate the progressive breakdowns in traffic flow in the network and help initiate the prioritization of improvement alternatives.

The next level of analysis included the segmentation of the roadway network within the corridor in order to analyze capacity by static methods. The mainline segments of I-26 and I-526 were evaluated for level of service, expressed in traffic density. Mainline segments are divided by basic, merge, diverge, and weave operations. Basic segments are those least affected by vehicles entering, exiting, or weaving that may occur due to closely spaced interchanges, and provide the basis for determining the number of general-purpose lanes necessary to achieve a desired level of service for through traffic. Merge (entering), diverge (exiting) and weaving operations are evaluated in a manner similar to the basic segments. Those segments that fail by these analyses are often associated with geometric deficiencies, such as speed change, or auxiliary lanes that are too short. A high number of vehicular crashes are also prevalent in these areas. Basic, merge, diverge, and weave segments are each evaluated using Highway Capacity Software™ (HCS) by McTrans, which applies the procedures defined in the Highway Capacity Manual (HCM) 2010 published by the Transportation Research Board (TRB). The last piece of the static analysis is completed by evaluating the intersection operations within and near the service interchanges. These analyses provide level of service and delay at the intersections of ramps and surface streets using Synchro™ and Simtraffic™ by Trafficware. An important result from this analysis is the length of queue at each of the controlled intersections within an interchange.

This segmented analysis is used to evaluate the level of service throughout the network. The tools used are widely accepted for freeway and urban street operational analysis, and provided a degree of confidence that, once combined into one network-wide microsimulation model, would produce satisfactory results. This segmented analysis was performed for:

- No Build Conditions for Base Year AM and PM peak hours
- No Build Conditions for Design Year AM and PM peak hours
- Mainline Build Conditions for Design Year AM and PM peak hours, including the following:
  - One general purpose lane added in each direction
  - Two general-purpose lanes added in each direction
  - Various combinations of standard auxiliary lanes and braided ramps for interchange entrance/exit ramps

The I-526 & I-26 System interchange is not suited for static analysis, since there are no controlled intersections. Instead, the operations of this interchange were evaluated using a smaller, sub-area version of the VISSIM model. A similar model was used on a sub-area along Paul Cantrell Boulevard, encompassing the Paul Cantrell Boulevard & I-526 interchange, and the intersection of Paul Cantrell Boulevard & Magwood Drive. The proximity of these intersections and complex weaving operations required a dynamic tool for evaluation.

## 4.1 I-526 CORRIDOR

The following criteria were used for various inputs within the segment analysis:

- Design Hour Peak Hour Volumes (AM and PM peak hours).
- A peak hour factor of 0.94 was used for freeway segments and ramp areas.
- The proportion of heavy vehicles traveling on the freeway segments and ramp movements was based on averaged SCDOT data from the four 48-hour mainline count locations and balanced ramp movements between the two freeways.
- Based on the grades through the study area, the terrain was selected as "Level".
- Free-flow speed was set at the HCS default free-flow speed.

The analysis methodologies contained in the HCM for the various facility types and users describe the operational conditions in terms of a Level of Service (LOS). The following discussions and tables describe the HCM LOS criteria for the freeway, ramp merge, ramp diverge, and weave segments.

**Basic Freeway Segments**

The HCM characterizes the capacity of a basic freeway segment "…by three performance measures: density in passenger cars per mile per lane (pc/mi/ln), space mean speed in miles per hour (mi/h), and the ratio of demand flow rate to capacity (v/c). Each of these measures is an indication of how well traffic is being accommodated by the basic freeway segment." LOS F occurs when either the segment density exceeds 45 pc/mi/ln or when the segment v/c ratio exceeds 1.0 (regardless of the segment density).

**Ramp Merge and Diverge Segments**

Ramp-freeway junctions occur when merging maneuvers occur (on-ramps) or when diverging maneuvers occur (off-ramps). The operation of these merge and diverge areas are affected by several factors, including the operation of the adjacent freeway segment and the proximity and flow on adjacent ramps. Typically, the influence area of the ramps is 1,500 feet upstream of a diverge point and downstream from a merge point. As with freeway segments and weaving segments, the LOS of a merge or diverge area is related to the density of the segment. Regardless of the density, the merge or diverge areas are considered to operate at LOS F when the freeway demand exceeds the capacity of the upstream freeway segment (at diverge areas) or the downstream freeway segment (at merge areas), as well as when the ramp demand exceeds the ramp capacity.

**Weave Segments**

Weaving is defined as the crossing of two or more traffic streams traveling in the same direction along a significant length of highway. Weaving segments occur when merge segments are closely followed by diverge segments. The operation of a weave area is affected by several factors, including the length, width, and the configuration. As with freeway, merge, and diverge segments, the LOS of a weave area is related to the density of the segment. Regardless of the density, the weave area is considered to operate at LOS F when the freeway demand exceeds the capacity of the segment. Per the HCM, density thresholds in weaving segments are somewhat higher than those for similar basic freeway segments (or multilane highways). It is believed that drivers will tolerate higher densities in an area where lane-changing turbulence is expected than on basic segments. **Table 18** shows the HCM LOS criteria for all freeway segments.

Table 18 – Freeway, Merge/Diverge, and Weaving Segment LOS Criteria

| LOS | HCM 2010 Level of Service Criteria Density (pc/mi/ln) | | | |
|---|---|---|---|---|
| | Freeway Segment (FS) | Merge/Diverge (M/D) | Weaving Segment (W) | Weaving Segment on CD Roads (W) |
| A | ≤ 11 | ≤ 10 | ≤ 10 | ≤ 12 |
| B | >11-18 | >10-20 | >10-20 | >12-24 |
| C | >18-26 | >20-28 | >20-28 | >24-32 |
| D | >26-35 | >28-35 | >28-35 | >32-36 |
| E | >35-45 | >35 | >35 | >36 |
| F | > 45 \| v/c > 1 | v/c > 1 | v/c > 1 | v/c > 1 |

The results of the freeway capacity analysis in the 526 Lowcountry Corridor West are summarized in **Table 19** and **Table 20** for the eastbound and westbound directions, respectively. The following scenarios were evaluated:

- Base Year Conditions
- Design Year No Build Conditions
- Design Year Build Conditions (6-Lanes: 3 lanes in each direction)
- Design year Build Conditions (8-Lanes: 4 lanes in each direction)

The results of the freeway analysis, as summarized in these tables, illustrate the following:

- The No Build alternative will not provide adequate freeway capacity for anticipated demand volumes in the design year.
- Three lanes in each direction will provide adequate basic freeway capacity, except for the following segments:
  - Eastbound
    - Segment 13 - Paul Cantrell Boulevard to Leeds Avenue - AM peak hour
  - Westbound
    - Segments 9 and 12 through Rivers Avenue Interchange - PM peak hour
    - Segment 27 through Leeds Avenue Interchange - PM peak hour
    - Segment 29 - Leeds Avenue to Paul Cantrell Boulevard - PM peak hour.
- Four general purpose lanes in each direction will provide adequate basic freeway capacity for I-526 within the project limits.
- Where interchange build alternatives significantly change the ramp/access configuration, the results of the Design Year No-Build and Design Year Build 3 Lanes may not accurately reflect the number of lanes needed. All alternatives for the I-26/I-526 interchange, for example, incorporate collector-distributor systems that remove much of the transferring traffic volume to and from I-26 from the general-purpose lanes that carry I-526 through traffic over I-26.

**Therefore, the 8-general purpose lane alternative was carried forward as the sole reasonable alternative for the I-526 mainline capacity.**

Table 19 – I-526 Eastbound Freeway Segment Analysis Results

| Segment | | | AM Peak Hour LOS | | | | PM Peak Hour LOS | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| No. | Type | Description | Base Year (2 Lanes) | Design Year No Build (2 lanes) | Design Year Build (3 Lanes) | Design Year Build (4 Lanes) | Base Year (2 Lanes) | Design Year No Build (2 lanes) | Design Year Build (3 Lanes) | Design Year Build (4 Lanes) |
| 1 | FS | Between US 17 & Sam Rittenberg | A | B | B | B | A | A | A | A |
| 2 | M | US-17 WB On-Ramp | B | B | B | B | A | B | B | B |
| 3 | FS | Between US 17& SC 7 | B | C | C | C | A | B | B | B |
| 4 | M | SC 7 WB On-Ramp | B | C | C | C | B | C | C | C |
| 5 | FS | Between SC 7 & Paul Cantrell | B | C | B | A | B | C | B | B |
| 6 | D | Paul Cantrell EB Off-Ramp | B | D | B | B | B | D | C | B |
| 8 | FS | Between Paul Cantrell Off-Ramps | B | C | B | A | B | C | B | A |
| 9 | D | Paul Cantrell WB Off-Ramp | B | C | B | B | B | C | B | B |
| 11 | FS | Paul Cantrell Off to On-Ramps | B | C | B | A | A | B | B | A |
| 12 | M | Paul Cantrell On-Ramp | D | F | F | E | C | F | D | D |
| 13 | FS | Paul Cantrell to SC 61 | E | F | E | D | C | F | D | C |
| 14 | D | Leeds Off-Ramp | E | F | F | D | D | F | D | C |
| 15 | FS | Between Leeds Off & On-Ramps | D | F | D | C | C | E | C | B |
| 16 | W | Between Leeds & Paramount | B | E | D | C | C | E | E | D |
| 17 | FS | Between Paramount & Dorchester | C | F | D | C | C | F | D | C |
| 18 | W | Between Dorchester & Montague | C | F | E | D | C | F | F | F |
| 19 | FS | South of Montague Ave | C | F | D | C | C | F | C | B |
| 20 | D | International Blvd WB Off-Ramp | C | F | D | C | C | F | C | C |
| 22 | FS | North of International | C | E | C | B | C | D | C | B |
| 23 | W | Between International & I-26 | C | F | F | F | C | F | F | F |
| 24 | FS | Between I-26 Off- & On-Ramp | A | C | C | A | B | C | B | B |
| 25 | M | I-26 EB On-Ramp | C | F | D | C | C | F | D | C |
| 27 | FS | Between I-26 EB & WB On-Ramps | C | E | C | B | D | F | C | C |
| 28 | W | Between I-26 & Rivers | C | E | D | C | C | E | D | C |
| 29 | FS | Between Rivers EB & WB Off-Ramps | C | F | C | C | C | F | D | C |
| 30 | D | Rivers Off-Ramp | C | F | C | B | C | F | C | C |
| 32 | FS | Between Rivers Off & On-Ramps | C | F | C | B | C | E | C | B |
| 33 | M | Rivers On-Ramp | D | F | D | C | C | F | C | C |
| 35 | FS | Between Rivers a& N Rhett | D | F | D | C | C | F | D | C |
| 36 | D | N Rhett Off-Ramp | E | F | D | C | D | F | D | C |
| 38 | FS | Between N Rhett Off & On-Ramps | C | F | D | C | C | E | C | B |
| 39 | M | N Rhett On-Ramp | F | F | F | D | C | F | D | C |
| 40 | FS | East of N Rhett Ave | C | F | F | D | B | D | D | C |

Table 20 – I-526 Westbound Freeway Segment Analysis Results

| Segment | | | AM Peak Hour LOS | | | | PM Peak Hour LOS | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| No. | Type | Description | Base Year (2 Lanes) | Design Year No Build (2 lanes) | Design Year Build (3 Lanes) | Design Year Build (4 Lanes) | Base Year (2 Lanes) | Design Year No Build (2 lanes) | Design Year Build (3 Lanes) | Design Year Build (4 Lanes) |
| 1 | FS | East of N Rhett Ave | C | E | E | E | D | F | F | F |
| 2 | D | N Rhett Off-Ramp | C | F | F | F | F | F | F | F |
| 3 | FS | Between N Rhett Off & On-Ramps | C | E | C | C | E | F | E | E |
| 4 | M | N Rhett On-Ramp | D | F | D | C | F | F | F | F |
| 6 | FS | Between N Rhett & Rivers | D | F | D | C | F | F | F | D |
| 8 | D | Rivers Off-Ramp | D | F | D | C | F | F | F | D |
| 9 | FS | Between Rivers EB & WB Off-Ramps | C | F | C | B | E | F | E | C |
| 10 | D | Rivers Off-Ramp | C | F | C | B | F | F | D | C |
| 12 | FS | Between Rivers Off & On-Ramps | C | E | C | B | E | F | E | C |
| 13 | W | Between Rivers & I-26 | F | F | F | F | E | F | F | F |
| 14 | FS | Between I-26 WB Off and On-Ramps | C | D | C | B | C | E | C | B |
| 15 | W | Between I-26 WB & I-26 EB Ramps | C | E | C | C | C | E | D | C |
| 16 | FS | Between I-26 EB Off and On-Ramps | B | C | B | A | C | E | C | B |
| 17 | W | Between I-26 & International | C | F | F | F | D | F | E | D |
| 18 | FS | Between International Off & On-Ramps | C | E | C | B | C | F | C | C |
| 19 | M | International On-Ramp | C | F | D | C | D | F | D | C |
| 21 | FS | CD Between International & Montague | C | C | B | B | D | D | D | D |
| 22 | D | CD Diverge to I-526 WB | A | B | B | B | A | F | C | C |
| 23 | FS | Between Montague & Dorchester | A | F | D | C | A | F | D | C |
| 24 | W | Between Montague & Dorchester | C | F | E | C | C | F | E | D |
| 25 | FS | Between Dorchester On- & Off-Ramps | C | F | C | C | D | F | D | C |
| 26 | W | Between Paramount & Leeds | C | E | E | C | C | F | E | D |
| 27 | FS | Between Leeds Off & On-Ramps | C | E | C | B | D | F | E | D |
| 28 | M | Leeds On-Ramp | C | F | C | B | F | F | F | D |
| 29 | FS | Between Leeds & Paul Cantrell | C | E | C | B | F | F | F | D |
| 30 | D | I-526 Off-Ramp to Paul Cantrell | C | F | D | C | F | F | F | F |
| 31 | FS | Between Paul Cantrell Off-Ramps | B | C | B | B | C | F | D | D |
| 32 | D | Paul Cantrell Off-Ramp | B | C | C | C | C | F | D | D |
| 34 | FS | Between Paul Cantrell Off- & On-Ramps | A | B | A | A | B | E | C | C |
| 35 | M | Paul Cantrell On-Ramp | B | C | B | B | C | F | C | C |
| 36 | FS | South of Savage Road | A | C | B | B | B | E | C | C |
| 37 | FS | North of US 17 | A | A | A | A | A | A | A | A |

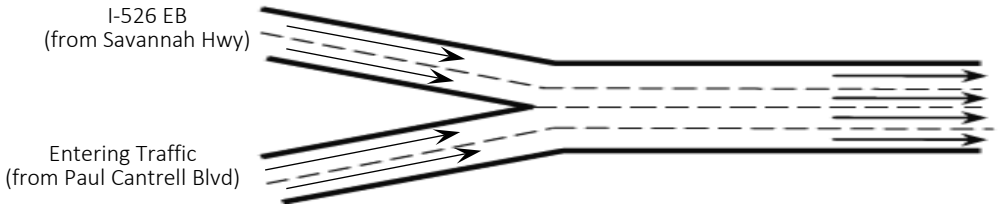
The preceding mainline operation tables included the LOS for merge, diverge, and weave operations. These tables, however, do not reflect any ramp or interchange improvements. Improvements in LOS that appear from one mainline build alternative to another are due to decreased density in the general-purpose lanes that result from added through capacity. As a result, even with the 8-lane widening alternative (the alternative carried forward as a reasonable alternative), there are still failures due to substandard ramps, either from a geometric or capacity perspective, particularly at:

- the Paul Cantrell Boulevard On-Ramp,
- between Dorchester Road and Montague Avenue,
- between International Boulevard & I-26, and
- between Rivers Avenue & I-26.

Paul Cantrell Boulevard represents a key transition-point in the project limits where interstate volumes change significantly (due to significant volumes both entering and exiting the interstate at this interchange). Therefore, the on-ramp and off-ramp transitions were evaluated to achieve acceptable projected level of service in the design year:

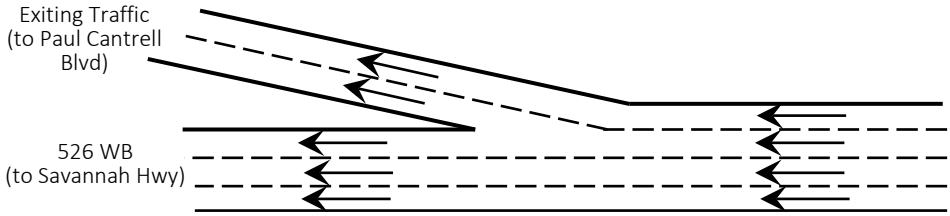
The AM peak hour merge failure (LOS E) exists for various interchange improvement alternatives at I-526 and Paul Cantrell Boulevard, and with mainline future build conditions of three or four lanes in each direction. The HCS analysis that produced the results in **Table 20** is based on the designated number of general purpose lanes (3 or 4) with the peak hour volume entering from the ramp. The deficiency was resolved by recognizing that only two general purpose lanes are required in the eastbound direction of I-526 prior to this merge. The solution involves adding the two additional eastbound mainline lanes to I-526 at this entrance ramp, required for the AM peak hour entering traffic volume. **Figure 34** is a schematic representation of this solution.

Figure 34 – I-526 EB Entrance Ramp/Add Lanes at Paul Cantrell Blvd




This PM peak hour diverge failure (LOS F) exists with either three or four lanes in each direction. Four westbound general-purpose lanes approach this exit from the Ashley River in the build alternative. Since three general purpose lanes are warranted beyond this exit, a solution to this capacity deficiency is to drop the outside westbound lane to the Paul Cantrell Exit. The second westbound lane from the right will be a decision lane, which can continue along I-526 toward Savannah Highway or take the inside lane on the two-lane exit ramp. This is illustrated schematically in **Figure 35**.

Figure 35 – I-526 WB Exit Ramp/Drop Lane at Paul Cantrell Blvd



Solutions along I-526 mainline west of the System interchange between Dorchester Road and Montague Avenue are included in the following discussion. The evaluated ramp geometry alternatives consisted of a combination of standard auxiliary lanes, and where necessary, braided ramps used to reduce congestion associated with merge, diverge, and weaving operations at the interchange ramps. Three alternatives were included for preliminary screening for the ramp configurations along the segment of I-526 between Dorchester Road and I-26, including the segments between I-26 and International Boulevard, between International Boulevard and Montague Avenue, and between Montague Avenue and Dorchester Road.

The circled numbers for each interstate segment refer to the segment numbers on the corresponding figures. Alternative 1 analysis results are shown in **Table 21** and **Figure 36**, Alternative 2 analysis results are shown in **Table 22** and **Figure 37**, and Alternative 3 analysis results are shown in **Table 23** and **Figure 38**. Alternatives 1 and 3 are projected to provide acceptable levels of service throughout the sub-area, however Alterative 2 is projected to have multiple segments of unacceptable LOS and/or substandard roadway design. **Alternative 3, a combination of elements of Alternatives 1 and 2, was carried forward as the sole reasonable alternative.**

Table 21 – I-526 Mainline Ramps Alternative 1 Screening

| I 526 Westbound | | Between I 26 & International | | | Between International & Montague | | Between Montague & Dorchester |
|---|---|---|---|---|---|---|---|
| Braided Ramp Configuration *(System Interchange Alt 1 & 2 Compatible)#* | Type | CD Weave ① | CD Merge ② | ML Diverge ③ | Diverge ④ | Weave ⑤ | Merge ⑥ |
| | AM LOS | C | B | B | C | C | B |
| | PM LOS | B | B | C | C | D | C |
| Braided Ramp Configuration *(System Interchange Alt 3 & 4 Compatible)#* | Type | ML Diverge ③ | ML Weave ③ | | Weave ⑤ | | Merge ⑥ |
| | AM LOS | B | C | | C | | B |
| | PM LOS | B | C | | D | | C |
| **I 526 EB** | | **Between Dorchester & Montague** | **Between Montague & International** | | **Between International & I 26** | | |
| Braided Ramps *(System Interchange Alts 1 – 4 compatible)#* | Type | Weave ① | Weave ② | | ML Merge ③ | CD Merge ④ | CD Weave ④ |
| | AM LOS | C | B | | B | C | B |
| | PM LOS | C | B | | B | C | B |

*ML = Mainline Lanes, CD = Collector Distributor Lanes*

*# Refers to System Interchange Build Alternatives* ***(Section 4.3 - I-526 & I-26 System Interchange)***

Figure 36 – I-526 Mainline Ramps Alternative 1 Schematic

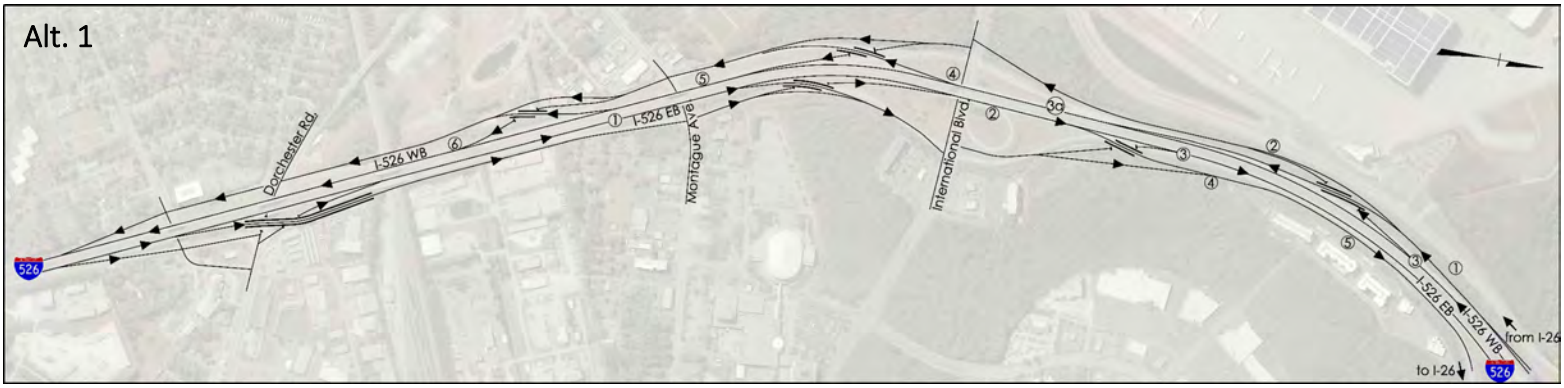


Table 22 – I-526 Mainline Ramps Alternative 2 Screening

| I 526 Westbound | | Between I 26 & International | Between International & Montague | Between Montague & Dorchester |
|---|---|---|---|---|
| Auxiliary Lanes *(System Interchange Alt 1 – 4 Compatible)#* | Type | Weave ① | Weave ② | Weave ③ |
| | AM LOS | C | E* | C |
| | PM LOS | C | E* | C |
| **I 526 EB** | | **Between Dorchester & Montague** | **Between Montague & International** | **Between International & I 26** |
| Braided Ramps *(System Interchange Alts 1 – 4 compatible)#* | Type | Weave ① | Weave ② | Weave ③ |
| | AM LOS | C | D* | D |
| | PM LOS | D | D* | F |

** Cannot design ramps within this area to SCDOT HDM design standards – highlighted in red (similar to LOS F) to indicate unacceptable design*

*# Refers to System Interchange Build Alternatives* ***(Section 4.3 - I-526 & I-26 System Interchange)***

Figure 37 – I-526 Mainline Ramps Alternative 2 Schematic

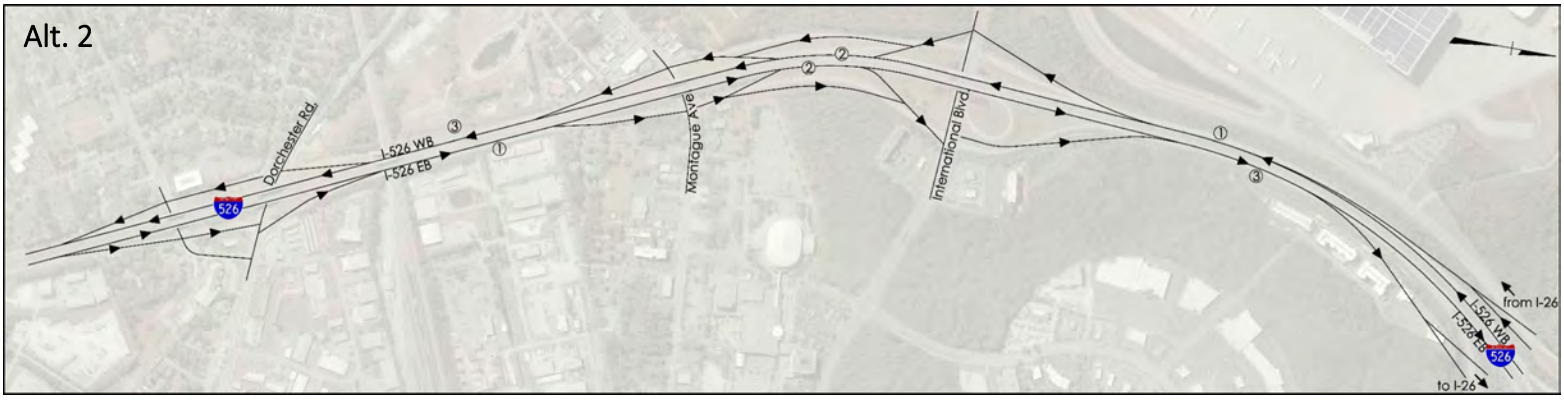


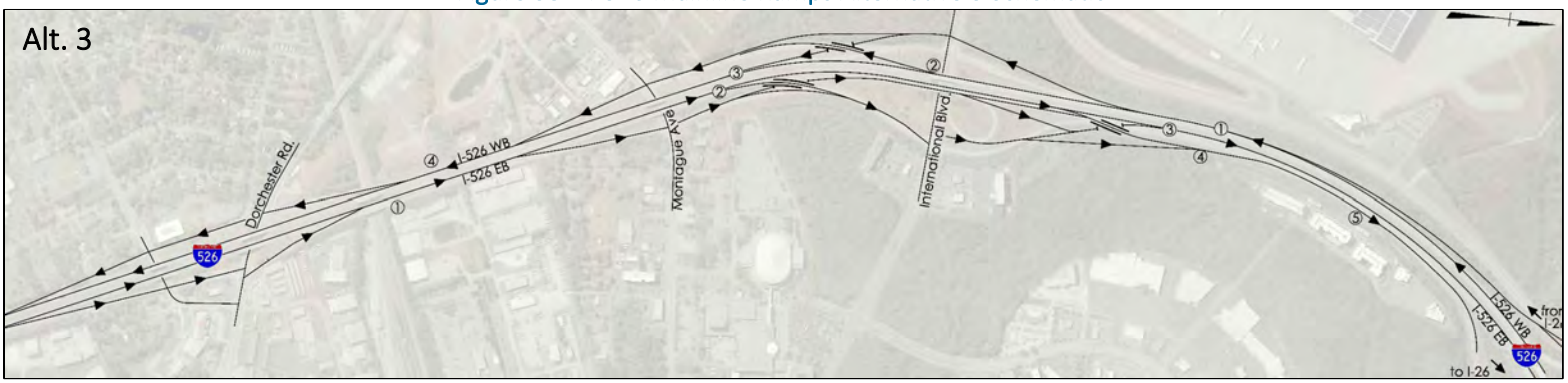

Table 23 – I-526 Mainline Ramps Alternative 3 Screening

| I 526 Westbound | | Between I 26 & International | Between International & Montague | | Between Montague & Dorchester |
|---|---|---|---|---|---|
| Combination of Alts. 1 & 2 *(System Interchange Alt 1 – 4 Compatible)#* | Type | ML Weave ① | Diverge ② | Merge ③ | Weave ④ |
| | AM LOS | C | B | C | C |
| | PM LOS | C | B | C | C |
| **I 526 EB** | | **Between Dorchester & Montague** | **Between Montague & International** | **Between International & I 26** | |
| Combination of Alts. 1 & 2 *(System Interchange Alts 1 – 4 compatible)#* | Type | Weave ① | Diverge ② | ML Merge ③ | CD Merge ④ | CD Weave ⑤ |
| | AM LOS | C | C | B | C | B |
| | PM LOS | D | C | B | C | B |

*ML = Mainline Lanes, CD = Collector Distributor Lanes*

*# Refers to System Interchange Build Alternatives* ***(Section 4.3 - I-526 & I-26 System Interchange)***

Figure 38 – I-526 Mainline Ramps Alternative 3 Schematic



To address the unacceptable LOS identified between I-26 and Rivers Avenue, Origin-Destination patterns were evaluated for movements along I-526 east of I-26, and the eastbound and westbound lanes of I-26. The intent was to determine the eastbound or westbound traffic volumes east of North Rhett Avenue, which had I-26 as an origin (eastbound I-526) or destination (westbound I-526). Due to the geometric and potential structural challenges associated with this elevated portion of I-526, the potential to extend collector distributor lanes on separate parallel structures was evaluated. This is supported by the interchange concepts that have been developed for the System interchange at I-26 & I-526, which incorporates the I-526/Rivers Avenue interchange. This will be discussed in greater detail in **Section 4.3 - I-526 & I-26 System Interchange**. The results indicate that, by allowing I-26 bound traffic on westbound I-526 to exit to a collector distributor road between North Rhett and Virginia Avenue interchanges, including providing access from westbound entrance ramps from these interchange, the volume of the existing mainline traffic is sufficiently reduced to avoid widening the existing structure. The same is true for the eastbound lanes, for traffic coming from I-26. **Table 24** provides a summary of the capacity results for the existing general-purpose lanes, as well as the collector-distributor lanes, in each direction.

Table 24 – I-526 Collector-Distributor Lanes East of I-26

| Peak Period | Direction | CD* Volume (% of Total) | GP* Volume (% of Total) | CD* Lanes | GP* Lanes | Design Year LOS | |
|---|---|---|---|---|---|---|---|
| | | | | | | CD* Lanes | GP* Lanes |
| AM | EB | 39% | 61% | 2 | 2 | B | D |
| | WB | 58% | 42% | 2 | 2 | C | B |
| PM | EB | 36% | 64% | 2 | 2 | B | C |
| | WB | 43% | 57% | 2 | 2 | C | D |

** GP = General-Purpose | CD = Collector-Distributor*

Additional solutions to the unacceptable LOS identified along I-526 between International Boulevard & I-26 and between I-26 & Rivers Avenue were addressed with improvements to the System Interchange, as discussed in the next section, **Section 4.3 – I-526 & I-26 System Interchange.**

### 4.1.1 Reasonable Alternative(s) Carried Forward

For the I-526 mainline corridor, **one reasonable alternative was carried forward** from the preliminary screening process, which included:

- Eight (8) General-Purpose Lanes (the typical cross-section of which is shown in **Figure 39**)
  - Widening of existing cross-section/bridges to four lanes in each direction between Paul Cantrell Boulevard and International Boulevard,
  - Additional Collector Distributor facility parallel to I-526 between International Boulevard & I-26 in the eastbound direction
  - Additional two-lane collector distributor facilities (in both directions) between I-26 and N. Rhett Avenue.
- Lane additions and lane drops to and from the eight I-526 general purpose lanes at the Paul Cantrell Boulevard interchange.
- Ramp Configuration Alternative 3 Between Dorchester Road and I-26 (as shown below in **Figure 40**):
  - No changes to Dorchester Road ramp configuration
  - Braided ramps between Montague Road and International Boulevard in both directions
  - A Braided ramp between International Boulevard and I-26 providing access to the proposed new Collector Distributor facility.

Figure 39 – I-526 Mainline Reasonable Alternative Typical Cross-Sections



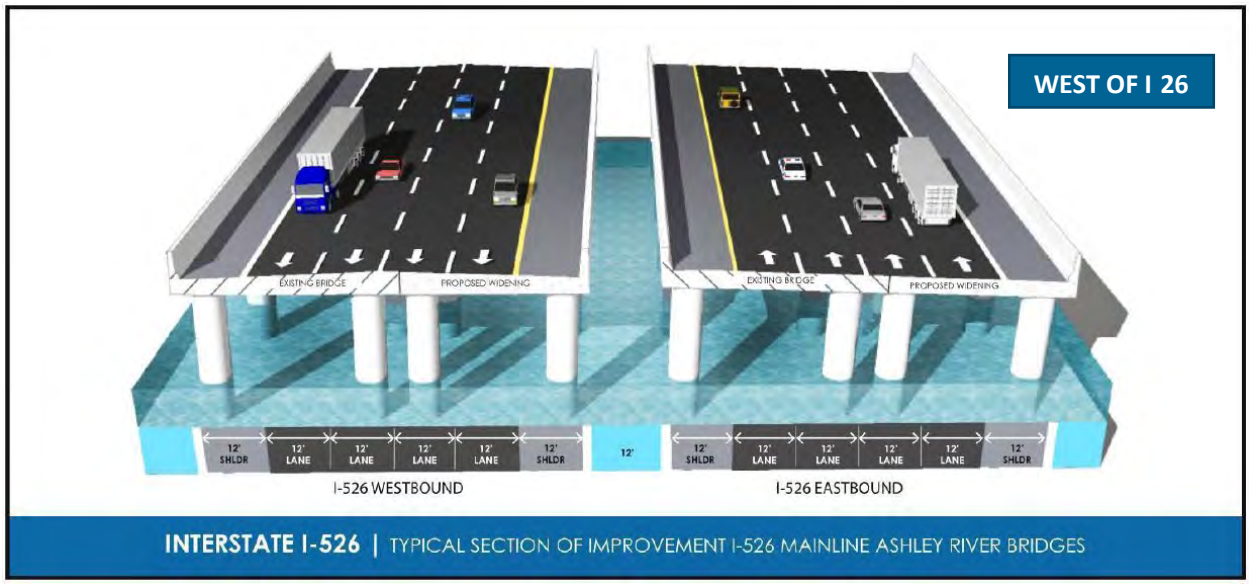
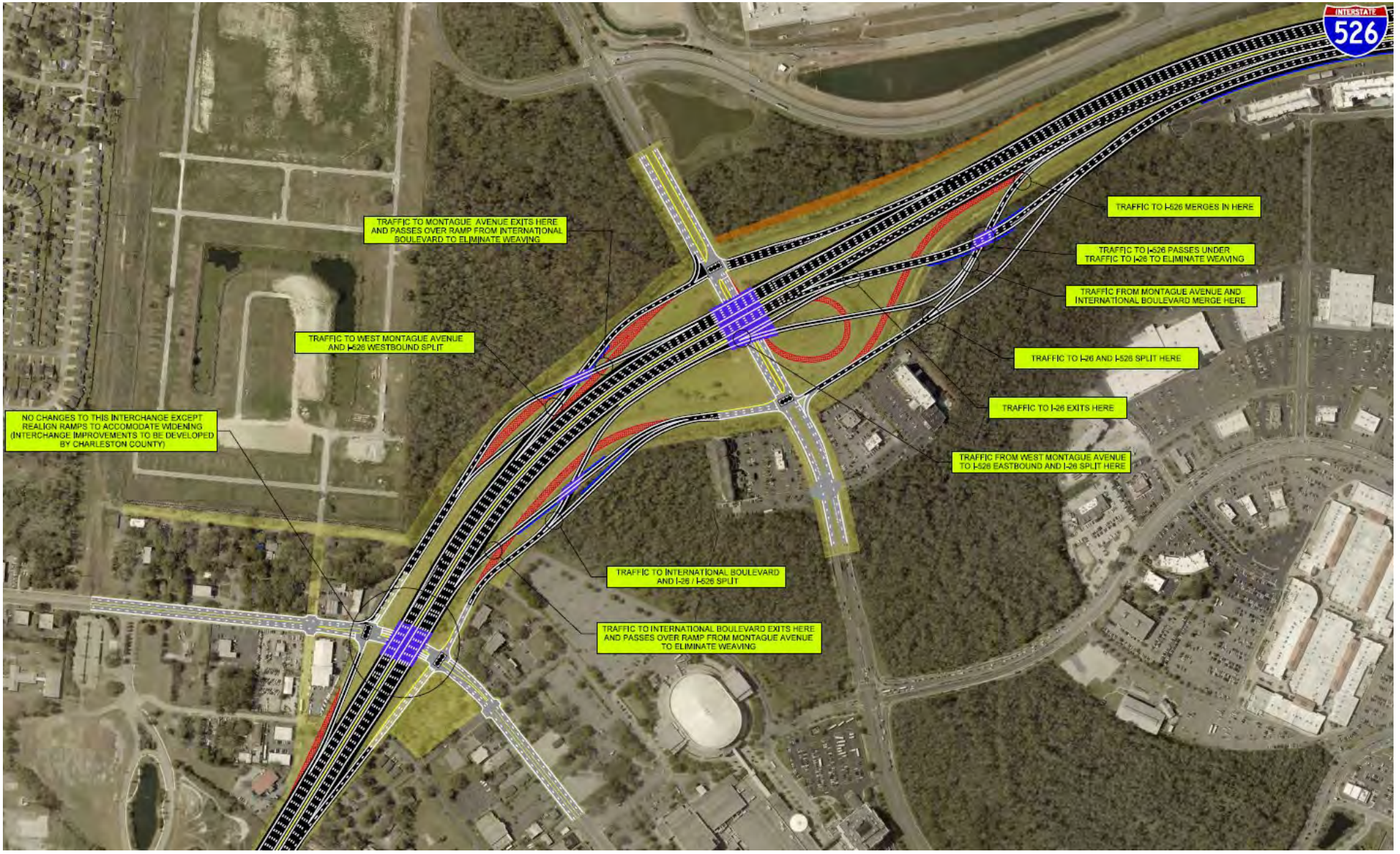






Figure 40 – I-526 West of System Interchange Reasonable Alternative



## 4.2 I-26 CORRIDOR

The approach taken to finding the best transition between I-26 corridor improvements and the I-526 corridor improvements can be summarized as follows:

- Provide an acceptable LOS in the horizon year for merge and diverge operations associated with access to and from the new System interchange.
- Capacity of I-26 through traffic will be evaluated, and previously planned but yet to be constructed capacity projects will be considered in that evaluation.
- Limit, if possible, significant changes to the Aviation, Remount and Montague interchanges on I-26, while identifying conditions that might be addressed by future capacity projects.

To accomplish these objectives, the ramps to/from the System interchange were modified to split origin-destination pairs in a way that best utilized the existing capacity of the general-purpose lanes and added capacity to the collector distributor system on I-26, by both adding C-D lanes and extending their limits. This approach limits the impacts to the three I-26 service interchanges (Aviation Avenue, Remount Road, and Montague Avenue) to changes in ramp geometry, and steepening berm slopes in the end spans to accommodate C-D road widening.

### I-26 North of System Interchange

Three preliminary alternatives were screened for the CD roads configuration parallel to the I-26 mainline north of the System interchange:

**Alternative 1** (**Table 25** and **Figure 41**):

Eastbound: Existing ramps with 3 lanes on CD and all I-526 bound traffic on CD
Westbound: Removal of loop ramp from Aviation Avenue interchange with 2 lanes on CD

**Alternative 2** (**Table 26** and **Figure 42**):

Eastbound: Aviation Avenue and Remount Road ramps braided over CD and I-526 bound traffic on CD
Westbound: Existing ramp configuration with 2 lanes on CD

**Alternative 3** (**Table 27** and **Figure 43**):

Eastbound: I-526 WB and Aviation Avenue and Remount Road traffic on CD and I-526 EB traffic on I-26
Westbound: Existing ramp configuration with 2 lanes on CD

Table 25 – I-26 CD Roads Alternative 1 Screening

| I 26 EB Facility | | West of CD Road | | West of Aviation | | | East of Aviation | West of Remount | | East of Remount | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CD | Type | | | Basic ② | Diverge ③ | Basic ④ | Weave ⑤ | Basic ⑥ | Merge ⑦ | Basic ⑧ | Diverge ⑨ | Basic ⑩ | Diverge ⑪ |
| | AM LOS | | | E | D | E | E | E | D | D | D | D | C |
| | PM LOS | | | D | C | C | C | D | C | D | C | D | C |
| ML | Type | Basic | Diverge ① | Basic | | | | | | | | | Merge |
| | AM LOS | F | F | C | | | | | | | | | D |
| | PM LOS | D | F | B | | | | | | | | | B |

| I 26 WB Facility | | East of CD Road | | East of Remount | | West of Remount | East of Aviation | | West of Aviation | |
|---|---|---|---|---|---|---|---|---|---|---|
| CD | Type | | | Basic ① | Diverge ② | Basic ③ | Weave ④ | Basic ⑤ | Merge ⑥ | Basic ⑦ |
| | AM LOS | | | C | C | D | C | C | C | C |
| | PM LOS | | | C | C | D | D | D | F | F |
| ML | Type | Basic | Merge | Basic | | | | | | Merge ⑧ |
| | AM LOS | B | A | B | | | | | | C |
| | PM LOS | D | B | C | | | | | | F |

*ML = Mainline Lanes, CD = Collector Distributor Lanes, DL = Decision Lane*

Figure 41 – I-26 CD Road Alternative 1 Schematics

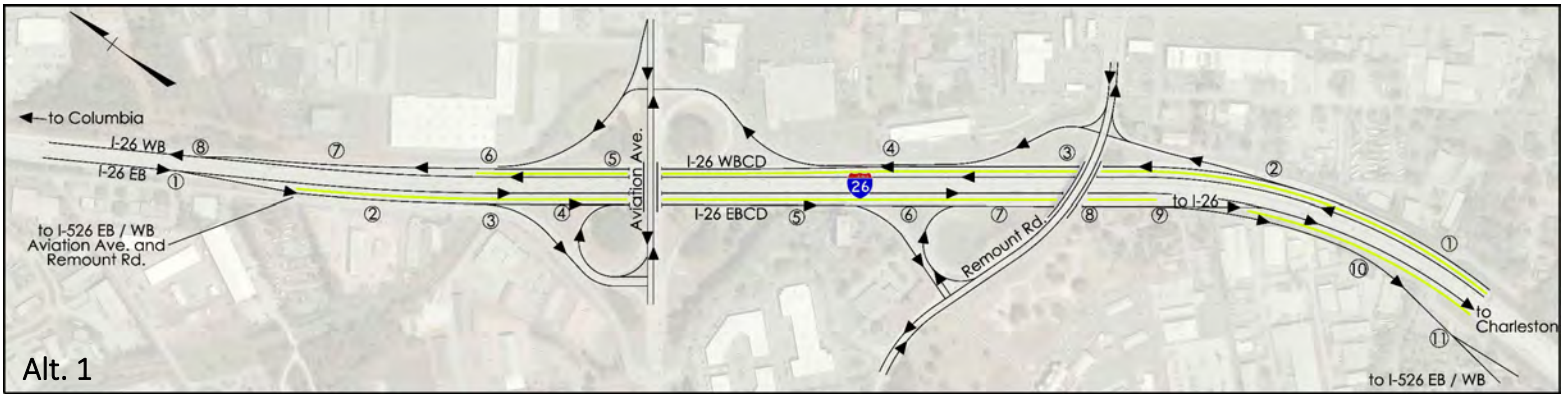


Table 26 – I-26 CD Roads Alternative 2 Screening

| I 26 EB Facility | | West of CD Road | | West of Aviation | | East of Aviation | West of Remount | East of Remount | |
|---|---|---|---|---|---|---|---|---|---|
| CD | Type | | | Basic ⑤ | | | | Merge ⑥ | Basic ⑦ |
| | AM LOS | | | D | | | | C | D |
| | PM LOS | | | C | | | | C | D |
| ML | Type | Basic ① | Diverge ② | Basic ③ | Diverge ④ | Basic | | Merge ⑧ | Basic ⑨ |
| | AM LOS | F | F | D | D | C | | D | D |
| | PM LOS | D | B | B | B | B | | C | B |

| I 26 WB Facility | | East of CD Road | | East of Remount | | West of Remount | East of Aviation | | | West of Aviation | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CD | Type | | | Basic ① | Diverge ② | Basic ③ | Weave ④ | Basic ⑤ | Merge ⑥ | Basic ⑦ | Merge ⑧ | Basic ⑨ |
| | AM LOS | | | C | C | D | C | C | C | C | C | C |
| | PM LOS | | | C | C | D | D | D | D | E | F | F |
| ML | Type | Basic | Merge | Basic | | | | | | | | Merge ⑩ |
| | AM LOS | B | A | B | | | | | | | | C |
| | PM LOS | D | B | C | | | | | | | | F |

*ML = Mainline Lanes, CD = Collector Distributor Lanes, DL = Decision Lane*

Figure 42 – I-26 CD Road Alternative 2 Schematics

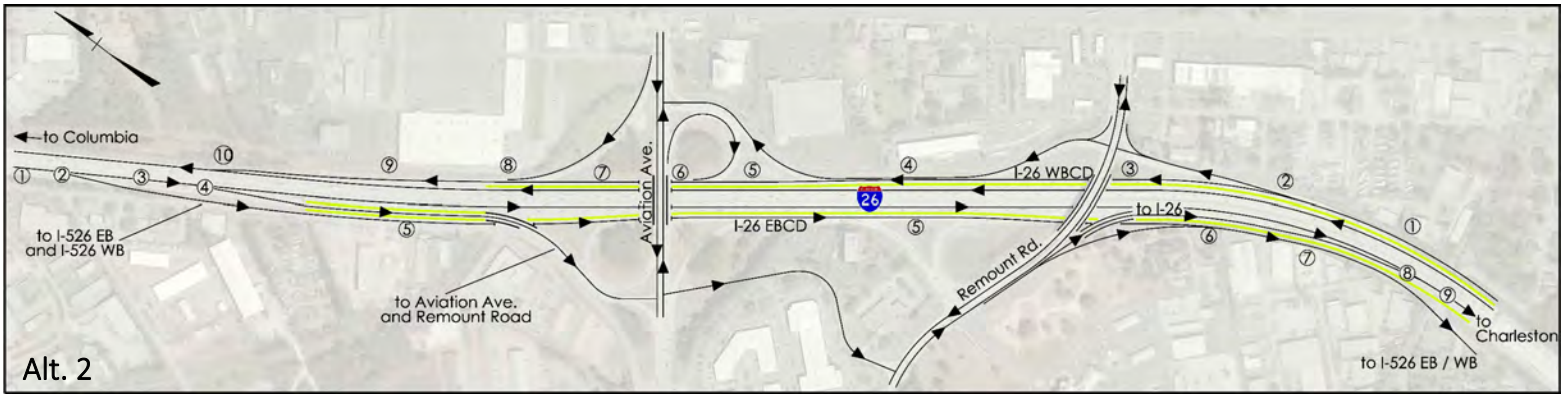


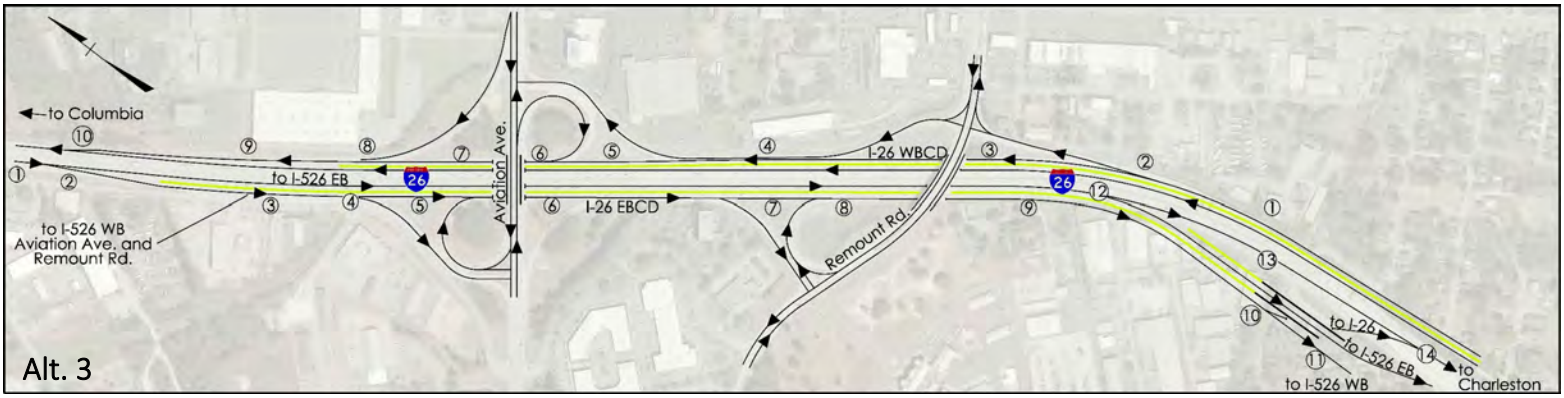
Table 27 – I-26 CD Roads Alternative 3 Screening

| I 26 EB Facility | | West of CD Road | | West of Aviation | | | East of Aviation | West of Remount | | East of Remount | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CD | Type | | | Basic ③ | Diverge ④ | Basic ⑤ | Weave ⑥ | Basic ⑦ | Merge ⑧ | Basic ⑨ | Diverge ⑩ | Basic ⑪ | |
| | AM LOS | | | D | C | C | D | C | C | D | C | C | |
| | PM LOS | | | B | B | B | B | C | B | C | B | B | |
| ML | Type | Basic ① | Diverge ② | Basic | | | | | | | Diverge ⑫ | Basic ⑬ | Merge ⑭ |
| | AM LOS | F | F | D | | | | | | | D | C | D |
| | PM LOS | D | B | C | | | | | | | C | B | B |

| I 26 WB Facility | | East of CD Road | | East of Remount | | West of Remount | East of Aviation | | | West of Aviation | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CD | Type | | | Basic ① | Diverge ② | Basic ③ | Weave ④ | Basic ⑤ | Merge ⑥ | Basic ⑦ | Merge ⑧ | Basic ⑨ |
| | AM LOS | | | C | C | D | C | C | C | C | C | C |
| | PM LOS | | | C | C | D | D | D | D | E | F | F |
| ML | Type | Basic | Merge | Basic | | | | | | | | Merge ⑩ |
| | AM LOS | B | A | B | | | | | | | | C |
| | PM LOS | D | B | C | | | | | | | | F |

*ML = Mainline Lanes, CD = Collector Distributor Lanes, DL = Decision Lane*

Figure 43 – I-26 CD Road Alternative 3 Schematics



The System interchange alternatives at I-26 & I-526 rely on collector-distributor systems to separate volumes and reduce congestion due to merge, diverge and weaving movements. The eastbound I-26 traffic destined for eastbound I-526 will enter the C-D system west of the Aviation Avenue interchange and proceed under Remount Road. This will require widening the eastbound C-D road to three lanes. The berm slope (between roadway and end bent/abutment) will have to be steepened.

The same type of improvement is required in the westbound lanes of I-26, west of I-526. Traffic entering westbound I-26 from eastbound and westbound I-526 are being distributed between general-purpose and CD lanes to provide an acceptable LOS.

The collector-distributor roads servicing the System interchange at I-26 & I-526 begin (eastbound) and end (westbound) west of Aviation Avenue. The increased volumes bound for or received from the I-526 interchange will rely heavily on these C-D roads due to limited capacity in the general-purpose lanes.

As the volume from the System interchange increases and the C-D roads are widened to accommodate it, the number of merge locations needs to be reduced so that greater distance can be provided for these merges. The eastbound Aviation to eastbound I-26 diagonal entrance ramp will be removed. This movement will be combined on the loop ramp to eastbound I-26.

The loop entrance ramp from eastbound Aviation Avenue to westbound I-26 will be removed. This movement will be combined with the westbound aviation traffic entering westbound I-26 on the diagonal ramp.

No improvements at the Remount Road interchange are included in the alternatives development and only one alternative for the Aviation Avenue interchange is included (Alternative 3 from the preliminary screening)

### I-26 South of System Interchange

Interchange alternatives for the Montague interchange are not driven as much by the need for additional capacity at this intersection. Instead, the need is based on the proximity of this intersection to the I-26 & I-526 interchange. As the throughput of the System interchange increases, the I-26 at Montague interchange will require modifications to receive the traffic.

Similar to the approach used along I-26 north of the System Interchange, a new westbound CD facility is proposed to begin at Montague Avenue (with access provided via the existing pavement of the Mall Drive ramp). This CD facility will collect traffic destined for I-526 eastbound and westbound, as well as traffic destined for either Aviation Avenue or Remount Road. Traffic continuing along I-26 will remain on the general-purpose lanes.

## 4.2.1 Reasonable Alternative(s) Carried Forward

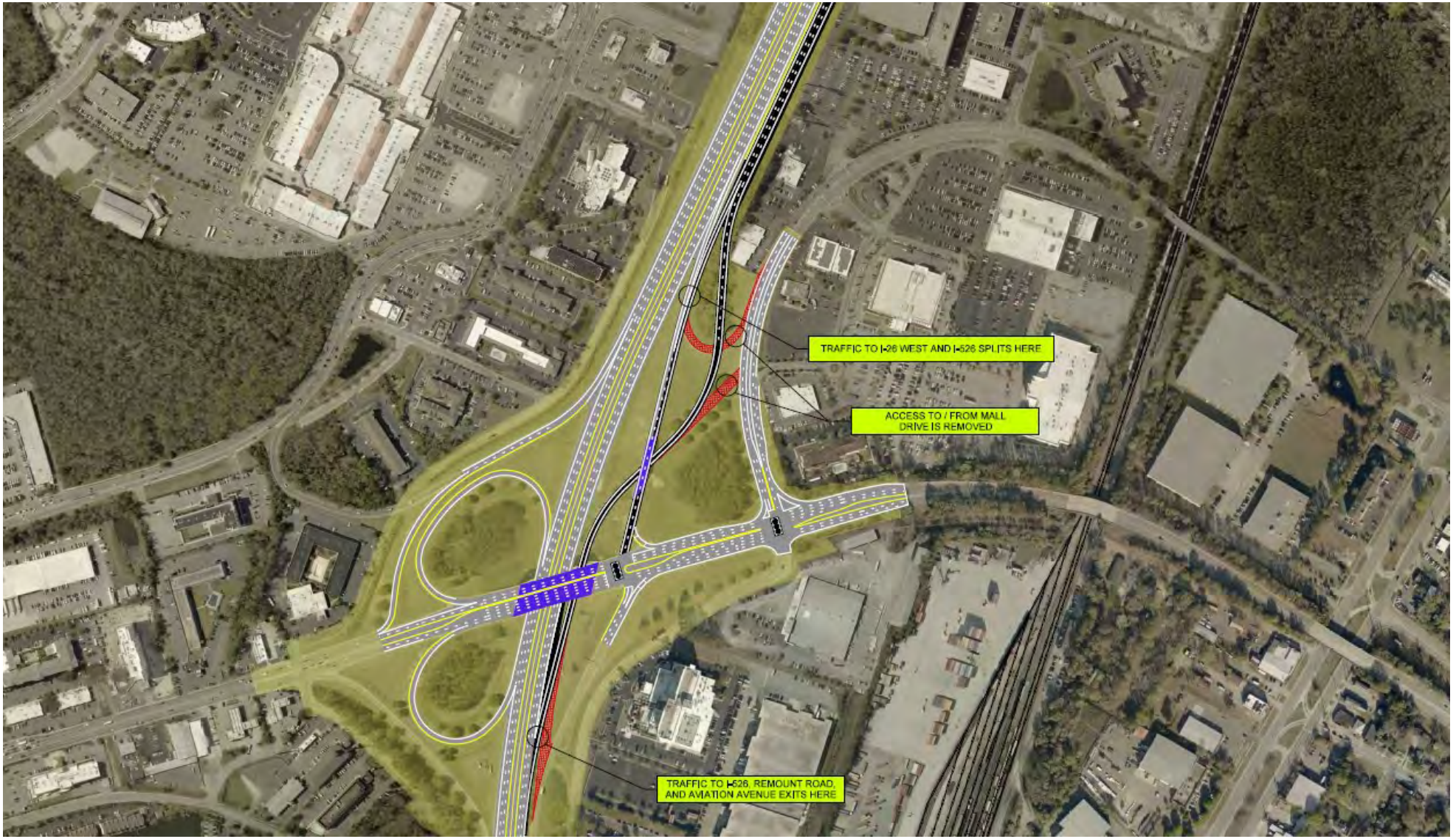
**One reasonable alternative of the I-26 Corridor Improvements was carried forward**, which included extension of the existing CD facilities north of the System Interchange to connect to and distribute/receive traffic directly from the System Interchange. This CD widening and extension to the north of the System Interchange includes the elimination of the Aviation Avenue eastbound diagonal on-ramp with traffic redirected to the existing eastbound loop on-ramp. This proposed geometry is shown in **Figure 44**.

Additionally, a westbound CD facility south of the System Interchange is included in this reasonable alternative which carries traffic from I-26 westbound to I-526 and to Remount Road and Aviation Avenue. This proposed geometry is shown in **Figure 45.**

Figure 44 – I-26 North of System Interchange Reasonable Alternative



Figure 45 – I-26 South of System Interchange Reasonable Alternative



## 4.3 I-526 & I-26 System Interchange

Fifteen (15) deficiencies were identified at the System Interchange, as shown in **Table 28**.

Table 28 – System Interchange Existing Deficiencies

| Area | No. | Deficiency |
|---|---|---|
| I 26 & I 526 | 1 | Congestion along I-26 WB, I-526 EB, and I-526 WB in the afternoon |
| | 2 | Weave along I-26 WB from I-526 EB/I-526 WB to Remount Road/Aviation Avenue C-D road |
| | 3 | Weave along I-26 EB from Remount Road/Aviation Avenue C-D road to I-526 EB/I-526 WB |
| | 4 | Weave along I-26 WB from Montague Avenue to I-526 |
| | 5 | Short weave distance along I-526 WB between Rivers Avenue and I-26 |
| | 6 | Short weave distance along I-526 EB between I-26 and Rivers Avenue |
| | 7 | Deceleration lane length and weave from I-526 WB to I-26 EB loop ramp |
| | 8 | Acceleration lane length from I-26 EB to I-526 EB loop ramp |
| | 9 | Deceleration/acceleration lane length and weave along I-26 EB C-D road |
| | 10 | Vertical curve along I-526 west of I-26 |
| I 526 & Rivers Avenue | 11 | Congestion along I-526 WB and I-526 EB in the afternoon |
| | 12 | Deceleration lane length from I-526 WB to Rivers Avenue EB loop ramp |
| | 13 | Deceleration lane length from I-526 EB to Rivers Avenue WB loop ramp |
| | 14 | Vertical curve along I-526 west of Rivers Avenue |
| I 526 | 15 | Future capacity projections show need for potential widening from the Don Holt Bridge to I-26 |

In order to address these deficiencies, four System Interchange alternatives were developed for preliminary screening based on separating movements that create congestion caused by closely spaced ramps and inadequate lengths of merges and weaves.

The traffic analysis was conducted using a VISSIM microsimulation subarea model, which included the System Interchange as well as the I-526 & Rivers Avenue interchange.

***Alternative 1*** was created by replacing a large two-lane flyover ramp from eastbound I-526 to westbound I-26 with relocated crossover and two smaller bridges. The loop ramp has been improved from 20 to 30 mph design speed in the westbound direction. C-D roads leading to loops and System Interchange ramps will be barrier separated. Alternative 1 is illustrated in **Figure 46.**

To develop ***Alternative 2***, two of the turbine ramps from Alternative 1 were removed and the existing flyover ramp from eastbound I-526 to westbound I-26 was retained and incorporated into this design. This existing ramp would carry two lanes to the westbound I-26 mainline, rather than tapering down to one.

This alternative also retains the 25-mph loop ramp from westbound I-26 to westbound I-526, since it is projected to carry relatively low traffic volumes in the AM and PM peak hours, respectively. Traffic to this loop will be barrier separated from mainline I-26 traffic on C-D road. This layout could also be upgraded to a full turbine in the future as volumes dictate. Alternative 2 is illustrated in **Figure 47.**

***Alternative 3*** consists of circular directional ramps which deliver traffic to and from a collector-distributor road system along I-26 and I-526 east of the interchange. Full access is provided between Rivers Avenue and I-26, via I-526. Alternative 3 is illustrated in **Figure 48**. This alternative was analyzed as a VISSIM sub area model using projected design year traffic volumes. The interchange was analyzed assuming four lanes in each direction on I-26 mainline through the interchange.

***Alternative 4*** incorporates the existing ramp from eastbound I-526 to westbound I-26 into a semi directional 3 level flyover ramp interchange. Semi directional ramps deliver traffic to and from barrier separated C-D roads along I-26 and I-526 east of the interchange. Alternative 4 is illustrated in **Figure 49.**

Each of these four System interchange alternatives will function with either full or partial access to/from Rivers Avenue; full access meaning a vehicle can reach I-26 east or west via I-526 from Rivers Avenue and partial access meaning that I-526 is accessible from the I-526 & Rivers Avenue interchange, but I-26 is not. If partial access is constructed, access to I-26 from Rivers Avenue would be via the Remount Road, Montague Avenue, Aviation Avenue interchange, and/or other nearby interchanges.

Full and partial access plans for Rivers Avenue are illustrated on **Figure 50** and **Figure 51**, respectively. The analyses for full and partial access at Rivers Avenue was conducted based upon Design Year projected peak hour volumes and assessed the impact of diverting the volumes of the associated origin-destination pairs, to other access points on I-26. Alternative concepts at this location were integrated into the overall network for microsimulation analysis, on the basis of highest level of service and least impact.

Figure 46 – System Interchange Preliminary Alternative 1: Semi-Directional Interchange

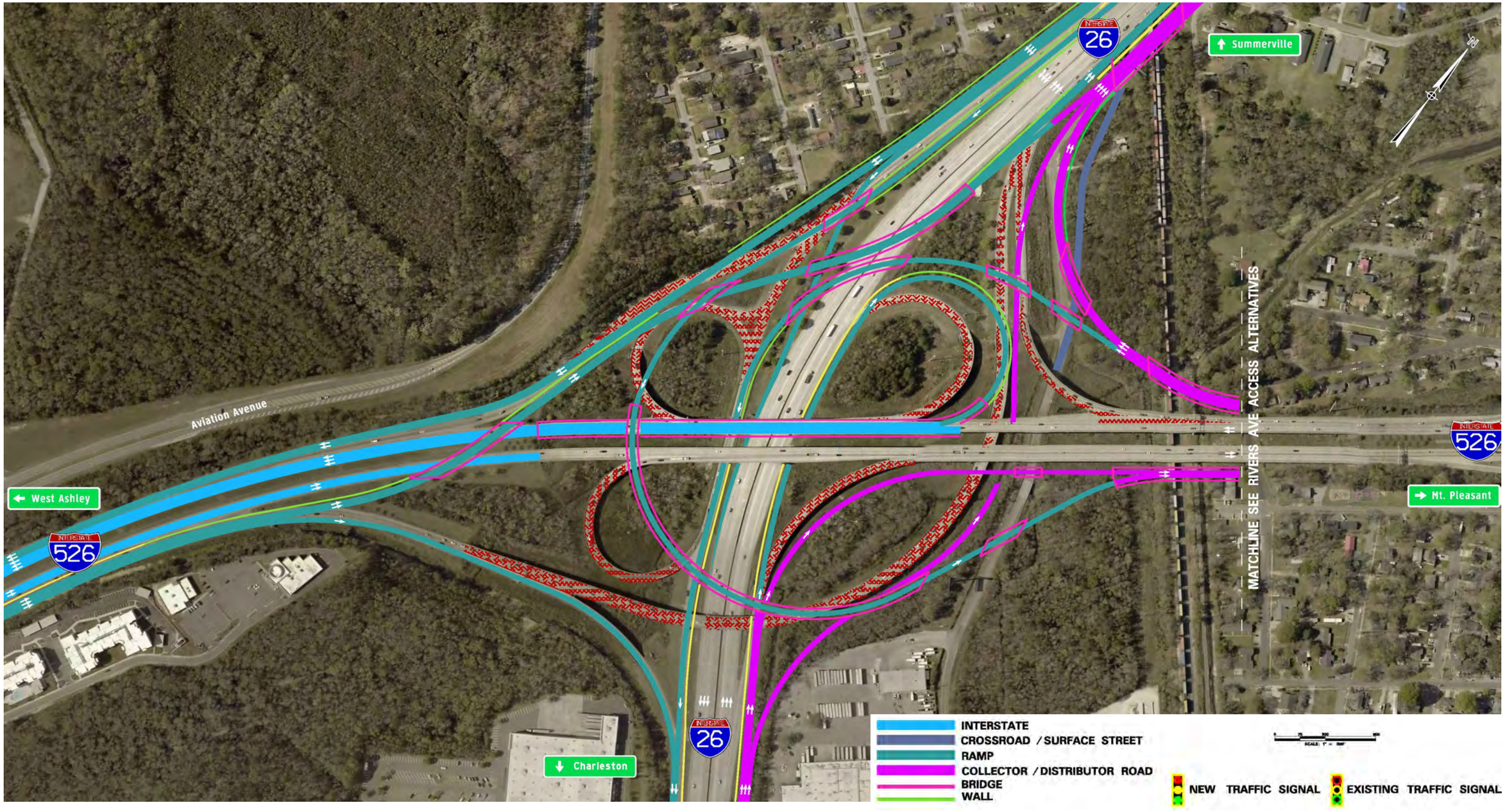


Figure 47 – System Interchange Preliminary Alternative 2: Semi-Directional Interchange w/ 1 Loop Ramp

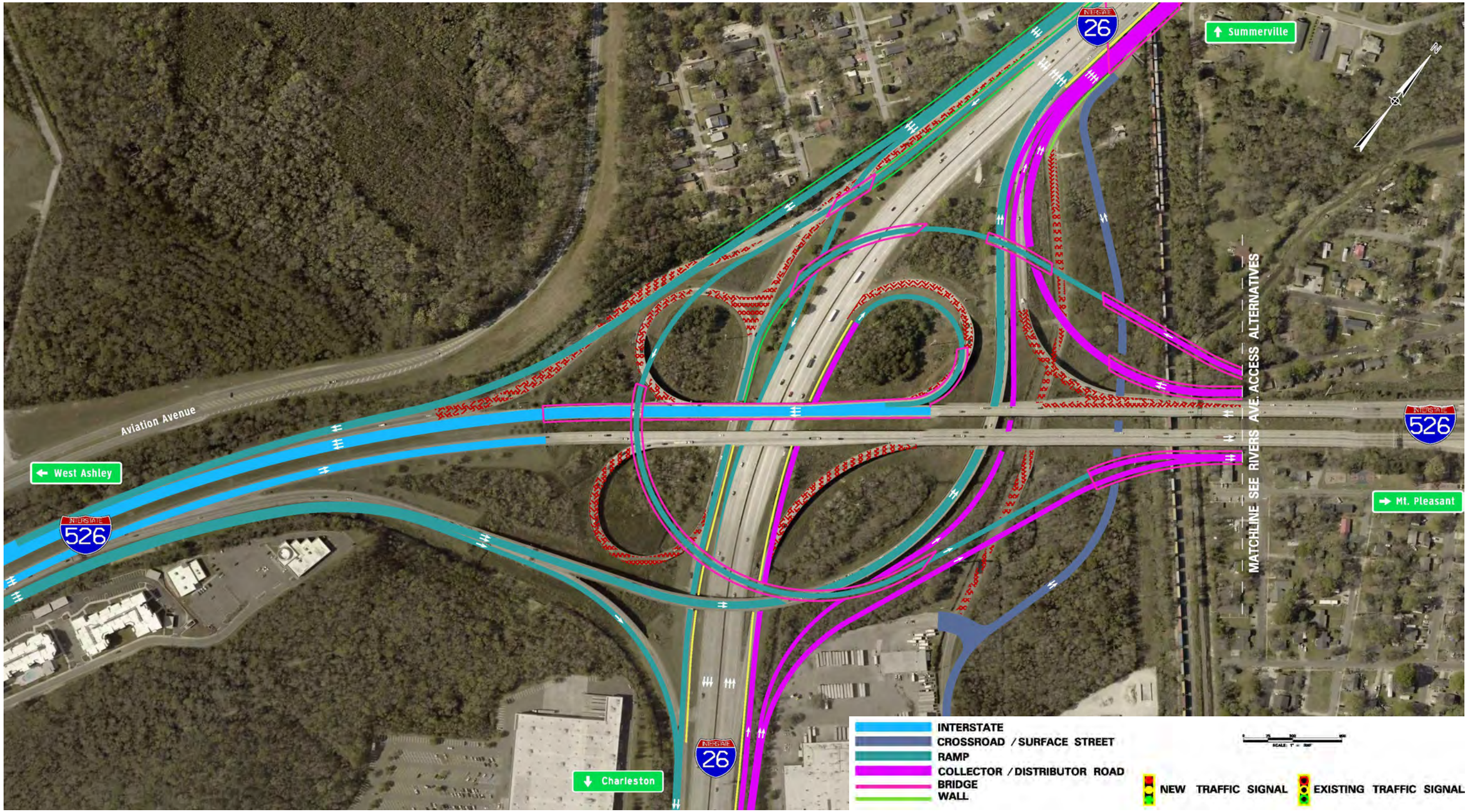


Figure 48 – System Interchange Preliminary Alernative 3: Semi-Directional Turbine Interchange

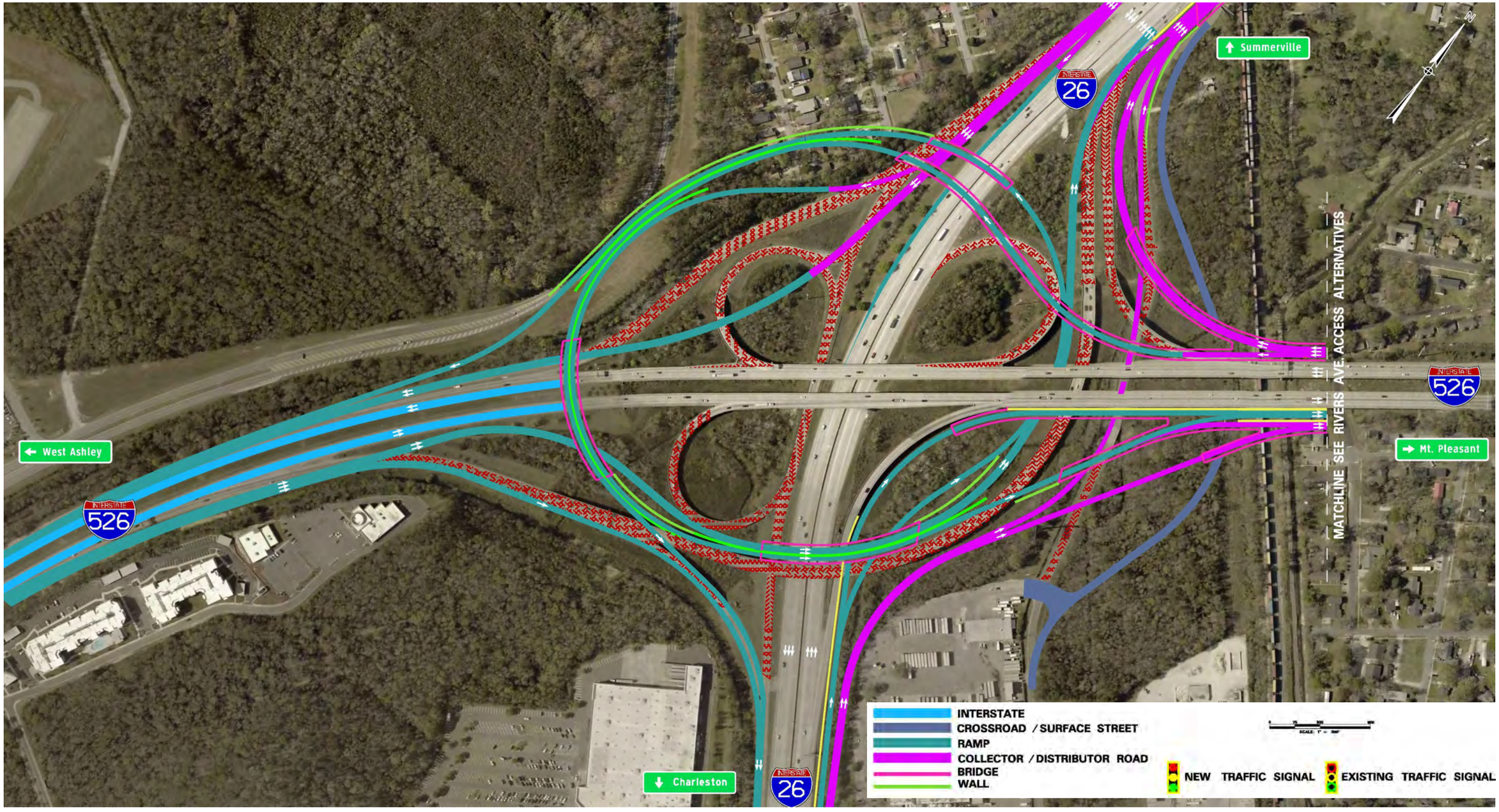


Figure 49 – System Interchange Preliminary Alernative 4: Semi-Directional w/ 3 Levels of Ramping

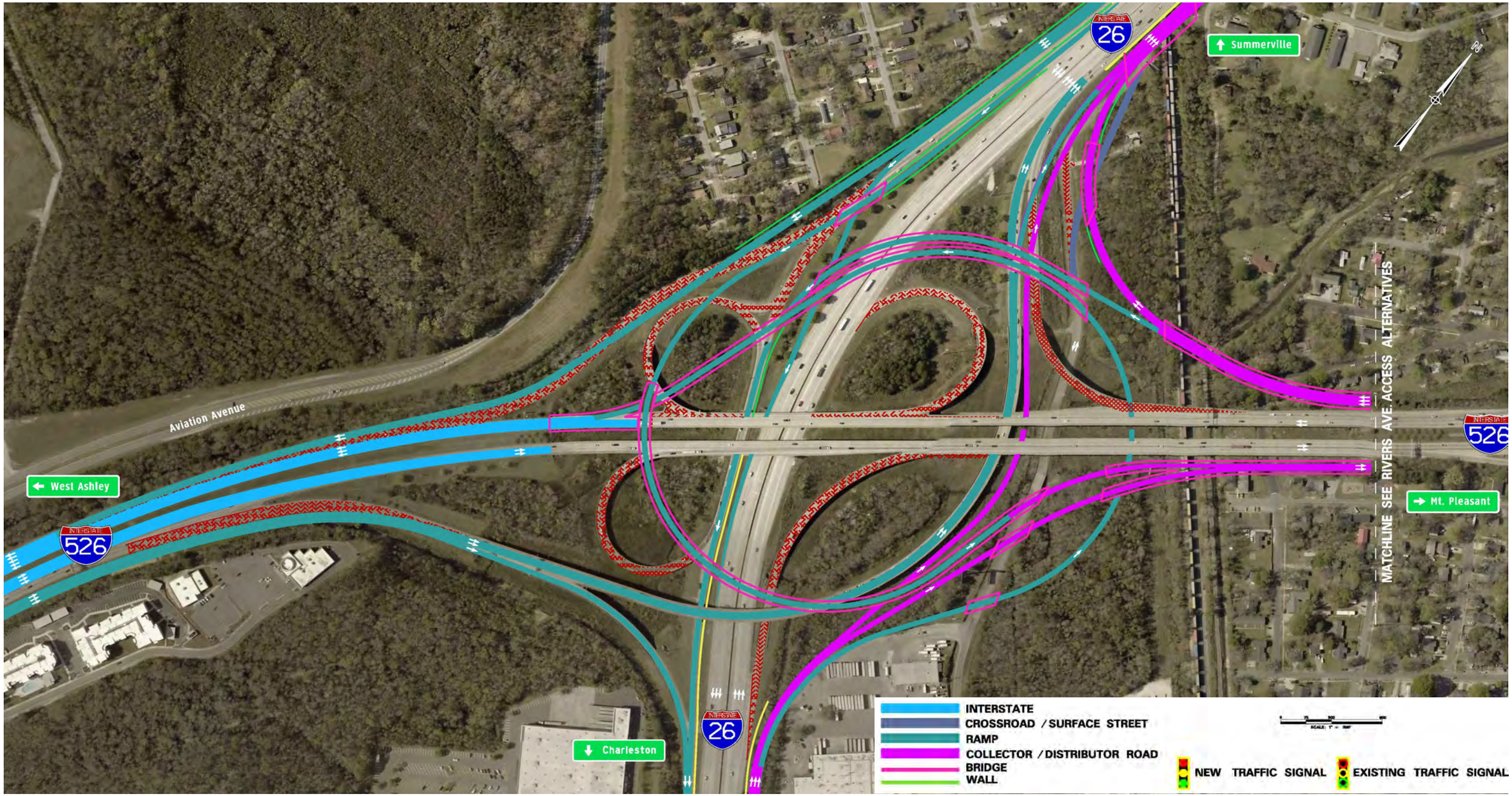


Figure 50 – System Interchange: Full Access at Rivers Avenue

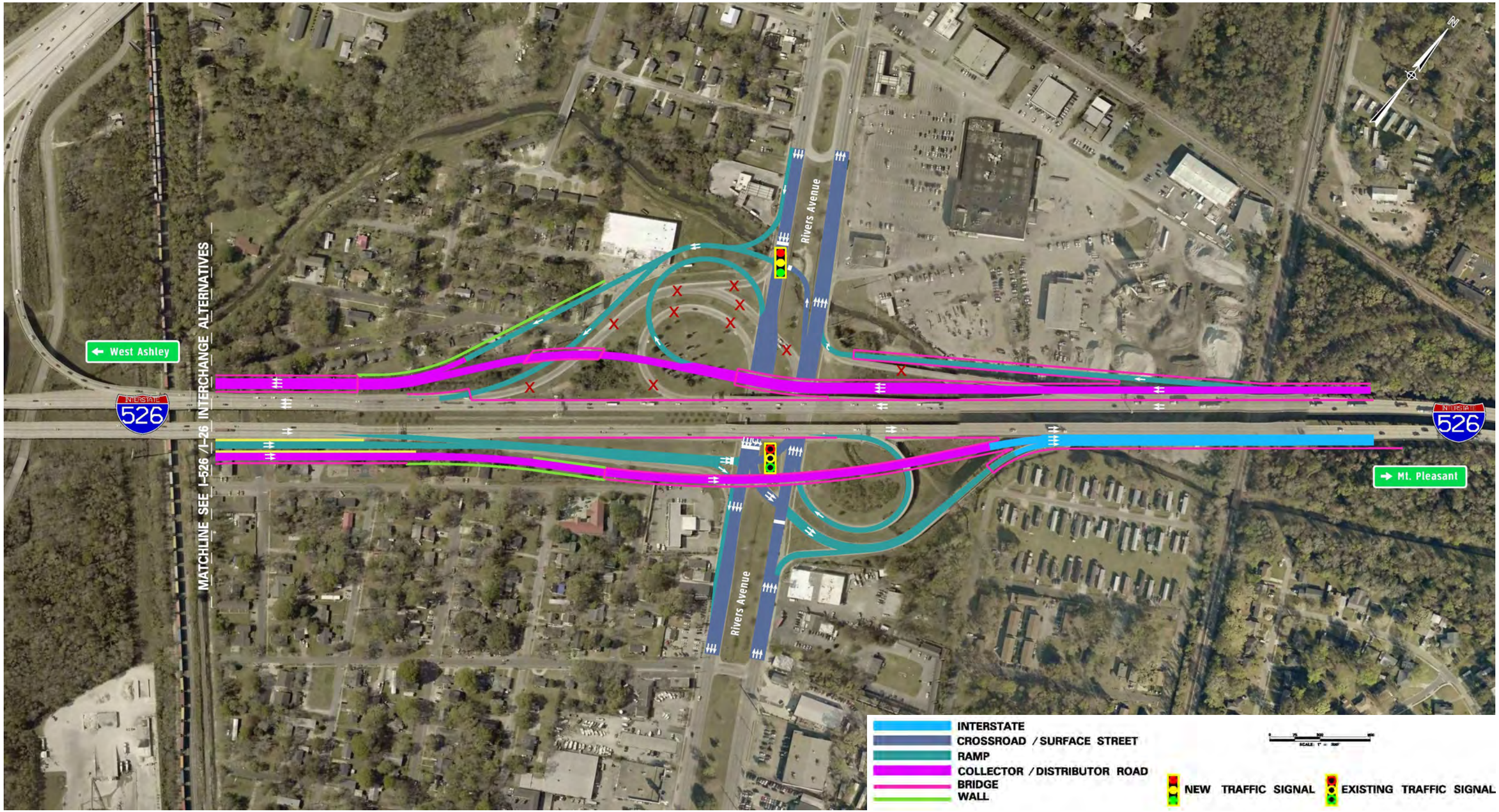
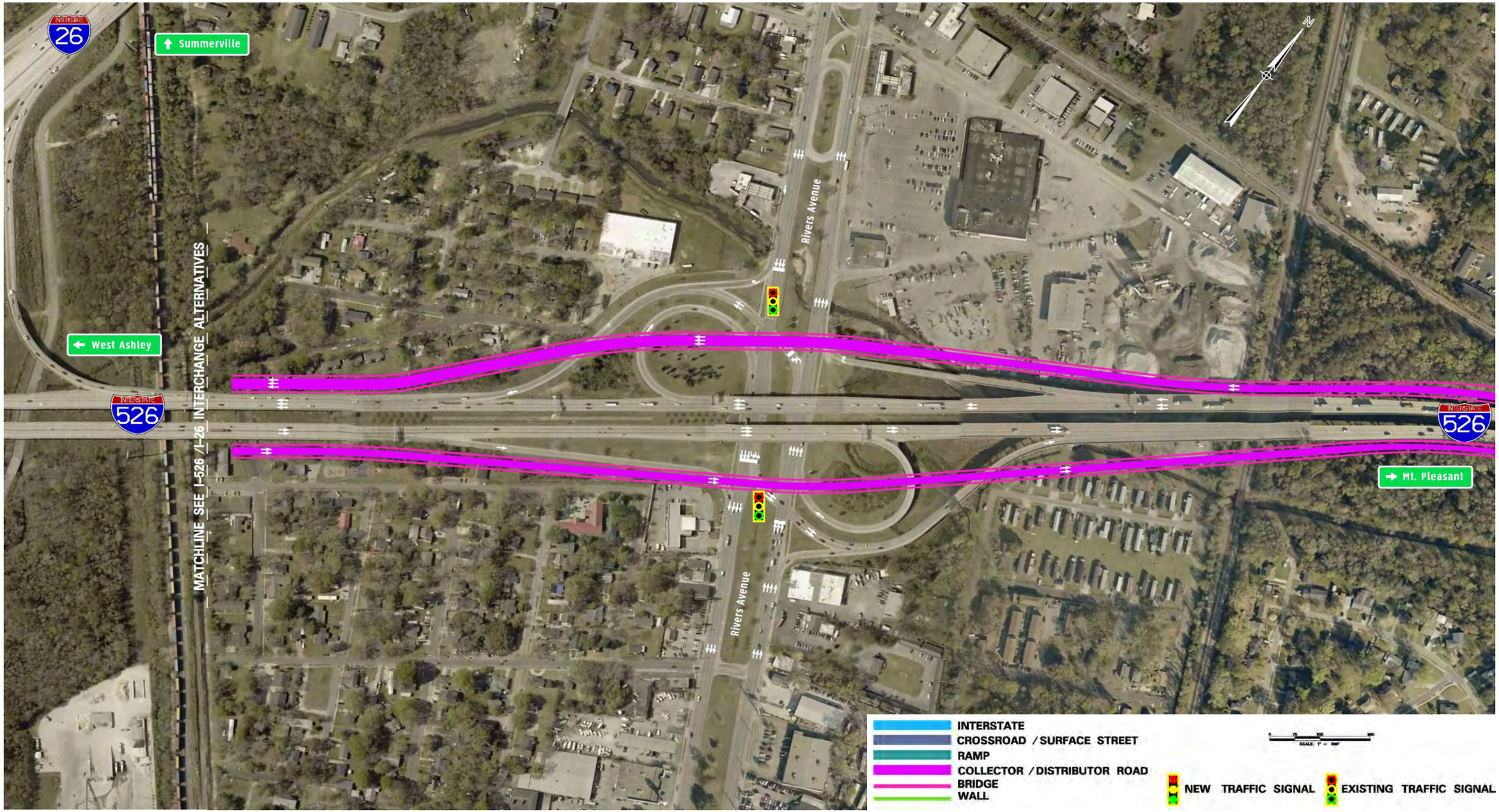


Figure 51 – System Interchange: Partial Access at Rivers Avenue



Sub-area VISSIM Microsimulation models were created and analyzed for each of the four preliminary alternatives. The sub-area models encompass the I-26 and I-526 System interchange and the Rivers and I-526 interchange. Dynamic assignment (DTA) was run with the new network and the origin-destination matrix. It is expected that different zones have different growth patterns due to the local developments and constrained nature of the roadway system. As such, the base year cannot simply be grown by a global factor. A similar OD estimation process was employed to match the future year volume targets, while maintaining the base year traffic pattern. Travel times segments were created at the exact same locations in each of the alternative build models and compared in **Table 29**, with the lowest travel time for each path **bolded in blue text**. In the AM peak hour, Alternative 3 generally had the highest travel times for the 16 paths examined. Alternative 4 showed generally lower travel times considering the 16 paths while Alternative 1 and 2 showed comparable travel time results. In the PM peak hour, results varied more by travel time path; however Alternatives 1, 2, and 4 displayed similar average travel times while Alternative 3 had the highest average travel time considering all 16 segments.

Table 29 – VISSIM Sub Area Model Travel Times

| No. | TT Measurement | | | | Average AM Travel Time (s) | | | | Average PM Travel Time (s) | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | From | | To | | Alt. 1 | Alt. 2 | Alt. 3 | Alt. 4 | Alt. 1 | Alt. 2 | Alt. 3 | Alt. 4 |
| 1 | I-526 WB | *E of I-26* | I-526 WB | *W of I-26* | 179 | 179 | **178** | 179 | 182 | 182 | **180** | 182 |
| 2 | I-526 WB CD | *E of I-26* | I-26 WB CD | *N of I-526* | **208** | **208** | 209 | 217 | 212 | 209 | **204** | 215 |
| 3 | I-526 WB CD | *E of I-26* | I-26 EB | *S of I-526* | 301 | 301 | 292 | **272** | **243** | 276 | 273 | 249 |
| 4 | I-26 WB | *S of I-526* | I-526 WB | *W of I-26* | 246 | 246 | 361 | **244** | **240** | 246 | 359 | 244 |
| 5 | I-26 WB | *S of I-526* | I-26 WB CD | *N of I-526* | **231** | **231** | 346 | 235 | 239 | **227** | 346 | 235 |
| 6 | I-26 WB | *S of I-526* | I-26 WB | *N of I-526* | **198** | **198** | 312 | **198** | **203** | **203** | 331 | **203** |
| 7 | I-26 WB | *S of I-526* | I-526 EB CD | *E of I-26* | 236 | 236 | 354 | **226** | 241 | 235 | 345 | **225** |
| 8 | I-526 EB | *W of I-26* | I-26 WB CD | *N of I-526* | 235 | 235 | 282 | **212** | **188** | 212 | 215 | 210 |
| 9 | I-526 EB | *W of I-26* | I-26 WB | *N of I-526* | 220 | 220 | 264 | **194** | **171** | 197 | 196 | 195 |
| 10 | I-526 EB | *W of I-26* | I-26 EB | *S of I-526* | 236 | 236 | 264 | **214** | **185** | 192 | 192 | 193 |
| 11 | I-526 EB | *W of I-26* | I-526 WB | *E of I-26* | 181 | 181 | 187 | **179** | 178 | 178 | **177** | 178 |
| 12 | I-26 EB CD | *N of I-526* | I-526 WB | *W of I-26* | 251 | 251 | 252 | **232** | **196** | 198 | 199 | 201 |
| 13 | I-26 EB CD | *N of I-526* | I-26 EB | *S of I-526* | 289 | 289 | 287 | **268** | 247 | **226** | **226** | 227 |
| 14 | I-26 EB CD | *N of I-526* | I-26 EB | *S of I-526* | 245 | 245 | 242 | **225** | 200 | **181** | **181** | 182 |
| 15 | I-26 EB | *N of I-526* | I-526 EB CD | *E of I-26* | 322 | 322 | 323 | **286** | 285 | 273 | 274 | **259** |
| 16 | I-26 EB | *N of I-526* | I-26 EB | *S of I-526* | 209 | 209 | **207** | 209 | 201 | **200** | **200** | **200** |
| | | | | AVERAGE | **237** | **237** | **273** | **224** | **213** | **215** | **244** | **212** |

## 4.3.1 Reasonable Alternative(s) Carried Forward

Based on this VISSIM travel time analysis, Alternatives 1, 2, and 4 are projected to provide the best travel times throughout the System Interchange. From this subset of the three best performing alternatives, Alternatives 1 and 2 were carried forward as reasonable alternatives. Alternative 3 was not carried forward due to the large footprint and resulting impacts and Alternative 4 was not carried forward due to complex constructability. As mentioned previously, each of the four System interchange alternatives will function with either full or partial access to/from Rivers Avenue. Therefore, of the two preliminary System Interchange alternatives carried forward (Alternatives 1 and 2), two additional alternatives were developed based on full or partial access to/from Rivers Avenue, **leading to four total System Interchange reasonable alternatives:** (1 – partial Rivers Avenue access, 1A – Full Rivers Avenue access, 2 – partial Rivers Avenue access, and 2A – full Rivers Avenue access) as shown in **Figure 52** , **Figure 53 Figure 54 Figure 55** below.

Figure 52 – I-526 & I-26 System Interchange Reasonable Alternative 1

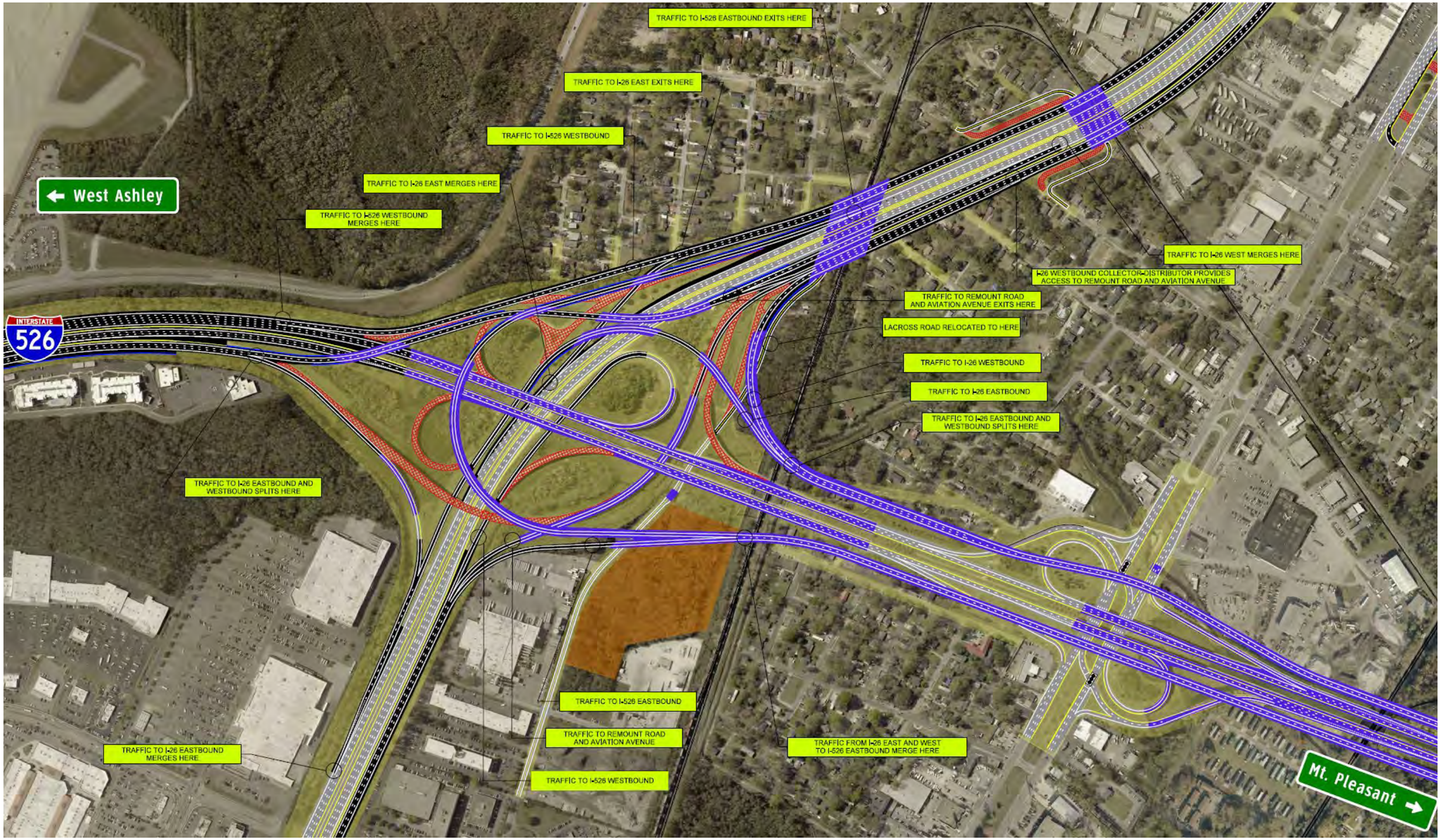


Figure 53 – I-526 & I-26 System Interchange Reasonable Alternative 1A

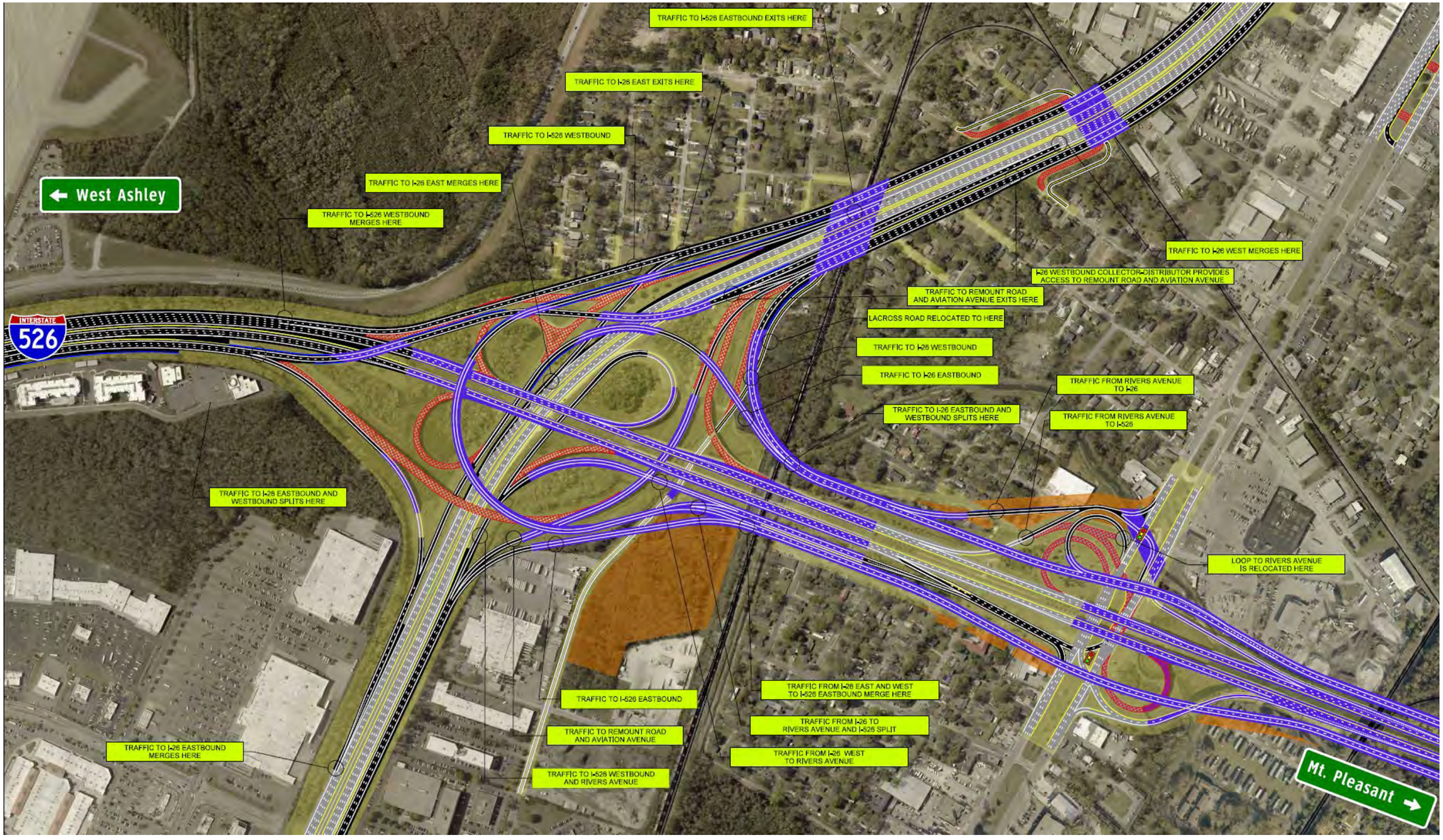


Figure 54 – I-526 & I-26 System Interchange Reasonable Alternative 2

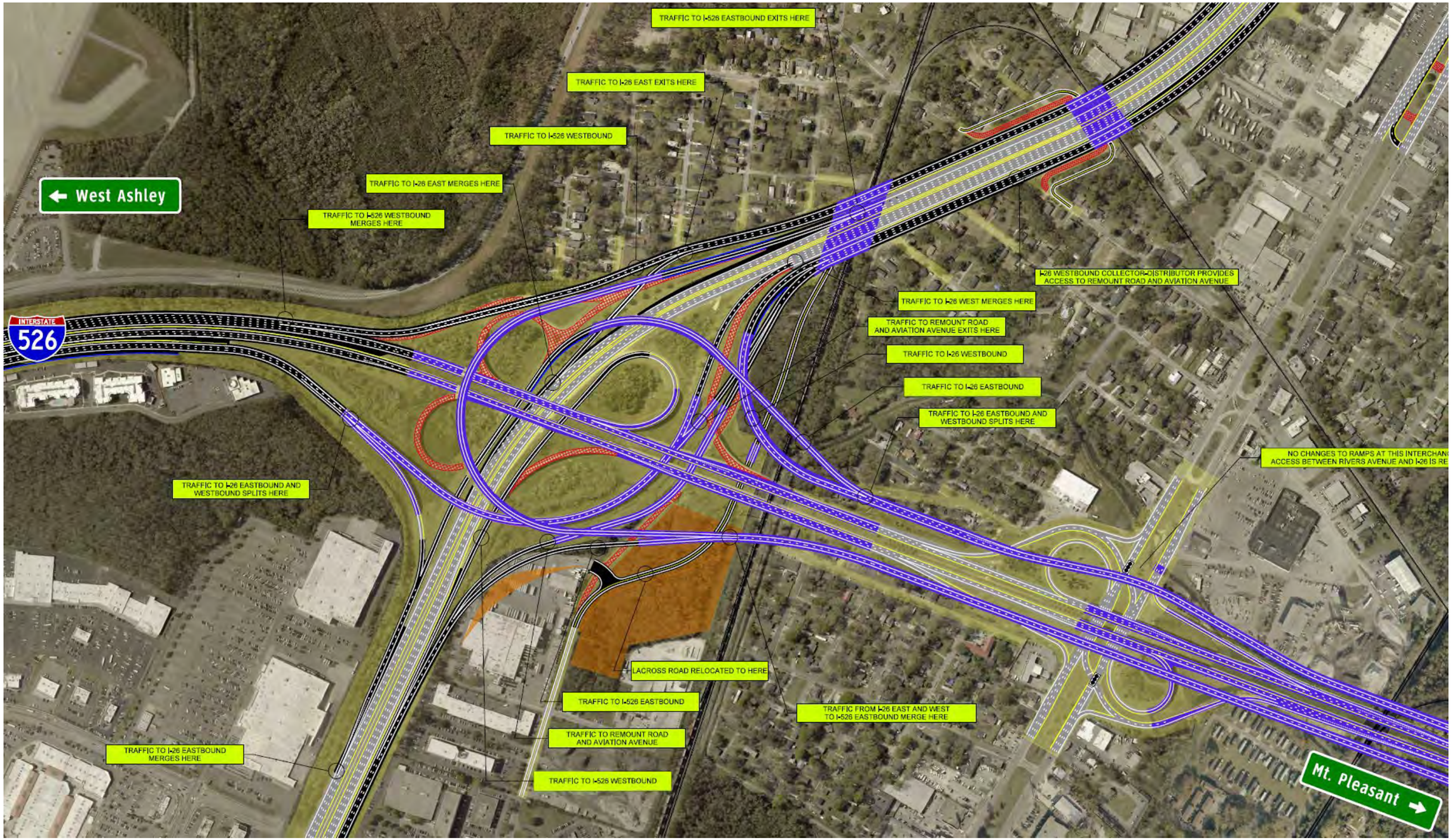
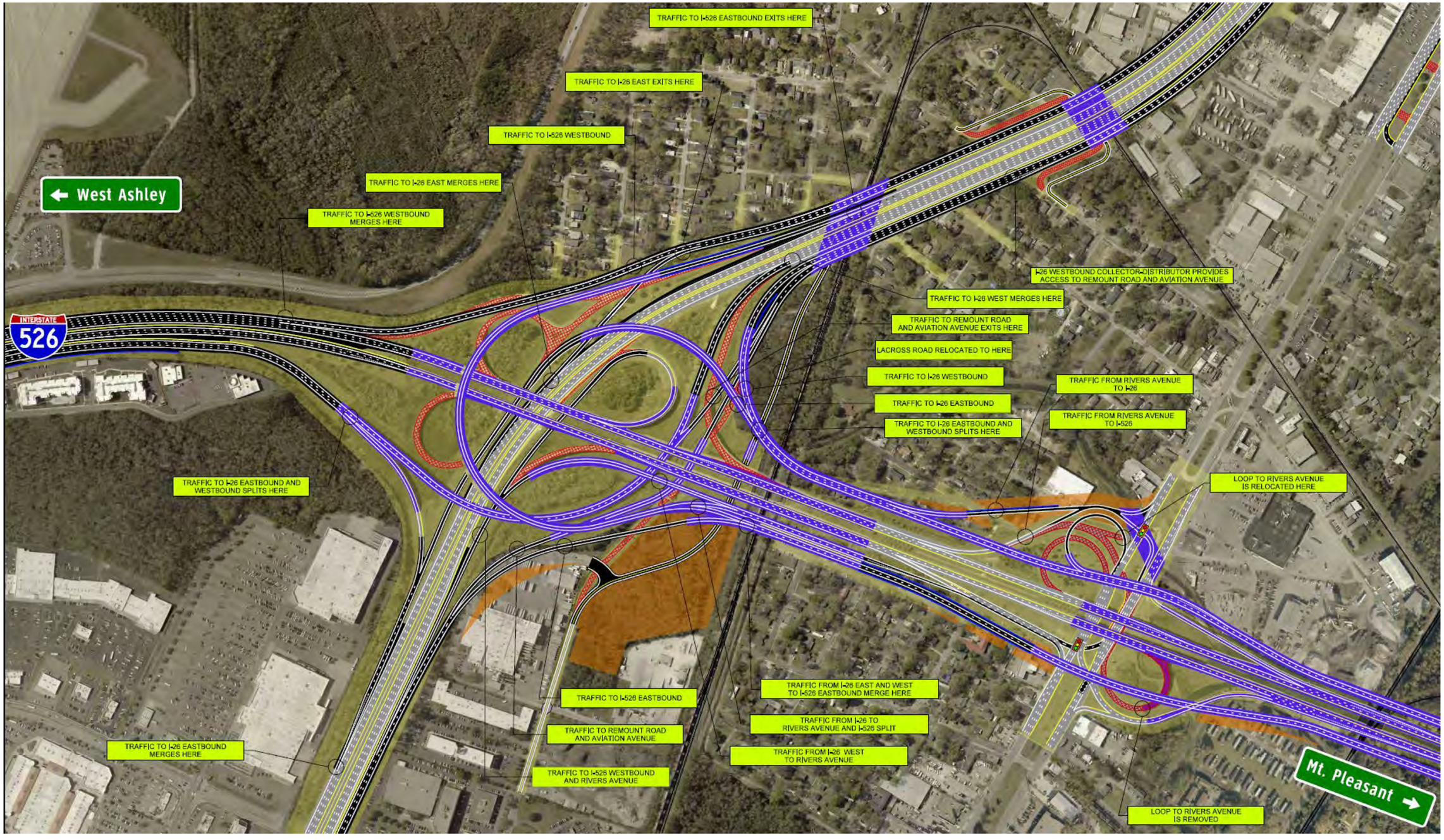


Figure 55 – I-526 & I-26 System Interchange Reasonable Alternative 2A



## 4.4 SERVICE INTERCHANGE ALTERNATIVES

Recall from **Figure 1** in **Section 1.2 – Study Area** that the following service interchanges are included in the I-526 LCC West Project Study Area:

- I-526 & Paul Cantrell Boulevard (Including Magwood Dr) Exit 11
- I-526 & Leeds Avenue Exit 14
- I-526 & Dorchester Road/Paramount Drive Exit 15
- I-526 & W. Montague Avenue/International Boulevard Exit 16
- I-526 & Rivers Avenue Exit 18
- I-526 & N. Rhett Avenue Exit 19
- I-526 & Virginia Avenue Exit 20
- I-26 & Aviation Avenue Exit 211A
- I-26 & Remount Road Exit 211B
- I-26 & Montague Avenue Exit 213

Also recall from **Section 1.1 – Project Purpose, Need, and Priorities**, the project's goals and priorities:

1. **Replacement/Improvement of the I-526 & I-26 System Interchange.**
    - To significantly improve operations for both interstate corridors.
2. **Improve Mainline Capacity along I-526, defined as:**
    - Eliminate queueing/back up of traffic exiting the freeway by improving auxiliary lanes and ramp termini. This will exclude improvements specifically designed to improve the flow of traffic that is entering the freeway.
    - Provide freeway capacity, excluding cross street improvements, necessary to accommodate forecasted traffic demand. More specifically, assume that improvements will be made by others (local governments, etc.) to fund future improvements allowing additional traffic to enter the freeway. This assumption will be translated into the number of general-purpose lanes, as well as weaving, merging and diverging operations throughout the corridor. This is considered integral to maintaining mainline capacity.

Therefore, service interchange improvements were limited to those required to achieve acceptable mainline interstate operations and were therefore concerned with queueing caused by ramp terminal intersections. If the design year queueing at the ramp terminal intersections of an interchange were not anticipated to cause disruptions to the interstate, the interchange was not considered for improvement, regardless of traffic operations along the cross street. To determine which interchanges were likely to cause disruptions to the interstate without improvements, review of the design year VISSIM microsimulation model was conducted, leading to three interchanges identified for improvements:

- I-526 & Paul Cantrell Boulevard (Including Magwood Dr) Exit 11
- I-526 & N. Rhett Avenue Exit 19
- I-526 & Virginia Avenue Exit 20

The remaining interchanges in the study area were left in their no-build conditions, with the only improvements being realignment of ramps, etc. to attach to the widened interstate. Upon selection of the preferred alternative, the VISSIM microsimulation model was again reviewed with ramp queues collected to verify that, with improvements to the three interchanges listed above, ramp queueing throughout the study area did not cause disruptions to the interstate mainline operations. The sections which follow discuss the preliminary alternatives developed (and reasonable alternatives carried forward) for the interchanges to be improved.

### 4.4.1 Paul Cantrell Boulevard & Magwood Drive

The at-grade, signalized intersection of Paul Cantrell Boulevard and Magwood Drive is located less than one-half mile from the existing I-526 and Paul Cantrell Boulevard interchange.

The intersection is bordered by development, with restaurants in the northeast and southwest quadrants, and a home improvement store in the northwest quadrant. Driveways access Magwood Drive within 300 feet north of Paul Cantrell Boulevard. Magwood Drive terminates at Henry Tecklenburg Drive 300 feet south of Paul Cantrell Boulevard. St. Francis Hospital is located at the south end of Magwood Drive.

For preliminary screening of alternatives at this location, an assumption was made that the elevation difference between the ground level roadway and the roadway over would be 25 feet. This allows for 17 feet of clearance, and 8 feet of superstructure depth. If Magwood Drive is taken over Paul Cantrell Boulevard, at an assumed design speed of 35 miles per hour and a 4% approach gradient, a distance of nearly 900 feet is required from the edge of Paul Cantrell Boulevard to touch down on Magwood. The business access and proximity of the hospital to the intersection eliminates any interchange alternatives that would take Magwood Drive over Paul Cantrell Boulevard. The design guidance used to determine this distance was taken from Figure 19.4A of the SCDOT Highway Design Manual. The same guidance was used for determining the length to touchdown for Paul Cantrell Boulevard over Magwood Drive. In this case, a 50 mile per hour design speed, and 4% approach gradient was assumed. For this case, the touch down distance would be approximately 1,000 feet from the edge of Magwood Drive. The touch down point will be midway between Magwood Drive and I-526.

Considering the classification and associated traffic volumes of Paul Cantrell Boulevard and Glenn McConnell Parkway relative to Magwood Drive, it would be more appropriate to carry Paul Cantrell Boulevard over Magwood Drive. This option appeared to require less right of way and would affect fewer properties.

In the PM peak hour, westbound traffic on Paul Cantrell Boulevard at this signal currently queues back onto I-526, routinely backing up westbound traffic on I-526 for two to three miles. Forecasted growth in the Paul Cantrell Boulevard corridor (Glenn McConnell Parkway beyond Magwood Drive), is the strongest growth of any surface street in the study area, and the level of service will continue to decline.

The AM peak hour has the reverse conditions. Among the worst performing conditions is a dual left turn from eastbound Paul Cantrell Boulevard to eastbound I-526, and this traffic queues back into the Magwood intersection. These conditions, and the ½ mile of separation between I-526 and Magwood Drive, indicate that any solutions at Magwood Drive will require close coordination with conditions at I-526. Base Year and Design Year No Build, AM and PM peak hour LOS/Delay are shown in **Table 30.**

Table 30 – Paul Cantrell Boulevard & Magwood Drive Intersection LOS/Delay

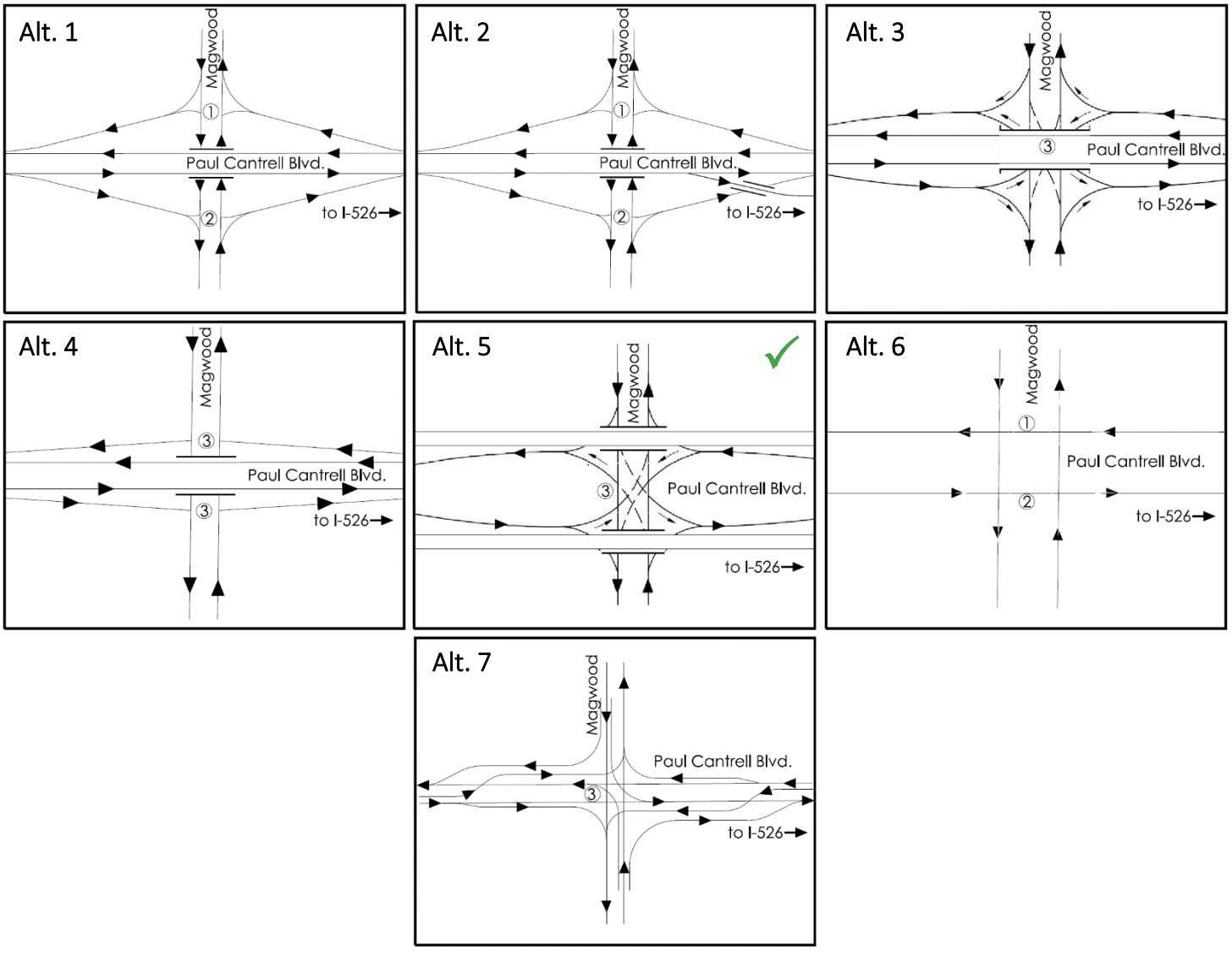
| Intersection | Base Year LOS | | Design Year No Build LOS | |
|---|---|---|---|---|
| | AM Peak Hour | PM Peak Hour | AM Peak Hour | PM Peak Hour |
| Paull Cantrell Blvd & Magwood Dr | F | F | F | F |

Seven intersection alternatives were included in preliminary screening for the intersection of Paul Cantrell Boulevard & Magwood Drive, as listed in **Table 31** and shown in **Figure 56.** With no geometric deficiencies at this intersection, the decision to carry forward was based on intersection LOS and compatibility with the adjacent interchange.

Table 31 – Paul Cantrell Blvd & Magwood Dr Interchange Alternative Screening

| Interchange Alternative | | Intersection LOS/Delay (s/veh) | | | | | | Geometric Deficiencies Resolved | Compatible w/ Adjacent Interchange? | Carried Forward? |
|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | | 2 | | 3 | | | | |
| | | AM | PM | AM | PM | AM | PM | | | |
| 1 | Diamond | B | B | C | C | -- | -- | 0/0 | NO | ✗ |
| 2 | Diamond w/ semi-directional ramp at I-526 | B | B | C | C | -- | -- | 0/0 | YES | ✗ |
| 3 | Single point urban interchange (SPUI) | -- | -- | -- | -- | C | C | 0/0 | NO | ✗ |
| 4 | Compressed diamond w/ phase overlap | -- | -- | -- | -- | C | B | 0/0 | YES | ✗ |
| 5 | SPUI w/ separated overpass bridges | -- | -- | -- | -- | C | C | 0/0 | YES | ✓ |
| 6 | Maximized at-grade intersection | -- | -- | -- | -- | F | D | 0/0 | YES | ✗ |
| 7 | Continuous flow intersection | -- | -- | -- | -- | F | F | 0/0 | NO | ✗ |

Figure 56 – Paul Cantrell Blvd & Magwood Dr Interchange Alternative Schematics

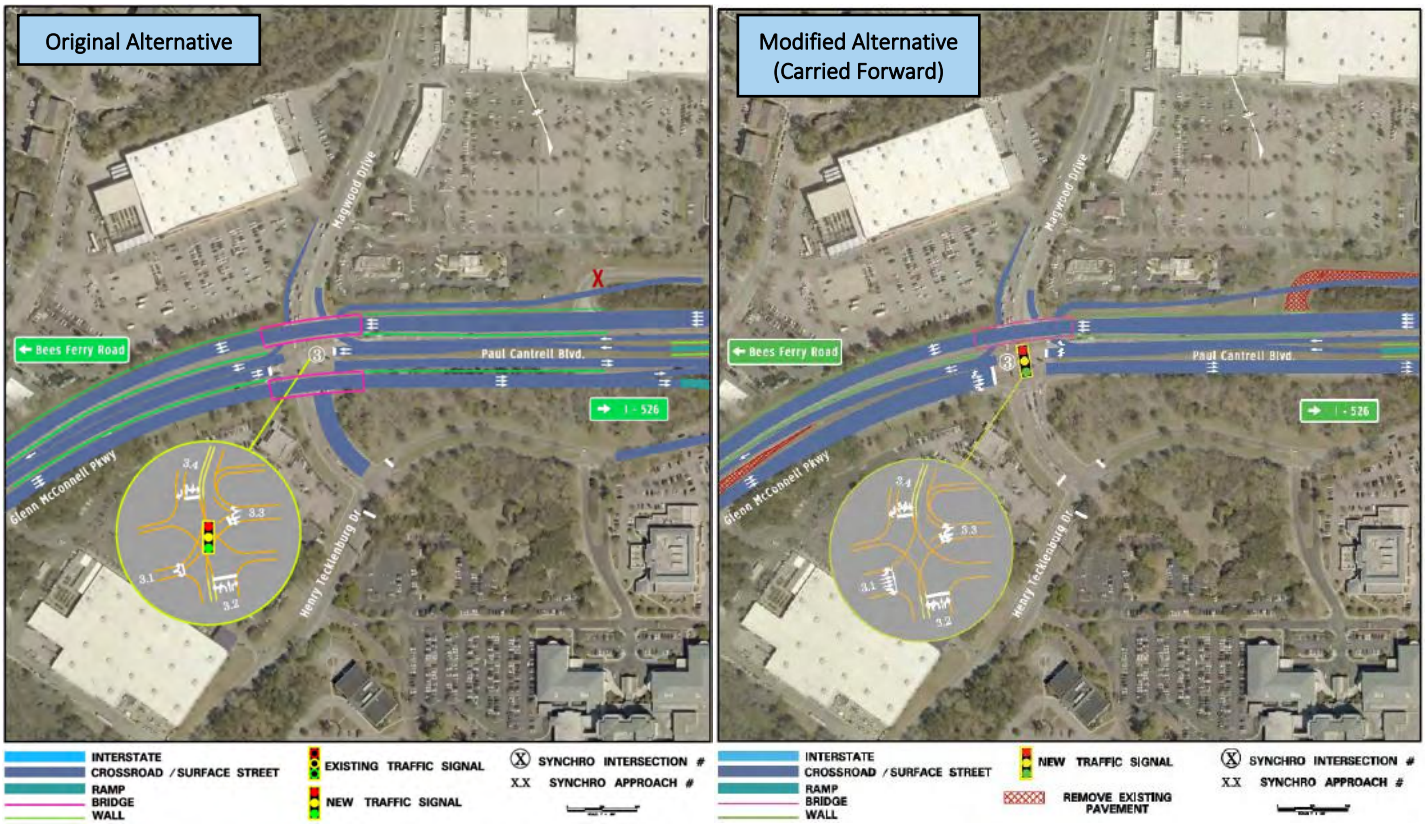


### 4.4.1.1 Reasonable Alternative(s) Carried Forward

Alternative 5, shown in greater detail in **Figure 57,** was the sole alternative carried forward as a reasonable alternative. In Alternative 5, the major westbound I-526 to westbound Glenn McConnell (beyond Magwood) is carried in the outer lanes of Paul Cantrell Boulevard, and a single lane ramp is carried over the westbound lanes of Paul Cantrell into the median. The eastbound and westbound lanes over Magwood are separated, providing an intersection between the two overpasses. A dual left from eastbound Paul Cantrell to the eastbound I-526 entrance ramp is retained from the current configuration to provide eastbound I-526 access to traffic entering from Magwood Drive. The combination of these two alternates were run with design year peak hour traffic volumes in a VISSIM sub-area model. Visual observation of the model runs indicate effective operations with no queueing onto the freeway. Another feature of this interchange alternative is the inclusion of a "Texas U-turn" for westbound Paul Cantrell traffic to access the frontage road to SC 61. Only one-way access will be permitted.

Prior to carrying forward the original Alternative 5, a modified Alternative 5 was developed to prioritize SCDOT's goals and priorities for the project. This alternative removed the grade separation in the eastbound direction as this separation was not necessary to maintain acceptable queueing on the adjacent I-526 ramps. This modified Alternative 5 was therefore carried forward as the sole reasonable alternative at Paul Cantrell Boulevard & Magwood Drive. Visual observation of the model runs indicate effective operations with no queueing onto the freeway.

Figure 57 – Paul Cantrell Boulevard & Magwood Drive Alternative 5




The reasonable alternative 5, combined with the reasonable alternative at the I-526 & Paul Cantrell Boulevard is shown in **Figure 60.**

### 4.4.2 I-526 & Paul Cantrell Boulevard

The existing interchange includes two loop ramp exits and two diagonal ramp exits. Vehicles enter I-526 in either direction via diagonal ramps. The close proximity of this interchange with the Paul Cantrell Boulevard & Magwood Drive intersection will require coordination between improvement alternatives at each location.

Based on the traffic demands on the ramps, the most constrained area seems to be the northeast quadrant, where large volumes access the freeway in the AM peak hour, and the combination of a loop and diagonal ramp are pushed up against the residential development.

The *I-526 Corridor Study* recommended improvements in the northeast quadrant of the interchange, including improving the radius of the loop ramp, and providing for a triple left turn operation from eastbound Paul Cantrell boulevard to the eastbound I-526 entrance ramp. This left turning volume is particularly high, and since the traffic forecast was updated for the 526 Lowcountry Corridor Project, that approach fails. Consequently, new alternatives were explored.

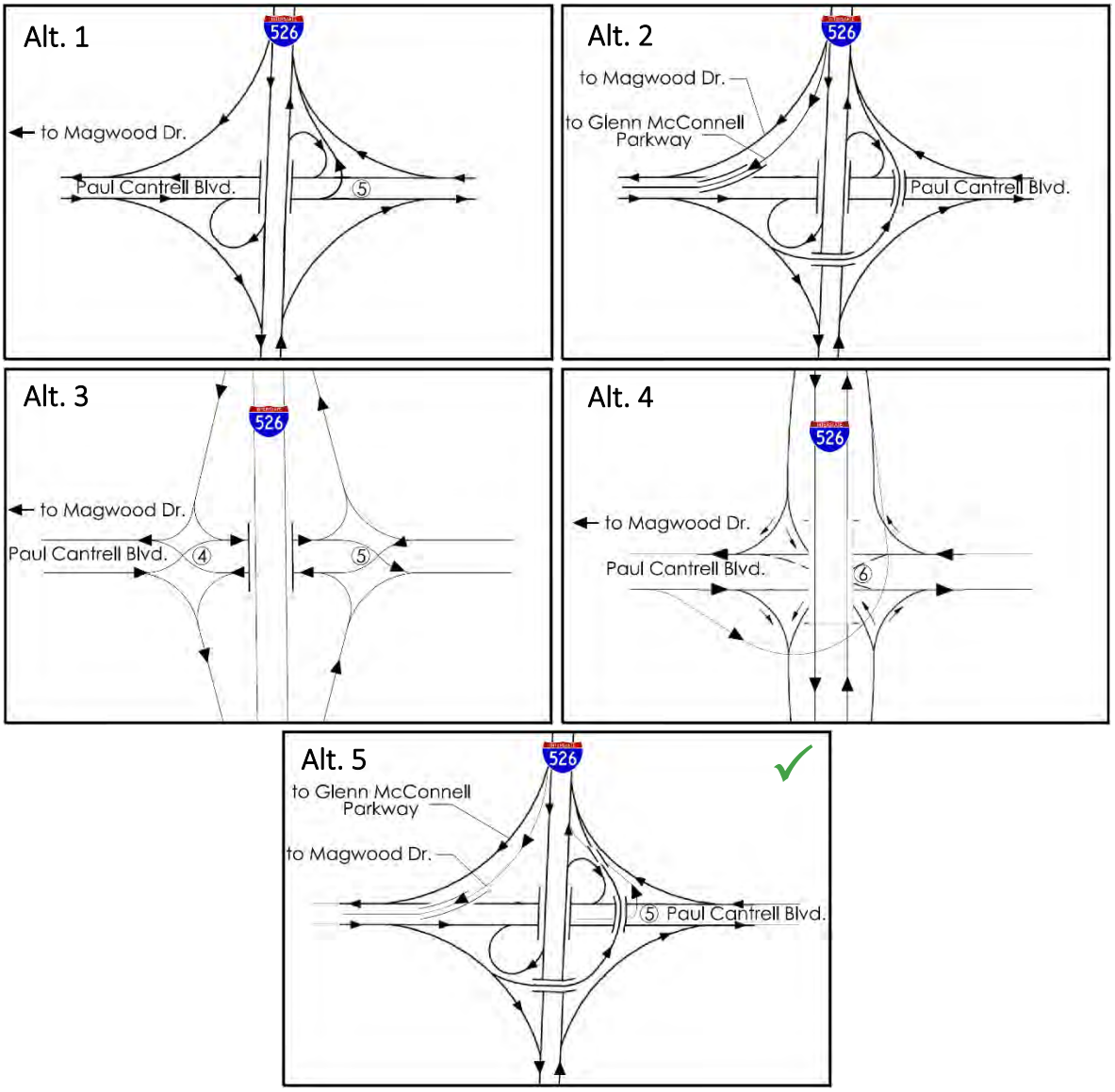
Most the westbound I-526 PM peak hour traffic exits to Paul Cantrell Boulevard. In the westbound direction of I-526, the need for the fourth lane (see mainline discussion) ends at the exit to westbound Paul Cantrell Boulevard. Three lanes may be carried over Paul Cantrell on I-526. In the eastbound direction, only two lanes are required in the design year, until the eastbound traffic enters (AM peak) from Paul Cantrell Boulevard and this pushes the demand to four lanes.

Five interchange alternatives were included in preliminary screening for the interchange of I-526 & Paul Cantrell Boulevard, as listed in **Table 32** and shown in **Figure 58.** With six geometric deficiencies identified at this intersection, the decision to carry forward was based on the number of these geometric deficiencies resolved, intersection LOS, and compatibility with the adjacent interchange.

Table 32 – I-526 & Paul Cantrell Blvd Interchange Alternative Screening

| Interchange Alternative | | Intersection LOS/Delay (s/veh) | | | | | | Geometric Deficiencies Resolved | Compatible w/ Adjacent Interchange? | Carried Forward? |
|---|---|---|---|---|---|---|---|---|---|---|
| | | 4 | | 5 | | 6 | | | | |
| | | AM | PM | AM | PM | AM | PM | | | |
| 1 | Triple lefts to I-526 EB w/ improved loops | -- | -- | F | E | -- | -- | 6/6 | NO | ✗ |
| 2 | Semi-directional ramp to 526 w/ improved loops | -- | -- | -- | -- | -- | -- | 6/6 | YES | ✗ |
| 3 | Diverge diamond interchange (DDI) | A | B | A | A | -- | -- | 6/6 | NO | ✗ |
| 4 | SPUI w/ semi-directional ramp to I-526 EB | -- | -- | -- | -- | A | A | 6/6 | YES | ✗ |
| 5 | Semi-directional ramp *and* left-turn to I-526 EB | -- | -- | C | C | -- | -- | 6/6 | YES | ✓ |

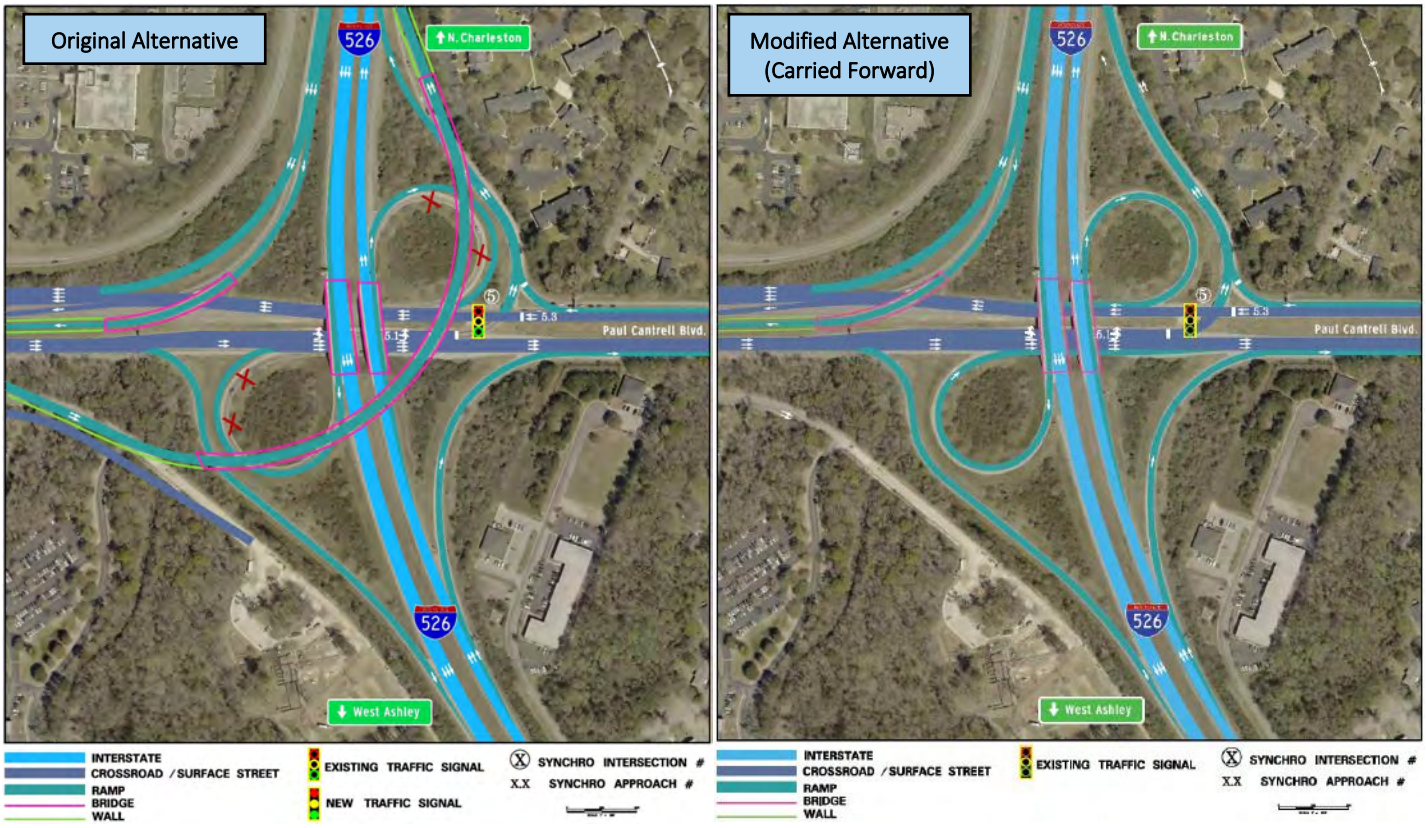
Figure 58 – I-526 & Paul Cantrell Blvd Interchange Alternative Schematics



### 4.4.2.1 Reasonable Alternative(s) Carried Forward

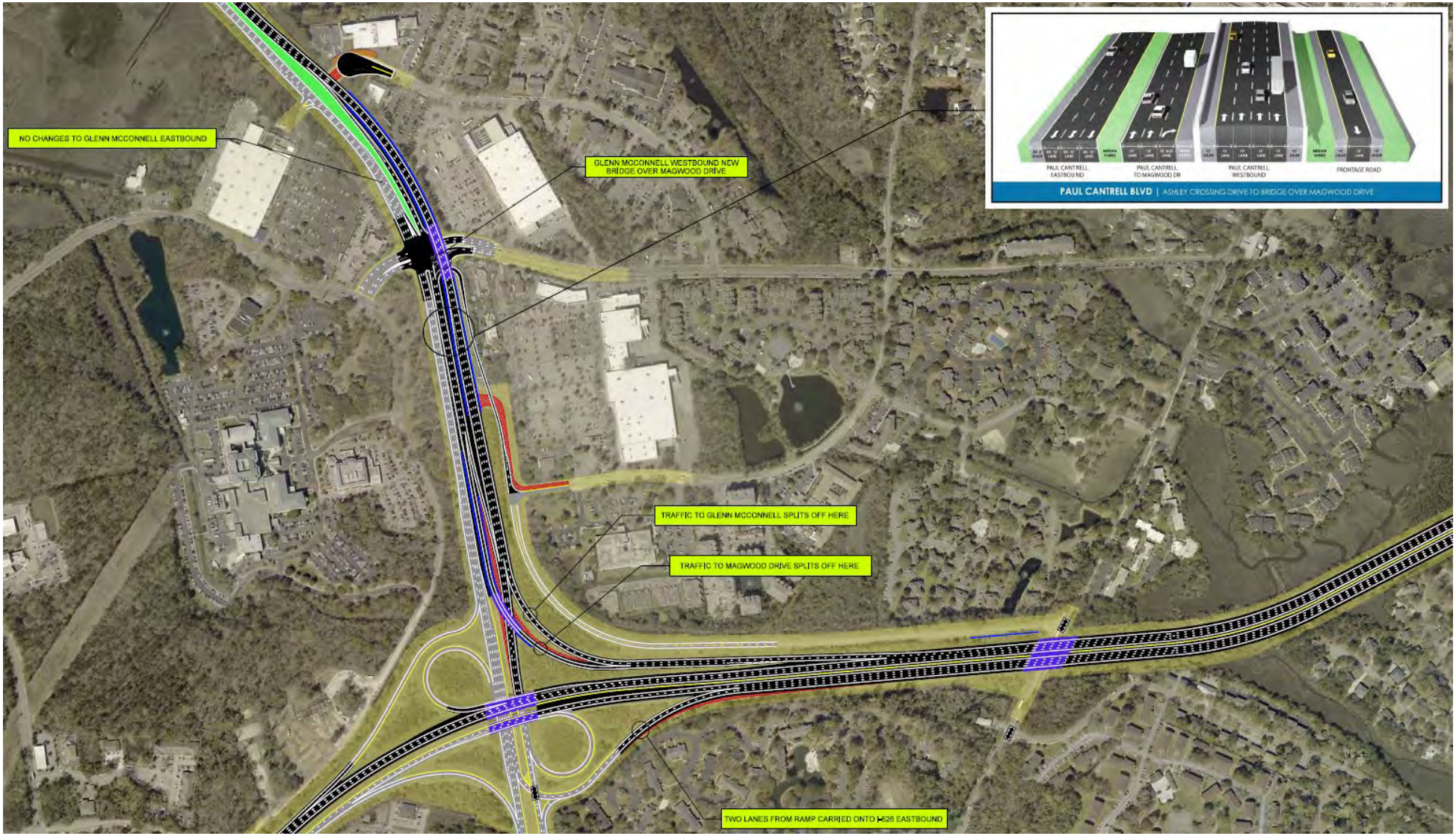
Alternative 5 was the sole alternative carried forward as a reasonable alternative. In Alternative 5, illustrated in greater detail in **Figure 57,** three lanes exit westbound I-526 to proceed west on Paul Cantrell Boulevard. The larger volume is destined for Glenn McConnell Parkway (beyond Magwood Drive). Both alternatives include a two-lane directional flyover from eastbound Paul Cantrell Boulevard to eastbound I-526. Both alternatives retain and improve the two loop ramps that provide exits from I-526 to Paul Cantrell Boulevard. Alternative 5 corresponds with Alternative 5 at Paul Cantrell Boulevard & Magwood Drive, as shown in  This merges two of the westbound I-526 exiting traffic into the outside of westbound Paul Cantrell Boulevard. The intersection of Paul Cantrell Boulevard and Magwood Drive will be situated between separate structures carrying westbound traffic over Magwood Drive. This interchange combination (at both the Paul Cantrell Boulevard & Magwood Drive and the I-526 & Paul Cantrell Boulevard interchange) were evaluated in a sub-area model in VISSIM, and each performed well. Prior to carrying forward the original Alternative 5, a modified Alternative 5 was developed to prioritize SCDOT's goals and priorities for the project. This modified alternative retained the westbound off-ramp system but eliminated the eastbound directional flyover on-ramp (as it was not necessary to maintain acceptable queues on I-526, thereby retaining the existing signalized intersection of Paul Cantrell Boulevard & I-526 eastbound on-ramp.

Figure 59 – I-526 & Paul Cantrell Boulevard Alternative 5




The reasonable alternative 5, combined with the reasonable alternative at the Paul Cantrell Boulevard & Magwood Drive interchange is shown in **Figure 60.**

Figure 60 – I-526 & Paul Cantrell & Magwood Reasonable Alternative 5



### 4.4.3 I-526 & N. Rhett Avenue/Virginia Avenue

The North Rhett Avenue interchange is a significant bottleneck due to high volumes of traffic entering and exiting I-526. Approximately 25% of the traffic crossing the Cooper River on I-526 accesses the freeway at this intersection, and much of this traffic is heavy vehicles. Another factor contributing to this congestion, and to the high frequency of crashes at this location, is the ramp geometry. The westbound exit ramp and eastbound entrance ramp are limited by their 20 to 25 mph design speeds.

The development of alternatives at the I-526 interchanges with North Rhett Avenue and Virginia Avenue begins with an understanding of the traffic patterns between the Don Holt Bridge and I-26. Traffic forecasts indicate that the traffic crossing the Don Holt Bridge can be divided into thirds. Of the westbound traffic, one-third exits at North Rhett and Virginia Avenues, one-third will exit to I-26, and one-third will continue west on I-526 beyond I-26. The proportions are similar for the eastbound traffic over the Don Holt Bridge. One-third originates west of I-526, one-third comes from I-26 and one-third from North Rhett and Virginia Avenues. Entering and exiting traffic at Rivers Avenue comprises a nominal portion of the traffic in each direction.

These patterns support the use of collector-distributor, or C-D roads between the System interchange at I-26, and the Don Holt Bridge. The C-D roads will provide the additional capacity between I-26 and the Cooper River while minimizing the amount of widening of the existing elevated roadway in this segment. Connections to these C-D roads in a manner that accommodates these traffic patterns is a fundamental criterion of the North Rhett and Virginia Avenue interchange concepts.

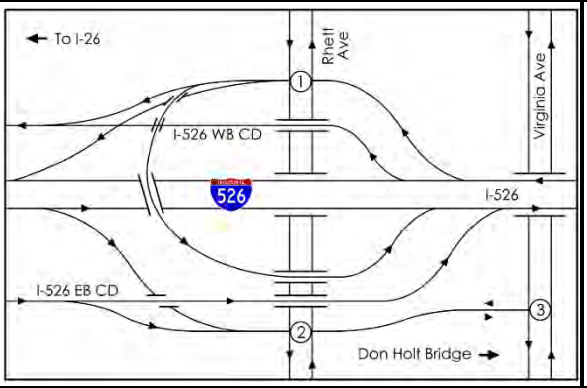
At the existing N. Rhett and Virginia Avenue interchange, there are geometric deficiencies that limit capacity. The most notable deficiencies are the loop ramps which have a 25-mph design speed, and the very short weave distances between N. Rhett Avenue and Virginia Avenue ramps in both eastbound and westbound directions.

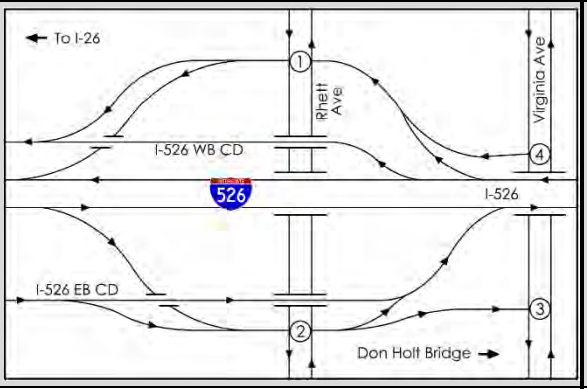
To address these deficiencies and respond to future traffic demand, interchange improvement alternatives were developed for this interchange as part of the 526 Lowcountry Corridor West (526 LCC West) project. The major design constraints to consider included the CSX and Norfolk Southern rail lines running adjacent to and underneath the interstate, as well as Filbin Creek – a major tributary to the Cooper River, flowing adjacent to the I-526 mainline within this area crossing under I-526 just west of N. Rhett Avenue.

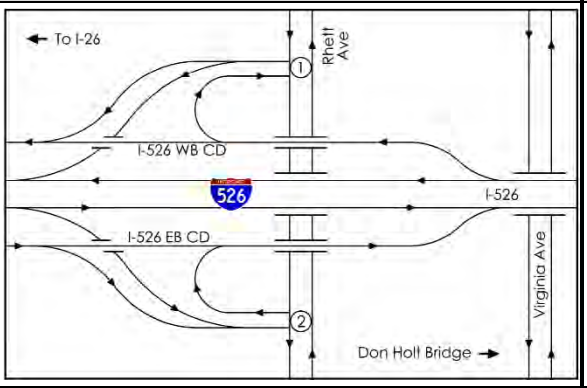
Four alternatives were developed for the Preliminary Screening. These alternatives were developed to accommodate anticipated traffic demand to a design level of service of D or better. Therefore, level of service was not part of the initial screening process. For each alternative, the initial screening process evaluated compatibility between the Virginia Avenue & N. Rhett Avenue interchanges, distribution of traffic to existing mainline and proposed C-D roads, flexibility to connect to a potential future replacement of the Don Holt Bridge, and the relative level of environmental and community impacts. The results of this screening are shown in **Table 33.**

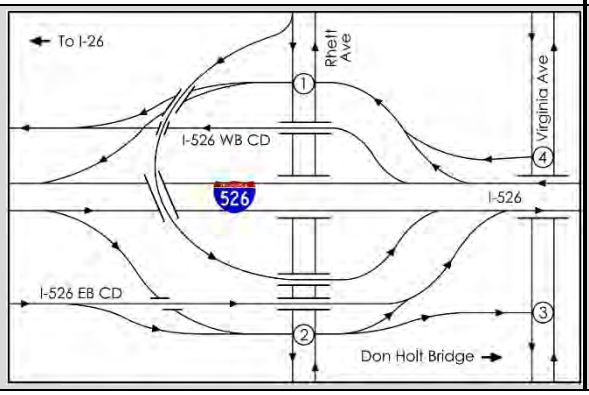
Table 33 – I-526 & N. Rhett/Virginia Avenue Interchange Preliminary Alternatives

| Preliminary Alternative | Compatible w/ Adjacent Interchange? | Flexibility w/ Don Holt Bridge Replacement | Impacts | Carried Forward? |
|---|---|---|---|---|
| 1<br>On-Ramp from Rhett to I-526 EB and WB through one intersection along Rhett Avenue w/ separate access to Virginia Avenue | ✓ | ✓ | Low | ✓ |
| 2<br>Diamond Interchange with access to Virginia Avenue | ✓ | ✓ | Low | ✓ |
| 3<br>Improve existing Loop Ramps | ✗ | ✓ | Low | ✗ |
| 4<br>Directional ramps for northbound and southbound Rhett Avenue traffic | ✓ | ✓ | High | ✗ |



#### 4.4.3.1 Reasonable Alternative(s) Carried Forward

**Alternatives 1 and 2 met each of the screening alternatives considered and were carried forward as reasonable alternatives.** Alternative 3 required removing the direct access to/from I-526 and Virginia Avenue, requiring this movement to be made via parallel routes to the north and/or south of the interstate. This was considered unacceptable due to the volume of traffic utilizing Virginia Avenue on and off-ramps, particularly trucks accessing the North Charleston Port Terminal and other industrial land uses in the vicinity of the interstate. Alternative 4 was not carried forward due to the larger footprint of the interchange and the more significant impacts to the surrounding environment, property, and infrastructure.

The Alternative 1 and 2 interchange concepts carried forward were developed to function in two separate conditions. The first condition transitions into the existing geometry east of Virginia Avenue before reaching the main span of the Don Holt Bridge. This is referred to as the Interim Build Condition and defines the eastern terminus of the 526 LCC West project. The second condition adapts the interim interchange geometry to the replacement of the Don Holt Bridge as part of a future 526 Lowcountry Corridor East project (526 LCC East). This is referred to as the Ultimate Build Condition. The Future Build condition considered a range of concepts for the 526 LCC East project, including raising the profile of the Don Holt bridge to accommodate greater navigational clearances for container ships. Studies completed by the 526 LCC East team determined that any new structure built over the Cooper River shipping channel would likely be of a superstructure type that would be prohibitive to widening in the future. As a result, the interim build condition of both concepts in the 526 LCC West project were evaluated for their flexibility to adapt in the future to new four-lane structures in each direction on either side of the existing Don Holt Bridge.

The resulting geometries for Alternative 1 and 2 (interim build) are shown in **Figure 61** and **Figure 62**, respectively.

Figure 61 – I-526 & N. Rhett/Virginia Avenue Interchange Reasonable Alternative 1

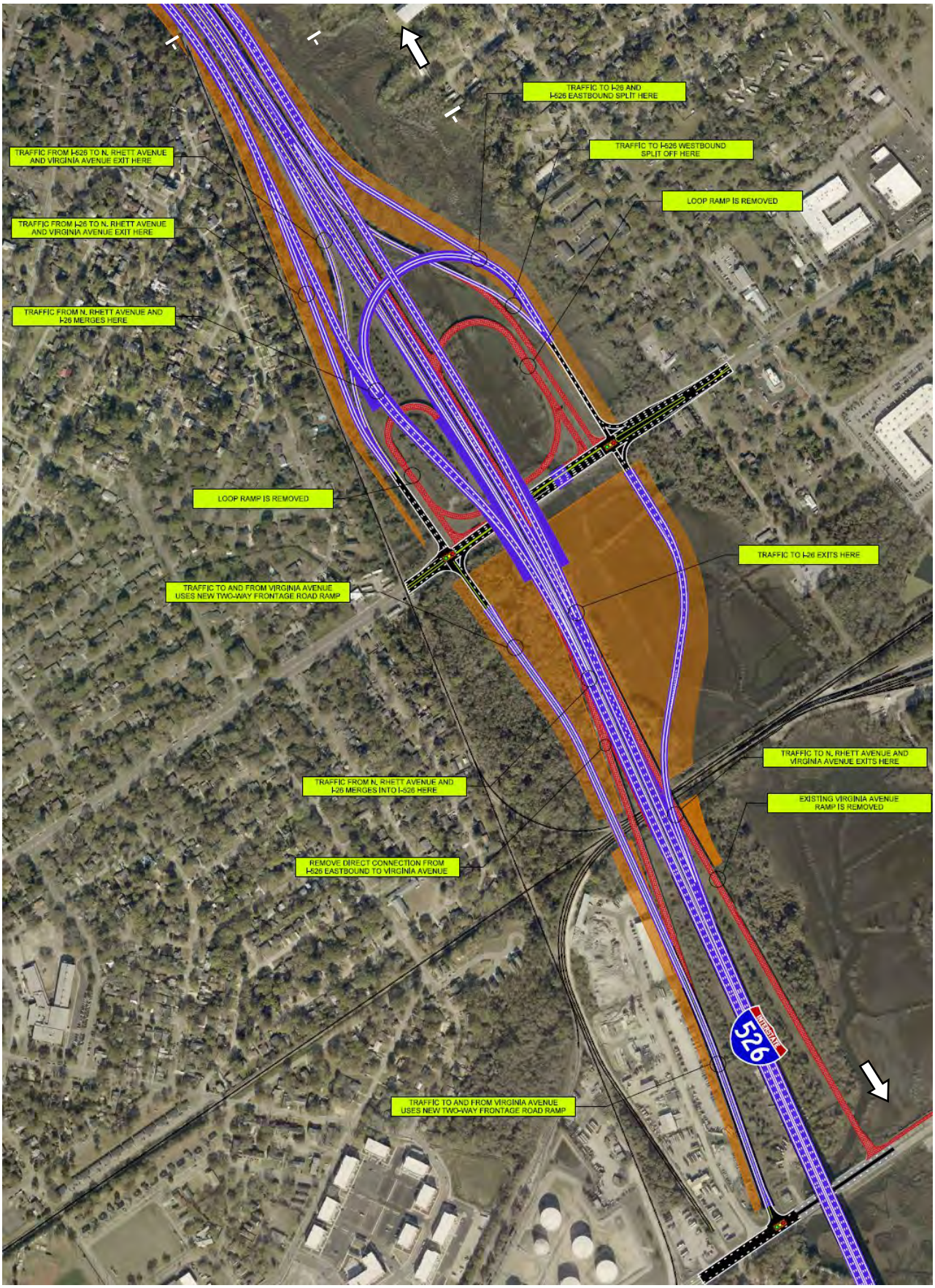
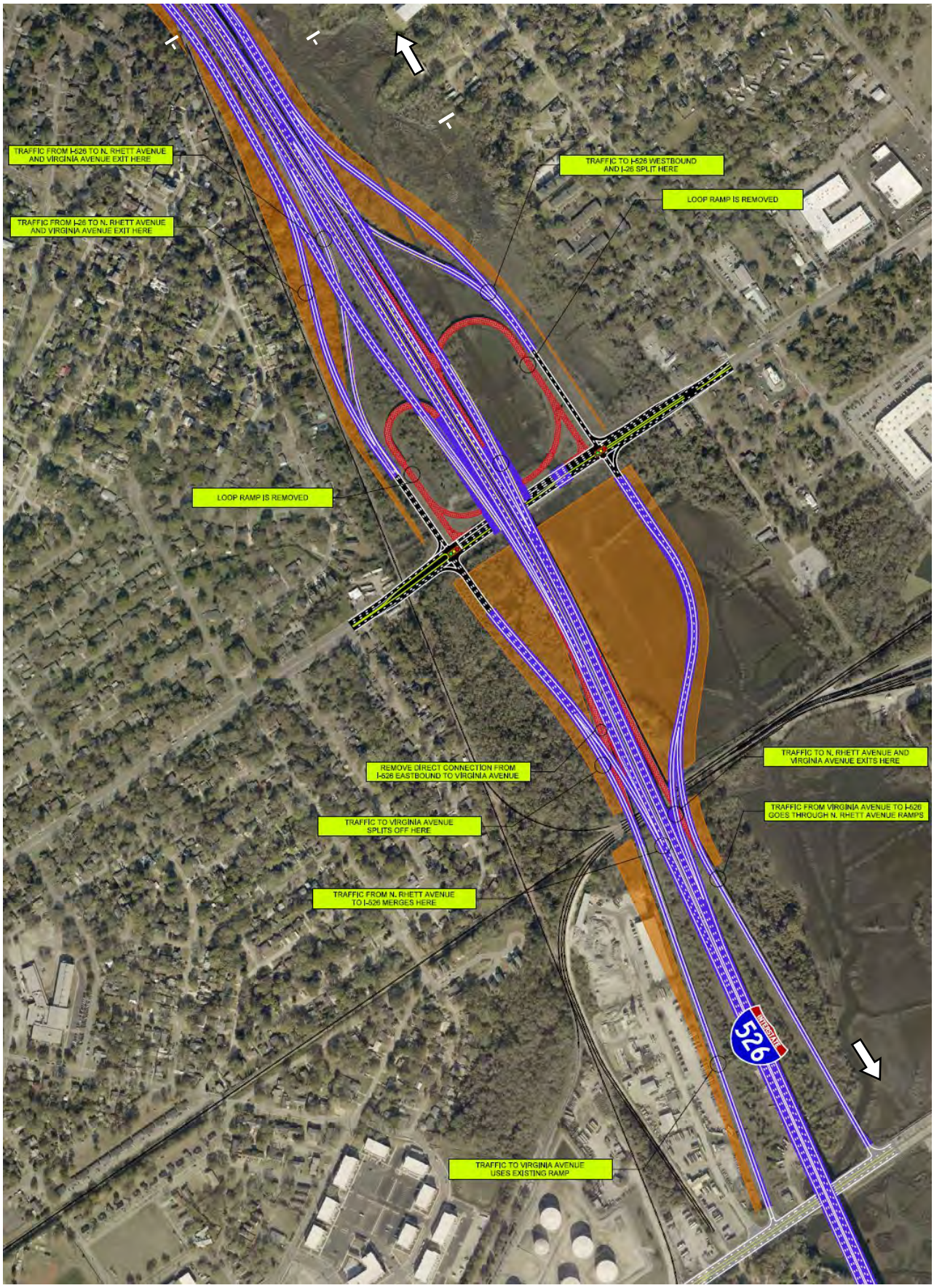
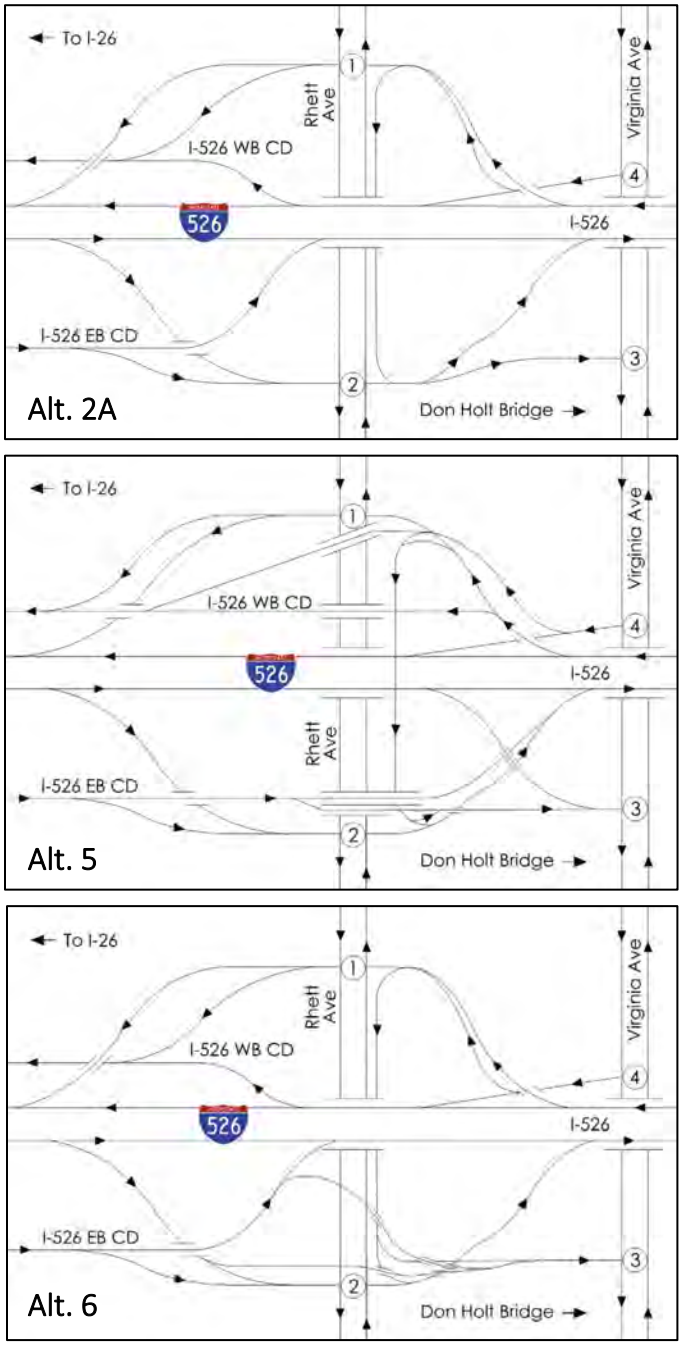


Figure 62 – I-526 & N. Rhett/Virginia Avenue Interchange Reasonable Alternative 2



Alternatives 1 and 2 represent the reasonable alternatives which were carried forward for Public Information. The result of this public information meeting were significant public concerns about the change in access between I-526 and Virginia Avenue. In the existing condition, traffic traveling from Virginia Avenue to I-526 EB and from I-526 WB to Virginia Avenue utilize a series of loop ramps (separate from the at grade signalized intersections along N. Rhett Avenue). However, in both Alternatives 1 and 2 these movements are processed through the signalized intersections along N. Rhett Avenue. Therefore, three additional alternatives were developed, utilizing elements from Alternatives 1 and 2 but providing similar direct access between Virginia Avenue and I-526 as is provided in the existing condition, as shown schematically in  and in greater detail in **Figure 64, Figure 65,** and **Figure 66**, for Alternatives 2A, 5, and 6, respectively.

Figure 63 – Additional I-526 & N. Rhett/Virginia Avenue Reasonable Alternatives



Alternatives 2A, 5, and 6 provide access to/from N. Rhett Avenue similarly to Alternative 2. All three also replace the two-loop U-turn system in the existing condition with a "Texas U-Turn" which runs parallel to N. Rhett Avenue under the I-526 bridges.

The primary difference between the alternatives is that in Alternative 5, the westbound CD road facility is begun further in advance of N. Rhett Avenue allowing an additional ramp for direct access from Virginia Avenue to the CD road. Additionally, the "Texas U-Turn" facility has two lanes, one dedicated to traffic from Virginia Avenue and one dedicated to traffic from I-526. In Alternative 2A and 6, this facility has one lane which serves traffic from both destinations via a weave upstream of the U-turn. In the eastbound direction, the primary difference between 2A and 5 and 6 is that in 2A, traffic destined for Virginia Avenue must proceed through the at-grade intersection along N. Rhett Avenue, whereas in 5 and 6, this movement is given direct access. The primary difference between 5 and 6 in the eastbound direction is the sequence in which traffic is mixed back into one facility across the Ashley River over the Don Holt Bridge from the I-526 Mainline, I-526 CD Road, and N. Rhett Avenue and Virginia Avenue ramp facilities.

These alternatives were developed to accommodate projected traffic demands in the study area, again, with the primary impetus behind their conception being providing comparable direct access between Virginia Avenue and I-526. These alternatives were added to Alternatives 1 and 2 as reasonable alternatives to be carried forward.

**These additional reasonable alternatives, Alternatives 2A, 5, and 6** are shown in greater detail in **Figure 64, Figure 65,** and **Figure 66**, respectively.

Figure 64 – I-526 & N. Rhett/Virginia Avenue Interchange Reasonable Alternative 2A

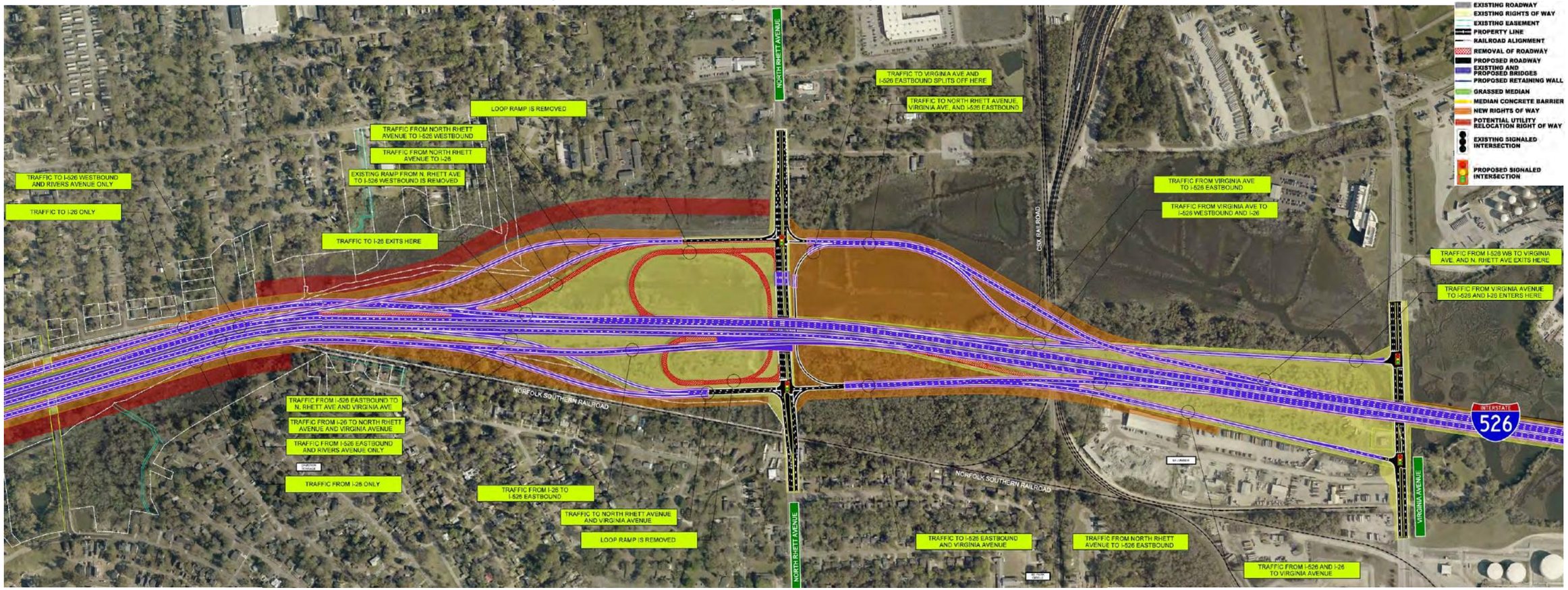


Figure 65 – I-526 & N. Rhett/Virginia Avenue Interchange Reasonable Alternative 5

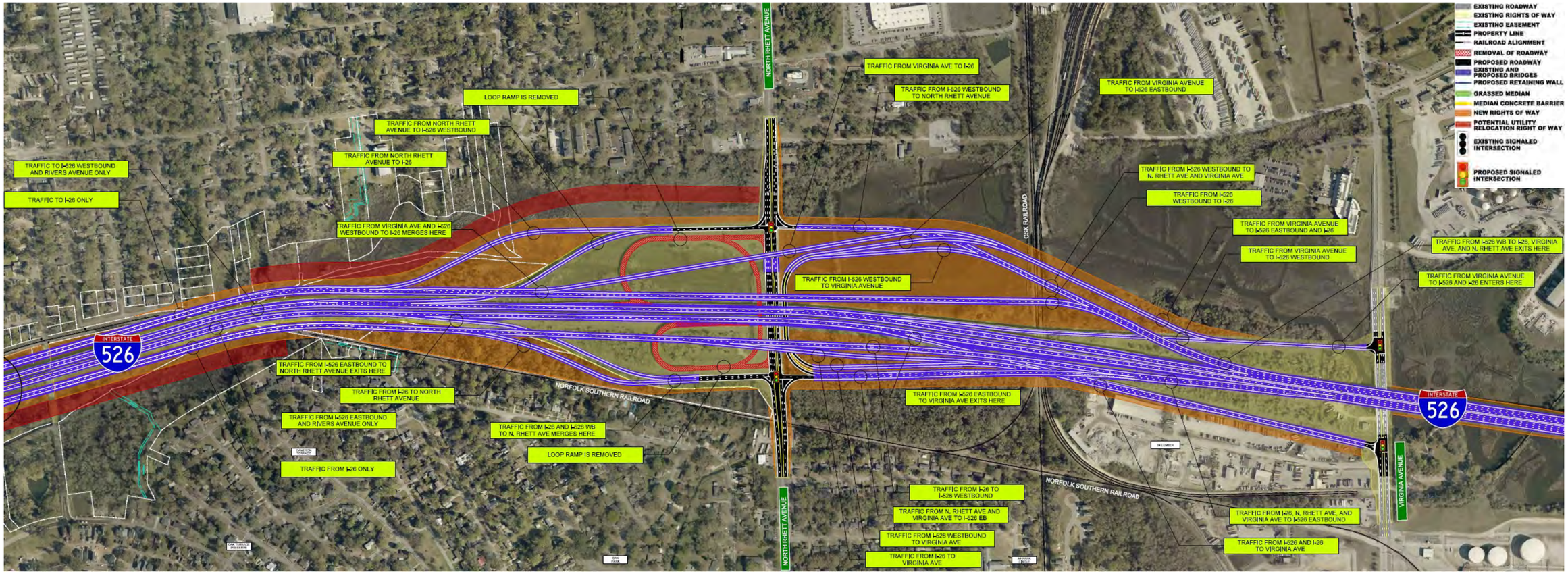
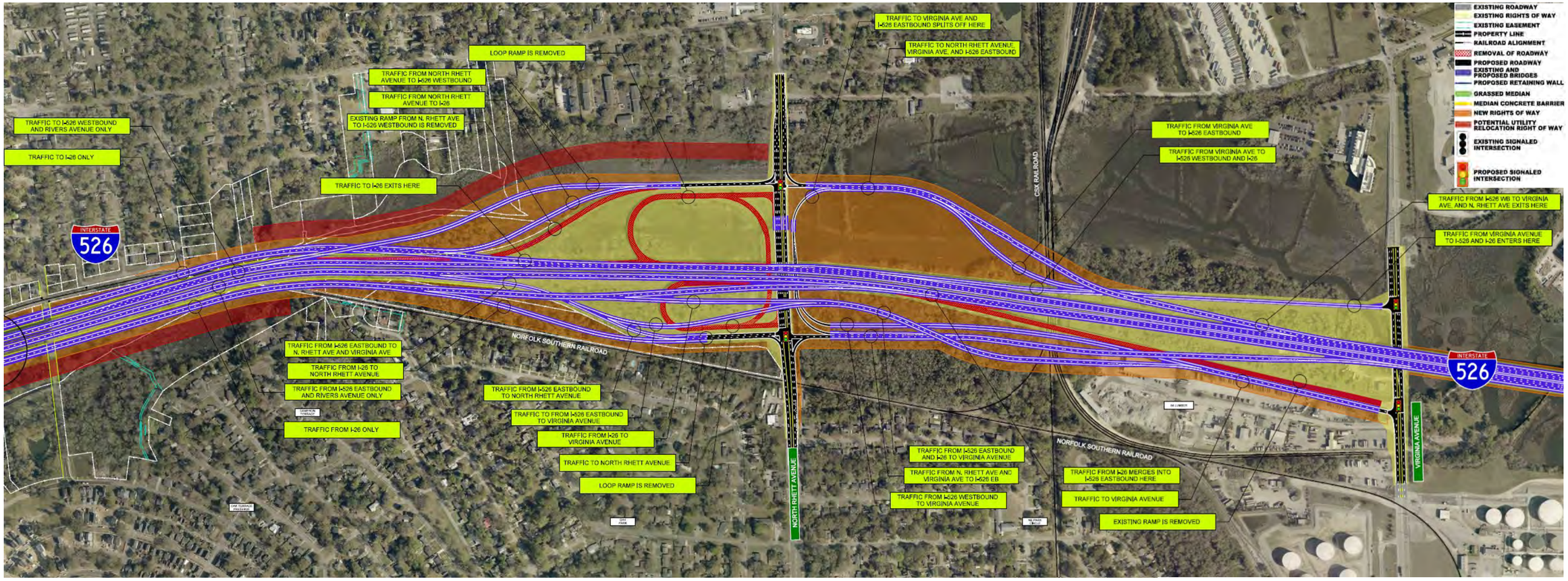


Figure 66 – I-526 & N. Rhett/Virginia Avenue Interchange Reasonable Alternative 6



# 5.0 REASONABLE ALTERNATIVES SCREENING

As discussed in the previous section, the screening of preliminary alternatives throughout the I-526 LCC West project led to the carrying forward of reasonable alternatives:

**No Build**

**Build:**

**I-526 Mainline** (1 Reasonable Alternative)**:**

- 8-lane widening (additional two general-purpose lanes in each direction)

**System Interchange (Including Rivers Avenue)** (4 Reasonable Alternatives)

- Alternative 1
- Alternative 1A
- Alternative 2
- Alternative 2A

**Service Interchanges:**

- **I-526 & Paul Cantrell Boulevard** (1 Reasonable Alternative)
  - Alternative 5
- **Paul Cantrell Boulevard & Magwood Drive** (1 Reasonable Alternative)
  - Alternative 5
- **I-526 & North Rhett Avenue/Virginia Avenue** (5 Reasonable Alternatives)
  - Alternative 1
  - Alternative 2
  - Alternative 2A
  - Alternative 5
  - Alternative 6
- **All other service interchanges same as in No Build** (with ramps aligned to widened I-526)

The following subsections will present the traffic analysis results for the screening of the reasonable alternatives for which there are multiple alternatives:

- I-526 & I-26 System Interchange, and
- I-526 & North Rhett Avenue/Virginia Avenue interchange.

## 5.1 I-26 & I-526 System Interchange

In order to compare the four alternatives at the I-26 & I-526 System Interchange, a volume/capacity ratio analysis was completed for the major movements of the interchange. These included those movements entering and exiting the interchange in all four directions, as well as those movements through the interchange.

**Table 34** on the following page lists the resulting v/c ratios for these corresponding segments for the No Build, Alternative 1, Alternative 2, Alternative 1A, and Alternative 2A for both the AM and PM peak hours. These varying segment v/c ratios could be compared one-by-one between each alternative to determine how each interchange alternative was projected to process the traffic demand for each corresponding movement in each peak hour. While this segment-by-segment comparison for each movement and in each peak hour served as the primary tool for comparing each interchange, a summary metric was also desired to simplify these results numerically for the purposes of ranking the alternatives. This resulted in a "weighted v/c ratio" for each interchange alternative. The "weighted v/c ratio" was calculated by weighting each movement's v/c ratio (in each peak hour) according to the volume experience at that segment.

The results of this v/c ratio comparison indicate that the No Build System interchange is projected to have numerous segments over capacity at each leg of the interchange and at multiple segment through the interchange. Comparing each of the Build alternatives, the results indicate that **Alternative 2 is projected to perform the best**, with only one segment projected to be over capacity (the segment along I-26 eastbound south of the interchange, which is outside the scope of the 526 Lowcountry Corridor West project). However, Alternative 1 is projected to have an over capacity segment along the weaving segment of I-26 westbound between the System interchange and Remount Road. This is a critical movement of the interchange as this movement is one which contributes to significant congestion in the Base Year/No Build Condition. Furthermore, Alternative 1A and 2A are projected to have over capacity segments along the weaving segment of I-526 between Rivers Avenue and the System. Again, this is a critical movement entering the interchange, and one which contributes to significant congestion along the I-526 corridor in the Base Year/No Build Condition. These critical, failing segments in Alternatives 1, 1A, and 2A have cascading impacts on the operations of not only the System interchange but also the I-26 and I-526 corridors up- and down-stream of the interchange. These over-capacity movements are likely to cause congestion and gridlock throughout the network as traffic builds during the peak hours without acceptable processing of the forming queues. This analysis was utilized as part of the metrics to determine a preferred alternative at this interchange, the selection of which is discussed in the subsequent chapter. The output of the results of the HCS analysis can be seen in **Appendix 5.1.**

Table 34 – System Interchange Alternative Volume/Capacity Comparison

| 2050 Design Year AM Peak Hour | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | | No Build | | | Alt. 1 | | | Alt. 2 | | | Alt. 1A | | | Alt. 2A | | | |
| | | Type | Vol | v/c | Type | Vol. | v/c | Type | Vol. | v/c | Type | Vol. | v/c | Type | Vol. | v/c | |
| West Leg | Enter | W | 4,160 | 1.18 | M | 1,580 | 0.25 | M | 1,580 | 0.25 | M | 1,580 | 0.25 | M | 1,580 | 0.25 | |
| | | | | | W | 2,820 | 0.49 | W | 2,820 | 0.49 | W | 2,820 | 0.49 | W | 2,820 | 0.49 | |
| | Exit | W | 6,050 | 1.18 | W | 6,860 | 0.91 | W | 6,860 | 0.91 | W | 6,860 | 0.91 | W | 6,860 | 0.91 | |
| East Leg | Enter | W | 5,800 | 1.59 | FS | 3,550 | 0.89 | FS | 3,550 | 0.89 | W | 3,870 | 1.25 | W | 3,870 | 1.25 | |
| | | | | | FS | 3,200 | 0.81 | FS | 3,200 | 0.81 | FS | 3,200 | 0.81 | FS | 3,200 | 0.81 | |
| | Exit | W | 4,080 | 0.78 | W | 1,930 | 0.34 | W | 1,930 | 0.34 | W | 1,930 | 0.36 | W | 1,930 | 0.36 | |
| | | | | | FS | 2,840 | 0.69 | FS | 2,840 | 0.69 | FS | 2,840 | 0.69 | FS | 2,840 | 0.69 | |
| North Leg | Enter | W | 11,480 | 1.44 | FS | 5,120 | 0.88 | FS | 5,120 | 0.88 | FS | 5,120 | 0.88 | FS | 5,120 | 0.88 | |
| | | | | | D | 6,840 | 0.88 | D | 6,840 | 0.88 | D | 6,890 | 0.89 | D | 6,890 | 0.89 | |
| | Exit | W | 6,740 | 1.22 | FS | 3,450 | 0.42 | FS | 3,450 | 0.42 | FS | 3,450 | 0.42 | FS | 3,450 | 0.42 | |
| | | | | | W | 3,480 | 1.07 | W | 3,480 | 0.63 | W | 3,660 | 1.13 | W | 3,660 | 0.66 | |
| South Leg | Enter | W | 3,770 | 0.76 | FS | 1,840 | 0.32 | FS | 1,840 | 0.32 | FS | 1,840 | 0.32 | FS | 1,840 | 0.32 | |
| | | | | | W | 1,860 | 0.42 | W | 1,860 | 0.42 | W | 2,050 | 0.47 | W | 2,050 | 0.47 | |
| | Exit | W | 8,340 | 1.16 | W | 8,250 | 1.17 | W | 8,250 | 1.17 | W | 8,390 | 1.19 | W | 8,390 | 1.19 | |
| Through | EB | M | 3,350 | 1.03 | FS | 1,580 | 0.38 | FS | 1,580 | 0.38 | FS | 1,580 | 0.38 | FS | 1,580 | 0.38 | |
| | WB | W | 4,240 | 0.87 | FS | 3,550 | 0.56 | FS | 3,550 | 0.56 | FS | 3,550 | 0.56 | FS | 3,550 | 0.56 | |
| | NB | FS | 3,040 | 0.53 | FS | 1,510 | 0.39 | FS | 1,510 | 0.39 | FS | 1,510 | 0.39 | FS | 1,510 | 0.39 | |
| | SB | FS | 6,900 | 1.11 | FS | 5,060 | 0.82 | FS | 5,060 | 0.82 | FS | 5,060 | 0.82 | FS | 5,060 | 0.82 | |
| | | W | 2,770 | 1.29 | | | | | | | | | | | | | |
| Weighted v/c | | 1.16 | | | 0.77 | | | 0.75 | | | 0.80 | | | 0.78 | | | |

| 2050 Design Year PM Peak Hour | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | | No Build | | | Alt. 1 | | | Alt. 2 | | | Alt. 1A | | | Alt. 2A | | | |
| | | Type | Vol | v/c | Type | Vol. | v/c | Type | Vol. | v/c | Type | Vol. | v/c | Type | Vol. | v/c | |
| West Leg | Enter | W | 4,730 | 1.29 | M | 2,995 | 0.49 | M | 2,995 | 0.49 | M | 2,995 | 0.49 | M | 2,995 | 0.49 | |
| | | | | | W | 3,250 | 0.58 | W | 3,250 | 0.58 | W | 3,250 | 0.58 | W | 3,250 | 0.58 | |
| | Exit | W | 4,700 | 0.82 | W | 5,870 | 0.69 | W | 5,870 | 0.69 | W | 5,870 | 0.69 | W | 5,870 | 0.69 | |
| East Leg | Enter | W | 5,070 | 1.43 | FS | 3,685 | 0.91 | FS | 3,685 | 0.91 | W | 4,015 | 1.34 | W | 4,015 | 1.34 | |
| | | | | | FS | 2,920 | 0.72 | FS | 2,920 | 0.72 | FS | 2,920 | 0.72 | FS | 2,920 | 0.72 | |
| | Exit | W | 4,540 | 0.82 | W | 3,315 | 0.56 | W | 3,315 | 0.56 | W | 3,315 | 0.62 | W | 3,315 | 0.62 | |
| | | | | | FS | 3,000 | 0.71 | FS | 3,000 | 0.71 | FS | 3,000 | 0.71 | FS | 3,000 | 0.71 | |
| North Leg | Enter | W | 7,440 | 1.36 | FS | 3,660 | 0.63 | FS | 3,660 | 0.63 | FS | 3,660 | 0.63 | FS | 3,660 | 0.63 | |
| | | | | | D | 4,310 | 0.69 | D | 4,310 | 0.69 | D | 4,360 | 0.70 | D | 4,360 | 0.70 | |
| | Exit | W | 9,620 | 1.17 | FS | 6,980 | 0.84 | FS | 6,980 | 0.84 | FS | 6,980 | 0.84 | FS | 6,980 | 0.84 | |
| | | | | | W | 3,695 | 1.12 | W | 3,695 | 0.63 | W | 3,965 | 1.21 | W | 3,965 | 0.68 | |
| South Leg | Enter | W | 6,590 | 0.93 | FS | 4,620 | 0.75 | FS | 4,620 | 0.75 | FS | 4,620 | 0.75 | FS | 4,620 | 0.75 | |
| | | | | | W | 2,310 | 0.48 | W | 2,310 | 0.48 | W | 2,490 | 0.53 | W | 2,490 | 0.53 | |
| | Exit | W | 4,970 | 0.71 | W | 4,890 | 0.81 | W | 4,890 | 0.81 | W | 4,950 | 0.83 | W | 4,950 | 0.83 | |
| Through | EB | M | 3,890 | 0.98 | FS | 2,995 | 0.70 | FS | 2,995 | 0.70 | FS | 2,995 | 0.70 | FS | 2,995 | 0.70 | |
| | WB | W | 3,490 | 0.72 | FS | 3,430 | 0.55 | FS | 3,430 | 0.55 | FS | 3,430 | 0.55 | FS | 3,430 | 0.55 | |
| | NB | FS | 5,940 | 0.97 | FS | 1,800 | 0.44 | FS | 1,800 | 0.44 | FS | 1,800 | 0.44 | FS | 1,800 | 0.44 | |
| | SB | FS | 3,700 | 0.60 | FS | 2,330 | 0.38 | FS | 2,330 | 0.38 | FS | 2,330 | 0.38 | FS | 2,330 | 0.38 | |
| | | W | 2,530 | 1.18 | | | | | | | | | | | | | |
| Weighted v/c | | 1.03 | | | 0.70 | | | 0.67 | | | 0.74 | | | 0.71 | | | |

Volume/Capacity Ratio Color Code

| 0.00 – 0.60 | 0.60 – 0.80 | 0.80 – 1.00 | 1.00 – 1.20 | ≥ 1.20 |
|---|---|---|---|---|

# 5.2 I-526 & N. Rhett Avenue/Virginia Avenue Interchange

## 5.2.1 Interstate Facility

Similar to the analysis performed for the System interchange, a volume/capacity ratio analysis was completed for the interchange alternatives at the I-526 & N. Rhett Avenue/Virginia Avenue interchanges. Since the differences between the alternatives at this interchange significantly affected the operations of the ramp terminal intersections along N. Rhett Avenue, these were included in the analysis (including a comparison of the v/c ratio and delay per movement at each of the intersections).

This interchange comparison analysis also included two horizon year scenarios: one in which the Don Holt Bridge is not widened (named the "Interim Build" condition) and one in which the Don Holt Bridge is widened to four lanes in each direction (named the "Ultimate Build" condition). It should be noted that despite the differences in capacity over the Don Holt Bridge along I-526 in both these conditions, the traffic demand volumes were assumed to be equivalent, and were developed utilizing a travel demand model for which the Don Holt Bridge was widened. This is important to this discussion because while the volume used to analyze the "Interim Build" condition are unlikely to be generated in this condition, as congestion due to lack of capacity upstream will prohibit these volumes from being fully realized at the I-526 & N. Rhett and I-526 & Virginia interchanges. The "Ultimate Build" condition is therefore a fairer comparison between how the interstate segments will function for each of the alternatives, as this condition will allow for the demand volumes to actually reach the interchange. Along with the ability for the demand volumes to reach the interchange comes the ability to provide capacity for them with improvements at the interchange which tie into the widened bridge. This distinction is significant because, as the analysis will show, the "Interim Build" condition has several over capacity movements. These, however, are a result of the fact that capacity improvements are included west of this interchange but not to the east. Therefore, the traffic demand which is able to be processed west of the interchange must be 'funneled' to a section of I-526 with insufficient capacity. However, as the results of the "Ultimate Build" show, these over-capacity movements in the interchange are resolved with the widening of the Don Holt Bridge.

The v/c ratio analysis results for the interstate segments for are shown in **Table 35** for the "Interim Build" and in **Table 36** for the "Ultimate Build".

The interstate v/c analysis indicates that the No Build Conditions are projected to have numerous over capacity segments. Each of the five Build Conditions alternatives (Alternative 1, 2, 2A, 5, and 6) show improvements to the No Build Conditions in both the "Interim Build" and Ultimate Build" scenarios. As previously mentioned, several segments in each alternative are projected to be over capacity in the "Interim Build", due to the lack of added capacity across the Don Holt Bridge along I-526. Based on the "Interim Build" scenario results, Alternative 5 is projected to perform the best, followed closely by Alternatives 2A and 6. However, a comparison of the alternatives in the "Ultimate Build" condition indicates that the interstate segments in each of alternatives are projected to perform comparably, as additional capacity is available to process the projected traffic demand. The distinction between Alternatives 1, 2, 2A, 5, and 6, then, is seen more clearly at the operation of the ramp terminal intersections along N. Rhett Avenue, since the main difference between the alternatives is the indirect or direct nature of connection between Virginia Avenue and I-526. The intersection operation analysis will be discussed following the aforementioned interstate v/c ratio tables and diagrams. The output of the results of the HCS analysis can be seen in **Appendix 5.2**.

Table 35 – I-526 & N. Rhett Ave Interchange Alternative Volume/Capacity Comparison (Interim Build)

| 2050 Design Year AM Peak Hour | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | | No Build | | | Alt. 1 | | | Alt. 2 | | | Alt. 2A | | | Alt. 5 | | | Alt. 6 | | | | | | |
| | | Type | Vol. | v/c | Type | Vol. | v/c | Type | Vol. | v/c | Type | Vol. | v/c | Type | Vol. | v/c | Type | Vol. | v/c | | | | |
| Between Rivers & N. Rhett | EB | D | 5,250 | 1.22 | D | 3,075 | 0.76 | D | 3,075 | 0.76 | D | 3,075 | 0.76 | D | 3,075 | 0.76 | D | 3,075 | 0.76 | | | | |
| | | | | | D | 2,840 | 0.67 | D | 2,840 | 0.67 | D | 2,840 | 0.65 | D | 2,840 | 0.65 | D | 2,840 | 0.65 | | | | |
| | WB | M | 5,240 | 1.19 | M | 3,550 | 0.83 | M | 3,550 | 0.83 | M | 3,550 | 0.84 | M | 3,550 | 0.84 | M | 3,550 | 0.84 | | | | |
| | | | | | M | 2,920 | 0.69 | M | 2,920 | 0.69 | M | 2,920 | 0.70 | M | 2,920 | 0.70 | M | 2,920 | 0.70 | | | | |
| Between N. Rhett & Va. | EB | W | 7,330 | 1.43 | FS | 6,775 | 1.16 | FS | 6,775 | 1.16 | FS | 6,775 | 1.16 | FS | 6,775 | 1.16 | FS | 6,775 | 1.16 | | | | |
| | WB | W | 6,120 | 1.16 | D | 7,300 | 1.16 | D | 7,300 | 1.16 | FS | 7,300 | 0.92 | FS | 7,300 | 0.92 | FS | 7,300 | 0.92 | | | | |
| Through Interchange | EB | FS | 4,660 | 1.13 | FS | 3,005 | 1.45 | FS | 4,925 | 1.19 | FS | 3,005 | 0.73 | FS | 2,865 | 0.69 | FS | 3,005 | 0.73 | | | | |
| | | | | | FS | 3,770 | 0.97 | | | | FS | 1,850 | 0.90 | FS | 3,910 | 0.95 | FS | 1,850 | 0.90 | | | | |
| | | | | | | | | FS | 1,850 | 0.90 | FS | 1,920 | 0.93 | | | | FS | 1,920 | 0.93 | | | | |
| | WB | FS | 4,190 | 1.05 | FS | 5,550 | 0.93 | FS | 5,550 | 0.93 | W | 5,720 | 1.04 | FS | 3,090 | 0.77 | W | 5,720 | 1.04 | | | | |
| | | | | | | | | | | | | | | FS | 2,630 | 0.66 | | | | | | | |
| Weighed v/c | | 1.22 | | | 1.00 | | | 0.99 | | | 0.91 | | | 6 | | | 0.91 | | | | | | |

| 2050 Design Year PM Peak Hour | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | | No Build | | | Alt. 1 | | | Alt. 2 | | | Alt. 2A | | | Alt. 5 | | | Alt. 6 | | | | | | |
| | | Type | Vol. | v/c | Type | Vol. | v/c | Type | Vol. | v/c | Type | Vol. | v/c | Type | Vol. | v/c | Type | Vol. | v/c | | | | |
| Between Rivers & N. Rhett | EB | D | 4,330 | 0.96 | D | 2,975 | 0.72 | D | 2,975 | 0.72 | D | 2,975 | 0.72 | D | 2,975 | 0.72 | D | 2,975 | 0.72 | | | | |
| | | | | | D | 3,000 | 0.68 | D | 3,000 | 0.68 | D | 3,000 | 0.68 | D | 3,000 | 0.68 | D | 3,000 | 0.68 | | | | |
| | WB | M | 5,260 | 1.19 | M | 3,685 | 0.84 | M | 3,685 | 0.84 | M | 3,685 | 0.86 | M | 3,685 | 0.86 | M | 3,685 | 0.86 | | | | |
| | | | | | M | 3,430 | 0.78 | M | 3,430 | 0.78 | M | 3,430 | 0.79 | M | 3,430 | 0.79 | M | 3,430 | 0.79 | | | | |
| Between N. Rhett & Va. | EB | W | 5,130 | 0.98 | FS | 6,775 | 1.13 | FS | 6,775 | 1.13 | FS | 6,775 | 1.13 | FS | 6,775 | 1.13 | FS | 6,775 | 1.13 | | | | |
| | WB | W | 6,030 | 1.17 | D | 7,675 | 1.21 | D | 7,675 | 1.21 | FS | 7,675 | 0.95 | FS | 7,675 | 0.95 | FS | 7,675 | 0.95 | | | | |
| Through Interchange | EB | FS | 3,550 | 0.83 | FS | 2,925 | 1.38 | FS | 5,035 | 1.18 | FS | 2,925 | 0.69 | FS | 2,885 | 0.68 | FS | 2,925 | 0.69 | | | | |
| | | | | | FS | 3,850 | 0.96 | | | | FS | 1,740 | 0.82 | FS | 3,890 | 0.91 | FS | 1,740 | 0.82 | | | | |
| | | | | | | | | FS | 1,740 | 0.82 | FS | 2,110 | 0.99 | | | | FS | 2,110 | 0.99 | | | | |
| | WB | FS | 4,380 | 1.08 | FS | 5,875 | 0.96 | FS | 5,875 | 0.96 | W | 6,225 | 1.05 | FS | 3,225 | 0.81 | W | 6,225 | 1.05 | | | | |
| | | | | | | | | | | | | | | FS | 3,000 | 0.74 | | | | | | | |
| Weighted v/c | | 1.05 | | | 1.00 | | | 0.99 | | | 0.91 | | | 0.87 | | | 0.91 | | | | | | |

Volume/Capacity Ratio Color Code

| 0.00 – 0.60 | 0.60 – 0.80 | 0.80 – 1.00 | 1.00 – 1.20 | ≥ 1.20 |
|---|---|---|---|---|

Table 36 – I-526 & N. Rhett Ave Interchange Alternative Volume/Capacity Comparison (Ultimate Build)

| 2050 Design Year AM Peak Hour | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | | No Build | | | Alt. 1 | | | Alt. 2 | | | Alt. 2A | | | Alt. 5 | | | Alt. 6 | | |
| | | Type | Vol. | v/c | Type | Vol. | v/c | Type | Vol. | v/c | Type | Vol. | v/c | Type | Vol. | v/c | Type | Vol. | v/c |
| Between Rivers & N. Rhett | EB | D | 5,250 | 1.22 | D | 3,075 | 0.76 | D | 3,075 | 0.76 | D | 3,075 | 0.76 | D | 3,075 | 0.76 | D | 3,075 | 0.76 |
| | | | | | D | 2,840 | 0.67 | D | 2,840 | 0.67 | D | 2,840 | 0.65 | D | 2,840 | 0.65 | D | 2,840 | 0.65 |
| | WB | M | 5,240 | 1.19 | M | 3,550 | 0.83 | M | 3,550 | 0.83 | M | 3,550 | 0.84 | M | 3,550 | 0.84 | M | 3,550 | 0.84 |
| | | | | | M | 2,920 | 0.69 | M | 2,920 | 0.69 | M | 2,920 | 0.70 | M | 2,920 | 0.70 | M | 2,920 | 0.70 |
| Between N. Rhett & Va. | EB | W | 7,330 | 1.43 | FS | 6,775 | 0.82 | FS | 6,775 | 0.82 | FS | 6,775 | 0.82 | FS | 6,775 | 0.82 | FS | 6,775 | 0.82 |
| | WB | W | 6,120 | 1.16 | D | 7,300 | 0.92 | D | 7,300 | 0.92 | FS | 7,300 | 0.92 | FS | 7,300 | 0.92 | FS | 7,300 | 0.92 |
| Through Interchange | EB | FS | 4,660 | 1.13 | FS | 4,855 | 0.78 | FS | 4,925 | 0.79 | FS | 3,005 | 0.73 | FS | 1,855 | 0.46 | FS | 3,005 | 0.73 |
| | | | | | | | | | | | FS | 1,850 | 0.46 | FS | 4,920 | 0.79 | FS | 1,850 | 0.46 |
| | | | | | FS | 1,920 | 0.49 | FS | 1,850 | 0.45 | FS | 1,920 | 0.93 | | | | FS | 1,920 | 0.93 |
| | WB | FS | 4,190 | 1.05 | FS | 3,020 | 0.76 | FS | 3,020 | 0.76 | FS | 3,090 | 0.77 | FS | 3,090 | 0.77 | FS | 3,090 | 0.77 |
| | | | | | FS | 2,530 | 0.63 | FS | 2,530 | 0.63 | FS | 2,630 | 0.66 | FS | 2,630 | 0.66 | FS | 2,630 | 0.66 |
| Weighed v/c | | 1.22 | | | 0.78 | | | 0.78 | | | 0.78 | | | 0.78 | | | 0.78 | | |

| 2050 Design Year PM Peak Hour | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | | No Build | | | Alt. 1 | | | Alt. 2 | | | Alt. 2A | | | Alt. 5 | | | Alt. 6 | | |
| | | Type | Vol. | v/c | Type | Vol. | v/c | Type | Vol. | v/c | Type | Vol. | v/c | Type | Vol. | v/c | Type | Vol. | v/c |
| Between Rivers & N. Rhett | EB | D | 4,330 | 0.96 | D | 2,975 | 0.72 | D | 2,975 | 0.72 | D | 2,975 | 0.72 | D | 2,975 | 0.72 | D | 2,975 | 0.72 |
| | | | | | D | 3,000 | 0.68 | D | 3,000 | 0.68 | D | 3,000 | 0.68 | D | 3,000 | 0.68 | D | 3,000 | 0.68 |
| | WB | M | 5,260 | 1.19 | M | 3,685 | 0.84 | M | 3,685 | 0.84 | M | 3,685 | 0.86 | M | 3,685 | 0.86 | M | 3,685 | 0.86 |
| | | | | | M | 3,430 | 0.78 | M | 3,430 | 0.78 | M | 3,430 | 0.79 | M | 3,430 | 0.79 | M | 3,430 | 0.79 |
| Between N. Rhett & Va. | EB | W | 5,130 | 0.98 | FS | 6,775 | 0.83 | FS | 6,775 | 0.83 | FS | 6,775 | 0.83 | FS | 6,775 | 0.83 | FS | 6,775 | 0.83 |
| | WB | W | 6,030 | 1.17 | FS | 7,675 | 0.95 | FS | 7,675 | 0.95 | FS | 7,675 | 0.95 | FS | 7,675 | 0.95 | FS | 7,675 | 0.95 |
| Through Interchange | EB | FS | 3,550 | 0.83 | FS | 4,665 | 0.73 | FS | 5,035 | 0.79 | FS | 2,925 | 0.69 | FS | 1,740 | 0.41 | FS | 2,925 | 0.69 |
| | | | | | | | | | | | FS | 1,740 | 0.41 | | | | FS | 1,740 | 0.41 |
| | | | | | FS | 2,110 | 0.53 | FS | 1,740 | 0.41 | FS | 2,110 | 0.99 | FS | 5,035 | 0.79 | FS | 2,110 | 0.99 |
| | WB | FS | 4,380 | 1.08 | FS | 3,055 | 0.75 | FS | 3,055 | 0.75 | FS | 3,225 | 0.81 | FS | 3,225 | 0.81 | FS | 3,225 | 0.81 |
| | | | | | FS | 2,820 | 0.69 | FS | 2,820 | 0.69 | FS | 3,000 | 0.74 | FS | 3,000 | 0.74 | FS | 3,000 | 0.74 |
| Weighed v/c | | 1.05 | | | 0.79 | | | 0.79 | | | 0.80 | | | 0.80 | | | 0.80 | | |

Volume/Capacity Ratio Color Code

| 0.00 – 0.60 | 0.60 – 0.80 | 0.80 – 1.00 | 1.00 – 1.20 | ≥ 1.20 |
|---|---|---|---|---|

### 5.2.2 Ramp Terminal Intersections

A significant difference between the I-526 & N. Rhett Avenue interchange alternatives are the volumes at the two ramp terminal intersections along N. Rhett Avenue (with I-526 EB and I-526 WB ramps). In Alternatives 1 and 2, traffic to/from Virginia Avenue and I-526 must be processed through the ramp terminal intersections. In Alternatives 2A, 5 and 6, however, this traffic is provided dedicated movements separated from the intersections. In Alternative 1, all traffic bound for I-526 from N. Rhett Avenue is processed through the N. Rhett Avenue & I-526 WB ramp intersection. In Alternative 2, this traffic is dispersed between the two ramp terminal intersections. In Alternatives 2A, 5, and 6, this traffic is likewise dispersed between the two ramp terminal intersections. The intersection geometries are the same in Alternatives 2A, 5, and 6.

The primary comparison between the ramp terminal intersection operation between the alternatives was a comparison of the approach and overall intersection LOS/delay for each of the two intersections along N. Rhett Avenue (with I-526 WB and EB ramps, respectively) for each of the five alternatives, the results of which are shown in **Table 37.**

The results of this analysis indicate that the No Build, Alternative 1, and Alternative 2 *have* failing approaches and failing intersections along N. Rhett Avenue at the I-526 ramp terminals, while Alternative 2A, Alternative 5, and Alternative 6 *do not have* failing approaches or intersections along N. Rhett Avenue. Rather, for these latter three alternatives, each approach and intersection overall is projected to experience acceptable level of service in the design year.

In order to compare the intersection operation further, the v/c ratios and delays for each movement were analyzed, the results of which are shown diagrammatically in **Figure 67** and **Figure 68.**

The results of the analysis, which are shown in greater detail in **Appendix 5.2**, indicate that with no improvements, the intersections are projected to experience numerous over capacity movements with undesirable delay. Of the Build alternatives, Alternatives 1 and 2 are projected to have numerous over-capacity movements with undesirable delay, whereas Alternatives 2A, 5, and 6 are projected to have no over-capacity movements. Alternative 2A is projected to have one movement with undesirable LOS E, however the delay at this movement of 56.5 sec/veh is just over the LOS E threshold of 55.0 sec/veh, and the v/c ratio of this movement is 0.93, indicating the movement is projected to clear without leading to ever-increasing queues throughout the peak hour.

This analysis was utilized as one of the metrics to determine a preferred alternative at this interchange, the selection of which is discussed in the subsequent section.

Table 37 – I-526 & N. Rhett Ave Intersection Delay Comparison

| Intersection | | 2050 Design Year AM Peak Hour | | | | | | 2050 Design Year PM Peak Hour | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | No Build | Alt. 1 | Alt. 2 | Alt. 2A | Alt. 5 | Alt. 6 | No Build | Alt. 1 | Alt. 2 | Alt. 2A | Alt. 5 | Alt. 6 |
| N. Rhett Ave & I-526 WB | EB | F/87.4 | NA | NA | NA | NA | NA | E/67.9 | NA | NA | NA | NA | NA |
| | WB | NA | F/137.6 | E/77.6 | D/47.3 | D/47.3 | D/47.3 | NA | F/150.5 | D/49.1 | D/35.1 | D/35.1 | D/35.1 |
| | NB | C/32.0 | C/31.6 | C/32.5 | A/6.2 | A/5.6 | A/5.6 | A/9.3 | D/49.3 | D/39.9 | A/1.6 | A/1.6 | A/1.6 |
| | SB | F/220.7 | F/253.9 | D/35.6 | C/22.4 | C/22.4 | C/22.4 | F/114.6 | F/360.2 | C/28.1 | B/17.5 | B/17.5 | B/17.5 |
| | OVERALL | F/152.6 | F/155.8 | D/43.8 | B/18.6 | B/18.4 | B/18.4 | E/70.1 | F/195.3 | D/37.8 | B/11.6 | B/11.6 | B/11.6 |
| N. Rhett Ave & I-526 EB | EB | F/241.8 | D/51.7 | F/124.8 | D/53.2 | D/52.8 | D/52.8 | F/87.3 | F/91.9 | E/79.1 | D/43.1 | D/45.3 | D/45.3 |
| | WB | NA | E/74.1 | NA | NA | NA | NA | NA | F/112.3 | NA | NA | NA | NA |
| | NB | F/220.4 | B/19.8 | D/37.7 | D/46.4 | D/53.0 | D/53.0 | E/60.5 | B/15.5 | E/74.4 | D/45.1 | D/45.1 | D/45.1 |
| | SB | F/278.2 | A/2.5 | F/109.3 | B/16.8 | B/18.3 | B/18.3 | F/123.2 | A/0.7 | E/60.3 | B/18.9 | B/19.4 | B/19.4 |
| | OVERALL | F/258.3 | C/22.7 | F/102.9 | C/30.1 | C/30.3 | C/30.3 | F/94.8 | D/37.3 | E/67.1 | C/30.7 | C/31.1 | C/31.1 |
| No. of Unacceptable Approaches (LOS E or F): | | 5 of 8 | 3 of 8 | 3 of 8 | 0 of 8 | 0 of 8 | 0 of 8 | 5 of 8 | 4 of 8 | 3 of 8 | 0 of 8 | 0 of 8 | 0 of 8 |
| No. of Unacceptable Intersections (LOS E or F): | | 2 of 2 | 1 of 2 | 1 of 2 | 0 of 2 | 0 of 2 | 0 of 2 | 2 of 2 | 1 of 2 | 1 of 2 | 0 of 2 | 0 of 2 | 0 of 2 |

Figure 67 – I-526 & N. Rhett Avenue Intersection Operation Alternative Comparison – AM Peak Hour

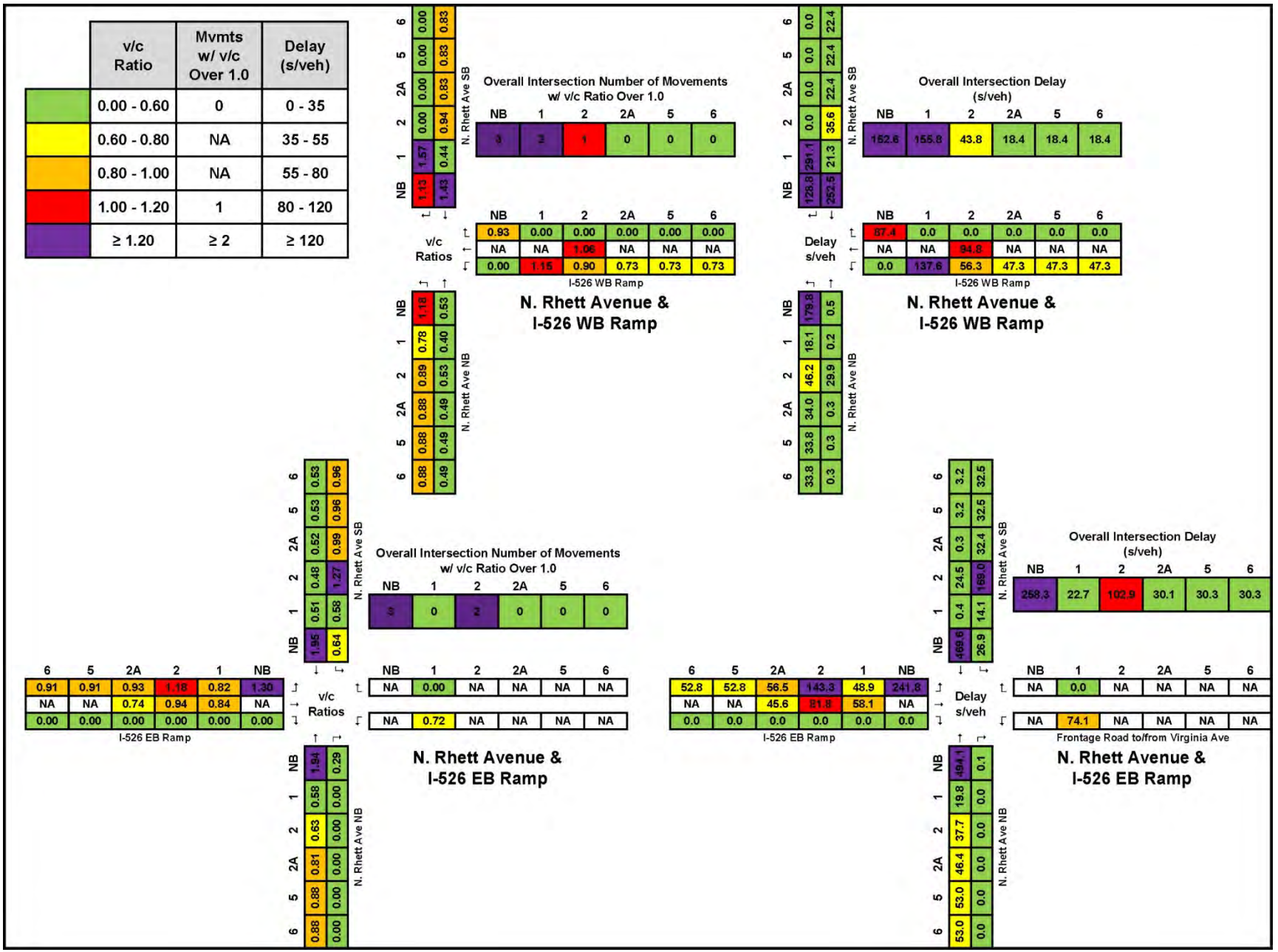
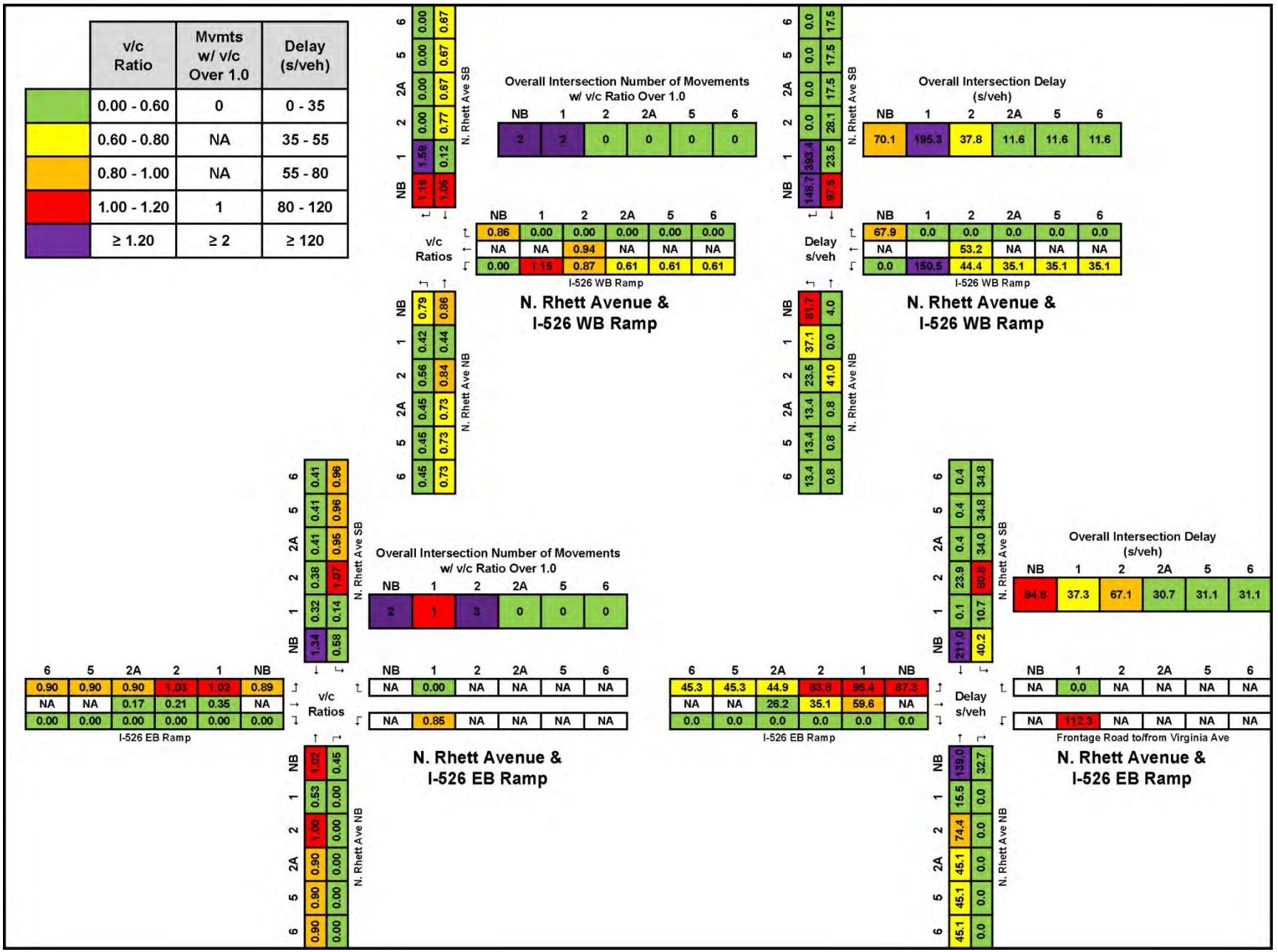


Figure 68 – I-526 & N. Rhett Avenue Intersection Operation Alternative Comparison – PM Peak Hour



## 5.3 PREFERRED ALTERNATIVE

### 5.3.1 I-26 & I-526 System Interchange

Based on the results of the capacity screening analysis for the four System interchange alternatives discussed in **Section 5.1** Alternative 2 is projected to provide acceptable volume/capacity ratios throughout the project limits of the System interchange. This, in addition to other screening factors considered (including wetlands impacts, relocations, environmental justice, threatened and endangered species, essential fish habitats, hazardous materials, cultural resources, noise, utilities impacts, cost, Section 4(f) and 6(f), reduction/elimination of geometric deficiencies to improve safety, and hurricane route compatibility) led to the selection of **Alternative 2 as the preferred alternative**. It was therefore carried forward for inclusion in the Preferred Priority Network Capacity Analysis.

### 5.3.2 I-526 & N. Rhett Avenue/Virginia Avenue Interchange

Based on the results of the capacity analysis discussed in **Section 5.2** Alternatives 2A, 5, and 6 are projected to provide acceptable interstate and intersection operation in the ultimate build condition of the design year. While Alternative 5 is projected to provide slightly better interstate operation, the impacts associated with this performance are considerably greater than those of Alternative 6, which are greater than those of Alternative 2A. Therefore, given the lower impacts associated with Alternative 2A, coupled with the projected acceptable traffic operation while providing direct access between Virginia Avenue and I-526, **Alternative 2A was selected as the preferred alternative**. It was therefore carried forward for inclusion in the Priority Network Capacity Analysis.

# 5.4 ALTERNATIVES DEVELOPMENT PROCESS SUMMARY

## 5.4.1 I-526 Mainline Widening Alternatives

Two widening alternatives along I-526 between Paul Cantrell Boulevard and Virginia Avenue were evaluated:

- Six General-Purpose Lanes (1 additional general-purpose lane in each direction)
- Eight General Purpose Lanes (2 additional general-purpose lanes in each direction)

**Based on the static capacity analysis, it was determined that eight general purpose lanes are required to provide acceptable levels of service along the corridor in the design year.**

## 5.4.2 I-526 & I-26 System Interchange Alternatives

In addition to widening improvements along the I-526 corridor, improvement alternatives at the I-526 & I-26 System Interchange were evaluated (including the Rivers Avenue interchange due to its proximity). Four (4) preliminary alternatives were evaluated as part of I-526 LCCW Project (each alternative designed to be compatible with both full and partial access alternatives at Rivers Avenue):

1. Semi-Directional Interchange
2. Semi-Directional Interchange with 1 Loop Ramp Retained
3. Semi-Directional Turbine Interchange
4. Semi-Directional with 3-Levels of Ramping

In response to the SCDOT directive to develop a Priority Network (prioritizing the I-526 Mainline and System Interchange operations), the development of four reasonable alternatives were developed, relying on increases in capacity of the existing CD roads on I-26 in order to achieve desired capacity and LOS on both intersecting interstates:

1. Semi-Directional Interchange w/ partial access at Rivers
2. **Semi-Directional Interchange with 1 Loop Ramp Retained w/ partial access at Rivers (Recommended)**

1A. Semi-Directional Interchange w/ full access at Rivers

2A. Semi-Directional Interchange with 1 Loop Ramp Retained w/ full access at Rivers

**Of the reasonable alternatives evaluated, Alternative 2 at the System Interchange was recommended and selected as the preferred alternative to be included in the Preferred Build Network.**

### 5.4.3 I-526 and I-26 Service Interchanges

Along with the improvements to the I-526 Mainline and the System Interchange, improvements to service changes in the project limits were also evaluated. In response to the SCDOT directive to develop a Priority Network, only improvements at service interchanges required to maintain operations of the interstate were retained. This led to a revision of improvements to be proposed at the following interchanges in the Priority Network (with only I-526 & N. Rhett Avenue/ Virginia Avenue having multiple alternatives to be further evaluated):

| | | |
|---|---|---|
| ❖ Paul Cantrell Boulevard & Magwood Drive | Adjacent to Exit 11 | 1 Reasonable Alternative |
| ❖ I-526 & Paul Cantrell Boulevard | Exit 11 | 1 Reasonable Alternative |
| ❖ I-526 & International Boulevard | Exit 16 | 1 Reasonable Alternative |
| ❖ I-526 & N. Rhett Avenue/Virginia Avenue | Exit 19/Exit 20 | 5 Reasonable Alternatives |
| ❖ I-26 & Aviation Avenue | Exit 211A | 1 Reasonable Alternative |
| ❖ I-26 & Montague Avenue | Exit 213 | 1 Reasonable Alternative |

The five reasonable alternatives at the I-526 & N. Rhett Avenue/Virginia Avenue interchange were further evaluated based on intersection and interstate traffic analysis as well as other impacts to the study area:

1. Single access from Rhett Avenue to I-526 EB and WB with separate Virginia Avenue access
2. Diamond Interchange with access to Virginia Avenue

**2A. Removed loop-ramps w/ "Texas U-Turn" for movements to/from Virginia (Recommended)**

5. Removed loop-ramps w/ "Texas U-Turn" and direct access ramps between Virginia and I-526/I-526 CD
6. Removed loop-ramps w/ "Texas U-Turn" and direct access ramps between Virginia and I-526

Of the reasonable alternatives evaluated, Alternative 2A at I-526 & N. Rhett Avenue/Virginia Avenue was recommended and selected as the preferred alternative to be included in the Preferred Build Network.

**With all Preferred Alternatives selected at the service interchanges, the following interchanges, in addition to the previously noted I-526 mainline and I-526 & I-26 System Interchange improvements, are proposed to be improved in association with the 526 LCCW project, the improvements of which are included in the Preferred Build Network:**

| | |
|---|---|
| ❖ **Paul Cantrell Boulevard & Magwood Drive** | **Adjacent to Exit 11** |
| ❖ **I-526 & Paul Cantrell Boulevard** | **Exit 11** |
| ❖ **I-526 & International Boulevard** | **Exit 16** |
| ❖ **I-526 & N. Rhett Avenue/Virginia Avenue** | **Exit 19/Exit 20** |
| ❖ **I-26 & Aviation Avenue** | **Exit 211A** |
| ❖ **I-26 & Montague Avenue** | **Exit 213** |

Based on the selection of the preferred alternatives at the System Interchange (Alternative 2) and at the I-526 & N. Rhett Avenue and Virginia Avenue interchanges (Alternative 2A), a Preferred Priority Network was developed, which also incorporated the reasonable alternative for the mainline widening (8-lane widening) and of the other interchanges evaluated (I-526 & Paul Cantrell Boulevard and Paul Cantrell Boulevard & Magwood Drive).

This resulting Preferred Alternative Network is described below and shown schematically in **Figure 69** (with the description letters matching those in the figure). It is also illustrated in detail in **Figure 70** through **Figure 73.** The analysis of this Preferred Alternative network compared to the No Build alternative network is included in the *I-526 Lowcountry Corridor West Preferred Alternative Traffic Analysis Report*.

**A. I-526 Widening from Paul Cantrell Boulevard to I-26**

- Interstate 526 will be widened to four lanes in each direction as part of this project.

**B. System Interchange Improvements at the junction of I-26 & I-526.**

- The improved interchange will incorporate an expanded use of CD roads along I-26 and I-526 to provide better distribution of traffic and reduce congestion caused by weaving of conflicting high-volume movements through and between the two freeways.

**C. I-526 Eastbound Collector-Distributor**

- A collector-distributor will be constructed parallel and to the outside of the existing eastbound lanes of I-526 between I-26 and North Rhett Avenue. This CD road will carry traffic from the I-26 eastbound and westbound CDs to North Rhett Avenue, Virginia Avenue, and I-526 eastbound towards Mount Pleasant. There will be no connections from this CD to Rivers Avenue, which will retain full access from the existing lanes of I-526 eastbound.

**D. I-526 Westbound Collector-Distributor**

- A collector-distributor will be constructed parallel and to the outside of the existing westbound lanes of I-526 between North Rhett Avenue and I-26. This CD road will carry traffic from I-526 westbound crossing the Cooper River, as well as traffic from North Rhett Avenue and Virginia Avenue to the I-26 westbound CD and to I-26 eastbound. There will be no connections from this CD to Rivers Avenue, which will retain full access from the existing lanes of I-526 westbound.

**E. North Rhett Avenue and Virginia Avenue Interchange Improvements**

- The loop ramps at North Rhett Avenue will be replaced with higher speed diagonal ramps North Rhett Avenue will have direct access to the I-526 eastbound and westbound mainline, as well as direct access to and from the I-526 eastbound and westbound CD system. Virginia Avenue will also have direct access, except for I-526 eastbound exiting traffic, which will pass through the eastbound exit ramp terminal intersection before continuing to Virginia Avenue.

**F. I-26 Eastbound Collector-Distributor Extension and Widening**

- The existing CD road providing access to the Aviation Avenue and Remount Road interchanges will be extended to the system interchange at I-526 and will carry traffic from I-26 eastbound to I-526 westbound. Traffic travelling to and from Aviation Avenue and Remount Road will also utilize this CD to access I-526 eastbound and westbound. One lane will be added to the existing CD road to accommodate the addition of the I-26 eastbound to I-526 westbound traffic.

**G. I-26 Westbound Collector-Distributor Extension and Widening**

- The existing CD road providing access to the Aviation Avenue and Remount Road interchanges will be extended to begin at the system interchange at I-526 and will carry traffic from I-526 eastbound and I-526 westbound to I-26 westbound in addition to traffic travelling to and from Aviation Avenue and Remount Road. One lane will be added to the existing CD road to accommodate the addition of the I-526 westbound to I-26 westbound traffic.

**H. Aviation Avenue Northbound Entrance Ramp to I-26 Eastbound Collector-Distributor**

- The ramp currently connecting northbound Aviation Avenue to the I-26 eastbound CD will be removed and traffic will be rerouted to the existing loop making this connection with the southbound traffic.

**I. Collector-Distributor between Montague Avenue and I-526 on I-26 Westbound**

- A short CD road will be constructed between Montague Avenue and the system interchange with I-526 on I-26 westbound to carry traffic from Montague Avenue and I-26 westbound to the I-526 eastbound collector-distributor, I-526 westbound, and the I-26 westbound CD to Remount Road and Aviation Avenue.

**J. Braided Ramps between International Boulevard and I-26 on I-526 Eastbound**

- Braided ramps will be constructed between International Boulevard and the System Interchange with I-26 on I-526 eastbound to carry traffic from Montague Avenue, International Boulevard, and I-526 eastbound to I-26 eastbound and westbound.

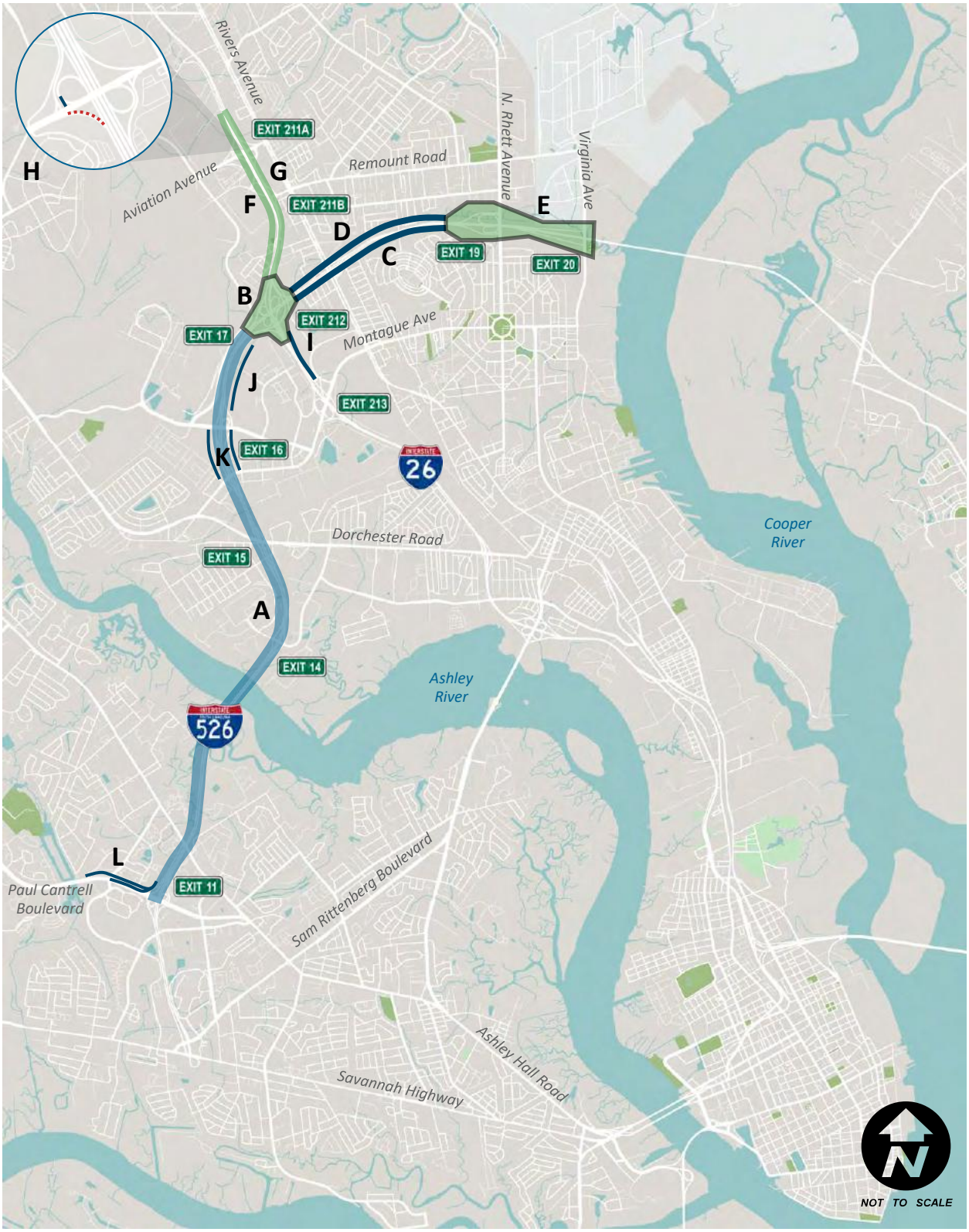
**K. Braided Ramps between Montague Avenue and International Boulevard on I-526 Eastbound and I-526 Westbound (*by Others*)**

- Braided ramps will be constructed between these closely spaced interchanges while maintaining the existing one-way frontage road connections between Montague Avenue and International Boulevard.
- The braided ramps between Montague Avenue and International Boulevard are to be constructed by Charleston County as part of another project. While these improvements are not included in the 526 LCCW Project, they were developed in conjunction with the other components of the 526 LCCW Project. These ramps are being advanced with the County's project, the Airport Connector Road (ACR), because they are necessary to maintain access when that project is constructed. More details on the ACR project as well as other committed projects that are relevant to the 526 LCCW Project will be provided in **Section 3.1.1.2.1 – Project Descriptions.**

**L. Paul Cantrell Boulevard/Glenn McConnell Parkway at Magwood Drive Improvements**

- SC 461, named Paul Cantrell Boulevard east of Magwood Drive, becomes Glenn McConnell Parkway west of Magwood Drive. The I-526 westbound exit ramp to westbound Paul Cantrell Boulevard will be widened and then will split, with the two outer lanes being grade separated over Magwood Drive, connecting to Glenn McConnell Parkway westbound. The inside lane of this ramp will be grade separated over the westbound lanes of Paul Cantrell Boulevard, then intersect at grade with Magwood Drive.

Figure 69 – I-526 Lowcountry Corridor Project Overview



South Carolina Department of Transportation

# I-526 LOWCOUNTRY CORRIDOR WEST

## PREFERRED ALTERNATIVE - WIDENING FROM MILE MARKER 10.6 IN WEST ASHLEY AT PAUL CANTRELL BOULEVARD TO MILE MARKER 20.2 IN NORTH CHARLESTON AT THE COOPER RIVER

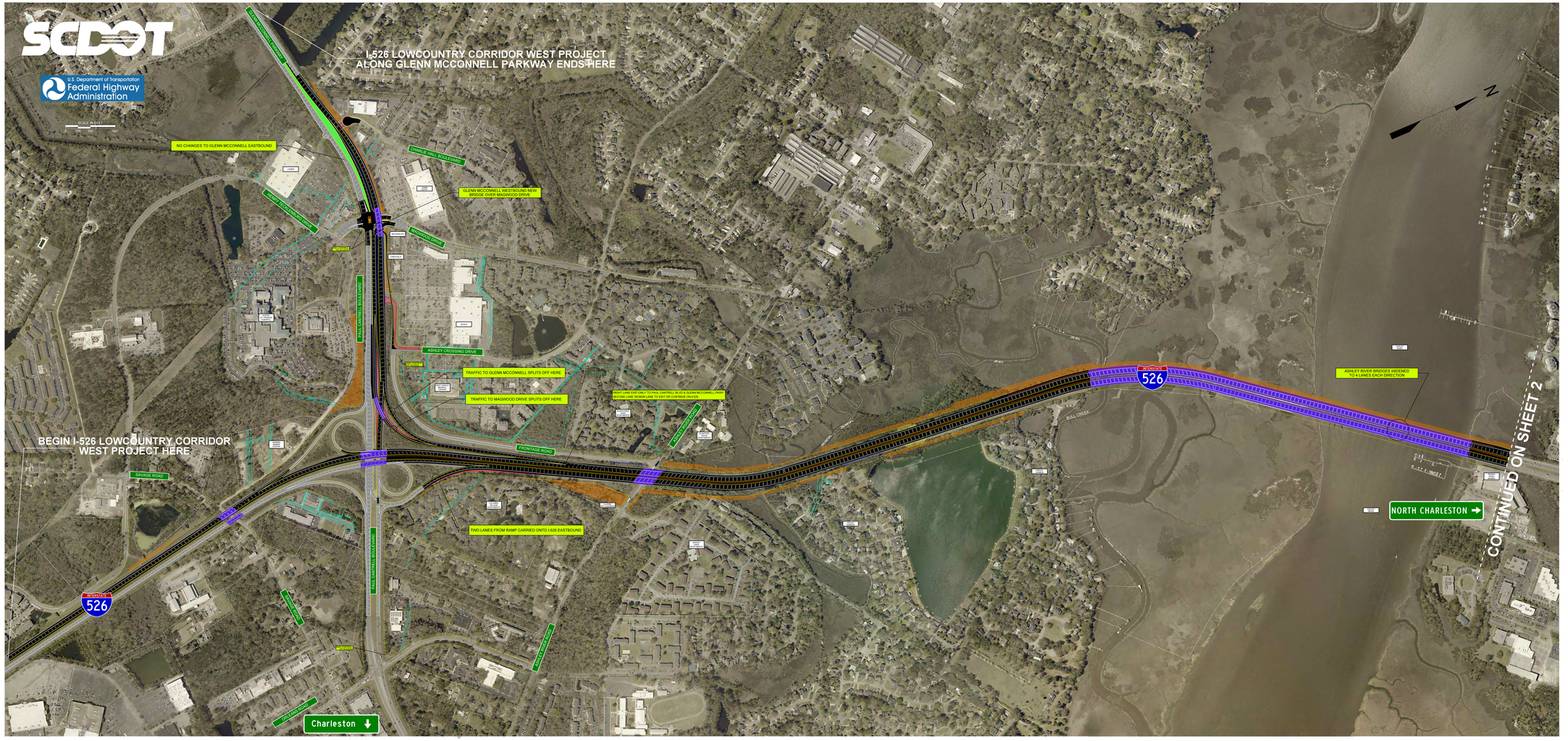
SHEET 1A

**CHARLESTON AND NORTH CHARLESTON CHARLESTON COUNTY**



## Map Legend

- EXISTING ROADWAY
- EXISTING RIGHTS OF WAY
- EXISTING EASEMENT
- PROPERTY LINE
- RAILROAD ALIGNMENT
- REMOVAL OF ROADWAY
- PROPOSED ROADWAY
- EXISTING AND PROPOSED BRIDGES
- PROPOSED RETAINING WALL
- GRASSED MEDIAN
- MEDIAN CONCRETE BARRIER
- NEW RIGHTS OF WAY
- POTENTIAL UTILITY RELOCATION RIGHT OF WAY
- CONTROL OF ACCESS
- EXISTING SIGNALED INTERSECTION
- PROPOSED SIGNALED INTERSECTION




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## Disclaimer

These displays are meant to show concepts for planning purposes only and are subject to change.



South Carolina Department of Transportation

# I-526 LOWCOUNTRY CORRIDOR WEST

## PREFERRED ALTERNATIVE - WIDENING FROM MILE MARKER 10.6 IN WEST ASHLEY AT PAUL CANTRELL BOULEVARD TO MILE MARKER 20.2 IN NORTH CHARLESTON AT THE COOPER RIVER

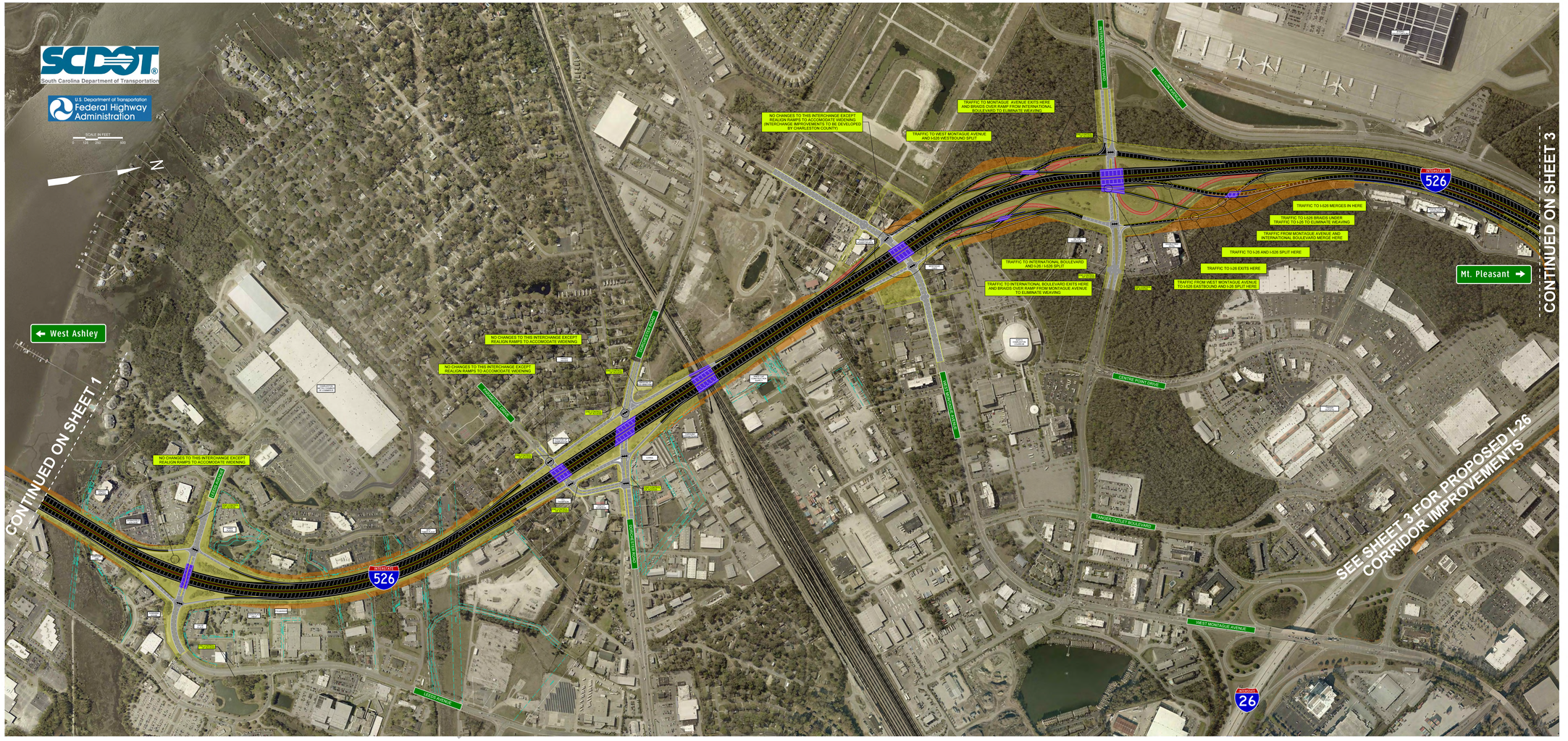
SHEET 2

**CHARLESTON AND NORTH CHARLESTON CHARLESTON COUNTY**



## Map Legend

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- EXISTING RIGHTS OF WAY
- EXISTING EASEMENT
- PROPERTY LINE
- RAILROAD ALIGNMENT
- REMOVAL OF ROADWAY
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- NEW RIGHTS OF WAY
- POTENTIAL UTILITY RELOCATION RIGHT OF WAY
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- EXISTING SIGNALED INTERSECTION
- PROPOSED SIGNALED INTERSECTION




## Contact Information

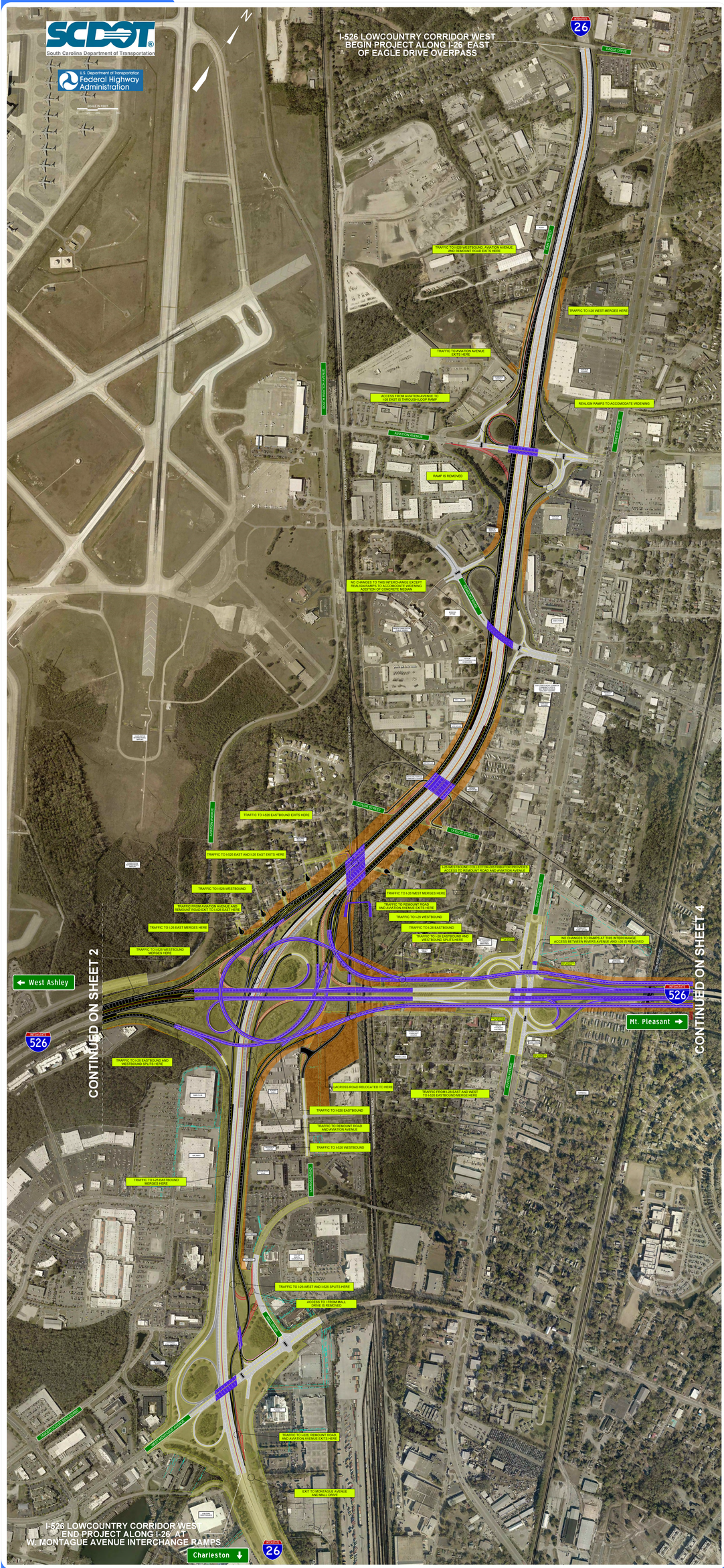

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- PROPOSED ROADWAY
- EXISTING AND PROPOSED BRIDGES
- PROPOSED RETAINING WALL
- MEDIAN CONCRETE BARRIER
- GRASSED MEDIAN
- CONTROL OF ACCESS
- EXISTING SIGNALED INTERSECTION
- PROPOSED SIGNALED INTERSECTION

CHARLESTON AND NORTH CHARLESTON CHARLESTON COUNTY

# I-526 LOWCOUNTRY CORRIDOR WEST

## PREFERRED ALTERNATIVE - WIDENING FROM MILE MARKER 10.6 IN WEST ASHLEY AT PAUL CANTRELL BOULEVARD TO MILE MARKER 20.2 IN NORTH CHARLESTON AT THE COOPER RIVER

SHEET 4

South Carolina Department of Transportation

CHARLESTON AND NORTH CHARLESTON CHARLESTON COUNTY



### Map Legend

- EXISTING ROADWAY
- EXISTING RIGHTS OF WAY
- EXISTING EASEMENT
- PROPERTY LINE
- RAILROAD ALIGNMENT
- REMOVAL OF ROADWAY
- PROPOSED ROADWAY
- EXISTING AND PROPOSED BRIDGES
- PROPOSED RETAINING WALL
- GRASSED MEDIAN
- MEDIAN CONCRETE BARRIER
- NEW RIGHTS OF WAY
- POTENTIAL UTILITY RELOCATION RIGHT OF WAY
- CONTROL OF ACCESS
- EXISTING SIGNALED INTERSECTION
- PROPOSED SIGNALED INTERSECTION

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### Contact Information

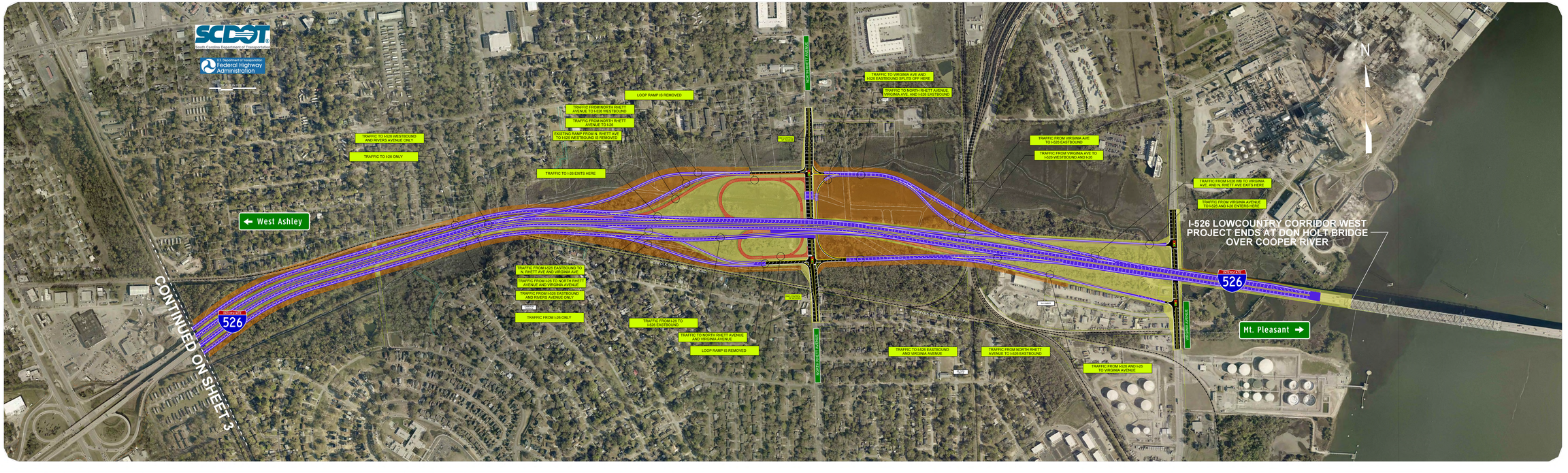

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WEST 526 LOWCOUNTRY CORRIDOR

# ALTERNATIVES DEVELOPMENT TRAFFIC ANALYSIS REPORT

# APPENDICES

**Project Limits: I-526 between Paul Cantrell Boulevard and Virginia Avenue and I-26 between Montague Avenue and Aviation Avenue**

*Prepared for the South Carolina Department of Transportation and the Federal Highway Administration*

SCDOT South Carolina Department of Transportation

FHWA

*Prepared by Stantec Consulting Services Inc.*

Stantec

August 2021

**SCDOT can provide auxiliary aids under the Americans with Disabilities Act for disabled persons who wish to review the Alternatives Development Traffic Analysis Appendices which includes modeling output data for the traffic capacity analysis. Anyone requiring special services should contact Joy Riley, SCDOT Project Manager, at rileyj@scdot.org so that arrangements can be made.**

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# 2.0 Existing Conditions

## 2.1 Mainline 48-Hour Vehicular Traffic Volumes

### 2.1.1 I-26 South of I-526

# I-26 South of I-526 (Eastbound)

| Date | Time | Small | Med | Large | Peak Hour Sums |
|---|---|---|---|---|---|
| 5/6/2015 | 12:00 AM | 119 | 5 | 3 | 401 |
| 5/6/2015 | 12:15 AM | 115 | 0 | 1 | 330 |
| 5/6/2015 | 12:30 AM | 73 | 1 | 2 | 257 |
| 5/6/2015 | 12:45 AM | 77 | 1 | 4 | 228 |
| 5/6/2015 | 01:00 AM | 52 | 0 | 4 | 201 |
| 5/6/2015 | 01:15 AM | 41 | 2 | 0 | 198 |
| 5/6/2015 | 01:30 AM | 41 | 3 | 3 | 193 |
| 5/6/2015 | 01:45 AM | 49 | 1 | 5 | 177 |
| 5/6/2015 | 02:00 AM | 50 | 0 | 3 | 160 |
| 5/6/2015 | 02:15 AM | 34 | 3 | 1 | 151 |
| 5/6/2015 | 02:30 AM | 31 | 0 | 0 | 151 |
| 5/6/2015 | 02:45 AM | 31 | 1 | 6 | 181 |
| 5/6/2015 | 03:00 AM | 39 | 4 | 1 | 198 |
| 5/6/2015 | 03:15 AM | 26 | 3 | 9 | 206 |
| 5/6/2015 | 03:30 AM | 52 | 5 | 4 | 254 |
| 5/6/2015 | 03:45 AM | 47 | 4 | 4 | 317 |
| 5/6/2015 | 04:00 AM | 46 | 2 | 4 | 430 |
| 5/6/2015 | 04:15 AM | 76 | 5 | 5 | 572 |
| 5/6/2015 | 04:30 AM | 118 | 3 | 3 | 781 |
| 5/6/2015 | 04:45 AM | 161 | 1 | 6 | 1127 |
| 5/6/2015 | 05:00 AM | 178 | 9 | 7 | 1570 |
| 5/6/2015 | 05:15 AM | 282 | 5 | 8 | 2192 |
| 5/6/2015 | 05:30 AM | 448 | 13 | 9 | 3099 |
| 5/6/2015 | 05:45 AM | 586 | 12 | 13 | 4011 |
| 5/6/2015 | 06:00 AM | 774 | 25 | 17 | 4908 |
| 5/6/2015 | 06:15 AM | 1158 | 25 | 19 | 5551 |
| 5/6/2015 | 06:30 AM | 1339 | 23 | 20 | 5985 |
| 5/6/2015 | 06:45 AM | 1456 | 32 | 20 | 6245 |
| 5/6/2015 | 07:00 AM | 1410 | 27 | 22 | 6201 |
| 5/6/2015 | 07:15 AM | 1570 | 38 | 28 | 6166 |
| 5/6/2015 | 07:30 AM | 1597 | 24 | 21 | 5919 |
| 5/6/2015 | 07:45 AM | 1426 | 21 | 17 | 5474 |
| 5/6/2015 | 08:00 AM | 1352 | 45 | 27 | 5056 |
| 5/6/2015 | 08:15 AM | 1316 | 36 | 37 | 4516 |
| 5/6/2015 | 08:30 AM | 1107 | 55 | 35 | 4064 |
| 5/6/2015 | 08:45 AM | 976 | 45 | 25 | 3776 |
| 5/6/2015 | 09:00 AM | 816 | 42 | 26 | 3591 |
| 5/6/2015 | 09:15 AM | 844 | 45 | 48 | 3491 |
| 5/6/2015 | 09:30 AM | 848 | 35 | 26 | 3410 |
| 5/6/2015 | 09:45 AM | 804 | 26 | 31 | 3312 |
| 5/6/2015 | 10:00 AM | 729 | 29 | 26 | 3251 |
| 5/6/2015 | 10:15 AM | 798 | 27 | 31 | 3294 |
| 5/6/2015 | 10:30 AM | 744 | 32 | 35 | 3276 |
| 5/6/2015 | 10:45 AM | 751 | 21 | 28 | 3333 |
| 5/6/2015 | 11:00 AM | 761 | 35 | 31 | 3399 |
| 5/6/2015 | 11:15 AM | 773 | 28 | 37 | 3311 |
| 5/6/2015 | 11:30 AM | 807 | 25 | 36 | 3407 |
| 5/6/2015 | 11:45 AM | 797 | 23 | 46 | 3291 |
| 5/6/2015 | 12:00 PM | 688 | 20 | 31 | 3224 |
| 5/6/2015 | 12:15 PM | 878 | 15 | 41 | 3237 |
| 5/6/2015 | 12:30 PM | 704 | 20 | 28 | 3002 |
| 5/6/2015 | 12:45 PM | 748 | 15 | 36 | 3022 |
| 5/6/2015 | 01:00 PM | 695 | 22 | 35 | 3015 |
| 5/6/2015 | 01:15 PM | 650 | 20 | 29 | 3028 |
| 5/6/2015 | 01:30 PM | 721 | 24 | 27 | 3157 |
| 5/6/2015 | 01:45 PM | 722 | 26 | 44 | 3230 |
| 5/6/2015 | 02:00 PM | 718 | 16 | 31 | 3243 |
| 5/6/2015 | 02:15 PM | 772 | 32 | 24 | 3304 |
| 5/6/2015 | 02:30 PM | 794 | 21 | 30 | 3332 |
| 5/6/2015 | 02:45 PM | 754 | 25 | 26 | 3362 |
| 5/6/2015 | 03:00 PM | 752 | 35 | 39 | 3354 |
| 5/6/2015 | 03:15 PM | 795 | 30 | 31 | 3448 |

| | | | | | |
|---|---|---|---|---|---|
| 5/6/2015 | 03:30 PM | 828 | 24 | 23 | 3534 |
| 5/6/2015 | 03:45 PM | 753 | 10 | 34 | 3672 |
| 5/6/2015 | 04:00 PM | 861 | 30 | 29 | 3860 |
| 5/6/2015 | 04:15 PM | 901 | 21 | 20 | 4051 |
| 5/6/2015 | 04:30 PM | 960 | 31 | 22 | 4209 |
| 5/6/2015 | 04:45 PM | 941 | 26 | 18 | 4171 |
| 5/6/2015 | 05:00 PM | 1065 | 26 | 20 | 4033 |
| 5/6/2015 | 05:15 PM | 1069 | 14 | 17 | 3747 |
| 5/6/2015 | 05:30 PM | 953 | 11 | 11 | 3468 |
| 5/6/2015 | 05:45 PM | 827 | 11 | 9 | 3214 |
| 5/6/2015 | 06:00 PM | 804 | 11 | 10 | 2980 |
| 5/6/2015 | 06:15 PM | 811 | 7 | 3 | 2685 |
| 5/6/2015 | 06:30 PM | 699 | 12 | 10 | 2342 |
| 5/6/2015 | 06:45 PM | 603 | 2 | 8 | 2105 |
| 5/6/2015 | 07:00 PM | 517 | 5 | 8 | 1929 |
| 5/6/2015 | 07:15 PM | 468 | 5 | 5 | 1776 |
| 5/6/2015 | 07:30 PM | 469 | 7 | 8 | 1665 |
| 5/6/2015 | 07:45 PM | 427 | 5 | 5 | 1552 |
| 5/6/2015 | 08:00 PM | 370 | 6 | 1 | 1484 |
| 5/6/2015 | 08:15 PM | 361 | 4 | 2 | 1398 |
| 5/6/2015 | 08:30 PM | 363 | 4 | 4 | 1327 |
| 5/6/2015 | 08:45 PM | 358 | 7 | 4 | 1228 |
| 5/6/2015 | 09:00 PM | 285 | 2 | 4 | 1149 |
| 5/6/2015 | 09:15 PM | 286 | 0 | 10 | 1093 |
| 5/6/2015 | 09:30 PM | 266 | 2 | 4 | 1028 |
| 5/6/2015 | 09:45 PM | 285 | 4 | 1 | 990 |
| 5/6/2015 | 10:00 PM | 231 | 2 | 2 | 913 |
| 5/6/2015 | 10:15 PM | 227 | 3 | 1 | 842 |
| 5/6/2015 | 10:30 PM | 229 | 2 | 3 | 780 |
| 5/6/2015 | 10:45 PM | 208 | 1 | 4 | 693 |
| 5/6/2015 | 11:00 PM | 162 | 1 | 1 | 602 |
| 5/6/2015 | 11:15 PM | 165 | 2 | 2 | |
| 5/6/2015 | 11:30 PM | 141 | 2 | 4 | |
| 5/6/2015 | 11:45 PM | 118 | 2 | 2 | |
| 5/7/2015 | 12:00 AM | 113 | 3 | 7 | 376 |
| 5/7/2015 | 12:15 AM | 105 | 1 | 2 | 298 |
| 5/7/2015 | 12:30 AM | 87 | 1 | 1 | 231 |
| 5/7/2015 | 12:45 AM | 51 | 1 | 4 | 185 |
| 5/7/2015 | 01:00 AM | 40 | 3 | 2 | 181 |
| 5/7/2015 | 01:15 AM | 36 | 0 | 5 | 183 |
| 5/7/2015 | 01:30 AM | 42 | 0 | 1 | 185 |
| 5/7/2015 | 01:45 AM | 47 | 1 | 4 | 170 |
| 5/7/2015 | 02:00 AM | 46 | 0 | 1 | 172 |
| 5/7/2015 | 02:15 AM | 40 | 1 | 2 | 170 |
| 5/7/2015 | 02:30 AM | 24 | 2 | 2 | 174 |
| 5/7/2015 | 02:45 AM | 44 | 5 | 5 | 206 |
| 5/7/2015 | 03:00 AM | 39 | 3 | 3 | 224 |
| 5/7/2015 | 03:15 AM | 42 | 0 | 5 | 232 |
| 5/7/2015 | 03:30 AM | 45 | 3 | 12 | 271 |
| 5/7/2015 | 03:45 AM | 60 | 4 | 8 | 334 |
| 5/7/2015 | 04:00 AM | 42 | 7 | 4 | 434 |
| 5/7/2015 | 04:15 AM | 69 | 9 | 8 | 589 |
| 5/7/2015 | 04:30 AM | 114 | 6 | 3 | 808 |
| 5/7/2015 | 04:45 AM | 155 | 8 | 9 | 1134 |
| 5/7/2015 | 05:00 AM | 187 | 8 | 13 | 1555 |
| 5/7/2015 | 05:15 AM | 288 | 11 | 6 | 2082 |
| 5/7/2015 | 05:30 AM | 428 | 10 | 11 | 3003 |
| 5/7/2015 | 05:45 AM | 571 | 10 | 12 | 4040 |
| 5/7/2015 | 06:00 AM | 705 | 15 | 15 | 4874 |
| 5/7/2015 | 06:15 AM | 1188 | 26 | 12 | 5617 |
| 5/7/2015 | 06:30 AM | 1439 | 24 | 23 | 6028 |
| 5/7/2015 | 06:45 AM | 1381 | 23 | 23 | 6127 |
| 5/7/2015 | 07:00 AM | 1428 | 31 | 19 | 6213 |
| 5/7/2015 | 07:15 AM | 1589 | 28 | 20 | 6084 |
| 5/7/2015 | 07:30 AM | 1539 | 25 | 21 | 5861 |

| | | | | | |
|---|---|---|---|---|---|
| 5/7/2015 | 07:45 AM | 1460 | 26 | 27 | 5554 |
| 5/7/2015 | 08:00 AM | 1300 | 24 | 25 | 5308 |
| 5/7/2015 | 08:15 AM | 1367 | 19 | 28 | 4947 |
| 5/7/2015 | 08:30 AM | 1194 | 35 | 49 | 4427 |
| 5/7/2015 | 08:45 AM | 1182 | 42 | 43 | 4099 |
| 5/7/2015 | 09:00 AM | 891 | 41 | 56 | 3702 |
| 5/7/2015 | 09:15 AM | 821 | 35 | 38 | 3515 |
| 5/7/2015 | 09:30 AM | 880 | 34 | 36 | 3422 |
| 5/7/2015 | 09:45 AM | 800 | 30 | 40 | 3321 |
| 5/7/2015 | 10:00 AM | 727 | 39 | 35 | 3312 |
| 5/7/2015 | 10:15 AM | 729 | 33 | 39 | 3308 |
| 5/7/2015 | 10:30 AM | 797 | 21 | 31 | 3354 |
| 5/7/2015 | 10:45 AM | 802 | 32 | 27 | 3371 |
| 5/7/2015 | 11:00 AM | 736 | 22 | 39 | 3424 |
| 5/7/2015 | 11:15 AM | 791 | 27 | 29 | 3455 |
| 5/7/2015 | 11:30 AM | 803 | 19 | 44 | 3399 |
| 5/7/2015 | 11:45 AM | 849 | 28 | 37 | 3281 |
| 5/7/2015 | 12:00 PM | 766 | 22 | 40 | 3162 |
| 5/7/2015 | 12:15 PM | 736 | 21 | 34 | 3141 |
| 5/7/2015 | 12:30 PM | 694 | 21 | 33 | 3173 |
| 5/7/2015 | 12:45 PM | 751 | 16 | 28 | 3266 |
| 5/7/2015 | 01:00 PM | 739 | 23 | 45 | 3262 |
| 5/7/2015 | 01:15 PM | 772 | 23 | 28 | 3194 |
| 5/7/2015 | 01:30 PM | 782 | 24 | 35 | 3220 |
| 5/7/2015 | 01:45 PM | 732 | 27 | 32 | 3253 |
| 5/7/2015 | 02:00 PM | 690 | 24 | 25 | 3344 |
| 5/7/2015 | 02:15 PM | 787 | 24 | 38 | 3376 |
| 5/7/2015 | 02:30 PM | 800 | 37 | 37 | 3346 |
| 5/7/2015 | 02:45 PM | 822 | 28 | 32 | 3357 |
| 5/7/2015 | 03:00 PM | 719 | 25 | 27 | 3293 |
| 5/7/2015 | 03:15 PM | 763 | 31 | 25 | 3365 |
| 5/7/2015 | 03:30 PM | 828 | 21 | 36 | 3499 |
| 5/7/2015 | 03:45 PM | 777 | 15 | 26 | 3607 |
| 5/7/2015 | 04:00 PM | 791 | 32 | 20 | 3692 |
| 5/7/2015 | 04:15 PM | 911 | 25 | 17 | 3859 |
| 5/7/2015 | 04:30 PM | 936 | 28 | 29 | 3952 |
| 5/7/2015 | 04:45 PM | 856 | 31 | 16 | 4115 |
| 5/7/2015 | 05:00 PM | 979 | 24 | 7 | 4258 |
| 5/7/2015 | 05:15 PM | 1009 | 18 | 19 | 4153 |
| 5/7/2015 | 05:30 PM | 1116 | 20 | 20 | 3952 |
| 5/7/2015 | 05:45 PM | 1019 | 16 | 11 | 3577 |
| 5/7/2015 | 06:00 PM | 883 | 12 | 10 | 3170 |
| 5/7/2015 | 06:15 PM | 832 | 7 | 6 | 2827 |
| 5/7/2015 | 06:30 PM | 772 | 5 | 4 | 2534 |
| 5/7/2015 | 06:45 PM | 628 | 5 | 6 | 2263 |
| 5/7/2015 | 07:00 PM | 552 | 5 | 5 | 2107 |
| 5/7/2015 | 07:15 PM | 541 | 9 | 2 | 1928 |
| 5/7/2015 | 07:30 PM | 502 | 5 | 3 | 1750 |
| 5/7/2015 | 07:45 PM | 465 | 7 | 11 | 1574 |
| 5/7/2015 | 08:00 PM | 375 | 5 | 3 | 1436 |
| 5/7/2015 | 08:15 PM | 365 | 6 | 3 | 1376 |
| 5/7/2015 | 08:30 PM | 328 | 3 | 3 | 1314 |
| 5/7/2015 | 08:45 PM | 338 | 0 | 7 | 1218 |
| 5/7/2015 | 09:00 PM | 320 | 1 | 2 | 1194 |
| 5/7/2015 | 09:15 PM | 303 | 2 | 7 | 1115 |
| 5/7/2015 | 09:30 PM | 232 | 3 | 3 | 1035 |
| 5/7/2015 | 09:45 PM | 313 | 6 | 2 | 1075 |
| 5/7/2015 | 10:00 PM | 238 | 2 | 4 | 972 |
| 5/7/2015 | 10:15 PM | 226 | 5 | 1 | 887 |
| 5/7/2015 | 10:30 PM | 268 | 4 | 6 | 829 |
| 5/7/2015 | 10:45 PM | 212 | 4 | 2 | 706 |
| 5/7/2015 | 11:00 PM | 157 | 1 | 1 | 608 |
| 5/7/2015 | 11:15 PM | 170 | 1 | 3 | |
| 5/7/2015 | 11:30 PM | 152 | 1 | 2 | |
| 5/7/2015 | 11:45 PM | 112 | 5 | 3 | |

# I-26 South of I-526 (Westbound)

| Date | Time | Small | Med | Large | Peak Hour Sums |
|---|---|---|---|---|---|
| 5/6/2015 | 12:00 AM | 207 | 3 | 1 | 596 |
| 5/6/2015 | 12:15 AM | 161 | 1 | 8 | 505 |
| 5/6/2015 | 12:30 AM | 130 | 0 | 0 | 422 |
| 5/6/2015 | 12:45 AM | 80 | 0 | 5 | 383 |
| 5/6/2015 | 01:00 AM | 112 | 3 | 5 | 377 |
| 5/6/2015 | 01:15 AM | 77 | 2 | 8 | 316 |
| 5/6/2015 | 01:30 AM | 90 | 0 | 1 | 299 |
| 5/6/2015 | 01:45 AM | 79 | 0 | 0 | 281 |
| 5/6/2015 | 02:00 AM | 56 | 0 | 3 | 255 |
| 5/6/2015 | 02:15 AM | 64 | 3 | 3 | 248 |
| 5/6/2015 | 02:30 AM | 62 | 5 | 6 | 223 |
| 5/6/2015 | 02:45 AM | 41 | 3 | 9 | 196 |
| 5/6/2015 | 03:00 AM | 46 | 2 | 4 | 182 |
| 5/6/2015 | 03:15 AM | 37 | 5 | 3 | 187 |
| 5/6/2015 | 03:30 AM | 37 | 3 | 6 | 222 |
| 5/6/2015 | 03:45 AM | 32 | 1 | 6 | 261 |
| 5/6/2015 | 04:00 AM | 47 | 2 | 8 | 330 |
| 5/6/2015 | 04:15 AM | 69 | 7 | 4 | 381 |
| 5/6/2015 | 04:30 AM | 75 | 4 | 6 | 448 |
| 5/6/2015 | 04:45 AM | 96 | 3 | 9 | 546 |
| 5/6/2015 | 05:00 AM | 93 | 5 | 10 | 683 |
| 5/6/2015 | 05:15 AM | 129 | 13 | 5 | 869 |
| 5/6/2015 | 05:30 AM | 159 | 15 | 9 | 1138 |
| 5/6/2015 | 05:45 AM | 222 | 15 | 8 | 1514 |
| 5/6/2015 | 06:00 AM | 275 | 10 | 9 | 1821 |
| 5/6/2015 | 06:15 AM | 389 | 20 | 7 | 2140 |
| 5/6/2015 | 06:30 AM | 521 | 21 | 17 | 2443 |
| 5/6/2015 | 06:45 AM | 505 | 25 | 22 | 2648 |
| 5/6/2015 | 07:00 AM | 553 | 34 | 26 | 2909 |
| 5/6/2015 | 07:15 AM | 657 | 23 | 39 | 3081 |
| 5/6/2015 | 07:30 AM | 706 | 24 | 34 | 3183 |
| 5/6/2015 | 07:45 AM | 754 | 23 | 36 | 3276 |
| 5/6/2015 | 08:00 AM | 733 | 24 | 28 | 3136 |
| 5/6/2015 | 08:15 AM | 770 | 23 | 28 | 3018 |
| 5/6/2015 | 08:30 AM | 800 | 25 | 32 | 2903 |
| 5/6/2015 | 08:45 AM | 619 | 24 | 30 | 2752 |
| 5/6/2015 | 09:00 AM | 601 | 25 | 41 | 2713 |
| 5/6/2015 | 09:15 AM | 635 | 48 | 23 | 2700 |
| 5/6/2015 | 09:30 AM | 657 | 24 | 25 | 2667 |
| 5/6/2015 | 09:45 AM | 582 | 24 | 28 | 2664 |
| 5/6/2015 | 10:00 AM | 590 | 24 | 40 | 2748 |
| 5/6/2015 | 10:15 AM | 619 | 27 | 27 | 2694 |
| 5/6/2015 | 10:30 AM | 638 | 30 | 35 | 2678 |
| 5/6/2015 | 10:45 AM | 669 | 26 | 23 | 2655 |
| 5/6/2015 | 11:00 AM | 526 | 34 | 40 | 2604 |
| 5/6/2015 | 11:15 AM | 595 | 20 | 42 | 2712 |
| 5/6/2015 | 11:30 AM | 625 | 17 | 38 | 2788 |
| 5/6/2015 | 11:45 AM | 616 | 22 | 29 | 2823 |
| 5/6/2015 | 12:00 PM | 636 | 36 | 36 | 2868 |
| 5/6/2015 | 12:15 PM | 672 | 22 | 39 | 2879 |
| 5/6/2015 | 12:30 PM | 651 | 28 | 36 | 2944 |
| 5/6/2015 | 12:45 PM | 650 | 30 | 32 | 3009 |
| 5/6/2015 | 01:00 PM | 656 | 28 | 35 | 3104 |
| 5/6/2015 | 01:15 PM | 739 | 24 | 35 | 3177 |
| 5/6/2015 | 01:30 PM | 723 | 20 | 37 | 3257 |
| 5/6/2015 | 01:45 PM | 733 | 39 | 35 | 3328 |
| 5/6/2015 | 02:00 PM | 741 | 25 | 26 | 3410 |
| 5/6/2015 | 02:15 PM | 819 | 22 | 37 | 3609 |
| 5/6/2015 | 02:30 PM | 792 | 33 | 26 | 3892 |
| 5/6/2015 | 02:45 PM | 808 | 38 | 43 | 4344 |
| 5/6/2015 | 03:00 PM | 935 | 28 | 28 | 4713 |
| 5/6/2015 | 03:15 PM | 1091 | 35 | 35 | 5015 |

| | | | | | |
|---|---|---|---|---|---|
| 5/6/2015 | 03:30 PM | 1243 | 31 | 29 | 5189 |
| 5/6/2015 | 03:45 PM | 1197 | 31 | 30 | 5097 |
| 5/6/2015 | 04:00 PM | 1245 | 27 | 21 | 5082 |
| 5/6/2015 | 04:15 PM | 1290 | 18 | 27 | 5043 |
| 5/6/2015 | 04:30 PM | 1159 | 25 | 27 | 4945 |
| 5/6/2015 | 04:45 PM | 1199 | 25 | 19 | 4897 |
| 5/6/2015 | 05:00 PM | 1217 | 24 | 13 | 4860 |
| 5/6/2015 | 05:15 PM | 1210 | 17 | 10 | 4757 |
| 5/6/2015 | 05:30 PM | 1136 | 15 | 12 | 4461 |
| 5/6/2015 | 05:45 PM | 1189 | 10 | 7 | 4105 |
| 5/6/2015 | 06:00 PM | 1129 | 16 | 6 | 3653 |
| 5/6/2015 | 06:15 PM | 920 | 12 | 9 | 3191 |
| 5/6/2015 | 06:30 PM | 789 | 7 | 11 | 2943 |
| 5/6/2015 | 06:45 PM | 740 | 9 | 5 | 2762 |
| 5/6/2015 | 07:00 PM | 672 | 10 | 7 | 2586 |
| 5/6/2015 | 07:15 PM | 680 | 8 | 5 | 2460 |
| 5/6/2015 | 07:30 PM | 613 | 10 | 3 | 2357 |
| 5/6/2015 | 07:45 PM | 567 | 7 | 4 | 2246 |
| 5/6/2015 | 08:00 PM | 555 | 4 | 4 | 2140 |
| 5/6/2015 | 08:15 PM | 580 | 10 | 0 | 2073 |
| 5/6/2015 | 08:30 PM | 508 | 5 | 2 | 1905 |
| 5/6/2015 | 08:45 PM | 467 | 2 | 3 | 1876 |
| 5/6/2015 | 09:00 PM | 492 | 4 | 0 | 1797 |
| 5/6/2015 | 09:15 PM | 415 | 4 | 3 | 1621 |
| 5/6/2015 | 09:30 PM | 478 | 4 | 4 | 1523 |
| 5/6/2015 | 09:45 PM | 386 | 3 | 4 | 1292 |
| 5/6/2015 | 10:00 PM | 313 | 6 | 1 | 1133 |
| 5/6/2015 | 10:15 PM | 318 | 5 | 1 | 1094 |
| 5/6/2015 | 10:30 PM | 250 | 4 | 1 | 1082 |
| 5/6/2015 | 10:45 PM | 228 | 5 | 1 | 1083 |
| 5/6/2015 | 11:00 PM | 276 | 2 | 3 | 1071 |
| 5/6/2015 | 11:15 PM | 309 | 2 | 1 | |
| 5/6/2015 | 11:30 PM | 254 | 1 | 1 | |
| 5/6/2015 | 11:45 PM | 218 | 0 | 4 | |
| 5/7/2015 | 12:00 AM | 229 | 0 | 5 | 642 |
| 5/7/2015 | 12:15 AM | 188 | 0 | 1 | 542 |
| 5/7/2015 | 12:30 AM | 126 | 0 | 2 | 439 |
| 5/7/2015 | 12:45 AM | 89 | 1 | 1 | 436 |
| 5/7/2015 | 01:00 AM | 130 | 1 | 3 | 419 |
| 5/7/2015 | 01:15 AM | 80 | 3 | 3 | 353 |
| 5/7/2015 | 01:30 AM | 119 | 2 | 4 | 346 |
| 5/7/2015 | 01:45 AM | 73 | 0 | 1 | 298 |
| 5/7/2015 | 02:00 AM | 60 | 2 | 6 | 279 |
| 5/7/2015 | 02:15 AM | 77 | 0 | 2 | 271 |
| 5/7/2015 | 02:30 AM | 70 | 2 | 5 | 233 |
| 5/7/2015 | 02:45 AM | 51 | 0 | 4 | 199 |
| 5/7/2015 | 03:00 AM | 54 | 0 | 6 | 194 |
| 5/7/2015 | 03:15 AM | 32 | 2 | 7 | 193 |
| 5/7/2015 | 03:30 AM | 33 | 5 | 5 | 218 |
| 5/7/2015 | 03:45 AM | 39 | 4 | 7 | 260 |
| 5/7/2015 | 04:00 AM | 45 | 4 | 10 | 305 |
| 5/7/2015 | 04:15 AM | 55 | 6 | 5 | 353 |
| 5/7/2015 | 04:30 AM | 70 | 6 | 9 | 445 |
| 5/7/2015 | 04:45 AM | 78 | 9 | 8 | 557 |
| 5/7/2015 | 05:00 AM | 91 | 7 | 9 | 680 |
| 5/7/2015 | 05:15 AM | 142 | 10 | 6 | 885 |
| 5/7/2015 | 05:30 AM | 176 | 12 | 9 | 1148 |
| 5/7/2015 | 05:45 AM | 196 | 9 | 13 | 1478 |
| 5/7/2015 | 06:00 AM | 283 | 14 | 15 | 1755 |
| 5/7/2015 | 06:15 AM | 386 | 26 | 9 | 2007 |
| 5/7/2015 | 06:30 AM | 495 | 21 | 11 | 2281 |
| 5/7/2015 | 06:45 AM | 453 | 14 | 28 | 2517 |
| 5/7/2015 | 07:00 AM | 510 | 20 | 34 | 2854 |
| 5/7/2015 | 07:15 AM | 634 | 38 | 23 | 3122 |
| 5/7/2015 | 07:30 AM | 711 | 39 | 13 | 3187 |

| | | | | | |
|---|---|---|---|---|---|
| 5/7/2015 | 07:45 AM | 772 | 36 | 24 | 3141 |
| 5/7/2015 | 08:00 AM | 775 | 27 | 30 | 3038 |
| 5/7/2015 | 08:15 AM | 715 | 21 | 24 | 2823 |
| 5/7/2015 | 08:30 AM | 671 | 22 | 24 | 2649 |
| 5/7/2015 | 08:45 AM | 672 | 28 | 29 | 2501 |
| 5/7/2015 | 09:00 AM | 547 | 26 | 44 | 2390 |
| 5/7/2015 | 09:15 AM | 532 | 20 | 34 | 2387 |
| 5/7/2015 | 09:30 AM | 519 | 13 | 37 | 2405 |
| 5/7/2015 | 09:45 AM | 558 | 18 | 42 | 2471 |
| 5/7/2015 | 10:00 AM | 558 | 23 | 33 | 2503 |
| 5/7/2015 | 10:15 AM | 526 | 24 | 54 | 2558 |
| 5/7/2015 | 10:30 AM | 560 | 29 | 46 | 2643 |
| 5/7/2015 | 10:45 AM | 578 | 25 | 47 | 2738 |
| 5/7/2015 | 11:00 AM | 599 | 20 | 50 | 2735 |
| 5/7/2015 | 11:15 AM | 624 | 28 | 37 | 2778 |
| 5/7/2015 | 11:30 AM | 661 | 25 | 44 | 2810 |
| 5/7/2015 | 11:45 AM | 592 | 16 | 39 | 2816 |
| 5/7/2015 | 12:00 PM | 661 | 18 | 33 | 2957 |
| 5/7/2015 | 12:15 PM | 660 | 25 | 36 | 3014 |
| 5/7/2015 | 12:30 PM | 682 | 17 | 37 | 3099 |
| 5/7/2015 | 12:45 PM | 717 | 31 | 40 | 3170 |
| 5/7/2015 | 01:00 PM | 721 | 17 | 31 | 3216 |
| 5/7/2015 | 01:15 PM | 746 | 27 | 33 | 3246 |
| 5/7/2015 | 01:30 PM | 737 | 40 | 30 | 3344 |
| 5/7/2015 | 01:45 PM | 770 | 37 | 27 | 3417 |
| 5/7/2015 | 02:00 PM | 746 | 25 | 28 | 3556 |
| 5/7/2015 | 02:15 PM | 828 | 46 | 30 | 3715 |
| 5/7/2015 | 02:30 PM | 827 | 32 | 21 | 3933 |
| 5/7/2015 | 02:45 PM | 904 | 43 | 26 | 4357 |
| 5/7/2015 | 03:00 PM | 883 | 51 | 24 | 4626 |
| 5/7/2015 | 03:15 PM | 1061 | 24 | 37 | 5006 |
| 5/7/2015 | 03:30 PM | 1240 | 29 | 35 | 5285 |
| 5/7/2015 | 03:45 PM | 1176 | 33 | 33 | 5325 |
| 5/7/2015 | 04:00 PM | 1270 | 30 | 38 | 5318 |
| 5/7/2015 | 04:15 PM | 1346 | 21 | 34 | 5321 |
| 5/7/2015 | 04:30 PM | 1307 | 19 | 18 | 5125 |
| 5/7/2015 | 04:45 PM | 1190 | 19 | 26 | 5152 |
| 5/7/2015 | 05:00 PM | 1302 | 18 | 21 | 5002 |
| 5/7/2015 | 05:15 PM | 1184 | 12 | 9 | 4794 |
| 5/7/2015 | 05:30 PM | 1349 | 13 | 9 | 4621 |
| 5/7/2015 | 05:45 PM | 1058 | 15 | 12 | 4096 |
| 5/7/2015 | 06:00 PM | 1106 | 20 | 7 | 3745 |
| 5/7/2015 | 06:15 PM | 999 | 21 | 12 | 3351 |
| 5/7/2015 | 06:30 PM | 831 | 10 | 5 | 2991 |
| 5/7/2015 | 06:45 PM | 718 | 10 | 6 | 2798 |
| 5/7/2015 | 07:00 PM | 716 | 15 | 8 | 2678 |
| 5/7/2015 | 07:15 PM | 664 | 5 | 3 | 2513 |
| 5/7/2015 | 07:30 PM | 643 | 6 | 4 | 2466 |
| 5/7/2015 | 07:45 PM | 611 | 2 | 1 | 2426 |
| 5/7/2015 | 08:00 PM | 567 | 5 | 2 | 2351 |
| 5/7/2015 | 08:15 PM | 613 | 7 | 5 | 2286 |
| 5/7/2015 | 08:30 PM | 601 | 6 | 6 | 2089 |
| 5/7/2015 | 08:45 PM | 532 | 3 | 4 | 1880 |
| 5/7/2015 | 09:00 PM | 500 | 4 | 5 | 1730 |
| 5/7/2015 | 09:15 PM | 421 | 5 | 2 | 1533 |
| 5/7/2015 | 09:30 PM | 390 | 8 | 6 | 1383 |
| 5/7/2015 | 09:45 PM | 378 | 5 | 6 | 1277 |
| 5/7/2015 | 10:00 PM | 309 | 2 | 1 | 1163 |
| 5/7/2015 | 10:15 PM | 275 | 1 | 2 | 1096 |
| 5/7/2015 | 10:30 PM | 296 | 2 | 0 | 1094 |
| 5/7/2015 | 10:45 PM | 271 | 3 | 1 | 1038 |
| 5/7/2015 | 11:00 PM | 239 | 5 | 1 | 1018 |
| 5/7/2015 | 11:15 PM | 274 | 1 | 1 | |
| 5/7/2015 | 11:30 PM | 241 | 0 | 1 | |
| 5/7/2015 | 11:45 PM | 255 | 0 | 0 | |

### 2.1.2 I-26 North of I-526

# I-26 North of I-526 (Eastbound)

| Date | Time | Small | Med | Large | Peak Hour Sums |
|---|---|---|---|---|---|
| 5/6/2015 | 12:00 AM | 145 | 5 | 10 | 546 |
| 5/6/2015 | 12:15 AM | 136 | 0 | 6 | 474 |
| 5/6/2015 | 12:30 AM | 104 | 4 | 10 | 406 |
| 5/6/2015 | 12:45 AM | 113 | 3 | 10 | 370 |
| 5/6/2015 | 01:00 AM | 77 | 1 | 10 | 335 |
| 5/6/2015 | 01:15 AM | 65 | 3 | 6 | 329 |
| 5/6/2015 | 01:30 AM | 65 | 5 | 12 | 314 |
| 5/6/2015 | 01:45 AM | 72 | 3 | 16 | 289 |
| 5/6/2015 | 02:00 AM | 70 | 2 | 10 | 274 |
| 5/6/2015 | 02:15 AM | 52 | 1 | 6 | 271 |
| 5/6/2015 | 02:30 AM | 48 | 0 | 9 | 301 |
| 5/6/2015 | 02:45 AM | 57 | 5 | 14 | 381 |
| 5/6/2015 | 03:00 AM | 66 | 5 | 8 | 459 |
| 5/6/2015 | 03:15 AM | 64 | 3 | 22 | 545 |
| 5/6/2015 | 03:30 AM | 110 | 8 | 19 | 641 |
| 5/6/2015 | 03:45 AM | 120 | 7 | 27 | 793 |
| 5/6/2015 | 04:00 AM | 134 | 7 | 24 | 977 |
| 5/6/2015 | 04:15 AM | 155 | 8 | 22 | 1185 |
| 5/6/2015 | 04:30 AM | 263 | 9 | 17 | 1590 |
| 5/6/2015 | 04:45 AM | 312 | 8 | 18 | 2224 |
| 5/6/2015 | 05:00 AM | 342 | 11 | 20 | 2997 |
| 5/6/2015 | 05:15 AM | 538 | 19 | 33 | 3952 |
| 5/6/2015 | 05:30 AM | 866 | 28 | 29 | 5081 |
| 5/6/2015 | 05:45 AM | 1035 | 23 | 53 | 6067 |
| 5/6/2015 | 06:00 AM | 1216 | 55 | 57 | 7017 |
| 5/6/2015 | 06:15 AM | 1604 | 56 | 59 | 7820 |
| 5/6/2015 | 06:30 AM | 1830 | 39 | 40 | 8283 |
| 5/6/2015 | 06:45 AM | 1974 | 44 | 43 | 8439 |
| 5/6/2015 | 07:00 AM | 2022 | 53 | 56 | 8079 |
| 5/6/2015 | 07:15 AM | 2057 | 70 | 55 | 7687 |
| 5/6/2015 | 07:30 AM | 1975 | 38 | 52 | 7259 |
| 5/6/2015 | 07:45 AM | 1635 | 31 | 35 | 6806 |
| 5/6/2015 | 08:00 AM | 1643 | 45 | 51 | 6578 |
| 5/6/2015 | 08:15 AM | 1624 | 64 | 66 | 6123 |
| 5/6/2015 | 08:30 AM | 1479 | 57 | 76 | 5700 |
| 5/6/2015 | 08:45 AM | 1364 | 55 | 54 | 5398 |
| 5/6/2015 | 09:00 AM | 1169 | 54 | 61 | 5206 |
| 5/6/2015 | 09:15 AM | 1196 | 61 | 74 | 5077 |
| 5/6/2015 | 09:30 AM | 1195 | 55 | 60 | 4999 |
| 5/6/2015 | 09:45 AM | 1182 | 43 | 56 | 4932 |
| 5/6/2015 | 10:00 AM | 1046 | 40 | 69 | 4798 |
| 5/6/2015 | 10:15 AM | 1132 | 42 | 79 | 4856 |
| 5/6/2015 | 10:30 AM | 1129 | 46 | 68 | 4802 |
| 5/6/2015 | 10:45 AM | 1042 | 31 | 74 | 4801 |
| 5/6/2015 | 11:00 AM | 1111 | 32 | 70 | 4921 |
| 5/6/2015 | 11:15 AM | 1099 | 34 | 66 | 4699 |
| 5/6/2015 | 11:30 AM | 1133 | 42 | 67 | 4903 |
| 5/6/2015 | 11:45 AM | 1139 | 35 | 93 | 4853 |
| 5/6/2015 | 12:00 PM | 907 | 31 | 53 | 4782 |
| 5/6/2015 | 12:15 PM | 1264 | 33 | 106 | 4952 |
| 5/6/2015 | 12:30 PM | 1097 | 36 | 59 | 4647 |
| 5/6/2015 | 12:45 PM | 1073 | 34 | 89 | 4653 |
| 5/6/2015 | 01:00 PM | 1042 | 43 | 76 | 4691 |
| 5/6/2015 | 01:15 PM | 1011 | 27 | 60 | 4768 |
| 5/6/2015 | 01:30 PM | 1090 | 36 | 72 | 4978 |
| 5/6/2015 | 01:45 PM | 1117 | 36 | 81 | 5048 |
| 5/6/2015 | 02:00 PM | 1133 | 30 | 75 | 5077 |
| 5/6/2015 | 02:15 PM | 1197 | 50 | 61 | 5092 |
| 5/6/2015 | 02:30 PM | 1164 | 25 | 79 | 5051 |
| 5/6/2015 | 02:45 PM | 1150 | 39 | 74 | 5094 |
| 5/6/2015 | 03:00 PM | 1151 | 39 | 63 | 5093 |
| 5/6/2015 | 03:15 PM | 1175 | 38 | 54 | 5189 |

| | | | | | |
|---|---|---|---|---|---|
| 5/6/2015 | 03:30 PM | 1236 | 32 | 43 | 5205 |
| 5/6/2015 | 03:45 PM | 1182 | 26 | 54 | 5332 |
| 5/6/2015 | 04:00 PM | 1270 | 33 | 46 | 5476 |
| 5/6/2015 | 04:15 PM | 1221 | 21 | 41 | 5572 |
| 5/6/2015 | 04:30 PM | 1379 | 36 | 23 | 5752 |
| 5/6/2015 | 04:45 PM | 1347 | 29 | 30 | 5635 |
| 5/6/2015 | 05:00 PM | 1397 | 28 | 20 | 5472 |
| 5/6/2015 | 05:15 PM | 1422 | 17 | 24 | 5235 |
| 5/6/2015 | 05:30 PM | 1291 | 11 | 19 | 4997 |
| 5/6/2015 | 05:45 PM | 1207 | 16 | 20 | 4695 |
| 5/6/2015 | 06:00 PM | 1172 | 17 | 19 | 4402 |
| 5/6/2015 | 06:15 PM | 1194 | 13 | 18 | 4012 |
| 5/6/2015 | 06:30 PM | 989 | 11 | 19 | 3533 |
| 5/6/2015 | 06:45 PM | 923 | 8 | 19 | 3264 |
| 5/6/2015 | 07:00 PM | 787 | 8 | 23 | 2976 |
| 5/6/2015 | 07:15 PM | 721 | 10 | 15 | 2796 |
| 5/6/2015 | 07:30 PM | 723 | 7 | 20 | 2623 |
| 5/6/2015 | 07:45 PM | 637 | 7 | 18 | 2432 |
| 5/6/2015 | 08:00 PM | 616 | 8 | 14 | 2335 |
| 5/6/2015 | 08:15 PM | 554 | 7 | 12 | 2229 |
| 5/6/2015 | 08:30 PM | 538 | 6 | 15 | 2163 |
| 5/6/2015 | 08:45 PM | 539 | 12 | 14 | 2073 |
| 5/6/2015 | 09:00 PM | 506 | 7 | 19 | 1960 |
| 5/6/2015 | 09:15 PM | 489 | 3 | 15 | 1808 |
| 5/6/2015 | 09:30 PM | 459 | 3 | 7 | 1653 |
| 5/6/2015 | 09:45 PM | 442 | 2 | 8 | 1525 |
| 5/6/2015 | 10:00 PM | 371 | 5 | 4 | 1396 |
| 5/6/2015 | 10:15 PM | 341 | 3 | 8 | 1249 |
| 5/6/2015 | 10:30 PM | 325 | 6 | 10 | 1126 |
| 5/6/2015 | 10:45 PM | 309 | 2 | 12 | 997 |
| 5/6/2015 | 11:00 PM | 215 | 2 | 16 | 868 |
| 5/6/2015 | 11:15 PM | 215 | 4 | 10 | |
| 5/6/2015 | 11:30 PM | 191 | 5 | 16 | |
| 5/6/2015 | 11:45 PM | 184 | 2 | 8 | |
| 5/7/2015 | 12:00 AM | 151 | 4 | 15 | 506 |
| 5/7/2015 | 12:15 AM | 132 | 2 | 8 | 414 |
| 5/7/2015 | 12:30 AM | 113 | 0 | 6 | 351 |
| 5/7/2015 | 12:45 AM | 66 | 3 | 6 | 299 |
| 5/7/2015 | 01:00 AM | 68 | 1 | 9 | 318 |
| 5/7/2015 | 01:15 AM | 65 | 1 | 13 | 319 |
| 5/7/2015 | 01:30 AM | 52 | 4 | 11 | 316 |
| 5/7/2015 | 01:45 AM | 83 | 3 | 8 | 310 |
| 5/7/2015 | 02:00 AM | 64 | 3 | 12 | 302 |
| 5/7/2015 | 02:15 AM | 65 | 2 | 9 | 293 |
| 5/7/2015 | 02:30 AM | 50 | 9 | 2 | 318 |
| 5/7/2015 | 02:45 AM | 66 | 10 | 10 | 379 |
| 5/7/2015 | 03:00 AM | 51 | 5 | 14 | 452 |
| 5/7/2015 | 03:15 AM | 80 | 2 | 19 | 504 |
| 5/7/2015 | 03:30 AM | 94 | 8 | 20 | 588 |
| 5/7/2015 | 03:45 AM | 128 | 8 | 23 | 744 |
| 5/7/2015 | 04:00 AM | 89 | 11 | 22 | 929 |
| 5/7/2015 | 04:15 AM | 157 | 12 | 16 | 1203 |
| 5/7/2015 | 04:30 AM | 257 | 10 | 11 | 1605 |
| 5/7/2015 | 04:45 AM | 310 | 10 | 24 | 2157 |
| 5/7/2015 | 05:00 AM | 351 | 11 | 34 | 2902 |
| 5/7/2015 | 05:15 AM | 543 | 16 | 28 | 3753 |
| 5/7/2015 | 05:30 AM | 783 | 21 | 26 | 5061 |
| 5/7/2015 | 05:45 AM | 996 | 33 | 60 | 6382 |
| 5/7/2015 | 06:00 AM | 1146 | 49 | 52 | 7348 |
| 5/7/2015 | 06:15 AM | 1789 | 59 | 47 | 8205 |
| 5/7/2015 | 06:30 AM | 2058 | 55 | 38 | 8550 |
| 5/7/2015 | 06:45 AM | 1958 | 41 | 56 | 8456 |
| 5/7/2015 | 07:00 AM | 2005 | 51 | 48 | 8123 |
| 5/7/2015 | 07:15 AM | 2169 | 38 | 33 | 7592 |
| 5/7/2015 | 07:30 AM | 1983 | 29 | 45 | 6930 |
| 5/7/2015 | 07:45 AM | 1651 | 33 | 38 | 6407 |

| | | | | | |
|---|---|---|---|---|---|
| 5/7/2015 | 08:00 AM | 1496 | 39 | 38 | 6195 |
| 5/7/2015 | 08:15 AM | 1492 | 46 | 40 | 5950 |
| 5/7/2015 | 08:30 AM | 1425 | 54 | 55 | 5661 |
| 5/7/2015 | 08:45 AM | 1377 | 70 | 63 | 5536 |
| 5/7/2015 | 09:00 AM | 1200 | 68 | 60 | 5368 |
| 5/7/2015 | 09:15 AM | 1177 | 50 | 62 | 5248 |
| 5/7/2015 | 09:30 AM | 1318 | 38 | 53 | 5188 |
| 5/7/2015 | 09:45 AM | 1235 | 36 | 71 | 5042 |
| 5/7/2015 | 10:00 AM | 1084 | 58 | 66 | 4972 |
| 5/7/2015 | 10:15 AM | 1125 | 40 | 64 | 4876 |
| 5/7/2015 | 10:30 AM | 1153 | 42 | 68 | 4939 |
| 5/7/2015 | 10:45 AM | 1161 | 43 | 68 | 4950 |
| 5/7/2015 | 11:00 AM | 1018 | 26 | 68 | 4924 |
| 5/7/2015 | 11:15 AM | 1169 | 48 | 75 | 4988 |
| 5/7/2015 | 11:30 AM | 1172 | 41 | 61 | 4849 |
| 5/7/2015 | 11:45 AM | 1143 | 35 | 68 | 4635 |
| 5/7/2015 | 12:00 PM | 1077 | 28 | 71 | 4557 |
| 5/7/2015 | 12:15 PM | 1069 | 29 | 55 | 4632 |
| 5/7/2015 | 12:30 PM | 987 | 27 | 46 | 4719 |
| 5/7/2015 | 12:45 PM | 1043 | 47 | 78 | 4938 |
| 5/7/2015 | 01:00 PM | 1115 | 47 | 89 | 4935 |
| 5/7/2015 | 01:15 PM | 1107 | 47 | 86 | 4850 |
| 5/7/2015 | 01:30 PM | 1185 | 31 | 63 | 4945 |
| 5/7/2015 | 01:45 PM | 1058 | 31 | 76 | 4916 |
| 5/7/2015 | 02:00 PM | 1060 | 36 | 70 | 5102 |
| 5/7/2015 | 02:15 PM | 1229 | 48 | 58 | 5175 |
| 5/7/2015 | 02:30 PM | 1154 | 34 | 62 | 5060 |
| 5/7/2015 | 02:45 PM | 1240 | 35 | 76 | 5163 |
| 5/7/2015 | 03:00 PM | 1147 | 35 | 57 | 5040 |
| 5/7/2015 | 03:15 PM | 1159 | 20 | 41 | 5088 |
| 5/7/2015 | 03:30 PM | 1263 | 28 | 62 | 5250 |
| 5/7/2015 | 03:45 PM | 1174 | 23 | 31 | 5325 |
| 5/7/2015 | 04:00 PM | 1210 | 36 | 41 | 5494 |
| 5/7/2015 | 04:15 PM | 1322 | 26 | 34 | 5639 |
| 5/7/2015 | 04:30 PM | 1365 | 36 | 27 | 5616 |
| 5/7/2015 | 04:45 PM | 1332 | 36 | 29 | 5575 |
| 5/7/2015 | 05:00 PM | 1383 | 23 | 26 | 5405 |
| 5/7/2015 | 05:15 PM | 1307 | 25 | 27 | 5194 |
| 5/7/2015 | 05:30 PM | 1340 | 22 | 25 | 5031 |
| 5/7/2015 | 05:45 PM | 1190 | 15 | 22 | 4800 |
| 5/7/2015 | 06:00 PM | 1181 | 12 | 28 | 4545 |
| 5/7/2015 | 06:15 PM | 1161 | 13 | 22 | 4164 |
| 5/7/2015 | 06:30 PM | 1135 | 7 | 14 | 3713 |
| 5/7/2015 | 06:45 PM | 946 | 9 | 17 | 3288 |
| 5/7/2015 | 07:00 PM | 817 | 3 | 20 | 3002 |
| 5/7/2015 | 07:15 PM | 735 | 3 | 7 | 2756 |
| 5/7/2015 | 07:30 PM | 706 | 8 | 17 | 2627 |
| 5/7/2015 | 07:45 PM | 657 | 12 | 17 | 2441 |
| 5/7/2015 | 08:00 PM | 570 | 8 | 16 | 2303 |
| 5/7/2015 | 08:15 PM | 600 | 6 | 10 | 2201 |
| 5/7/2015 | 08:30 PM | 528 | 6 | 11 | 2093 |
| 5/7/2015 | 08:45 PM | 537 | 1 | 10 | 1992 |
| 5/7/2015 | 09:00 PM | 481 | 2 | 9 | 1924 |
| 5/7/2015 | 09:15 PM | 478 | 7 | 23 | 1808 |
| 5/7/2015 | 09:30 PM | 427 | 3 | 14 | 1681 |
| 5/7/2015 | 09:45 PM | 470 | 5 | 5 | 1648 |
| 5/7/2015 | 10:00 PM | 361 | 1 | 14 | 1524 |
| 5/7/2015 | 10:15 PM | 363 | 5 | 13 | 1373 |
| 5/7/2015 | 10:30 PM | 393 | 5 | 13 | 1238 |
| 5/7/2015 | 10:45 PM | 339 | 6 | 11 | 1041 |
| 5/7/2015 | 11:00 PM | 216 | 3 | 6 | 865 |
| 5/7/2015 | 11:15 PM | 231 | 4 | 11 | |
| 5/7/2015 | 11:30 PM | 202 | 3 | 9 | |
| 5/7/2015 | 11:45 PM | 163 | 7 | 10 | |

# I-26 North of I-526 (Westbound)

| Date | Time | Small | Med | Large | Peak Hour Sums |
|---|---|---|---|---|---|
| 5/6/2015 | 12:00 AM | 333 | 5 | 8 | 1029 |
| 5/6/2015 | 12:15 AM | 278 | 2 | 14 | 875 |
| 5/6/2015 | 12:30 AM | 218 | 4 | 4 | 719 |
| 5/6/2015 | 12:45 AM | 148 | 3 | 12 | 628 |
| 5/6/2015 | 01:00 AM | 177 | 4 | 11 | 604 |
| 5/6/2015 | 01:15 AM | 120 | 0 | 18 | 519 |
| 5/6/2015 | 01:30 AM | 121 | 4 | 10 | 493 |
| 5/6/2015 | 01:45 AM | 125 | 3 | 11 | 459 |
| 5/6/2015 | 02:00 AM | 102 | 0 | 5 | 395 |
| 5/6/2015 | 02:15 AM | 93 | 5 | 14 | 367 |
| 5/6/2015 | 02:30 AM | 82 | 6 | 13 | 342 |
| 5/6/2015 | 02:45 AM | 58 | 1 | 16 | 325 |
| 5/6/2015 | 03:00 AM | 60 | 4 | 15 | 332 |
| 5/6/2015 | 03:15 AM | 63 | 5 | 19 | 344 |
| 5/6/2015 | 03:30 AM | 57 | 6 | 21 | 357 |
| 5/6/2015 | 03:45 AM | 57 | 4 | 21 | 405 |
| 5/6/2015 | 04:00 AM | 66 | 3 | 22 | 472 |
| 5/6/2015 | 04:15 AM | 75 | 7 | 18 | 548 |
| 5/6/2015 | 04:30 AM | 99 | 6 | 27 | 689 |
| 5/6/2015 | 04:45 AM | 116 | 13 | 20 | 870 |
| 5/6/2015 | 05:00 AM | 129 | 9 | 29 | 1136 |
| 5/6/2015 | 05:15 AM | 200 | 13 | 28 | 1559 |
| 5/6/2015 | 05:30 AM | 272 | 16 | 25 | 2077 |
| 5/6/2015 | 05:45 AM | 368 | 18 | 29 | 2798 |
| 5/6/2015 | 06:00 AM | 544 | 19 | 27 | 3409 |
| 5/6/2015 | 06:15 AM | 701 | 34 | 24 | 3906 |
| 5/6/2015 | 06:30 AM | 966 | 32 | 36 | 4389 |
| 5/6/2015 | 06:45 AM | 953 | 32 | 41 | 4656 |
| 5/6/2015 | 07:00 AM | 1015 | 37 | 35 | 4990 |
| 5/6/2015 | 07:15 AM | 1184 | 24 | 34 | 5187 |
| 5/6/2015 | 07:30 AM | 1210 | 24 | 67 | 5224 |
| 5/6/2015 | 07:45 AM | 1265 | 34 | 61 | 5247 |
| 5/6/2015 | 08:00 AM | 1198 | 40 | 46 | 5009 |
| 5/6/2015 | 08:15 AM | 1193 | 24 | 62 | 4791 |
| 5/6/2015 | 08:30 AM | 1230 | 40 | 54 | 4621 |
| 5/6/2015 | 08:45 AM | 1025 | 37 | 60 | 4397 |
| 5/6/2015 | 09:00 AM | 970 | 29 | 67 | 4364 |
| 5/6/2015 | 09:15 AM | 997 | 47 | 65 | 4348 |
| 5/6/2015 | 09:30 AM | 1006 | 40 | 54 | 4353 |
| 5/6/2015 | 09:45 AM | 976 | 38 | 75 | 4425 |
| 5/6/2015 | 10:00 AM | 945 | 33 | 72 | 4506 |
| 5/6/2015 | 10:15 AM | 995 | 54 | 65 | 4501 |
| 5/6/2015 | 10:30 AM | 1068 | 47 | 57 | 4509 |
| 5/6/2015 | 10:45 AM | 1065 | 48 | 57 | 4437 |
| 5/6/2015 | 11:00 AM | 925 | 42 | 78 | 4417 |
| 5/6/2015 | 11:15 AM | 994 | 48 | 80 | 4525 |
| 5/6/2015 | 11:30 AM | 985 | 42 | 73 | 4558 |
| 5/6/2015 | 11:45 AM | 1040 | 47 | 63 | 4639 |
| 5/6/2015 | 12:00 PM | 1040 | 48 | 65 | 4668 |
| 5/6/2015 | 12:15 PM | 1049 | 44 | 62 | 4736 |
| 5/6/2015 | 12:30 PM | 1080 | 38 | 63 | 4875 |
| 5/6/2015 | 12:45 PM | 1070 | 36 | 73 | 4944 |
| 5/6/2015 | 01:00 PM | 1114 | 44 | 63 | 5119 |
| 5/6/2015 | 01:15 PM | 1177 | 45 | 72 | 5242 |
| 5/6/2015 | 01:30 PM | 1153 | 38 | 59 | 5373 |
| 5/6/2015 | 01:45 PM | 1231 | 49 | 74 | 5574 |
| 5/6/2015 | 02:00 PM | 1247 | 44 | 53 | 5748 |
| 5/6/2015 | 02:15 PM | 1298 | 47 | 80 | 6025 |
| 5/6/2015 | 02:30 PM | 1334 | 47 | 70 | 6354 |
| 5/6/2015 | 02:45 PM | 1393 | 60 | 75 | 6769 |
| 5/6/2015 | 03:00 PM | 1483 | 58 | 80 | 6976 |
| 5/6/2015 | 03:15 PM | 1636 | 51 | 67 | 7212 |

| | | | | | |
|---|---|---|---|---|---|
| 5/6/2015 | 03:30 PM | 1749 | 58 | 59 | 7316 |
| 5/6/2015 | 03:45 PM | 1633 | 47 | 55 | 7126 |
| 5/6/2015 | 04:00 PM | 1748 | 41 | 68 | 7139 |
| 5/6/2015 | 04:15 PM | 1766 | 36 | 56 | 7056 |
| 5/6/2015 | 04:30 PM | 1569 | 43 | 64 | 6835 |
| 5/6/2015 | 04:45 PM | 1645 | 40 | 63 | 6730 |
| 5/6/2015 | 05:00 PM | 1685 | 44 | 45 | 6663 |
| 5/6/2015 | 05:15 PM | 1571 | 29 | 37 | 6711 |
| 5/6/2015 | 05:30 PM | 1507 | 25 | 39 | 6733 |
| 5/6/2015 | 05:45 PM | 1614 | 27 | 40 | 6542 |
| 5/6/2015 | 06:00 PM | 1741 | 26 | 55 | 6102 |
| 5/6/2015 | 06:15 PM | 1597 | 20 | 42 | 5442 |
| 5/6/2015 | 06:30 PM | 1338 | 17 | 25 | 4941 |
| 5/6/2015 | 06:45 PM | 1189 | 18 | 34 | 4614 |
| 5/6/2015 | 07:00 PM | 1114 | 24 | 24 | 4389 |
| 5/6/2015 | 07:15 PM | 1134 | 12 | 12 | 4269 |
| 5/6/2015 | 07:30 PM | 1020 | 13 | 20 | 4059 |
| 5/6/2015 | 07:45 PM | 997 | 6 | 13 | 3899 |
| 5/6/2015 | 08:00 PM | 1012 | 13 | 17 | 3665 |
| 5/6/2015 | 08:15 PM | 921 | 12 | 15 | 3444 |
| 5/6/2015 | 08:30 PM | 871 | 6 | 16 | 3233 |
| 5/6/2015 | 08:45 PM | 764 | 3 | 15 | 3226 |
| 5/6/2015 | 09:00 PM | 806 | 6 | 9 | 3126 |
| 5/6/2015 | 09:15 PM | 715 | 5 | 17 | 2888 |
| 5/6/2015 | 09:30 PM | 863 | 5 | 18 | 2675 |
| 5/6/2015 | 09:45 PM | 664 | 5 | 13 | 2267 |
| 5/6/2015 | 10:00 PM | 556 | 9 | 18 | 1998 |
| 5/6/2015 | 10:15 PM | 511 | 4 | 9 | 1860 |
| 5/6/2015 | 10:30 PM | 462 | 4 | 12 | 1828 |
| 5/6/2015 | 10:45 PM | 402 | 6 | 5 | 1763 |
| 5/6/2015 | 11:00 PM | 434 | 4 | 7 | 1686 |
| 5/6/2015 | 11:15 PM | 479 | 3 | 10 | |
| 5/6/2015 | 11:30 PM | 400 | 4 | 9 | |
| 5/6/2015 | 11:45 PM | 317 | 4 | 15 | |
| 5/7/2015 | 12:00 AM | 359 | 0 | 12 | 1082 |
| 5/7/2015 | 12:15 AM | 321 | 0 | 18 | 901 |
| 5/7/2015 | 12:30 AM | 196 | 2 | 7 | 718 |
| 5/7/2015 | 12:45 AM | 155 | 3 | 9 | 701 |
| 5/7/2015 | 01:00 AM | 174 | 6 | 10 | 664 |
| 5/7/2015 | 01:15 AM | 142 | 4 | 10 | 597 |
| 5/7/2015 | 01:30 AM | 179 | 3 | 6 | 570 |
| 5/7/2015 | 01:45 AM | 122 | 2 | 6 | 489 |
| 5/7/2015 | 02:00 AM | 98 | 9 | 16 | 455 |
| 5/7/2015 | 02:15 AM | 116 | 6 | 7 | 414 |
| 5/7/2015 | 02:30 AM | 90 | 3 | 14 | 361 |
| 5/7/2015 | 02:45 AM | 80 | 1 | 15 | 343 |
| 5/7/2015 | 03:00 AM | 67 | 4 | 11 | 321 |
| 5/7/2015 | 03:15 AM | 57 | 1 | 18 | 332 |
| 5/7/2015 | 03:30 AM | 56 | 7 | 26 | 369 |
| 5/7/2015 | 03:45 AM | 54 | 4 | 16 | 409 |
| 5/7/2015 | 04:00 AM | 71 | 9 | 13 | 459 |
| 5/7/2015 | 04:15 AM | 85 | 10 | 18 | 533 |
| 5/7/2015 | 04:30 AM | 101 | 4 | 24 | 662 |
| 5/7/2015 | 04:45 AM | 85 | 11 | 28 | 889 |
| 5/7/2015 | 05:00 AM | 135 | 14 | 18 | 1181 |
| 5/7/2015 | 05:15 AM | 206 | 14 | 22 | 1592 |
| 5/7/2015 | 05:30 AM | 314 | 13 | 29 | 2108 |
| 5/7/2015 | 05:45 AM | 379 | 15 | 22 | 2755 |
| 5/7/2015 | 06:00 AM | 523 | 25 | 30 | 3336 |
| 5/7/2015 | 06:15 AM | 713 | 25 | 20 | 3795 |
| 5/7/2015 | 06:30 AM | 943 | 34 | 26 | 4175 |
| 5/7/2015 | 06:45 AM | 933 | 24 | 40 | 4490 |
| 5/7/2015 | 07:00 AM | 962 | 26 | 49 | 4855 |
| 5/7/2015 | 07:15 AM | 1065 | 29 | 44 | 5099 |
| 5/7/2015 | 07:30 AM | 1237 | 28 | 53 | 5186 |
| 5/7/2015 | 07:45 AM | 1269 | 31 | 62 | 5039 |

| | | | | | |
|---|---|---|---|---|---|
| 5/7/2015 | 08:00 AM | 1179 | 43 | 59 | 4841 |
| 5/7/2015 | 08:15 AM | 1146 | 30 | 49 | 4587 |
| 5/7/2015 | 08:30 AM | 1079 | 43 | 49 | 4388 |
| 5/7/2015 | 08:45 AM | 1047 | 61 | 56 | 4214 |
| 5/7/2015 | 09:00 AM | 923 | 37 | 67 | 4099 |
| 5/7/2015 | 09:15 AM | 933 | 34 | 59 | 4113 |
| 5/7/2015 | 09:30 AM | 884 | 41 | 72 | 4143 |
| 5/7/2015 | 09:45 AM | 934 | 52 | 63 | 4216 |
| 5/7/2015 | 10:00 AM | 933 | 47 | 61 | 4242 |
| 5/7/2015 | 10:15 AM | 946 | 46 | 64 | 4297 |
| 5/7/2015 | 10:30 AM | 966 | 45 | 59 | 4358 |
| 5/7/2015 | 10:45 AM | 960 | 45 | 70 | 4487 |
| 5/7/2015 | 11:00 AM | 973 | 36 | 87 | 4593 |
| 5/7/2015 | 11:15 AM | 1009 | 51 | 57 | 4668 |
| 5/7/2015 | 11:30 AM | 1086 | 43 | 70 | 4786 |
| 5/7/2015 | 11:45 AM | 1094 | 29 | 58 | 4833 |
| 5/7/2015 | 12:00 PM | 1074 | 38 | 59 | 4939 |
| 5/7/2015 | 12:15 PM | 1133 | 35 | 67 | 5088 |
| 5/7/2015 | 12:30 PM | 1143 | 37 | 66 | 5199 |
| 5/7/2015 | 12:45 PM | 1176 | 49 | 62 | 5262 |
| 5/7/2015 | 01:00 PM | 1220 | 33 | 67 | 5304 |
| 5/7/2015 | 01:15 PM | 1235 | 45 | 66 | 5338 |
| 5/7/2015 | 01:30 PM | 1196 | 54 | 59 | 5520 |
| 5/7/2015 | 01:45 PM | 1202 | 66 | 61 | 5695 |
| 5/7/2015 | 02:00 PM | 1241 | 46 | 67 | 5990 |
| 5/7/2015 | 02:15 PM | 1418 | 50 | 60 | 6271 |
| 5/7/2015 | 02:30 PM | 1368 | 39 | 77 | 6577 |
| 5/7/2015 | 02:45 PM | 1512 | 51 | 61 | 7072 |
| 5/7/2015 | 03:00 PM | 1528 | 47 | 60 | 7347 |
| 5/7/2015 | 03:15 PM | 1717 | 31 | 86 | 7604 |
| 5/7/2015 | 03:30 PM | 1873 | 45 | 61 | 7646 |
| 5/7/2015 | 03:45 PM | 1795 | 42 | 62 | 7576 |
| 5/7/2015 | 04:00 PM | 1785 | 40 | 67 | 7466 |
| 5/7/2015 | 04:15 PM | 1777 | 37 | 62 | 7482 |
| 5/7/2015 | 04:30 PM | 1817 | 62 | 30 | 7411 |
| 5/7/2015 | 04:45 PM | 1695 | 52 | 42 | 6928 |
| 5/7/2015 | 05:00 PM | 1818 | 57 | 33 | 6482 |
| 5/7/2015 | 05:15 PM | 1744 | 32 | 29 | 6057 |
| 5/7/2015 | 05:30 PM | 1365 | 23 | 38 | 5868 |
| 5/7/2015 | 05:45 PM | 1286 | 19 | 38 | 5830 |
| 5/7/2015 | 06:00 PM | 1424 | 22 | 37 | 5734 |
| 5/7/2015 | 06:15 PM | 1543 | 29 | 44 | 5486 |
| 5/7/2015 | 06:30 PM | 1350 | 14 | 24 | 4963 |
| 5/7/2015 | 06:45 PM | 1219 | 9 | 19 | 4664 |
| 5/7/2015 | 07:00 PM | 1192 | 11 | 32 | 4457 |
| 5/7/2015 | 07:15 PM | 1060 | 9 | 24 | 4173 |
| 5/7/2015 | 07:30 PM | 1063 | 11 | 15 | 4063 |
| 5/7/2015 | 07:45 PM | 1013 | 9 | 18 | 3952 |
| 5/7/2015 | 08:00 PM | 927 | 12 | 12 | 3804 |
| 5/7/2015 | 08:15 PM | 958 | 7 | 18 | 3684 |
| 5/7/2015 | 08:30 PM | 951 | 8 | 19 | 3482 |
| 5/7/2015 | 08:45 PM | 875 | 5 | 12 | 3232 |
| 5/7/2015 | 09:00 PM | 800 | 7 | 24 | 2979 |
| 5/7/2015 | 09:15 PM | 754 | 11 | 16 | 2741 |
| 5/7/2015 | 09:30 PM | 702 | 11 | 15 | 2469 |
| 5/7/2015 | 09:45 PM | 611 | 10 | 18 | 2309 |
| 5/7/2015 | 10:00 PM | 580 | 7 | 6 | 2124 |
| 5/7/2015 | 10:15 PM | 495 | 3 | 11 | 1929 |
| 5/7/2015 | 10:30 PM | 550 | 4 | 14 | 1886 |
| 5/7/2015 | 10:45 PM | 441 | 5 | 8 | 1761 |
| 5/7/2015 | 11:00 PM | 385 | 6 | 7 | 1743 |
| 5/7/2015 | 11:15 PM | 452 | 2 | 12 | |
| 5/7/2015 | 11:30 PM | 436 | 2 | 5 | |
| 5/7/2015 | 11:45 PM | 423 | 2 | 11 | |

### 2.1.3 I-526 East of I-26

# I-526 East of I-26 (Eastbound)

| Date | Time | Small | Med | Large | Peak Hour Sums |
|---|---|---|---|---|---|
| 5/6/2015 | 12:00 AM | 94 | 0 | 6 | 335 |
| 5/6/2015 | 12:15 AM | 90 | 0 | 5 | 290 |
| 5/6/2015 | 12:30 AM | 70 | 1 | 6 | 240 |
| 5/6/2015 | 12:45 AM | 56 | 0 | 7 | 203 |
| 5/6/2015 | 01:00 AM | 45 | 1 | 9 | 197 |
| 5/6/2015 | 01:15 AM | 35 | 1 | 9 | 189 |
| 5/6/2015 | 01:30 AM | 27 | 6 | 7 | 188 |
| 5/6/2015 | 01:45 AM | 40 | 7 | 10 | 185 |
| 5/6/2015 | 02:00 AM | 38 | 4 | 5 | 166 |
| 5/6/2015 | 02:15 AM | 34 | 2 | 8 | 159 |
| 5/6/2015 | 02:30 AM | 27 | 2 | 8 | 161 |
| 5/6/2015 | 02:45 AM | 26 | 3 | 9 | 182 |
| 5/6/2015 | 03:00 AM | 30 | 4 | 6 | 204 |
| 5/6/2015 | 03:15 AM | 30 | 6 | 10 | 237 |
| 5/6/2015 | 03:30 AM | 43 | 4 | 11 | 289 |
| 5/6/2015 | 03:45 AM | 30 | 5 | 25 | 364 |
| 5/6/2015 | 04:00 AM | 51 | 0 | 22 | 458 |
| 5/6/2015 | 04:15 AM | 71 | 4 | 23 | 553 |
| 5/6/2015 | 04:30 AM | 114 | 6 | 13 | 749 |
| 5/6/2015 | 04:45 AM | 127 | 9 | 18 | 1052 |
| 5/6/2015 | 05:00 AM | 146 | 5 | 17 | 1347 |
| 5/6/2015 | 05:15 AM | 264 | 7 | 23 | 1746 |
| 5/6/2015 | 05:30 AM | 386 | 17 | 33 | 2122 |
| 5/6/2015 | 05:45 AM | 390 | 16 | 43 | 2457 |
| 5/6/2015 | 06:00 AM | 492 | 18 | 57 | 2821 |
| 5/6/2015 | 06:15 AM | 597 | 31 | 42 | 3094 |
| 5/6/2015 | 06:30 AM | 687 | 33 | 51 | 3243 |
| 5/6/2015 | 06:45 AM | 741 | 31 | 41 | 3138 |
| 5/6/2015 | 07:00 AM | 762 | 24 | 54 | 2902 |
| 5/6/2015 | 07:15 AM | 723 | 40 | 56 | 2710 |
| 5/6/2015 | 07:30 AM | 586 | 35 | 45 | 2502 |
| 5/6/2015 | 07:45 AM | 496 | 32 | 49 | 2523 |
| 5/6/2015 | 08:00 AM | 560 | 38 | 50 | 2628 |
| 5/6/2015 | 08:15 AM | 518 | 32 | 61 | 2591 |
| 5/6/2015 | 08:30 AM | 586 | 33 | 68 | 2587 |
| 5/6/2015 | 08:45 AM | 584 | 47 | 51 | 2536 |
| 5/6/2015 | 09:00 AM | 514 | 31 | 66 | 2468 |
| 5/6/2015 | 09:15 AM | 500 | 49 | 58 | 2385 |
| 5/6/2015 | 09:30 AM | 533 | 36 | 67 | 2383 |
| 5/6/2015 | 09:45 AM | 503 | 41 | 70 | 2308 |
| 5/6/2015 | 10:00 AM | 397 | 48 | 83 | 2233 |
| 5/6/2015 | 10:15 AM | 480 | 34 | 91 | 2278 |
| 5/6/2015 | 10:30 AM | 453 | 33 | 75 | 2242 |
| 5/6/2015 | 10:45 AM | 440 | 28 | 71 | 2310 |
| 5/6/2015 | 11:00 AM | 506 | 24 | 43 | 2416 |
| 5/6/2015 | 11:15 AM | 464 | 36 | 69 | 2429 |
| 5/6/2015 | 11:30 AM | 519 | 43 | 67 | 2499 |
| 5/6/2015 | 11:45 AM | 531 | 34 | 80 | 2539 |
| 5/6/2015 | 12:00 PM | 479 | 36 | 71 | 2570 |
| 5/6/2015 | 12:15 PM | 510 | 39 | 90 | 2625 |
| 5/6/2015 | 12:30 PM | 558 | 35 | 76 | 2587 |
| 5/6/2015 | 12:45 PM | 536 | 49 | 91 | 2548 |
| 5/6/2015 | 01:00 PM | 521 | 32 | 88 | 2549 |
| 5/6/2015 | 01:15 PM | 495 | 26 | 80 | 2548 |
| 5/6/2015 | 01:30 PM | 503 | 44 | 83 | 2628 |
| 5/6/2015 | 01:45 PM | 573 | 30 | 74 | 2681 |
| 5/6/2015 | 02:00 PM | 522 | 38 | 80 | 2674 |
| 5/6/2015 | 02:15 PM | 596 | 21 | 64 | 2683 |
| 5/6/2015 | 02:30 PM | 576 | 34 | 73 | 2732 |
| 5/6/2015 | 02:45 PM | 558 | 29 | 83 | 2822 |
| 5/6/2015 | 03:00 PM | 558 | 30 | 61 | 2932 |
| 5/6/2015 | 03:15 PM | 639 | 36 | 55 | 3049 |
| 5/6/2015 | 03:30 PM | 668 | 38 | 67 | 3109 |

| | | | | | |
|---|---|---|---|---|---|
| 5/6/2015 | 03:45 PM | 689 | 30 | 61 | 3167 |
| 5/6/2015 | 04:00 PM | 695 | 27 | 44 | 3192 |
| 5/6/2015 | 04:15 PM | 732 | 13 | 45 | 3180 |
| 5/6/2015 | 04:30 PM | 769 | 36 | 26 | 3166 |
| 5/6/2015 | 04:45 PM | 772 | 7 | 26 | 3233 |
| 5/6/2015 | 05:00 PM | 721 | 15 | 18 | 3162 |
| 5/6/2015 | 05:15 PM | 748 | 11 | 17 | 3086 |
| 5/6/2015 | 05:30 PM | 862 | 8 | 28 | 2921 |
| 5/6/2015 | 05:45 PM | 706 | 12 | 16 | 2525 |
| 5/6/2015 | 06:00 PM | 646 | 14 | 18 | 2250 |
| 5/6/2015 | 06:15 PM | 585 | 10 | 16 | 2023 |
| 5/6/2015 | 06:30 PM | 474 | 14 | 14 | 1820 |
| 5/6/2015 | 06:45 PM | 431 | 7 | 21 | 1698 |
| 5/6/2015 | 07:00 PM | 423 | 9 | 19 | 1581 |
| 5/6/2015 | 07:15 PM | 383 | 11 | 14 | 1465 |
| 5/6/2015 | 07:30 PM | 365 | 5 | 10 | 1360 |
| 5/6/2015 | 07:45 PM | 323 | 7 | 12 | 1230 |
| 5/6/2015 | 08:00 PM | 319 | 5 | 11 | 1155 |
| 5/6/2015 | 08:15 PM | 287 | 5 | 11 | 1086 |
| 5/6/2015 | 08:30 PM | 239 | 2 | 9 | 1014 |
| 5/6/2015 | 08:45 PM | 250 | 4 | 13 | 1054 |
| 5/6/2015 | 09:00 PM | 249 | 4 | 13 | 1000 |
| 5/6/2015 | 09:15 PM | 223 | 0 | 8 | 932 |
| 5/6/2015 | 09:30 PM | 284 | 0 | 6 | 879 |
| 5/6/2015 | 09:45 PM | 203 | 1 | 9 | 763 |
| 5/6/2015 | 10:00 PM | 193 | 3 | 2 | 703 |
| 5/6/2015 | 10:15 PM | 166 | 4 | 8 | 654 |
| 5/6/2015 | 10:30 PM | 170 | 0 | 4 | 690 |
| 5/6/2015 | 10:45 PM | 144 | 2 | 7 | 643 |
| 5/6/2015 | 11:00 PM | 130 | 3 | 16 | 592 |
| 5/6/2015 | 11:15 PM | 202 | 3 | 9 | |
| 5/6/2015 | 11:30 PM | 109 | 5 | 13 | |
| 5/6/2015 | 11:45 PM | 85 | 6 | 11 | |
| 5/7/2015 | 12:00 AM | 70 | 8 | 8 | 282 |
| 5/7/2015 | 12:15 AM | 79 | 0 | 9 | 251 |
| 5/7/2015 | 12:30 AM | 55 | 2 | 5 | 215 |
| 5/7/2015 | 12:45 AM | 41 | 2 | 3 | 206 |
| 5/7/2015 | 01:00 AM | 46 | 2 | 7 | 190 |
| 5/7/2015 | 01:15 AM | 41 | 1 | 10 | 192 |
| 5/7/2015 | 01:30 AM | 40 | 2 | 11 | 182 |
| 5/7/2015 | 01:45 AM | 24 | 3 | 3 | 163 |
| 5/7/2015 | 02:00 AM | 44 | 2 | 11 | 165 |
| 5/7/2015 | 02:15 AM | 31 | 2 | 9 | 156 |
| 5/7/2015 | 02:30 AM | 22 | 3 | 9 | 154 |
| 5/7/2015 | 02:45 AM | 24 | 1 | 7 | 175 |
| 5/7/2015 | 03:00 AM | 34 | 0 | 14 | 219 |
| 5/7/2015 | 03:15 AM | 29 | 1 | 10 | 231 |
| 5/7/2015 | 03:30 AM | 35 | 2 | 18 | 258 |
| 5/7/2015 | 03:45 AM | 56 | 7 | 13 | 323 |
| 5/7/2015 | 04:00 AM | 37 | 4 | 19 | 389 |
| 5/7/2015 | 04:15 AM | 56 | 6 | 5 | 523 |
| 5/7/2015 | 04:30 AM | 104 | 3 | 13 | 734 |
| 5/7/2015 | 04:45 AM | 114 | 10 | 18 | 1011 |
| 5/7/2015 | 05:00 AM | 170 | 3 | 21 | 1348 |
| 5/7/2015 | 05:15 AM | 240 | 11 | 27 | 1726 |
| 5/7/2015 | 05:30 AM | 346 | 17 | 34 | 2245 |
| 5/7/2015 | 05:45 AM | 418 | 16 | 45 | 2655 |
| 5/7/2015 | 06:00 AM | 502 | 28 | 42 | 2991 |
| 5/7/2015 | 06:15 AM | 710 | 38 | 49 | 3291 |
| 5/7/2015 | 06:30 AM | 740 | 25 | 42 | 3376 |
| 5/7/2015 | 06:45 AM | 734 | 34 | 47 | 3139 |
| 5/7/2015 | 07:00 AM | 772 | 50 | 50 | 2788 |
| 5/7/2015 | 07:15 AM | 794 | 45 | 43 | 2427 |
| 5/7/2015 | 07:30 AM | 503 | 29 | 38 | 2092 |
| 5/7/2015 | 07:45 AM | 408 | 24 | 32 | 2092 |
| 5/7/2015 | 08:00 AM | 433 | 29 | 49 | 2177 |

| | | | | | |
|---|---|---|---|---|---|
| 5/7/2015 | 08:15 AM | 479 | 27 | 41 | 2154 |
| 5/7/2015 | 08:30 AM | 501 | 37 | 32 | 2261 |
| 5/7/2015 | 08:45 AM | 493 | 25 | 31 | 2304 |
| 5/7/2015 | 09:00 AM | 406 | 31 | 51 | 2398 |
| 5/7/2015 | 09:15 AM | 542 | 41 | 71 | 2496 |
| 5/7/2015 | 09:30 AM | 524 | 35 | 54 | 2438 |
| 5/7/2015 | 09:45 AM | 526 | 42 | 75 | 2413 |
| 5/7/2015 | 10:00 AM | 454 | 47 | 85 | 2407 |
| 5/7/2015 | 10:15 AM | 482 | 46 | 68 | 2413 |
| 5/7/2015 | 10:30 AM | 445 | 46 | 97 | 2429 |
| 5/7/2015 | 10:45 AM | 504 | 47 | 86 | 2518 |
| 5/7/2015 | 11:00 AM | 474 | 34 | 84 | 2549 |
| 5/7/2015 | 11:15 AM | 487 | 38 | 87 | 2576 |
| 5/7/2015 | 11:30 AM | 561 | 33 | 83 | 2619 |
| 5/7/2015 | 11:45 AM | 536 | 32 | 100 | 2627 |
| 5/7/2015 | 12:00 PM | 505 | 30 | 84 | 2602 |
| 5/7/2015 | 12:15 PM | 547 | 40 | 68 | 2689 |
| 5/7/2015 | 12:30 PM | 571 | 34 | 80 | 2786 |
| 5/7/2015 | 12:45 PM | 509 | 51 | 83 | 2772 |
| 5/7/2015 | 01:00 PM | 564 | 39 | 103 | 2741 |
| 5/7/2015 | 01:15 PM | 620 | 37 | 95 | 2766 |
| 5/7/2015 | 01:30 PM | 561 | 29 | 81 | 2723 |
| 5/7/2015 | 01:45 PM | 493 | 22 | 97 | 2656 |
| 5/7/2015 | 02:00 PM | 601 | 38 | 92 | 2765 |
| 5/7/2015 | 02:15 PM | 586 | 37 | 86 | 2783 |
| 5/7/2015 | 02:30 PM | 514 | 41 | 49 | 2800 |
| 5/7/2015 | 02:45 PM | 595 | 39 | 87 | 2979 |
| 5/7/2015 | 03:00 PM | 633 | 37 | 79 | 3050 |
| 5/7/2015 | 03:15 PM | 644 | 26 | 56 | 3078 |
| 5/7/2015 | 03:30 PM | 683 | 29 | 71 | 3073 |
| 5/7/2015 | 03:45 PM | 726 | 25 | 41 | 3208 |
| 5/7/2015 | 04:00 PM | 697 | 29 | 51 | 3300 |
| 5/7/2015 | 04:15 PM | 656 | 22 | 43 | 3133 |
| 5/7/2015 | 04:30 PM | 874 | 16 | 28 | 3090 |
| 5/7/2015 | 04:45 PM | 845 | 11 | 28 | 2871 |
| 5/7/2015 | 05:00 PM | 576 | 14 | 20 | 2692 |
| 5/7/2015 | 05:15 PM | 652 | 7 | 19 | 2795 |
| 5/7/2015 | 05:30 PM | 680 | 10 | 9 | 2840 |
| 5/7/2015 | 05:45 PM | 674 | 10 | 21 | 2620 |
| 5/7/2015 | 06:00 PM | 674 | 15 | 24 | 2406 |
| 5/7/2015 | 06:15 PM | 675 | 20 | 28 | 2154 |
| 5/7/2015 | 06:30 PM | 453 | 10 | 16 | 1863 |
| 5/7/2015 | 06:45 PM | 459 | 15 | 17 | 1783 |
| 5/7/2015 | 07:00 PM | 435 | 7 | 19 | 1641 |
| 5/7/2015 | 07:15 PM | 417 | 4 | 11 | 1526 |
| 5/7/2015 | 07:30 PM | 376 | 8 | 15 | 1432 |
| 5/7/2015 | 07:45 PM | 335 | 5 | 9 | 1338 |
| 5/7/2015 | 08:00 PM | 330 | 4 | 12 | 1266 |
| 5/7/2015 | 08:15 PM | 323 | 6 | 9 | 1173 |
| 5/7/2015 | 08:30 PM | 296 | 1 | 8 | 1073 |
| 5/7/2015 | 08:45 PM | 262 | 5 | 10 | 1002 |
| 5/7/2015 | 09:00 PM | 244 | 2 | 7 | 953 |
| 5/7/2015 | 09:15 PM | 220 | 1 | 17 | 904 |
| 5/7/2015 | 09:30 PM | 226 | 4 | 4 | 833 |
| 5/7/2015 | 09:45 PM | 219 | 2 | 7 | 742 |
| 5/7/2015 | 10:00 PM | 194 | 1 | 9 | 660 |
| 5/7/2015 | 10:15 PM | 158 | 1 | 8 | 583 |
| 5/7/2015 | 10:30 PM | 135 | 0 | 8 | 574 |
| 5/7/2015 | 10:45 PM | 136 | 4 | 6 | 558 |
| 5/7/2015 | 11:00 PM | 113 | 3 | 11 | 529 |
| 5/7/2015 | 11:15 PM | 146 | 1 | 11 | |
| 5/7/2015 | 11:30 PM | 119 | 2 | 6 | |
| 5/7/2015 | 11:45 PM | 110 | 1 | 6 | |

# I-526 East of I-26 (Eastbound)

| Date | Time | Small | Med | Large | Peak Hour Sums |
|---|---|---|---|---|---|
| 5/6/2015 | 12:00 AM | 94 | 0 | 6 | 335 |
| 5/6/2015 | 12:15 AM | 90 | 0 | 5 | 290 |
| 5/6/2015 | 12:30 AM | 70 | 1 | 6 | 240 |
| 5/6/2015 | 12:45 AM | 56 | 0 | 7 | 203 |
| 5/6/2015 | 01:00 AM | 45 | 1 | 9 | 197 |
| 5/6/2015 | 01:15 AM | 35 | 1 | 9 | 189 |
| 5/6/2015 | 01:30 AM | 27 | 6 | 7 | 188 |
| 5/6/2015 | 01:45 AM | 40 | 7 | 10 | 185 |
| 5/6/2015 | 02:00 AM | 38 | 4 | 5 | 166 |
| 5/6/2015 | 02:15 AM | 34 | 2 | 8 | 159 |
| 5/6/2015 | 02:30 AM | 27 | 2 | 8 | 161 |
| 5/6/2015 | 02:45 AM | 26 | 3 | 9 | 182 |
| 5/6/2015 | 03:00 AM | 30 | 4 | 6 | 204 |
| 5/6/2015 | 03:15 AM | 30 | 6 | 10 | 237 |
| 5/6/2015 | 03:30 AM | 43 | 4 | 11 | 289 |
| 5/6/2015 | 03:45 AM | 30 | 5 | 25 | 364 |
| 5/6/2015 | 04:00 AM | 51 | 0 | 22 | 458 |
| 5/6/2015 | 04:15 AM | 71 | 4 | 23 | 553 |
| 5/6/2015 | 04:30 AM | 114 | 6 | 13 | 749 |
| 5/6/2015 | 04:45 AM | 127 | 9 | 18 | 1052 |
| 5/6/2015 | 05:00 AM | 146 | 5 | 17 | 1347 |
| 5/6/2015 | 05:15 AM | 264 | 7 | 23 | 1746 |
| 5/6/2015 | 05:30 AM | 386 | 17 | 33 | 2122 |
| 5/6/2015 | 05:45 AM | 390 | 16 | 43 | 2457 |
| 5/6/2015 | 06:00 AM | 492 | 18 | 57 | 2821 |
| 5/6/2015 | 06:15 AM | 597 | 31 | 42 | 3094 |
| 5/6/2015 | 06:30 AM | 687 | 33 | 51 | 3243 |
| 5/6/2015 | 06:45 AM | 741 | 31 | 41 | 3138 |
| 5/6/2015 | 07:00 AM | 762 | 24 | 54 | 2902 |
| 5/6/2015 | 07:15 AM | 723 | 40 | 56 | 2710 |
| 5/6/2015 | 07:30 AM | 586 | 35 | 45 | 2502 |
| 5/6/2015 | 07:45 AM | 496 | 32 | 49 | 2523 |
| 5/6/2015 | 08:00 AM | 560 | 38 | 50 | 2628 |
| 5/6/2015 | 08:15 AM | 518 | 32 | 61 | 2591 |
| 5/6/2015 | 08:30 AM | 586 | 33 | 68 | 2587 |
| 5/6/2015 | 08:45 AM | 584 | 47 | 51 | 2536 |
| 5/6/2015 | 09:00 AM | 514 | 31 | 66 | 2468 |
| 5/6/2015 | 09:15 AM | 500 | 49 | 58 | 2385 |
| 5/6/2015 | 09:30 AM | 533 | 36 | 67 | 2383 |
| 5/6/2015 | 09:45 AM | 503 | 41 | 70 | 2308 |
| 5/6/2015 | 10:00 AM | 397 | 48 | 83 | 2233 |
| 5/6/2015 | 10:15 AM | 480 | 34 | 91 | 2278 |
| 5/6/2015 | 10:30 AM | 453 | 33 | 75 | 2242 |
| 5/6/2015 | 10:45 AM | 440 | 28 | 71 | 2310 |
| 5/6/2015 | 11:00 AM | 506 | 24 | 43 | 2416 |
| 5/6/2015 | 11:15 AM | 464 | 36 | 69 | 2429 |
| 5/6/2015 | 11:30 AM | 519 | 43 | 67 | 2499 |
| 5/6/2015 | 11:45 AM | 531 | 34 | 80 | 2539 |
| 5/6/2015 | 12:00 PM | 479 | 36 | 71 | 2570 |
| 5/6/2015 | 12:15 PM | 510 | 39 | 90 | 2625 |
| 5/6/2015 | 12:30 PM | 558 | 35 | 76 | 2587 |
| 5/6/2015 | 12:45 PM | 536 | 49 | 91 | 2548 |
| 5/6/2015 | 01:00 PM | 521 | 32 | 88 | 2549 |
| 5/6/2015 | 01:15 PM | 495 | 26 | 80 | 2548 |
| 5/6/2015 | 01:30 PM | 503 | 44 | 83 | 2628 |
| 5/6/2015 | 01:45 PM | 573 | 30 | 74 | 2681 |
| 5/6/2015 | 02:00 PM | 522 | 38 | 80 | 2674 |
| 5/6/2015 | 02:15 PM | 596 | 21 | 64 | 2683 |
| 5/6/2015 | 02:30 PM | 576 | 34 | 73 | 2732 |
| 5/6/2015 | 02:45 PM | 558 | 29 | 83 | 2822 |
| 5/6/2015 | 03:00 PM | 558 | 30 | 61 | 2932 |
| 5/6/2015 | 03:15 PM | 639 | 36 | 55 | 3049 |
| 5/6/2015 | 03:30 PM | 668 | 38 | 67 | 3109 |

| | | | | | |
|---|---|---|---|---|---|
| 5/6/2015 | 03:45 PM | 689 | 30 | 61 | 3167 |
| 5/6/2015 | 04:00 PM | 695 | 27 | 44 | 3192 |
| 5/6/2015 | 04:15 PM | 732 | 13 | 45 | 3180 |
| 5/6/2015 | 04:30 PM | 769 | 36 | 26 | 3166 |
| 5/6/2015 | 04:45 PM | 772 | 7 | 26 | 3233 |
| 5/6/2015 | 05:00 PM | 721 | 15 | 18 | 3162 |
| 5/6/2015 | 05:15 PM | 748 | 11 | 17 | 3086 |
| 5/6/2015 | 05:30 PM | 862 | 8 | 28 | 2921 |
| 5/6/2015 | 05:45 PM | 706 | 12 | 16 | 2525 |
| 5/6/2015 | 06:00 PM | 646 | 14 | 18 | 2250 |
| 5/6/2015 | 06:15 PM | 585 | 10 | 16 | 2023 |
| 5/6/2015 | 06:30 PM | 474 | 14 | 14 | 1820 |
| 5/6/2015 | 06:45 PM | 431 | 7 | 21 | 1698 |
| 5/6/2015 | 07:00 PM | 423 | 9 | 19 | 1581 |
| 5/6/2015 | 07:15 PM | 383 | 11 | 14 | 1465 |
| 5/6/2015 | 07:30 PM | 365 | 5 | 10 | 1360 |
| 5/6/2015 | 07:45 PM | 323 | 7 | 12 | 1230 |
| 5/6/2015 | 08:00 PM | 319 | 5 | 11 | 1155 |
| 5/6/2015 | 08:15 PM | 287 | 5 | 11 | 1086 |
| 5/6/2015 | 08:30 PM | 239 | 2 | 9 | 1014 |
| 5/6/2015 | 08:45 PM | 250 | 4 | 13 | 1054 |
| 5/6/2015 | 09:00 PM | 249 | 4 | 13 | 1000 |
| 5/6/2015 | 09:15 PM | 223 | 0 | 8 | 932 |
| 5/6/2015 | 09:30 PM | 284 | 0 | 6 | 879 |
| 5/6/2015 | 09:45 PM | 203 | 1 | 9 | 763 |
| 5/6/2015 | 10:00 PM | 193 | 3 | 2 | 703 |
| 5/6/2015 | 10:15 PM | 166 | 4 | 8 | 654 |
| 5/6/2015 | 10:30 PM | 170 | 0 | 4 | 690 |
| 5/6/2015 | 10:45 PM | 144 | 2 | 7 | 643 |
| 5/6/2015 | 11:00 PM | 130 | 3 | 16 | 592 |
| 5/6/2015 | 11:15 PM | 202 | 3 | 9 | |
| 5/6/2015 | 11:30 PM | 109 | 5 | 13 | |
| 5/6/2015 | 11:45 PM | 85 | 6 | 11 | |
| 5/7/2015 | 12:00 AM | 70 | 8 | 8 | 282 |
| 5/7/2015 | 12:15 AM | 79 | 0 | 9 | 251 |
| 5/7/2015 | 12:30 AM | 55 | 2 | 5 | 215 |
| 5/7/2015 | 12:45 AM | 41 | 2 | 3 | 206 |
| 5/7/2015 | 01:00 AM | 46 | 2 | 7 | 190 |
| 5/7/2015 | 01:15 AM | 41 | 1 | 10 | 192 |
| 5/7/2015 | 01:30 AM | 40 | 2 | 11 | 182 |
| 5/7/2015 | 01:45 AM | 24 | 3 | 3 | 163 |
| 5/7/2015 | 02:00 AM | 44 | 2 | 11 | 165 |
| 5/7/2015 | 02:15 AM | 31 | 2 | 9 | 156 |
| 5/7/2015 | 02:30 AM | 22 | 3 | 9 | 154 |
| 5/7/2015 | 02:45 AM | 24 | 1 | 7 | 175 |
| 5/7/2015 | 03:00 AM | 34 | 0 | 14 | 219 |
| 5/7/2015 | 03:15 AM | 29 | 1 | 10 | 231 |
| 5/7/2015 | 03:30 AM | 35 | 2 | 18 | 258 |
| 5/7/2015 | 03:45 AM | 56 | 7 | 13 | 323 |
| 5/7/2015 | 04:00 AM | 37 | 4 | 19 | 389 |
| 5/7/2015 | 04:15 AM | 56 | 6 | 5 | 523 |
| 5/7/2015 | 04:30 AM | 104 | 3 | 13 | 734 |
| 5/7/2015 | 04:45 AM | 114 | 10 | 18 | 1011 |
| 5/7/2015 | 05:00 AM | 170 | 3 | 21 | 1348 |
| 5/7/2015 | 05:15 AM | 240 | 11 | 27 | 1726 |
| 5/7/2015 | 05:30 AM | 346 | 17 | 34 | 2245 |
| 5/7/2015 | 05:45 AM | 418 | 16 | 45 | 2655 |
| 5/7/2015 | 06:00 AM | 502 | 28 | 42 | 2991 |
| 5/7/2015 | 06:15 AM | 710 | 38 | 49 | 3291 |
| 5/7/2015 | 06:30 AM | 740 | 25 | 42 | 3376 |
| 5/7/2015 | 06:45 AM | 734 | 34 | 47 | 3139 |
| 5/7/2015 | 07:00 AM | 772 | 50 | 50 | 2788 |
| 5/7/2015 | 07:15 AM | 794 | 45 | 43 | 2427 |
| 5/7/2015 | 07:30 AM | 503 | 29 | 38 | 2092 |
| 5/7/2015 | 07:45 AM | 408 | 24 | 32 | 2092 |
| 5/7/2015 | 08:00 AM | 433 | 29 | 49 | 2177 |

| | | | | | |
|---|---|---|---|---|---|
| 5/7/2015 | 08:15 AM | 479 | 27 | 41 | 2154 |
| 5/7/2015 | 08:30 AM | 501 | 37 | 32 | 2261 |
| 5/7/2015 | 08:45 AM | 493 | 25 | 31 | 2304 |
| 5/7/2015 | 09:00 AM | 406 | 31 | 51 | 2398 |
| 5/7/2015 | 09:15 AM | 542 | 41 | 71 | 2496 |
| 5/7/2015 | 09:30 AM | 524 | 35 | 54 | 2438 |
| 5/7/2015 | 09:45 AM | 526 | 42 | 75 | 2413 |
| 5/7/2015 | 10:00 AM | 454 | 47 | 85 | 2407 |
| 5/7/2015 | 10:15 AM | 482 | 46 | 68 | 2413 |
| 5/7/2015 | 10:30 AM | 445 | 46 | 97 | 2429 |
| 5/7/2015 | 10:45 AM | 504 | 47 | 86 | 2518 |
| 5/7/2015 | 11:00 AM | 474 | 34 | 84 | 2549 |
| 5/7/2015 | 11:15 AM | 487 | 38 | 87 | 2576 |
| 5/7/2015 | 11:30 AM | 561 | 33 | 83 | 2619 |
| 5/7/2015 | 11:45 AM | 536 | 32 | 100 | 2627 |
| 5/7/2015 | 12:00 PM | 505 | 30 | 84 | 2602 |
| 5/7/2015 | 12:15 PM | 547 | 40 | 68 | 2689 |
| 5/7/2015 | 12:30 PM | 571 | 34 | 80 | 2786 |
| 5/7/2015 | 12:45 PM | 509 | 51 | 83 | 2772 |
| 5/7/2015 | 01:00 PM | 564 | 39 | 103 | 2741 |
| 5/7/2015 | 01:15 PM | 620 | 37 | 95 | 2766 |
| 5/7/2015 | 01:30 PM | 561 | 29 | 81 | 2723 |
| 5/7/2015 | 01:45 PM | 493 | 22 | 97 | 2656 |
| 5/7/2015 | 02:00 PM | 601 | 38 | 92 | 2765 |
| 5/7/2015 | 02:15 PM | 586 | 37 | 86 | 2783 |
| 5/7/2015 | 02:30 PM | 514 | 41 | 49 | 2800 |
| 5/7/2015 | 02:45 PM | 595 | 39 | 87 | 2979 |
| 5/7/2015 | 03:00 PM | 633 | 37 | 79 | 3050 |
| 5/7/2015 | 03:15 PM | 644 | 26 | 56 | 3078 |
| 5/7/2015 | 03:30 PM | 683 | 29 | 71 | 3073 |
| 5/7/2015 | 03:45 PM | 726 | 25 | 41 | 3208 |
| 5/7/2015 | 04:00 PM | 697 | 29 | 51 | 3300 |
| 5/7/2015 | 04:15 PM | 656 | 22 | 43 | 3133 |
| 5/7/2015 | 04:30 PM | 874 | 16 | 28 | 3090 |
| 5/7/2015 | 04:45 PM | 845 | 11 | 28 | 2871 |
| 5/7/2015 | 05:00 PM | 576 | 14 | 20 | 2692 |
| 5/7/2015 | 05:15 PM | 652 | 7 | 19 | 2795 |
| 5/7/2015 | 05:30 PM | 680 | 10 | 9 | 2840 |
| 5/7/2015 | 05:45 PM | 674 | 10 | 21 | 2620 |
| 5/7/2015 | 06:00 PM | 674 | 15 | 24 | 2406 |
| 5/7/2015 | 06:15 PM | 675 | 20 | 28 | 2154 |
| 5/7/2015 | 06:30 PM | 453 | 10 | 16 | 1863 |
| 5/7/2015 | 06:45 PM | 459 | 15 | 17 | 1783 |
| 5/7/2015 | 07:00 PM | 435 | 7 | 19 | 1641 |
| 5/7/2015 | 07:15 PM | 417 | 4 | 11 | 1526 |
| 5/7/2015 | 07:30 PM | 376 | 8 | 15 | 1432 |
| 5/7/2015 | 07:45 PM | 335 | 5 | 9 | 1338 |
| 5/7/2015 | 08:00 PM | 330 | 4 | 12 | 1266 |
| 5/7/2015 | 08:15 PM | 323 | 6 | 9 | 1173 |
| 5/7/2015 | 08:30 PM | 296 | 1 | 8 | 1073 |
| 5/7/2015 | 08:45 PM | 262 | 5 | 10 | 1002 |
| 5/7/2015 | 09:00 PM | 244 | 2 | 7 | 953 |
| 5/7/2015 | 09:15 PM | 220 | 1 | 17 | 904 |
| 5/7/2015 | 09:30 PM | 226 | 4 | 4 | 833 |
| 5/7/2015 | 09:45 PM | 219 | 2 | 7 | 742 |
| 5/7/2015 | 10:00 PM | 194 | 1 | 9 | 660 |
| 5/7/2015 | 10:15 PM | 158 | 1 | 8 | 583 |
| 5/7/2015 | 10:30 PM | 135 | 0 | 8 | 574 |
| 5/7/2015 | 10:45 PM | 136 | 4 | 6 | 558 |
| 5/7/2015 | 11:00 PM | 113 | 3 | 11 | 529 |
| 5/7/2015 | 11:15 PM | 146 | 1 | 11 | |
| 5/7/2015 | 11:30 PM | 119 | 2 | 6 | |
| 5/7/2015 | 11:45 PM | 110 | 1 | 6 | |

### 2.1.4 I-526 West of I-26

# I-526 West of I-26 (Eastbound)

| Date | Time | Small | Med | Large | Peak Hour Sums |
|---|---|---|---|---|---|
| 5/6/2015 | 12:00 AM | 104 | 1 | 2 | 362 |
| 5/6/2015 | 12:15 AM | 95 | 1 | 3 | 307 |
| 5/6/2015 | 12:30 AM | 80 | 0 | 0 | 259 |
| 5/6/2015 | 12:45 AM | 71 | 1 | 4 | 217 |
| 5/6/2015 | 01:00 AM | 52 | 0 | 0 | 180 |
| 5/6/2015 | 01:15 AM | 46 | 2 | 3 | 176 |
| 5/6/2015 | 01:30 AM | 35 | 1 | 2 | 153 |
| 5/6/2015 | 01:45 AM | 38 | 0 | 1 | 154 |
| 5/6/2015 | 02:00 AM | 45 | 0 | 3 | 146 |
| 5/6/2015 | 02:15 AM | 27 | 0 | 1 | 138 |
| 5/6/2015 | 02:30 AM | 37 | 0 | 2 | 164 |
| 5/6/2015 | 02:45 AM | 28 | 0 | 3 | 199 |
| 5/6/2015 | 03:00 AM | 39 | 0 | 1 | 260 |
| 5/6/2015 | 03:15 AM | 52 | 0 | 2 | 329 |
| 5/6/2015 | 03:30 AM | 66 | 3 | 5 | 402 |
| 5/6/2015 | 03:45 AM | 87 | 1 | 4 | 538 |
| 5/6/2015 | 04:00 AM | 97 | 6 | 6 | 674 |
| 5/6/2015 | 04:15 AM | 115 | 3 | 9 | 772 |
| 5/6/2015 | 04:30 AM | 197 | 6 | 7 | 935 |
| 5/6/2015 | 04:45 AM | 220 | 1 | 7 | 1140 |
| 5/6/2015 | 05:00 AM | 198 | 6 | 3 | 1420 |
| 5/6/2015 | 05:15 AM | 277 | 8 | 5 | 1660 |
| 5/6/2015 | 05:30 AM | 401 | 4 | 10 | 1952 |
| 5/6/2015 | 05:45 AM | 497 | 6 | 5 | 2330 |
| 5/6/2015 | 06:00 AM | 420 | 13 | 14 | 2782 |
| 5/6/2015 | 06:15 AM | 540 | 33 | 9 | 3268 |
| 5/6/2015 | 06:30 AM | 747 | 27 | 19 | 3721 |
| 5/6/2015 | 06:45 AM | 915 | 32 | 13 | 3916 |
| 5/6/2015 | 07:00 AM | 888 | 36 | 9 | 3987 |
| 5/6/2015 | 07:15 AM | 976 | 47 | 12 | 3944 |
| 5/6/2015 | 07:30 AM | 950 | 22 | 16 | 3894 |
| 5/6/2015 | 07:45 AM | 1000 | 18 | 13 | 3829 |
| 5/6/2015 | 08:00 AM | 856 | 20 | 14 | 3656 |
| 5/6/2015 | 08:15 AM | 929 | 43 | 13 | 3475 |
| 5/6/2015 | 08:30 AM | 853 | 50 | 20 | 3239 |
| 5/6/2015 | 08:45 AM | 788 | 51 | 19 | 3034 |
| 5/6/2015 | 09:00 AM | 642 | 41 | 26 | 2880 |
| 5/6/2015 | 09:15 AM | 697 | 32 | 20 | 2841 |
| 5/6/2015 | 09:30 AM | 656 | 44 | 18 | 2803 |
| 5/6/2015 | 09:45 AM | 661 | 28 | 15 | 2790 |
| 5/6/2015 | 10:00 AM | 621 | 27 | 22 | 2849 |
| 5/6/2015 | 10:15 AM | 649 | 37 | 25 | 2858 |
| 5/6/2015 | 10:30 AM | 628 | 47 | 30 | 2883 |
| 5/6/2015 | 10:45 AM | 696 | 37 | 30 | 2939 |
| 5/6/2015 | 11:00 AM | 631 | 25 | 23 | 2908 |
| 5/6/2015 | 11:15 AM | 688 | 22 | 26 | 2926 |
| 5/6/2015 | 11:30 AM | 693 | 43 | 25 | 2909 |
| 5/6/2015 | 11:45 AM | 668 | 31 | 33 | 2895 |
| 5/6/2015 | 12:00 PM | 648 | 29 | 20 | 2918 |
| 5/6/2015 | 12:15 PM | 655 | 44 | 20 | 2928 |
| 5/6/2015 | 12:30 PM | 691 | 32 | 24 | 2946 |
| 5/6/2015 | 12:45 PM | 713 | 23 | 19 | 2965 |
| 5/6/2015 | 01:00 PM | 655 | 31 | 21 | 2959 |
| 5/6/2015 | 01:15 PM | 678 | 37 | 22 | 2974 |
| 5/6/2015 | 01:30 PM | 715 | 29 | 22 | 3033 |
| 5/6/2015 | 01:45 PM | 686 | 33 | 30 | 3040 |
| 5/6/2015 | 02:00 PM | 671 | 28 | 23 | 3068 |
| 5/6/2015 | 02:15 PM | 734 | 29 | 33 | 3250 |
| 5/6/2015 | 02:30 PM | 719 | 26 | 28 | 3359 |
| 5/6/2015 | 02:45 PM | 726 | 24 | 27 | 3452 |
| 5/6/2015 | 03:00 PM | 841 | 45 | 18 | 3518 |
| 5/6/2015 | 03:15 PM | 849 | 34 | 22 | 3459 |

| | | | | | |
|---|---|---|---|---|---|
| 5/6/2015 | 03:30 PM | 813 | 26 | 27 | 3371 |
| 5/6/2015 | 03:45 PM | 798 | 21 | 24 | 3391 |
| 5/6/2015 | 04:00 PM | 783 | 35 | 27 | 3335 |
| 5/6/2015 | 04:15 PM | 779 | 19 | 19 | 3281 |
| 5/6/2015 | 04:30 PM | 847 | 17 | 22 | 3292 |
| 5/6/2015 | 04:45 PM | 760 | 11 | 16 | 3150 |
| 5/6/2015 | 05:00 PM | 752 | 22 | 17 | 3118 |
| 5/6/2015 | 05:15 PM | 782 | 24 | 22 | 3097 |
| 5/6/2015 | 05:30 PM | 714 | 12 | 18 | 3079 |
| 5/6/2015 | 05:45 PM | 737 | 10 | 8 | 3006 |
| 5/6/2015 | 06:00 PM | 746 | 8 | 16 | 2901 |
| 5/6/2015 | 06:15 PM | 784 | 18 | 8 | 2704 |
| 5/6/2015 | 06:30 PM | 655 | 9 | 7 | 2441 |
| 5/6/2015 | 06:45 PM | 640 | 6 | 4 | 2248 |
| 5/6/2015 | 07:00 PM | 566 | 4 | 3 | 2090 |
| 5/6/2015 | 07:15 PM | 538 | 5 | 4 | 1979 |
| 5/6/2015 | 07:30 PM | 471 | 2 | 5 | 1859 |
| 5/6/2015 | 07:45 PM | 482 | 3 | 7 | 1778 |
| 5/6/2015 | 08:00 PM | 451 | 4 | 7 | 1645 |
| 5/6/2015 | 08:15 PM | 412 | 7 | 8 | 1548 |
| 5/6/2015 | 08:30 PM | 389 | 5 | 3 | 1472 |
| 5/6/2015 | 08:45 PM | 351 | 1 | 7 | 1426 |
| 5/6/2015 | 09:00 PM | 355 | 3 | 7 | 1381 |
| 5/6/2015 | 09:15 PM | 348 | 2 | 1 | 1277 |
| 5/6/2015 | 09:30 PM | 349 | 1 | 1 | 1140 |
| 5/6/2015 | 09:45 PM | 309 | 1 | 4 | 998 |
| 5/6/2015 | 10:00 PM | 256 | 2 | 3 | 921 |
| 5/6/2015 | 10:15 PM | 210 | 2 | 2 | 815 |
| 5/6/2015 | 10:30 PM | 200 | 2 | 7 | 785 |
| 5/6/2015 | 10:45 PM | 230 | 1 | 6 | 696 |
| 5/6/2015 | 11:00 PM | 147 | 2 | 6 | 597 |
| 5/6/2015 | 11:15 PM | 180 | 1 | 3 | |
| 5/6/2015 | 11:30 PM | 117 | 0 | 3 | |
| 5/6/2015 | 11:45 PM | 138 | 0 | 0 | |
| 5/7/2015 | 12:00 AM | 102 | 0 | 3 | 345 |
| 5/7/2015 | 12:15 AM | 109 | 1 | 1 | 299 |
| 5/7/2015 | 12:30 AM | 65 | 2 | 3 | 237 |
| 5/7/2015 | 12:45 AM | 57 | 1 | 1 | 212 |
| 5/7/2015 | 01:00 AM | 56 | 3 | 0 | 203 |
| 5/7/2015 | 01:15 AM | 47 | 1 | 1 | 193 |
| 5/7/2015 | 01:30 AM | 45 | 0 | 0 | 188 |
| 5/7/2015 | 01:45 AM | 46 | 0 | 4 | 178 |
| 5/7/2015 | 02:00 AM | 47 | 0 | 2 | 165 |
| 5/7/2015 | 02:15 AM | 41 | 2 | 1 | 152 |
| 5/7/2015 | 02:30 AM | 33 | 2 | 0 | 144 |
| 5/7/2015 | 02:45 AM | 33 | 4 | 0 | 168 |
| 5/7/2015 | 03:00 AM | 32 | 3 | 1 | 212 |
| 5/7/2015 | 03:15 AM | 33 | 0 | 3 | 254 |
| 5/7/2015 | 03:30 AM | 56 | 2 | 1 | 344 |
| 5/7/2015 | 03:45 AM | 76 | 1 | 4 | 475 |
| 5/7/2015 | 04:00 AM | 67 | 4 | 7 | 642 |
| 5/7/2015 | 04:15 AM | 120 | 3 | 3 | 740 |
| 5/7/2015 | 04:30 AM | 183 | 2 | 5 | 892 |
| 5/7/2015 | 04:45 AM | 238 | 0 | 10 | 1105 |
| 5/7/2015 | 05:00 AM | 163 | 2 | 11 | 1340 |
| 5/7/2015 | 05:15 AM | 271 | 4 | 3 | 1651 |
| 5/7/2015 | 05:30 AM | 389 | 7 | 7 | 2065 |
| 5/7/2015 | 05:45 AM | 457 | 19 | 7 | 2545 |
| 5/7/2015 | 06:00 AM | 453 | 24 | 10 | 3011 |
| 5/7/2015 | 06:15 AM | 648 | 35 | 9 | 3472 |
| 5/7/2015 | 06:30 AM | 830 | 39 | 14 | 3859 |
| 5/7/2015 | 06:45 AM | 905 | 31 | 13 | 4028 |
| 5/7/2015 | 07:00 AM | 900 | 29 | 19 | 3972 |
| 5/7/2015 | 07:15 AM | 1036 | 30 | 13 | 3844 |
| 5/7/2015 | 07:30 AM | 1011 | 23 | 18 | 3642 |
| 5/7/2015 | 07:45 AM | 866 | 23 | 4 | 3402 |

| | | | | | |
|---|---|---|---|---|---|
| 5/7/2015 | 08:00 AM | 785 | 22 | 13 | 3368 |
| 5/7/2015 | 08:15 AM | 827 | 29 | 21 | 3321 |
| 5/7/2015 | 08:30 AM | 759 | 37 | 16 | 3231 |
| 5/7/2015 | 08:45 AM | 787 | 50 | 22 | 3134 |
| 5/7/2015 | 09:00 AM | 709 | 51 | 13 | 3025 |
| 5/7/2015 | 09:15 AM | 721 | 37 | 29 | 2940 |
| 5/7/2015 | 09:30 AM | 662 | 29 | 24 | 2799 |
| 5/7/2015 | 09:45 AM | 695 | 30 | 25 | 2803 |
| 5/7/2015 | 10:00 AM | 632 | 27 | 29 | 2726 |
| 5/7/2015 | 10:15 AM | 592 | 30 | 24 | 2730 |
| 5/7/2015 | 10:30 AM | 665 | 36 | 18 | 2866 |
| 5/7/2015 | 10:45 AM | 611 | 36 | 26 | 2923 |
| 5/7/2015 | 11:00 AM | 627 | 36 | 29 | 3036 |
| 5/7/2015 | 11:15 AM | 732 | 23 | 27 | 3108 |
| 5/7/2015 | 11:30 AM | 713 | 34 | 29 | 3073 |
| 5/7/2015 | 11:45 AM | 720 | 40 | 26 | 2958 |
| 5/7/2015 | 12:00 PM | 705 | 39 | 20 | 2876 |
| 5/7/2015 | 12:15 PM | 699 | 23 | 25 | 2815 |
| 5/7/2015 | 12:30 PM | 621 | 22 | 18 | 2812 |
| 5/7/2015 | 12:45 PM | 657 | 25 | 22 | 2963 |
| 5/7/2015 | 01:00 PM | 654 | 28 | 21 | 3047 |
| 5/7/2015 | 01:15 PM | 669 | 43 | 32 | 3058 |
| 5/7/2015 | 01:30 PM | 748 | 41 | 23 | 3153 |
| 5/7/2015 | 01:45 PM | 732 | 33 | 23 | 3167 |
| 5/7/2015 | 02:00 PM | 665 | 31 | 18 | 3188 |
| 5/7/2015 | 02:15 PM | 782 | 31 | 26 | 3302 |
| 5/7/2015 | 02:30 PM | 780 | 24 | 22 | 3374 |
| 5/7/2015 | 02:45 PM | 743 | 37 | 29 | 3434 |
| 5/7/2015 | 03:00 PM | 781 | 31 | 16 | 3398 |
| 5/7/2015 | 03:15 PM | 860 | 33 | 18 | 3405 |
| 5/7/2015 | 03:30 PM | 832 | 27 | 27 | 3320 |
| 5/7/2015 | 03:45 PM | 730 | 29 | 14 | 3261 |
| 5/7/2015 | 04:00 PM | 785 | 31 | 19 | 3257 |
| 5/7/2015 | 04:15 PM | 781 | 26 | 19 | 3276 |
| 5/7/2015 | 04:30 PM | 786 | 28 | 13 | 3206 |
| 5/7/2015 | 04:45 PM | 733 | 24 | 12 | 3112 |
| 5/7/2015 | 05:00 PM | 822 | 14 | 18 | 3102 |
| 5/7/2015 | 05:15 PM | 730 | 12 | 14 | 2979 |
| 5/7/2015 | 05:30 PM | 707 | 16 | 10 | 3028 |
| 5/7/2015 | 05:45 PM | 734 | 13 | 12 | 3017 |
| 5/7/2015 | 06:00 PM | 713 | 11 | 7 | 2877 |
| 5/7/2015 | 06:15 PM | 787 | 11 | 7 | 2740 |
| 5/7/2015 | 06:30 PM | 702 | 9 | 11 | 2437 |
| 5/7/2015 | 06:45 PM | 602 | 9 | 8 | 2204 |
| 5/7/2015 | 07:00 PM | 578 | 9 | 7 | 1979 |
| 5/7/2015 | 07:15 PM | 490 | 3 | 9 | 1794 |
| 5/7/2015 | 07:30 PM | 477 | 3 | 9 | 1683 |
| 5/7/2015 | 07:45 PM | 381 | 8 | 5 | 1567 |
| 5/7/2015 | 08:00 PM | 402 | 4 | 3 | 1562 |
| 5/7/2015 | 08:15 PM | 383 | 4 | 4 | 1512 |
| 5/7/2015 | 08:30 PM | 364 | 3 | 6 | 1461 |
| 5/7/2015 | 08:45 PM | 386 | 0 | 3 | 1414 |
| 5/7/2015 | 09:00 PM | 357 | 0 | 2 | 1331 |
| 5/7/2015 | 09:15 PM | 331 | 4 | 5 | 1202 |
| 5/7/2015 | 09:30 PM | 320 | 1 | 5 | 1098 |
| 5/7/2015 | 09:45 PM | 301 | 1 | 4 | 1006 |
| 5/7/2015 | 10:00 PM | 226 | 1 | 3 | 897 |
| 5/7/2015 | 10:15 PM | 233 | 1 | 2 | 838 |
| 5/7/2015 | 10:30 PM | 232 | 0 | 2 | 749 |
| 5/7/2015 | 10:45 PM | 194 | 1 | 2 | 662 |
| 5/7/2015 | 11:00 PM | 167 | 2 | 2 | 610 |
| 5/7/2015 | 11:15 PM | 143 | 3 | 1 | |
| 5/7/2015 | 11:30 PM | 143 | 2 | 2 | |
| 5/7/2015 | 11:45 PM | 143 | 0 | 2 | |

# I-526 West of I-26 (Westbound)

| Date | Time | Small | Med | Large | Peak Hour Sums |
|---|---|---|---|---|---|
| 5/6/2015 | 12:00 AM | 216 | 2 | 3 | 634 |
| 5/6/2015 | 12:15 AM | 179 | 1 | 0 | 498 |
| 5/6/2015 | 12:30 AM | 138 | 1 | 0 | 386 |
| 5/6/2015 | 12:45 AM | 91 | 2 | 1 | 313 |
| 5/6/2015 | 01:00 AM | 80 | 1 | 4 | 298 |
| 5/6/2015 | 01:15 AM | 62 | 2 | 4 | 281 |
| 5/6/2015 | 01:30 AM | 61 | 2 | 3 | 265 |
| 5/6/2015 | 01:45 AM | 72 | 5 | 2 | 238 |
| 5/6/2015 | 02:00 AM | 67 | 1 | 0 | 189 |
| 5/6/2015 | 02:15 AM | 47 | 3 | 2 | 167 |
| 5/6/2015 | 02:30 AM | 35 | 4 | 0 | 157 |
| 5/6/2015 | 02:45 AM | 27 | 3 | 0 | 171 |
| 5/6/2015 | 03:00 AM | 39 | 5 | 2 | 189 |
| 5/6/2015 | 03:15 AM | 39 | 3 | 0 | 196 |
| 5/6/2015 | 03:30 AM | 50 | 0 | 3 | 221 |
| 5/6/2015 | 03:45 AM | 39 | 6 | 3 | 265 |
| 5/6/2015 | 04:00 AM | 48 | 4 | 1 | 325 |
| 5/6/2015 | 04:15 AM | 65 | 1 | 1 | 415 |
| 5/6/2015 | 04:30 AM | 90 | 5 | 2 | 563 |
| 5/6/2015 | 04:45 AM | 99 | 6 | 3 | 764 |
| 5/6/2015 | 05:00 AM | 129 | 9 | 5 | 995 |
| 5/6/2015 | 05:15 AM | 206 | 6 | 3 | 1362 |
| 5/6/2015 | 05:30 AM | 281 | 5 | 12 | 1729 |
| 5/6/2015 | 05:45 AM | 315 | 12 | 12 | 2228 |
| 5/6/2015 | 06:00 AM | 480 | 14 | 16 | 2674 |
| 5/6/2015 | 06:15 AM | 538 | 28 | 16 | 2986 |
| 5/6/2015 | 06:30 AM | 746 | 28 | 23 | 3256 |
| 5/6/2015 | 06:45 AM | 746 | 24 | 15 | 3386 |
| 5/6/2015 | 07:00 AM | 781 | 32 | 9 | 3486 |
| 5/6/2015 | 07:15 AM | 811 | 26 | 15 | 3452 |
| 5/6/2015 | 07:30 AM | 879 | 36 | 12 | 3372 |
| 5/6/2015 | 07:45 AM | 845 | 19 | 21 | 3201 |
| 5/6/2015 | 08:00 AM | 736 | 32 | 20 | 3082 |
| 5/6/2015 | 08:15 AM | 713 | 35 | 24 | 2981 |
| 5/6/2015 | 08:30 AM | 711 | 29 | 16 | 2916 |
| 5/6/2015 | 08:45 AM | 715 | 38 | 13 | 2873 |
| 5/6/2015 | 09:00 AM | 629 | 30 | 28 | 2858 |
| 5/6/2015 | 09:15 AM | 632 | 48 | 27 | 2774 |
| 5/6/2015 | 09:30 AM | 661 | 25 | 27 | 2775 |
| 5/6/2015 | 09:45 AM | 670 | 47 | 34 | 2762 |
| 5/6/2015 | 10:00 AM | 538 | 43 | 22 | 2729 |
| 5/6/2015 | 10:15 AM | 638 | 38 | 32 | 2801 |
| 5/6/2015 | 10:30 AM | 648 | 24 | 28 | 2791 |
| 5/6/2015 | 10:45 AM | 673 | 28 | 17 | 2834 |
| 5/6/2015 | 11:00 AM | 615 | 36 | 24 | 2906 |
| 5/6/2015 | 11:15 AM | 646 | 36 | 16 | 2995 |
| 5/6/2015 | 11:30 AM | 685 | 39 | 19 | 3085 |
| 5/6/2015 | 11:45 AM | 725 | 36 | 29 | 3157 |
| 5/6/2015 | 12:00 PM | 710 | 30 | 24 | 3159 |
| 5/6/2015 | 12:15 PM | 725 | 38 | 25 | 3278 |
| 5/6/2015 | 12:30 PM | 772 | 20 | 23 | 3323 |
| 5/6/2015 | 12:45 PM | 728 | 35 | 29 | 3335 |
| 5/6/2015 | 01:00 PM | 822 | 40 | 21 | 3376 |
| 5/6/2015 | 01:15 PM | 762 | 40 | 31 | 3344 |
| 5/6/2015 | 01:30 PM | 757 | 43 | 27 | 3372 |
| 5/6/2015 | 01:45 PM | 774 | 38 | 21 | 3409 |
| 5/6/2015 | 02:00 PM | 784 | 41 | 26 | 3474 |
| 5/6/2015 | 02:15 PM | 813 | 25 | 23 | 3544 |
| 5/6/2015 | 02:30 PM | 811 | 36 | 17 | 3616 |
| 5/6/2015 | 02:45 PM | 838 | 36 | 24 | 3758 |
| 5/6/2015 | 03:00 PM | 865 | 28 | 28 | 3722 |
| 5/6/2015 | 03:15 PM | 869 | 42 | 22 | 3817 |

| | | | | | |
|---|---|---|---|---|---|
| 5/6/2015 | 03:30 PM | 950 | 37 | 19 | 3870 |
| 5/6/2015 | 03:45 PM | 812 | 28 | 22 | 3856 |
| 5/6/2015 | 04:00 PM | 958 | 36 | 22 | 3991 |
| 5/6/2015 | 04:15 PM | 950 | 19 | 17 | 3902 |
| 5/6/2015 | 04:30 PM | 960 | 24 | 8 | 3862 |
| 5/6/2015 | 04:45 PM | 965 | 23 | 9 | 3754 |
| 5/6/2015 | 05:00 PM | 906 | 13 | 8 | 3528 |
| 5/6/2015 | 05:15 PM | 918 | 16 | 12 | 3501 |
| 5/6/2015 | 05:30 PM | 865 | 7 | 12 | 3330 |
| 5/6/2015 | 05:45 PM | 756 | 12 | 3 | 3187 |
| 5/6/2015 | 06:00 PM | 881 | 12 | 7 | 3081 |
| 5/6/2015 | 06:15 PM | 756 | 8 | 11 | 2884 |
| 5/6/2015 | 06:30 PM | 723 | 10 | 8 | 2756 |
| 5/6/2015 | 06:45 PM | 645 | 6 | 14 | 2652 |
| 5/6/2015 | 07:00 PM | 684 | 13 | 6 | 2598 |
| 5/6/2015 | 07:15 PM | 638 | 6 | 3 | 2450 |
| 5/6/2015 | 07:30 PM | 623 | 5 | 9 | 2326 |
| 5/6/2015 | 07:45 PM | 604 | 3 | 4 | 2173 |
| 5/6/2015 | 08:00 PM | 546 | 5 | 4 | 2002 |
| 5/6/2015 | 08:15 PM | 516 | 4 | 3 | 1893 |
| 5/6/2015 | 08:30 PM | 481 | 3 | 0 | 1794 |
| 5/6/2015 | 08:45 PM | 435 | 1 | 4 | 1860 |
| 5/6/2015 | 09:00 PM | 442 | 3 | 1 | 1793 |
| 5/6/2015 | 09:15 PM | 420 | 1 | 3 | 1712 |
| 5/6/2015 | 09:30 PM | 541 | 4 | 5 | 1585 |
| 5/6/2015 | 09:45 PM | 366 | 4 | 3 | 1335 |
| 5/6/2015 | 10:00 PM | 360 | 0 | 5 | 1194 |
| 5/6/2015 | 10:15 PM | 289 | 2 | 6 | 1072 |
| 5/6/2015 | 10:30 PM | 299 | 1 | 0 | 1121 |
| 5/6/2015 | 10:45 PM | 227 | 1 | 4 | 1051 |
| 5/6/2015 | 11:00 PM | 237 | 2 | 4 | 971 |
| 5/6/2015 | 11:15 PM | 341 | 2 | 3 | |
| 5/6/2015 | 11:30 PM | 222 | 2 | 6 | |
| 5/6/2015 | 11:45 PM | 148 | 1 | 3 | |
| 5/7/2015 | 12:00 AM | 189 | 1 | 2 | 551 |
| 5/7/2015 | 12:15 AM | 172 | 2 | 2 | 443 |
| 5/7/2015 | 12:30 AM | 101 | 0 | 3 | 342 |
| 5/7/2015 | 12:45 AM | 77 | 1 | 1 | 317 |
| 5/7/2015 | 01:00 AM | 81 | 1 | 2 | 295 |
| 5/7/2015 | 01:15 AM | 74 | 0 | 1 | 281 |
| 5/7/2015 | 01:30 AM | 75 | 1 | 3 | 254 |
| 5/7/2015 | 01:45 AM | 56 | 1 | 0 | 203 |
| 5/7/2015 | 02:00 AM | 64 | 3 | 3 | 186 |
| 5/7/2015 | 02:15 AM | 42 | 4 | 2 | 154 |
| 5/7/2015 | 02:30 AM | 22 | 1 | 5 | 145 |
| 5/7/2015 | 02:45 AM | 38 | 0 | 2 | 160 |
| 5/7/2015 | 03:00 AM | 32 | 3 | 3 | 169 |
| 5/7/2015 | 03:15 AM | 35 | 1 | 3 | 184 |
| 5/7/2015 | 03:30 AM | 31 | 2 | 10 | 205 |
| 5/7/2015 | 03:45 AM | 45 | 0 | 4 | 261 |
| 5/7/2015 | 04:00 AM | 49 | 4 | 0 | 309 |
| 5/7/2015 | 04:15 AM | 56 | 1 | 3 | 405 |
| 5/7/2015 | 04:30 AM | 98 | 1 | 0 | 511 |
| 5/7/2015 | 04:45 AM | 95 | 1 | 1 | 726 |
| 5/7/2015 | 05:00 AM | 146 | 3 | 0 | 994 |
| 5/7/2015 | 05:15 AM | 160 | 4 | 2 | 1334 |
| 5/7/2015 | 05:30 AM | 293 | 8 | 13 | 1810 |
| 5/7/2015 | 05:45 AM | 351 | 9 | 5 | 2305 |
| 5/7/2015 | 06:00 AM | 454 | 23 | 12 | 2748 |
| 5/7/2015 | 06:15 AM | 600 | 26 | 16 | 3073 |
| 5/7/2015 | 06:30 AM | 762 | 32 | 15 | 3322 |
| 5/7/2015 | 06:45 AM | 764 | 33 | 11 | 3349 |
| 5/7/2015 | 07:00 AM | 766 | 41 | 7 | 3421 |
| 5/7/2015 | 07:15 AM | 841 | 34 | 16 | 3467 |
| 5/7/2015 | 07:30 AM | 797 | 22 | 17 | 3348 |
| 5/7/2015 | 07:45 AM | 822 | 32 | 26 | 3263 |

| | | | | | |
|---|---|---|---|---|---|
| 5/7/2015 | 08:00 AM | 793 | 41 | 26 | 3090 |
| 5/7/2015 | 08:15 AM | 720 | 31 | 21 | 2887 |
| 5/7/2015 | 08:30 AM | 696 | 37 | 18 | 2790 |
| 5/7/2015 | 08:45 AM | 631 | 63 | 13 | 2730 |
| 5/7/2015 | 09:00 AM | 605 | 36 | 16 | 2741 |
| 5/7/2015 | 09:15 AM | 615 | 45 | 15 | 2783 |
| 5/7/2015 | 09:30 AM | 638 | 33 | 20 | 2828 |
| 5/7/2015 | 09:45 AM | 664 | 39 | 15 | 2853 |
| 5/7/2015 | 10:00 AM | 628 | 38 | 33 | 2865 |
| 5/7/2015 | 10:15 AM | 657 | 40 | 23 | 2902 |
| 5/7/2015 | 10:30 AM | 645 | 39 | 32 | 2873 |
| 5/7/2015 | 10:45 AM | 663 | 41 | 26 | 2954 |
| 5/7/2015 | 11:00 AM | 674 | 40 | 22 | 3006 |
| 5/7/2015 | 11:15 AM | 629 | 35 | 27 | 3057 |
| 5/7/2015 | 11:30 AM | 744 | 30 | 23 | 3219 |
| 5/7/2015 | 11:45 AM | 730 | 26 | 26 | 3330 |
| 5/7/2015 | 12:00 PM | 738 | 29 | 20 | 3413 |
| 5/7/2015 | 12:15 PM | 796 | 39 | 18 | 3517 |
| 5/7/2015 | 12:30 PM | 844 | 36 | 28 | 3523 |
| 5/7/2015 | 12:45 PM | 802 | 44 | 19 | 3421 |
| 5/7/2015 | 01:00 PM | 831 | 38 | 22 | 3327 |
| 5/7/2015 | 01:15 PM | 812 | 28 | 19 | 3325 |
| 5/7/2015 | 01:30 PM | 758 | 32 | 16 | 3371 |
| 5/7/2015 | 01:45 PM | 722 | 24 | 25 | 3421 |
| 5/7/2015 | 02:00 PM | 823 | 42 | 24 | 3537 |
| 5/7/2015 | 02:15 PM | 835 | 46 | 24 | 3653 |
| 5/7/2015 | 02:30 PM | 805 | 30 | 21 | 3737 |
| 5/7/2015 | 02:45 PM | 833 | 33 | 21 | 3852 |
| 5/7/2015 | 03:00 PM | 942 | 40 | 23 | 3875 |
| 5/7/2015 | 03:15 PM | 942 | 31 | 16 | 3880 |
| 5/7/2015 | 03:30 PM | 926 | 23 | 22 | 3875 |
| 5/7/2015 | 03:45 PM | 877 | 24 | 9 | 3981 |
| 5/7/2015 | 04:00 PM | 972 | 25 | 13 | 4050 |
| 5/7/2015 | 04:15 PM | 939 | 33 | 12 | 4102 |
| 5/7/2015 | 04:30 PM | 1044 | 23 | 10 | 4210 |
| 5/7/2015 | 04:45 PM | 949 | 18 | 12 | 4003 |
| 5/7/2015 | 05:00 PM | 1044 | 11 | 7 | 3845 |
| 5/7/2015 | 05:15 PM | 1080 | 7 | 5 | 3679 |
| 5/7/2015 | 05:30 PM | 848 | 14 | 8 | 3451 |
| 5/7/2015 | 05:45 PM | 807 | 7 | 7 | 3301 |
| 5/7/2015 | 06:00 PM | 879 | 11 | 6 | 3167 |
| 5/7/2015 | 06:15 PM | 836 | 15 | 13 | 2979 |
| 5/7/2015 | 06:30 PM | 707 | 7 | 6 | 2794 |
| 5/7/2015 | 06:45 PM | 663 | 11 | 13 | 2682 |
| 5/7/2015 | 07:00 PM | 695 | 5 | 8 | 2558 |
| 5/7/2015 | 07:15 PM | 662 | 8 | 9 | 2345 |
| 5/7/2015 | 07:30 PM | 598 | 5 | 5 | 2205 |
| 5/7/2015 | 07:45 PM | 557 | 2 | 4 | 2131 |
| 5/7/2015 | 08:00 PM | 480 | 8 | 7 | 2003 |
| 5/7/2015 | 08:15 PM | 536 | 1 | 2 | 1961 |
| 5/7/2015 | 08:30 PM | 521 | 6 | 7 | 1847 |
| 5/7/2015 | 08:45 PM | 431 | 2 | 2 | 1716 |
| 5/7/2015 | 09:00 PM | 445 | 3 | 5 | 1653 |
| 5/7/2015 | 09:15 PM | 419 | 4 | 2 | 1578 |
| 5/7/2015 | 09:30 PM | 394 | 5 | 4 | 1431 |
| 5/7/2015 | 09:45 PM | 362 | 5 | 5 | 1333 |
| 5/7/2015 | 10:00 PM | 374 | 4 | 0 | 1174 |
| 5/7/2015 | 10:15 PM | 273 | 2 | 3 | 1015 |
| 5/7/2015 | 10:30 PM | 302 | 1 | 2 | 1014 |
| 5/7/2015 | 10:45 PM | 210 | 1 | 2 | 1004 |
| 5/7/2015 | 11:00 PM | 214 | 2 | 3 | 1041 |
| 5/7/2015 | 11:15 PM | 276 | 0 | 1 | |
| 5/7/2015 | 11:30 PM | 292 | 0 | 3 | |
| 5/7/2015 | 11:45 PM | 247 | 2 | 1 | |

## 2.2 RAMP 48-HOUR VEHICULAR TRAFFIC VOLUMES

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 1
Station ID: 1
I-526 WB OFF RAMP NORTH OF
SAM RITTENBURG BLVD
Latitude: 0' 0.0000 Undefined

| Start Time | 06-Apr-16 Wed | SB Morning | SB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 50 | 389 | | |
| 12:15 | | 46 | 334 | | |
| 12:30 | | 44 | 414 | | |
| 12:45 | | 35 | 356 | 175 | 1493 |
| 01:00 | | 26 | 353 | | |
| 01:15 | | 23 | 349 | | |
| 01:30 | | 24 | 386 | | |
| 01:45 | | 18 | 321 | 91 | 1409 |
| 02:00 | | 22 | 346 | | |
| 02:15 | | 24 | 378 | | |
| 02:30 | | 20 | 394 | | |
| 02:45 | | 18 | 381 | 84 | 1499 |
| 03:00 | | 24 | 366 | | |
| 03:15 | | 22 | 378 | | |
| 03:30 | | 29 | 375 | | |
| 03:45 | | 25 | 332 | 100 | 1451 |
| 04:00 | | 22 | 384 | | |
| 04:15 | | 27 | 324 | | |
| 04:30 | | 24 | 330 | | |
| 04:45 | | 40 | 358 | 113 | 1396 |
| 05:00 | | 50 | 377 | | |
| 05:15 | | 85 | 340 | | |
| 05:30 | | 85 | 348 | | |
| 05:45 | | 119 | 325 | 339 | 1390 |
| 06:00 | | 200 | 326 | | |
| 06:15 | | 295 | 303 | | |
| 06:30 | | 289 | 337 | | |
| 06:45 | | 358 | 304 | 1142 | 1270 |
| 07:00 | | 364 | 252 | | |
| 07:15 | | 348 | 268 | | |
| 07:30 | | 384 | 238 | | |
| 07:45 | | 429 | 192 | 1525 | 950 |
| 08:00 | | 440 | 183 | | |
| 08:15 | | 444 | 158 | | |
| 08:30 | | 460 | 163 | | |
| 08:45 | | 444 | 162 | 1788 | 666 |
| 09:00 | | 384 | 155 | | |
| 09:15 | | 448 | 148 | | |
| 09:30 | | 400 | 145 | | |
| 09:45 | | 425 | 133 | 1657 | 581 |
| 10:00 | | 365 | 105 | | |
| 10:15 | | 372 | 118 | | |
| 10:30 | | 367 | 105 | | |
| 10:45 | | 368 | 97 | 1472 | 425 |
| 11:00 | | 348 | 92 | | |
| 11:15 | | 418 | 76 | | |
| 11:30 | | 406 | 62 | | |
| 11:45 | | 389 | 52 | 1561 | 282 |
| Total | | 10047 | 12812 | | |
| Percent | | 44.0% | 56.0% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 1
Station ID: 1
I-526 WB OFF RAMP NORTH OF
SAM RITTENBURG BLVD
Latitude: 0' 0.0000 Undefined

| Start Time | 07-Apr-16 Thu | SB Morning | SB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 48 | 355 | | |
| 12:15 | | 59 | 381 | | |
| 12:30 | | 32 | 372 | | |
| 12:45 | | 20 | 367 | 159 | 1475 |
| 01:00 | | 32 | 358 | | |
| 01:15 | | 34 | 356 | | |
| 01:30 | | 26 | 386 | | |
| 01:45 | | 20 | 364 | 112 | 1464 |
| 02:00 | | 14 | 370 | | |
| 02:15 | | 16 | 349 | | |
| 02:30 | | 16 | 388 | | |
| 02:45 | | 18 | 378 | 64 | 1485 |
| 03:00 | | 22 | 408 | | |
| 03:15 | | 11 | 413 | | |
| 03:30 | | 35 | 362 | | |
| 03:45 | | 18 | 369 | 86 | 1552 |
| 04:00 | | 31 | 374 | | |
| 04:15 | | 38 | 350 | | |
| 04:30 | | 40 | 390 | | |
| 04:45 | | 49 | 376 | 158 | 1490 |
| 05:00 | | 52 | 332 | | |
| 05:15 | | 85 | 346 | | |
| 05:30 | | 90 | 332 | | |
| 05:45 | | 130 | 342 | 357 | 1352 |
| 06:00 | | 173 | 355 | | |
| 06:15 | | 258 | 286 | | |
| 06:30 | | 268 | 262 | | |
| 06:45 | | 305 | 282 | 1004 | 1185 |
| 07:00 | | 355 | 220 | | |
| 07:15 | | 370 | 201 | | |
| 07:30 | | 415 | 200 | | |
| 07:45 | | 411 | 224 | 1551 | 845 |
| 08:00 | | 424 | 183 | | |
| 08:15 | | 428 | 194 | | |
| 08:30 | | 394 | 164 | | |
| 08:45 | | 422 | 139 | 1668 | 680 |
| 09:00 | | 442 | 169 | | |
| 09:15 | | 408 | 125 | | |
| 09:30 | | 404 | 147 | | |
| 09:45 | | 343 | 116 | 1597 | 557 |
| 10:00 | | 388 | 112 | | |
| 10:15 | | 366 | 102 | | |
| 10:30 | | 416 | 78 | | |
| 10:45 | | 424 | 96 | 1594 | 388 |
| 11:00 | | 362 | 80 | | |
| 11:15 | | 355 | 72 | | |
| 11:30 | | 423 | 58 | | |
| 11:45 | | 377 | 72 | 1517 | 282 |
| Total | | 9867 | 12755 | | |
| Percent | | 43.6% | 56.4% | | |
| Grand Total | | 19914 | 25567 | | |
| Percent | | 43.8% | 56.2% | | |
| ADT | | ADT 22,740 | | AADT 22,740 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 2
Station ID: 2
I-526 EB ON RAMP NORTH OF
SAM RITTENBERG BLVD
Latitude: 0' 0.0000 Undefined

| Start Time | 06-Apr-16 Wed | NB Morning | NB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 3 | 106 | | |
| 12:15 | | 10 | 105 | | |
| 12:30 | | 4 | 112 | | |
| 12:45 | | 4 | 124 | 21 | 447 |
| 01:00 | | 3 | 117 | | |
| 01:15 | | 1 | 106 | | |
| 01:30 | | 2 | 104 | | |
| 01:45 | | 4 | 102 | 10 | 429 |
| 02:00 | | 1 | 96 | | |
| 02:15 | | 4 | 90 | | |
| 02:30 | | 1 | 93 | | |
| 02:45 | | 7 | 112 | 13 | 391 |
| 03:00 | | 6 | 105 | | |
| 03:15 | | 3 | 122 | | |
| 03:30 | | 3 | 103 | | |
| 03:45 | | 4 | 116 | 16 | 446 |
| 04:00 | | 4 | 147 | | |
| 04:15 | | 4 | 110 | | |
| 04:30 | | 4 | 146 | | |
| 04:45 | | 1 | 134 | 13 | 537 |
| 05:00 | | 6 | 198 | | |
| 05:15 | | 7 | 132 | | |
| 05:30 | | 10 | 134 | | |
| 05:45 | | 16 | 109 | 39 | 573 |
| 06:00 | | 18 | 134 | | |
| 06:15 | | 11 | 107 | | |
| 06:30 | | 32 | 88 | | |
| 06:45 | | 34 | 80 | 95 | 409 |
| 07:00 | | 39 | 94 | | |
| 07:15 | | 31 | 66 | | |
| 07:30 | | 41 | 54 | | |
| 07:45 | | 53 | 60 | 164 | 274 |
| 08:00 | | 59 | 62 | | |
| 08:15 | | 42 | 52 | | |
| 08:30 | | 52 | 49 | | |
| 08:45 | | 48 | 37 | 201 | 200 |
| 09:00 | | 50 | 47 | | |
| 09:15 | | 60 | 39 | | |
| 09:30 | | 65 | 42 | | |
| 09:45 | | 57 | 25 | 232 | 153 |
| 10:00 | | 54 | 30 | | |
| 10:15 | | 64 | 17 | | |
| 10:30 | | 63 | 22 | | |
| 10:45 | | 72 | 17 | 253 | 86 |
| 11:00 | | 70 | 14 | | |
| 11:15 | | 79 | 13 | | |
| 11:30 | | 102 | 10 | | |
| 11:45 | | 82 | 8 | 333 | 45 |
| Total | | 1390 | 3990 | | |
| Percent | | 25.8% | 74.2% | | |

**_All Traffic Data Services, Inc_**
1336 Farmer Road
Conyers, GA 30012
**_alltrafficdata.net_**

Site Code: 2
Station ID: 2
I-526 EB ON RAMP NORTH OF
SAM RITTENBERG BLVD
Latitude: 0' 0.0000 Undefined

| Start Time | 07-Apr-16 Thu | NB Morning | NB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 8 | 105 | | |
| 12:15 | | 5 | 118 | | |
| 12:30 | | 2 | 132 | | |
| 12:45 | | 9 | 108 | 24 | 463 |
| 01:00 | | 4 | 122 | | |
| 01:15 | | 4 | 138 | | |
| 01:30 | | 4 | 120 | | |
| 01:45 | | 6 | 122 | 18 | 502 |
| 02:00 | | 5 | 114 | | |
| 02:15 | | 5 | 95 | | |
| 02:30 | | 2 | 106 | | |
| 02:45 | | 1 | 91 | 13 | 406 |
| 03:00 | | 0 | 127 | | |
| 03:15 | | 4 | 128 | | |
| 03:30 | | 2 | 130 | | |
| 03:45 | | 3 | 132 | 9 | 517 |
| 04:00 | | 6 | 144 | | |
| 04:15 | | 2 | 104 | | |
| 04:30 | | 4 | 153 | | |
| 04:45 | | 6 | 132 | 18 | 533 |
| 05:00 | | 2 | 198 | | |
| 05:15 | | 8 | 146 | | |
| 05:30 | | 10 | 150 | | |
| 05:45 | | 16 | 122 | 36 | 616 |
| 06:00 | | 18 | 115 | | |
| 06:15 | | 22 | 113 | | |
| 06:30 | | 33 | 93 | | |
| 06:45 | | 32 | 99 | 105 | 420 |
| 07:00 | | 35 | 90 | | |
| 07:15 | | 34 | 55 | | |
| 07:30 | | 52 | 69 | | |
| 07:45 | | 59 | 75 | 180 | 289 |
| 08:00 | | 47 | 81 | | |
| 08:15 | | 57 | 57 | | |
| 08:30 | | 42 | 63 | | |
| 08:45 | | 62 | 46 | 208 | 247 |
| 09:00 | | 52 | 54 | | |
| 09:15 | | 52 | 41 | | |
| 09:30 | | 62 | 42 | | |
| 09:45 | | 58 | 22 | 224 | 159 |
| 10:00 | | 74 | 21 | | |
| 10:15 | | 76 | 15 | | |
| 10:30 | | 73 | 23 | | |
| 10:45 | | 76 | 16 | 299 | 75 |
| 11:00 | | 88 | 14 | | |
| 11:15 | | 74 | 8 | | |
| 11:30 | | 55 | 8 | | |
| 11:45 | | 95 | 6 | 312 | 36 |
| Total | | 1446 | 4263 | | |
| Percent | | 25.3% | 74.7% | | |
| Grand Total | | 2836 | 8253 | | |
| Percent | | 25.6% | 74.4% | | |
| ADT | | ADT 5,544 | | AADT 5,544 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 3
Station ID: 3
US17 SB ON RAMP TO I-526

Latitude: 0' 0.0000 Undefined

| Start Time | 06-Apr-16 Wed | SB Morning | SB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 18 | 220 | | |
| 12:15 | | 7 | 212 | | |
| 12:30 | | 14 | 216 | | |
| 12:45 | | 12 | 180 | 51 | 828 |
| 01:00 | | 9 | 220 | | |
| 01:15 | | 12 | 212 | | |
| 01:30 | | 24 | 238 | | |
| 01:45 | | 16 | 228 | 61 | 898 |
| 02:00 | | 12 | 215 | | |
| 02:15 | | 14 | 252 | | |
| 02:30 | | 27 | 202 | | |
| 02:45 | | 30 | 211 | 83 | 880 |
| 03:00 | | 34 | 216 | | |
| 03:15 | | 48 | 226 | | |
| 03:30 | | 54 | 230 | | |
| 03:45 | | 56 | 204 | 192 | 876 |
| 04:00 | | 58 | 186 | | |
| 04:15 | | 96 | 246 | | |
| 04:30 | | 149 | 255 | | |
| 04:45 | | 164 | 157 | 467 | 844 |
| 05:00 | | 212 | 208 | | |
| 05:15 | | 237 | 180 | | |
| 05:30 | | 337 | 184 | | |
| 05:45 | | 334 | 157 | 1120 | 729 |
| 06:00 | | 281 | 138 | | |
| 06:15 | | 322 | 136 | | |
| 06:30 | | 291 | 131 | | |
| 06:45 | | 298 | 110 | 1192 | 515 |
| 07:00 | | 274 | 126 | | |
| 07:15 | | 268 | 136 | | |
| 07:30 | | 300 | 92 | | |
| 07:45 | | 276 | 102 | 1118 | 456 |
| 08:00 | | 246 | 72 | | |
| 08:15 | | 230 | 51 | | |
| 08:30 | | 264 | 75 | | |
| 08:45 | | 174 | 52 | 914 | 250 |
| 09:00 | | 237 | 56 | | |
| 09:15 | | 248 | 58 | | |
| 09:30 | | 208 | 47 | | |
| 09:45 | | 248 | 42 | 941 | 203 |
| 10:00 | | 198 | 38 | | |
| 10:15 | | 177 | 29 | | |
| 10:30 | | 257 | 39 | | |
| 10:45 | | 232 | 19 | 864 | 125 |
| 11:00 | | 208 | 18 | | |
| 11:15 | | 178 | 22 | | |
| 11:30 | | 211 | 24 | | |
| 11:45 | | 215 | 11 | 812 | 75 |
| Total | | 7815 | 6679 | | |
| Percent | | 53.9% | 46.1% | | |

**_All Traffic Data Services, Inc_**
1336 Farmer Road
Conyers, GA 30012
**_alltrafficdata.net_**

Site Code: 3
Station ID: 3
US17 SB ON RAMP TO I-526

Latitude: 0' 0.0000 Undefined

| Start Time | 07-Apr-16 Thu | SB Morning | SB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 18 | 209 | | |
| 12:15 | | 9 | 188 | | |
| 12:30 | | 24 | 227 | | |
| 12:45 | | 16 | 231 | 67 | 855 |
| 01:00 | | 8 | 186 | | |
| 01:15 | | 17 | 193 | | |
| 01:30 | | 16 | 210 | | |
| 01:45 | | 8 | 202 | 49 | 791 |
| 02:00 | | 20 | 226 | | |
| 02:15 | | 34 | 200 | | |
| 02:30 | | 23 | 244 | | |
| 02:45 | | 16 | 222 | 93 | 892 |
| 03:00 | | 32 | 227 | | |
| 03:15 | | 49 | 192 | | |
| 03:30 | | 60 | 214 | | |
| 03:45 | | 54 | 230 | 195 | 863 |
| 04:00 | | 71 | 224 | | |
| 04:15 | | 91 | 212 | | |
| 04:30 | | 144 | 232 | | |
| 04:45 | | 148 | 209 | 454 | 877 |
| 05:00 | | 215 | 222 | | |
| 05:15 | | 224 | 201 | | |
| 05:30 | | 318 | 159 | | |
| 05:45 | | 343 | 168 | 1100 | 750 |
| 06:00 | | 285 | 176 | | |
| 06:15 | | 308 | 108 | | |
| 06:30 | | 295 | 124 | | |
| 06:45 | | 266 | 107 | 1154 | 515 |
| 07:00 | | 272 | 118 | | |
| 07:15 | | 295 | 101 | | |
| 07:30 | | 286 | 96 | | |
| 07:45 | | 244 | 74 | 1097 | 389 |
| 08:00 | | 221 | 76 | | |
| 08:15 | | 202 | 72 | | |
| 08:30 | | 235 | 72 | | |
| 08:45 | | 234 | 56 | 892 | 276 |
| 09:00 | | 226 | 62 | | |
| 09:15 | | 206 | 48 | | |
| 09:30 | | 250 | 53 | | |
| 09:45 | | 222 | 40 | 904 | 203 |
| 10:00 | | 244 | 39 | | |
| 10:15 | | 210 | 42 | | |
| 10:30 | | 220 | 16 | | |
| 10:45 | | 234 | 25 | 908 | 122 |
| 11:00 | | 214 | 27 | | |
| 11:15 | | 194 | 28 | | |
| 11:30 | | 202 | 10 | | |
| 11:45 | | 222 | 19 | 832 | 84 |
| Total | | 7745 | 6617 | | |
| Percent | | 53.9% | 46.1% | | |
| Grand Total | | 15560 | 13296 | | |
| Percent | | 53.9% | 46.1% | | |
| | | | | | |
| ADT | | ADT 14,428 | | AADT 14,428 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 4
Station ID: 4
US17 NB ON RAMP TO I-526 NORTH OF US 17

Latitude: 0' 0.0000 Undefined

| Start Time | 06-Apr-16 Wed | NB Morning | NB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 24 | 130 | | |
| 12:15 | | 14 | 126 | | |
| 12:30 | | 10 | 120 | | |
| 12:45 | | 9 | 154 | 57 | 530 |
| 01:00 | | 7 | 146 | | |
| 01:15 | | 10 | 152 | | |
| 01:30 | | 7 | 131 | | |
| 01:45 | | 4 | 134 | 28 | 563 |
| 02:00 | | 6 | 142 | | |
| 02:15 | | 5 | 130 | | |
| 02:30 | | 6 | 138 | | |
| 02:45 | | 4 | 120 | 21 | 530 |
| 03:00 | | 5 | 150 | | |
| 03:15 | | 4 | 129 | | |
| 03:30 | | 4 | 154 | | |
| 03:45 | | 11 | 136 | 24 | 569 |
| 04:00 | | 6 | 148 | | |
| 04:15 | | 10 | 144 | | |
| 04:30 | | 8 | 158 | | |
| 04:45 | | 18 | 143 | 42 | 593 |
| 05:00 | | 16 | 197 | | |
| 05:15 | | 11 | 168 | | |
| 05:30 | | 39 | 150 | | |
| 05:45 | | 40 | 134 | 106 | 649 |
| 06:00 | | 44 | 180 | | |
| 06:15 | | 68 | 164 | | |
| 06:30 | | 114 | 131 | | |
| 06:45 | | 92 | 138 | 318 | 613 |
| 07:00 | | 82 | 135 | | |
| 07:15 | | 123 | 116 | | |
| 07:30 | | 162 | 82 | | |
| 07:45 | | 146 | 94 | 513 | 427 |
| 08:00 | | 138 | 130 | | |
| 08:15 | | 138 | 108 | | |
| 08:30 | | 147 | 93 | | |
| 08:45 | | 114 | 86 | 537 | 417 |
| 09:00 | | 109 | 82 | | |
| 09:15 | | 108 | 68 | | |
| 09:30 | | 90 | 58 | | |
| 09:45 | | 144 | 50 | 451 | 258 |
| 10:00 | | 122 | 40 | | |
| 10:15 | | 118 | 40 | | |
| 10:30 | | 127 | 30 | | |
| 10:45 | | 115 | 36 | 482 | 146 |
| 11:00 | | 124 | 28 | | |
| 11:15 | | 124 | 32 | | |
| 11:30 | | 122 | 23 | | |
| 11:45 | | 139 | 13 | 509 | 96 |
| Total | | 3088 | 5391 | | |
| Percent | | 36.4% | 63.6% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 4
Station ID: 4
US17 NB ON RAMP TO I-526 NORTH OF US 17

Latitude: 0' 0.0000 Undefined

| Start Time | 07-Apr-16 Thu | NB Morning | NB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 12 | 127 | | |
| 12:15 | | 12 | 130 | | |
| 12:30 | | 14 | 145 | | |
| 12:45 | | 15 | 126 | 53 | 528 |
| 01:00 | | 6 | 150 | | |
| 01:15 | | 10 | 132 | | |
| 01:30 | | 6 | 138 | | |
| 01:45 | | 4 | 136 | 26 | 556 |
| 02:00 | | 6 | 112 | | |
| 02:15 | | 5 | 112 | | |
| 02:30 | | 6 | 142 | | |
| 02:45 | | 7 | 119 | 24 | 485 |
| 03:00 | | 3 | 126 | | |
| 03:15 | | 7 | 120 | | |
| 03:30 | | 6 | 164 | | |
| 03:45 | | 12 | 139 | 28 | 549 |
| 04:00 | | 1 | 160 | | |
| 04:15 | | 11 | 146 | | |
| 04:30 | | 12 | 146 | | |
| 04:45 | | 9 | 164 | 33 | 616 |
| 05:00 | | 16 | 172 | | |
| 05:15 | | 23 | 173 | | |
| 05:30 | | 28 | 144 | | |
| 05:45 | | 40 | 145 | 107 | 634 |
| 06:00 | | 50 | 152 | | |
| 06:15 | | 70 | 154 | | |
| 06:30 | | 92 | 149 | | |
| 06:45 | | 94 | 124 | 306 | 579 |
| 07:00 | | 88 | 144 | | |
| 07:15 | | 110 | 111 | | |
| 07:30 | | 152 | 94 | | |
| 07:45 | | 175 | 106 | 525 | 455 |
| 08:00 | | 148 | 117 | | |
| 08:15 | | 145 | 84 | | |
| 08:30 | | 124 | 65 | | |
| 08:45 | | 95 | 74 | 512 | 340 |
| 09:00 | | 104 | 83 | | |
| 09:15 | | 102 | 67 | | |
| 09:30 | | 132 | 65 | | |
| 09:45 | | 108 | 41 | 446 | 256 |
| 10:00 | | 109 | 40 | | |
| 10:15 | | 122 | 34 | | |
| 10:30 | | 131 | 38 | | |
| 10:45 | | 98 | 36 | 460 | 148 |
| 11:00 | | 114 | 28 | | |
| 11:15 | | 120 | 28 | | |
| 11:30 | | 172 | 24 | | |
| 11:45 | | 132 | 20 | 538 | 100 |
| Total | | 3058 | 5246 | | |
| Percent | | 36.8% | 63.2% | | |
| Grand Total | | 6146 | 10637 | | |
| Percent | | 36.6% | 63.4% | | |
| ADT | | ADT 8,392 | | AADT 8,392 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 1
Station ID: 1
I-526 EB OFF RAMP TO PAUL CANTRELL EB

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 2 | 8 | | |
| 12:15 | | 1 | 6 | | |
| 12:30 | | 1 | 10 | | |
| 12:45 | | 0 | 7 | 4 | 31 |
| 01:00 | | 0 | 7 | | |
| 01:15 | | 0 | 4 | | |
| 01:30 | | 0 | 6 | | |
| 01:45 | | 0 | 16 | 0 | 33 |
| 02:00 | | 0 | 9 | | |
| 02:15 | | 0 | 11 | | |
| 02:30 | | 0 | 12 | | |
| 02:45 | | 0 | 11 | 0 | 43 |
| 03:00 | | 0 | 19 | | |
| 03:15 | | 0 | 7 | | |
| 03:30 | | 0 | 11 | | |
| 03:45 | | 0 | 13 | 0 | 50 |
| 04:00 | | 0 | 9 | | |
| 04:15 | | 0 | 12 | | |
| 04:30 | | 0 | 6 | | |
| 04:45 | | 0 | 6 | 0 | 33 |
| 05:00 | | 0 | 7 | | |
| 05:15 | | 1 | 7 | | |
| 05:30 | | 0 | 7 | | |
| 05:45 | | 1 | 10 | 2 | 31 |
| 06:00 | | 1 | 4 | | |
| 06:15 | | 0 | 4 | | |
| 06:30 | | 1 | 11 | | |
| 06:45 | | 3 | 4 | 5 | 23 |
| 07:00 | | 4 | 5 | | |
| 07:15 | | 4 | 6 | | |
| 07:30 | | 6 | 7 | | |
| 07:45 | | 4 | 6 | 18 | 24 |
| 08:00 | | 5 | 5 | | |
| 08:15 | | 2 | 4 | | |
| 08:30 | | 3 | 2 | | |
| 08:45 | | 5 | 1 | 15 | 12 |
| 09:00 | | 7 | 2 | | |
| 09:15 | | 6 | 2 | | |
| 09:30 | | 5 | 2 | | |
| 09:45 | | 4 | 2 | 22 | 8 |
| 10:00 | | 6 | 2 | | |
| 10:15 | | 15 | 1 | | |
| 10:30 | | 5 | 2 | | |
| 10:45 | | 7 | 2 | 33 | 7 |
| 11:00 | | 6 | 2 | | |
| 11:15 | | 5 | 1 | | |
| 11:30 | | 7 | 0 | | |
| 11:45 | | 17 | 2 | 35 | 5 |
| Total | | 134 | 300 | | |
| Percent | | 30.9% | 69.1% | | |

**_All Traffic Data Services, Inc_**
1336 Farmer Road
Conyers, GA 30012
**_alltrafficdata.net_**

Site Code: 1
Station ID: 1
I-526 EB OFF RAMP TO PAUL CANTRELL EB

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 1 | 5 | | |
| 12:15 | | 1 | 10 | | |
| 12:30 | | 2 | 8 | | |
| 12:45 | | 0 | 6 | 4 | 29 |
| 01:00 | | 0 | 10 | | |
| 01:15 | | 0 | 9 | | |
| 01:30 | | 0 | 5 | | |
| 01:45 | | 0 | 4 | 0 | 28 |
| 02:00 | | 0 | 10 | | |
| 02:15 | | 0 | 6 | | |
| 02:30 | | 0 | 8 | | |
| 02:45 | | 0 | 12 | 0 | 36 |
| 03:00 | | 0 | 8 | | |
| 03:15 | | 0 | 10 | | |
| 03:30 | | 2 | 6 | | |
| 03:45 | | 0 | 10 | 2 | 34 |
| 04:00 | | 0 | 11 | | |
| 04:15 | | 0 | 12 | | |
| 04:30 | | 0 | 3 | | |
| 04:45 | | 0 | 7 | 0 | 33 |
| 05:00 | | 0 | 5 | | |
| 05:15 | | 1 | 11 | | |
| 05:30 | | 0 | 6 | | |
| 05:45 | | 2 | 10 | 3 | 32 |
| 06:00 | | 1 | 9 | | |
| 06:15 | | 1 | 6 | | |
| 06:30 | | 1 | 5 | | |
| 06:45 | | 5 | 9 | 8 | 29 |
| 07:00 | | 8 | 4 | | |
| 07:15 | | 5 | 4 | | |
| 07:30 | | 7 | 6 | | |
| 07:45 | | 6 | 7 | 26 | 21 |
| 08:00 | | 5 | 1 | | |
| 08:15 | | 6 | 2 | | |
| 08:30 | | 4 | 6 | | |
| 08:45 | | 8 | 1 | 23 | 10 |
| 09:00 | | 3 | 2 | | |
| 09:15 | | 9 | 3 | | |
| 09:30 | | 9 | 2 | | |
| 09:45 | | 9 | 5 | 30 | 12 |
| 10:00 | | 6 | 0 | | |
| 10:15 | | 8 | 3 | | |
| 10:30 | | 3 | 2 | | |
| 10:45 | | 4 | 1 | 21 | 6 |
| 11:00 | | 7 | 2 | | |
| 11:15 | | 9 | 4 | | |
| 11:30 | | 7 | 0 | | |
| 11:45 | | 8 | 0 | 31 | 6 |
| Total | | 148 | 276 | | |
| Percent | | 34.9% | 65.1% | | |
| Grand Total | | 282 | 576 | | |
| Percent | | 32.9% | 67.1% | | |
| ADT | | ADT 429 | | AADT 429 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 1
Station ID: 1
I-526 WB OFF RAMP NORTH OF
SAM RITTENBURG BLVD
Latitude: 0' 0.0000 Undefined

| Start Time | 06-Apr-16 Wed | SB Morning | SB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 50 | 389 | | |
| 12:15 | | 46 | 334 | | |
| 12:30 | | 44 | 414 | | |
| 12:45 | | 35 | 356 | 175 | 1493 |
| 01:00 | | 26 | 353 | | |
| 01:15 | | 23 | 349 | | |
| 01:30 | | 24 | 386 | | |
| 01:45 | | 18 | 321 | 91 | 1409 |
| 02:00 | | 22 | 346 | | |
| 02:15 | | 24 | 378 | | |
| 02:30 | | 20 | 394 | | |
| 02:45 | | 18 | 381 | 84 | 1499 |
| 03:00 | | 24 | 366 | | |
| 03:15 | | 22 | 378 | | |
| 03:30 | | 29 | 375 | | |
| 03:45 | | 25 | 332 | 100 | 1451 |
| 04:00 | | 22 | 384 | | |
| 04:15 | | 27 | 324 | | |
| 04:30 | | 24 | 330 | | |
| 04:45 | | 40 | 358 | 113 | 1396 |
| 05:00 | | 50 | 377 | | |
| 05:15 | | 85 | 340 | | |
| 05:30 | | 85 | 348 | | |
| 05:45 | | 119 | 325 | 339 | 1390 |
| 06:00 | | 200 | 326 | | |
| 06:15 | | 295 | 303 | | |
| 06:30 | | 289 | 337 | | |
| 06:45 | | 358 | 304 | 1142 | 1270 |
| 07:00 | | 364 | 252 | | |
| 07:15 | | 348 | 268 | | |
| 07:30 | | 384 | 238 | | |
| 07:45 | | 429 | 192 | 1525 | 950 |
| 08:00 | | 440 | 183 | | |
| 08:15 | | 444 | 158 | | |
| 08:30 | | 460 | 163 | | |
| 08:45 | | 444 | 162 | 1788 | 666 |
| 09:00 | | 384 | 155 | | |
| 09:15 | | 448 | 148 | | |
| 09:30 | | 400 | 145 | | |
| 09:45 | | 425 | 133 | 1657 | 581 |
| 10:00 | | 365 | 105 | | |
| 10:15 | | 372 | 118 | | |
| 10:30 | | 367 | 105 | | |
| 10:45 | | 368 | 97 | 1472 | 425 |
| 11:00 | | 348 | 92 | | |
| 11:15 | | 418 | 76 | | |
| 11:30 | | 406 | 62 | | |
| 11:45 | | 389 | 52 | 1561 | 282 |
| Total | | 10047 | 12812 | | |
| Percent | | 44.0% | 56.0% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 1
Station ID: 1
I-526 WB OFF RAMP NORTH OF
SAM RITTENBURG BLVD
Latitude: 0' 0.0000 Undefined

| Start Time | 07-Apr-16 Thu | SB Morning | SB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 48 | 355 | | |
| 12:15 | | 59 | 381 | | |
| 12:30 | | 32 | 372 | | |
| 12:45 | | 20 | 367 | 159 | 1475 |
| 01:00 | | 32 | 358 | | |
| 01:15 | | 34 | 356 | | |
| 01:30 | | 26 | 386 | | |
| 01:45 | | 20 | 364 | 112 | 1464 |
| 02:00 | | 14 | 370 | | |
| 02:15 | | 16 | 349 | | |
| 02:30 | | 16 | 388 | | |
| 02:45 | | 18 | 378 | 64 | 1485 |
| 03:00 | | 22 | 408 | | |
| 03:15 | | 11 | 413 | | |
| 03:30 | | 35 | 362 | | |
| 03:45 | | 18 | 369 | 86 | 1552 |
| 04:00 | | 31 | 374 | | |
| 04:15 | | 38 | 350 | | |
| 04:30 | | 40 | 390 | | |
| 04:45 | | 49 | 376 | 158 | 1490 |
| 05:00 | | 52 | 332 | | |
| 05:15 | | 85 | 346 | | |
| 05:30 | | 90 | 332 | | |
| 05:45 | | 130 | 342 | 357 | 1352 |
| 06:00 | | 173 | 355 | | |
| 06:15 | | 258 | 286 | | |
| 06:30 | | 268 | 262 | | |
| 06:45 | | 305 | 282 | 1004 | 1185 |
| 07:00 | | 355 | 220 | | |
| 07:15 | | 370 | 201 | | |
| 07:30 | | 415 | 200 | | |
| 07:45 | | 411 | 224 | 1551 | 845 |
| 08:00 | | 424 | 183 | | |
| 08:15 | | 428 | 194 | | |
| 08:30 | | 394 | 164 | | |
| 08:45 | | 422 | 139 | 1668 | 680 |
| 09:00 | | 442 | 169 | | |
| 09:15 | | 408 | 125 | | |
| 09:30 | | 404 | 147 | | |
| 09:45 | | 343 | 116 | 1597 | 557 |
| 10:00 | | 388 | 112 | | |
| 10:15 | | 366 | 102 | | |
| 10:30 | | 416 | 78 | | |
| 10:45 | | 424 | 96 | 1594 | 388 |
| 11:00 | | 362 | 80 | | |
| 11:15 | | 355 | 72 | | |
| 11:30 | | 423 | 58 | | |
| 11:45 | | 377 | 72 | 1517 | 282 |
| Total | | 9867 | 12755 | | |
| Percent | | 43.6% | 56.4% | | |
| Grand Total | | 19914 | 25567 | | |
| Percent | | 43.8% | 56.2% | | |
| ADT | | ADT 22,740 | | AADT 22,740 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 2
Station ID: 2
I-526 EB OFF RAMP LOOP TO PAUL CANTRELL

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 8 | 68 | | |
| 12:15 | | 5 | 58 | | |
| 12:30 | | 6 | 60 | | |
| 12:45 | | 4 | 74 | 23 | 260 |
| 01:00 | | 2 | 72 | | |
| 01:15 | | 3 | 76 | | |
| 01:30 | | 2 | 88 | | |
| 01:45 | | 3 | 66 | 10 | 302 |
| 02:00 | | 5 | 62 | | |
| 02:15 | | 1 | 66 | | |
| 02:30 | | 2 | 72 | | |
| 02:45 | | 2 | 78 | 10 | 278 |
| 03:00 | | 3 | 65 | | |
| 03:15 | | 1 | 73 | | |
| 03:30 | | 2 | 92 | | |
| 03:45 | | 2 | 90 | 8 | 320 |
| 04:00 | | 0 | 90 | | |
| 04:15 | | 2 | 94 | | |
| 04:30 | | 1 | 94 | | |
| 04:45 | | 1 | 84 | 4 | 362 |
| 05:00 | | 1 | 128 | | |
| 05:15 | | 4 | 134 | | |
| 05:30 | | 3 | 118 | | |
| 05:45 | | 4 | 102 | 12 | 482 |
| 06:00 | | 8 | 104 | | |
| 06:15 | | 14 | 88 | | |
| 06:30 | | 20 | 94 | | |
| 06:45 | | 42 | 75 | 84 | 361 |
| 07:00 | | 31 | 68 | | |
| 07:15 | | 22 | 60 | | |
| 07:30 | | 36 | 70 | | |
| 07:45 | | 47 | 45 | 136 | 243 |
| 08:00 | | 23 | 64 | | |
| 08:15 | | 44 | 64 | | |
| 08:30 | | 48 | 42 | | |
| 08:45 | | 30 | 52 | 145 | 222 |
| 09:00 | | 32 | 45 | | |
| 09:15 | | 32 | 30 | | |
| 09:30 | | 28 | 44 | | |
| 09:45 | | 38 | 24 | 130 | 143 |
| 10:00 | | 42 | 27 | | |
| 10:15 | | 34 | 35 | | |
| 10:30 | | 46 | 17 | | |
| 10:45 | | 49 | 22 | 171 | 101 |
| 11:00 | | 56 | 14 | | |
| 11:15 | | 58 | 11 | | |
| 11:30 | | 60 | 14 | | |
| 11:45 | | 56 | 11 | 230 | 50 |
| Total | | 963 | 3124 | | |
| Percent | | 23.6% | 76.4% | | |

**_All Traffic Data Services, Inc_**
1336 Farmer Road
Conyers, GA 30012
**_alltrafficdata.net_**

Site Code: 2
Station ID: 2
I-526 EB OFF RAMP LOOP TO PAUL CANTRELL

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 13 | 72 | | |
| 12:15 | | 6 | 67 | | |
| 12:30 | | 7 | 78 | | |
| 12:45 | | 8 | 78 | 34 | 295 |
| 01:00 | | 5 | 67 | | |
| 01:15 | | 2 | 62 | | |
| 01:30 | | 9 | 63 | | |
| 01:45 | | 3 | 60 | 19 | 252 |
| 02:00 | | 0 | 82 | | |
| 02:15 | | 0 | 55 | | |
| 02:30 | | 1 | 82 | | |
| 02:45 | | 6 | 74 | 7 | 293 |
| 03:00 | | 0 | 58 | | |
| 03:15 | | 2 | 62 | | |
| 03:30 | | 0 | 75 | | |
| 03:45 | | 0 | 64 | 2 | 259 |
| 04:00 | | 1 | 93 | | |
| 04:15 | | 6 | 89 | | |
| 04:30 | | 0 | 98 | | |
| 04:45 | | 2 | 106 | 9 | 386 |
| 05:00 | | 0 | 134 | | |
| 05:15 | | 4 | 106 | | |
| 05:30 | | 4 | 110 | | |
| 05:45 | | 3 | 130 | 11 | 480 |
| 06:00 | | 5 | 104 | | |
| 06:15 | | 12 | 93 | | |
| 06:30 | | 21 | 98 | | |
| 06:45 | | 45 | 65 | 83 | 360 |
| 07:00 | | 30 | 72 | | |
| 07:15 | | 26 | 65 | | |
| 07:30 | | 42 | 70 | | |
| 07:45 | | 45 | 54 | 143 | 261 |
| 08:00 | | 38 | 68 | | |
| 08:15 | | 30 | 60 | | |
| 08:30 | | 39 | 74 | | |
| 08:45 | | 44 | 50 | 151 | 252 |
| 09:00 | | 21 | 40 | | |
| 09:15 | | 50 | 37 | | |
| 09:30 | | 34 | 36 | | |
| 09:45 | | 35 | 20 | 140 | 133 |
| 10:00 | | 32 | 33 | | |
| 10:15 | | 42 | 22 | | |
| 10:30 | | 62 | 27 | | |
| 10:45 | | 49 | 14 | 185 | 96 |
| 11:00 | | 54 | 10 | | |
| 11:15 | | 58 | 12 | | |
| 11:30 | | 61 | 15 | | |
| 11:45 | | 51 | 6 | 224 | 43 |
| Total | | 1008 | 3110 | | |
| Percent | | 24.5% | 75.5% | | |
| Grand Total | | 1971 | 6234 | | |
| Percent | | 24.0% | 76.0% | | |
| ADT | | ADT 4,102 | | AADT 4,102 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 2
Station ID: 2
I-526 EB ON RAMP NORTH OF
SAM RITTENBERG BLVD
Latitude: 0' 0.0000 Undefined

| Start Time | 06-Apr-16 Wed | NB Morning | NB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 3 | 106 | | |
| 12:15 | | 10 | 105 | | |
| 12:30 | | 4 | 112 | | |
| 12:45 | | 4 | 124 | 21 | 447 |
| 01:00 | | 3 | 117 | | |
| 01:15 | | 1 | 106 | | |
| 01:30 | | 2 | 104 | | |
| 01:45 | | 4 | 102 | 10 | 429 |
| 02:00 | | 1 | 96 | | |
| 02:15 | | 4 | 90 | | |
| 02:30 | | 1 | 93 | | |
| 02:45 | | 7 | 112 | 13 | 391 |
| 03:00 | | 6 | 105 | | |
| 03:15 | | 3 | 122 | | |
| 03:30 | | 3 | 103 | | |
| 03:45 | | 4 | 116 | 16 | 446 |
| 04:00 | | 4 | 147 | | |
| 04:15 | | 4 | 110 | | |
| 04:30 | | 4 | 146 | | |
| 04:45 | | 1 | 134 | 13 | 537 |
| 05:00 | | 6 | 198 | | |
| 05:15 | | 7 | 132 | | |
| 05:30 | | 10 | 134 | | |
| 05:45 | | 16 | 109 | 39 | 573 |
| 06:00 | | 18 | 134 | | |
| 06:15 | | 11 | 107 | | |
| 06:30 | | 32 | 88 | | |
| 06:45 | | 34 | 80 | 95 | 409 |
| 07:00 | | 39 | 94 | | |
| 07:15 | | 31 | 66 | | |
| 07:30 | | 41 | 54 | | |
| 07:45 | | 53 | 60 | 164 | 274 |
| 08:00 | | 59 | 62 | | |
| 08:15 | | 42 | 52 | | |
| 08:30 | | 52 | 49 | | |
| 08:45 | | 48 | 37 | 201 | 200 |
| 09:00 | | 50 | 47 | | |
| 09:15 | | 60 | 39 | | |
| 09:30 | | 65 | 42 | | |
| 09:45 | | 57 | 25 | 232 | 153 |
| 10:00 | | 54 | 30 | | |
| 10:15 | | 64 | 17 | | |
| 10:30 | | 63 | 22 | | |
| 10:45 | | 72 | 17 | 253 | 86 |
| 11:00 | | 70 | 14 | | |
| 11:15 | | 79 | 13 | | |
| 11:30 | | 102 | 10 | | |
| 11:45 | | 82 | 8 | 333 | 45 |
| Total | | 1390 | 3990 | | |
| Percent | | 25.8% | 74.2% | | |

**_All Traffic Data Services, Inc_**
1336 Farmer Road
Conyers, GA 30012
**_alltrafficdata.net_**

Site Code: 2
Station ID: 2
I-526 EB ON RAMP NORTH OF
SAM RITTENBERG BLVD
Latitude: 0' 0.0000 Undefined

| Start Time | 07-Apr-16 Thu | NB Morning | NB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 8 | 105 | | |
| 12:15 | | 5 | 118 | | |
| 12:30 | | 2 | 132 | | |
| 12:45 | | 9 | 108 | 24 | 463 |
| 01:00 | | 4 | 122 | | |
| 01:15 | | 4 | 138 | | |
| 01:30 | | 4 | 120 | | |
| 01:45 | | 6 | 122 | 18 | 502 |
| 02:00 | | 5 | 114 | | |
| 02:15 | | 5 | 95 | | |
| 02:30 | | 2 | 106 | | |
| 02:45 | | 1 | 91 | 13 | 406 |
| 03:00 | | 0 | 127 | | |
| 03:15 | | 4 | 128 | | |
| 03:30 | | 2 | 130 | | |
| 03:45 | | 3 | 132 | 9 | 517 |
| 04:00 | | 6 | 144 | | |
| 04:15 | | 2 | 104 | | |
| 04:30 | | 4 | 153 | | |
| 04:45 | | 6 | 132 | 18 | 533 |
| 05:00 | | 2 | 198 | | |
| 05:15 | | 8 | 146 | | |
| 05:30 | | 10 | 150 | | |
| 05:45 | | 16 | 122 | 36 | 616 |
| 06:00 | | 18 | 115 | | |
| 06:15 | | 22 | 113 | | |
| 06:30 | | 33 | 93 | | |
| 06:45 | | 32 | 99 | 105 | 420 |
| 07:00 | | 35 | 90 | | |
| 07:15 | | 34 | 55 | | |
| 07:30 | | 52 | 69 | | |
| 07:45 | | 59 | 75 | 180 | 289 |
| 08:00 | | 47 | 81 | | |
| 08:15 | | 57 | 57 | | |
| 08:30 | | 42 | 63 | | |
| 08:45 | | 62 | 46 | 208 | 247 |
| 09:00 | | 52 | 54 | | |
| 09:15 | | 52 | 41 | | |
| 09:30 | | 62 | 42 | | |
| 09:45 | | 58 | 22 | 224 | 159 |
| 10:00 | | 74 | 21 | | |
| 10:15 | | 76 | 15 | | |
| 10:30 | | 73 | 23 | | |
| 10:45 | | 76 | 16 | 299 | 75 |
| 11:00 | | 88 | 14 | | |
| 11:15 | | 74 | 8 | | |
| 11:30 | | 55 | 8 | | |
| 11:45 | | 95 | 6 | 312 | 36 |
| Total | | 1446 | 4263 | | |
| Percent | | 25.3% | 74.7% | | |
| Grand Total | | 2836 | 8253 | | |
| Percent | | 25.6% | 74.4% | | |
| ADT | | ADT 5,544 | | AADT 5,544 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 3
Station ID: 3
PAUL CANTRELL BLVD ON RAMP TO I-526 EB

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 35 | 348 | | |
| 12:15 | | 26 | 372 | | |
| 12:30 | | 25 | 334 | | |
| 12:45 | | 21 | 389 | 107 | 1443 |
| 01:00 | | 20 | 369 | | |
| 01:15 | | 19 | 381 | | |
| 01:30 | | 18 | 385 | | |
| 01:45 | | 22 | 339 | 79 | 1474 |
| 02:00 | | 20 | 383 | | |
| 02:15 | | 9 | 328 | | |
| 02:30 | | 12 | 412 | | |
| 02:45 | | 12 | 376 | 53 | 1499 |
| 03:00 | | 8 | 400 | | |
| 03:15 | | 16 | 408 | | |
| 03:30 | | 24 | 434 | | |
| 03:45 | | 22 | 386 | 70 | 1628 |
| 04:00 | | 32 | 436 | | |
| 04:15 | | 38 | 398 | | |
| 04:30 | | 69 | 395 | | |
| 04:45 | | 58 | 370 | 197 | 1599 |
| 05:00 | | 80 | 452 | | |
| 05:15 | | 116 | 391 | | |
| 05:30 | | 207 | 349 | | |
| 05:45 | | 202 | 323 | 605 | 1515 |
| 06:00 | | 268 | 325 | | |
| 06:15 | | 365 | 308 | | |
| 06:30 | | 472 | 306 | | |
| 06:45 | | 528 | 274 | 1633 | 1213 |
| 07:00 | | 543 | 264 | | |
| 07:15 | | 578 | 252 | | |
| 07:30 | | 646 | 238 | | |
| 07:45 | | 550 | 181 | 2317 | 935 |
| 08:00 | | 520 | 228 | | |
| 08:15 | | 549 | 218 | | |
| 08:30 | | 462 | 177 | | |
| 08:45 | | 370 | 191 | 1901 | 814 |
| 09:00 | | 332 | 124 | | |
| 09:15 | | 317 | 124 | | |
| 09:30 | | 329 | 130 | | |
| 09:45 | | 345 | 130 | 1323 | 508 |
| 10:00 | | 349 | 80 | | |
| 10:15 | | 290 | 110 | | |
| 10:30 | | 313 | 90 | | |
| 10:45 | | 317 | 63 | 1269 | 343 |
| 11:00 | | 336 | 82 | | |
| 11:15 | | 311 | 79 | | |
| 11:30 | | 372 | 77 | | |
| 11:45 | | 386 | 48 | 1405 | 286 |
| Total | | 10959 | 13257 | | |
| Percent | | 45.3% | 54.7% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 3
Station ID: 3
PAUL CANTRELL BLVD ON RAMP TO I-526 EB

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 49 | 309 | | |
| 12:15 | | 40 | 468 | | |
| 12:30 | | 18 | 362 | | |
| 12:45 | | 20 | 378 | 127 | 1517 |
| 01:00 | | 22 | 390 | | |
| 01:15 | | 22 | 375 | | |
| 01:30 | | 26 | 360 | | |
| 01:45 | | 21 | 351 | 91 | 1476 |
| 02:00 | | 17 | 395 | | |
| 02:15 | | 12 | 366 | | |
| 02:30 | | 17 | 468 | | |
| 02:45 | | 14 | 382 | 60 | 1611 |
| 03:00 | | 9 | 420 | | |
| 03:15 | | 8 | 354 | | |
| 03:30 | | 31 | 436 | | |
| 03:45 | | 20 | 426 | 68 | 1636 |
| 04:00 | | 30 | 396 | | |
| 04:15 | | 32 | 378 | | |
| 04:30 | | 68 | 391 | | |
| 04:45 | | 69 | 406 | 199 | 1571 |
| 05:00 | | 89 | 444 | | |
| 05:15 | | 113 | 420 | | |
| 05:30 | | 202 | 366 | | |
| 05:45 | | 226 | 300 | 630 | 1530 |
| 06:00 | | 274 | 334 | | |
| 06:15 | | 342 | 297 | | |
| 06:30 | | 491 | 300 | | |
| 06:45 | | 516 | 278 | 1623 | 1209 |
| 07:00 | | 552 | 240 | | |
| 07:15 | | 592 | 239 | | |
| 07:30 | | 643 | 197 | | |
| 07:45 | | 578 | 212 | 2365 | 888 |
| 08:00 | | 561 | 216 | | |
| 08:15 | | 495 | 180 | | |
| 08:30 | | 446 | 173 | | |
| 08:45 | | 394 | 180 | 1896 | 749 |
| 09:00 | | 314 | 190 | | |
| 09:15 | | 353 | 149 | | |
| 09:30 | | 348 | 132 | | |
| 09:45 | | 332 | 114 | 1347 | 585 |
| 10:00 | | 342 | 108 | | |
| 10:15 | | 340 | 119 | | |
| 10:30 | | 352 | 96 | | |
| 10:45 | | 328 | 68 | 1362 | 391 |
| 11:00 | | 341 | 86 | | |
| 11:15 | | 318 | 48 | | |
| 11:30 | | 340 | 72 | | |
| 11:45 | | 346 | 44 | 1345 | 250 |
| Total | | 11113 | 13413 | | |
| Percent | | 45.3% | 54.7% | | |
| Grand Total | | 22072 | 26670 | | |
| Percent | | 45.3% | 54.7% | | |
| ADT | | ADT 24,371 | | AADT 24,371 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 3
Station ID: 3
US17 SB ON RAMP TO I-526

Latitude: 0' 0.0000 Undefined

| Start Time | 06-Apr-16 Wed | SB Morning | SB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 18 | 220 | | |
| 12:15 | | 7 | 212 | | |
| 12:30 | | 14 | 216 | | |
| 12:45 | | 12 | 180 | 51 | 828 |
| 01:00 | | 9 | 220 | | |
| 01:15 | | 12 | 212 | | |
| 01:30 | | 24 | 238 | | |
| 01:45 | | 16 | 228 | 61 | 898 |
| 02:00 | | 12 | 215 | | |
| 02:15 | | 14 | 252 | | |
| 02:30 | | 27 | 202 | | |
| 02:45 | | 30 | 211 | 83 | 880 |
| 03:00 | | 34 | 216 | | |
| 03:15 | | 48 | 226 | | |
| 03:30 | | 54 | 230 | | |
| 03:45 | | 56 | 204 | 192 | 876 |
| 04:00 | | 58 | 186 | | |
| 04:15 | | 96 | 246 | | |
| 04:30 | | 149 | 255 | | |
| 04:45 | | 164 | 157 | 467 | 844 |
| 05:00 | | 212 | 208 | | |
| 05:15 | | 237 | 180 | | |
| 05:30 | | 337 | 184 | | |
| 05:45 | | 334 | 157 | 1120 | 729 |
| 06:00 | | 281 | 138 | | |
| 06:15 | | 322 | 136 | | |
| 06:30 | | 291 | 131 | | |
| 06:45 | | 298 | 110 | 1192 | 515 |
| 07:00 | | 274 | 126 | | |
| 07:15 | | 268 | 136 | | |
| 07:30 | | 300 | 92 | | |
| 07:45 | | 276 | 102 | 1118 | 456 |
| 08:00 | | 246 | 72 | | |
| 08:15 | | 230 | 51 | | |
| 08:30 | | 264 | 75 | | |
| 08:45 | | 174 | 52 | 914 | 250 |
| 09:00 | | 237 | 56 | | |
| 09:15 | | 248 | 58 | | |
| 09:30 | | 208 | 47 | | |
| 09:45 | | 248 | 42 | 941 | 203 |
| 10:00 | | 198 | 38 | | |
| 10:15 | | 177 | 29 | | |
| 10:30 | | 257 | 39 | | |
| 10:45 | | 232 | 19 | 864 | 125 |
| 11:00 | | 208 | 18 | | |
| 11:15 | | 178 | 22 | | |
| 11:30 | | 211 | 24 | | |
| 11:45 | | 215 | 11 | 812 | 75 |
| Total | | 7815 | 6679 | | |
| Percent | | 53.9% | 46.1% | | |

**_All Traffic Data Services, Inc_**
1336 Farmer Road
Conyers, GA 30012
**_alltrafficdata.net_**

Site Code: 3
Station ID: 3
US17 SB ON RAMP TO I-526

Latitude: 0' 0.0000 Undefined

| Start Time | 07-Apr-16 Thu | SB Morning | SB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 18 | 209 | | |
| 12:15 | | 9 | 188 | | |
| 12:30 | | 24 | 227 | | |
| 12:45 | | 16 | 231 | 67 | 855 |
| 01:00 | | 8 | 186 | | |
| 01:15 | | 17 | 193 | | |
| 01:30 | | 16 | 210 | | |
| 01:45 | | 8 | 202 | 49 | 791 |
| 02:00 | | 20 | 226 | | |
| 02:15 | | 34 | 200 | | |
| 02:30 | | 23 | 244 | | |
| 02:45 | | 16 | 222 | 93 | 892 |
| 03:00 | | 32 | 227 | | |
| 03:15 | | 49 | 192 | | |
| 03:30 | | 60 | 214 | | |
| 03:45 | | 54 | 230 | 195 | 863 |
| 04:00 | | 71 | 224 | | |
| 04:15 | | 91 | 212 | | |
| 04:30 | | 144 | 232 | | |
| 04:45 | | 148 | 209 | 454 | 877 |
| 05:00 | | 215 | 222 | | |
| 05:15 | | 224 | 201 | | |
| 05:30 | | 318 | 159 | | |
| 05:45 | | 343 | 168 | 1100 | 750 |
| 06:00 | | 285 | 176 | | |
| 06:15 | | 308 | 108 | | |
| 06:30 | | 295 | 124 | | |
| 06:45 | | 266 | 107 | 1154 | 515 |
| 07:00 | | 272 | 118 | | |
| 07:15 | | 295 | 101 | | |
| 07:30 | | 286 | 96 | | |
| 07:45 | | 244 | 74 | 1097 | 389 |
| 08:00 | | 221 | 76 | | |
| 08:15 | | 202 | 72 | | |
| 08:30 | | 235 | 72 | | |
| 08:45 | | 234 | 56 | 892 | 276 |
| 09:00 | | 226 | 62 | | |
| 09:15 | | 206 | 48 | | |
| 09:30 | | 250 | 53 | | |
| 09:45 | | 222 | 40 | 904 | 203 |
| 10:00 | | 244 | 39 | | |
| 10:15 | | 210 | 42 | | |
| 10:30 | | 220 | 16 | | |
| 10:45 | | 234 | 25 | 908 | 122 |
| 11:00 | | 214 | 27 | | |
| 11:15 | | 194 | 28 | | |
| 11:30 | | 202 | 10 | | |
| 11:45 | | 222 | 19 | 832 | 84 |
| Total | | 7745 | 6617 | | |
| Percent | | 53.9% | 46.1% | | |
| Grand Total | | 15560 | 13296 | | |
| Percent | | 53.9% | 46.1% | | |
| | | | | | |
| ADT | | ADT 14,428 | | AADT 14,428 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 4
Station ID: 4
I-526 WB OFF RAMP TO PAUL CANTRELL WB

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 30 | 252 | | |
| 12:15 | | 33 | 258 | | |
| 12:30 | | 35 | 266 | | |
| 12:45 | | 18 | 270 | 116 | 1046 |
| 01:00 | | 20 | 274 | | |
| 01:15 | | 18 | 265 | | |
| 01:30 | | 17 | 246 | | |
| 01:45 | | 18 | 256 | 73 | 1041 |
| 02:00 | | 6 | 280 | | |
| 02:15 | | 7 | 296 | | |
| 02:30 | | 8 | 304 | | |
| 02:45 | | 14 | 314 | 35 | 1194 |
| 03:00 | | 8 | 393 | | |
| 03:15 | | 12 | 391 | | |
| 03:30 | | 12 | 409 | | |
| 03:45 | | 12 | 380 | 44 | 1573 |
| 04:00 | | 7 | 408 | | |
| 04:15 | | 14 | 439 | | |
| 04:30 | | 26 | 460 | | |
| 04:45 | | 32 | 454 | 79 | 1761 |
| 05:00 | | 24 | 436 | | |
| 05:15 | | 40 | 430 | | |
| 05:30 | | 55 | 440 | | |
| 05:45 | | 82 | 426 | 201 | 1732 |
| 06:00 | | 132 | 338 | | |
| 06:15 | | 162 | 342 | | |
| 06:30 | | 206 | 274 | | |
| 06:45 | | 194 | 244 | 694 | 1198 |
| 07:00 | | 168 | 223 | | |
| 07:15 | | 205 | 194 | | |
| 07:30 | | 216 | 175 | | |
| 07:45 | | 222 | 158 | 811 | 750 |
| 08:00 | | 200 | 180 | | |
| 08:15 | | 214 | 183 | | |
| 08:30 | | 224 | 153 | | |
| 08:45 | | 228 | 142 | 866 | 658 |
| 09:00 | | 202 | 142 | | |
| 09:15 | | 252 | 141 | | |
| 09:30 | | 266 | 154 | | |
| 09:45 | | 250 | 114 | 970 | 551 |
| 10:00 | | 236 | 122 | | |
| 10:15 | | 222 | 104 | | |
| 10:30 | | 245 | 73 | | |
| 10:45 | | 239 | 76 | 942 | 375 |
| 11:00 | | 244 | 90 | | |
| 11:15 | | 226 | 98 | | |
| 11:30 | | 246 | 48 | | |
| 11:45 | | 255 | 52 | 971 | 288 |
| Total | | 5802 | 12167 | | |
| Percent | | 32.3% | 67.7% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 4
Station ID: 4
I-526 WB OFF RAMP TO PAUL CANTRELL WB

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 51 | 291 | | |
| 12:15 | | 46 | 253 | | |
| 12:30 | | 39 | 272 | | |
| 12:45 | | 26 | 256 | 162 | 1072 |
| 01:00 | | 22 | 266 | | |
| 01:15 | | 23 | 258 | | |
| 01:30 | | 21 | 276 | | |
| 01:45 | | 9 | 286 | 75 | 1086 |
| 02:00 | | 15 | 295 | | |
| 02:15 | | 17 | 240 | | |
| 02:30 | | 8 | 302 | | |
| 02:45 | | 10 | 334 | 50 | 1171 |
| 03:00 | | 10 | 374 | | |
| 03:15 | | 12 | 410 | | |
| 03:30 | | 16 | 410 | | |
| 03:45 | | 13 | 372 | 51 | 1566 |
| 04:00 | | 20 | 410 | | |
| 04:15 | | 19 | 396 | | |
| 04:30 | | 19 | 418 | | |
| 04:45 | | 38 | 438 | 96 | 1662 |
| 05:00 | | 24 | 436 | | |
| 05:15 | | 36 | 420 | | |
| 05:30 | | 53 | 420 | | |
| 05:45 | | 82 | 408 | 195 | 1684 |
| 06:00 | | 102 | 338 | | |
| 06:15 | | 158 | 350 | | |
| 06:30 | | 212 | 260 | | |
| 06:45 | | 241 | 220 | 713 | 1168 |
| 07:00 | | 230 | 216 | | |
| 07:15 | | 250 | 210 | | |
| 07:30 | | 278 | 206 | | |
| 07:45 | | 266 | 179 | 1024 | 811 |
| 08:00 | | 235 | 180 | | |
| 08:15 | | 236 | 186 | | |
| 08:30 | | 243 | 176 | | |
| 08:45 | | 264 | 181 | 978 | 723 |
| 09:00 | | 263 | 166 | | |
| 09:15 | | 244 | 134 | | |
| 09:30 | | 228 | 97 | | |
| 09:45 | | 279 | 106 | 1014 | 503 |
| 10:00 | | 243 | 105 | | |
| 10:15 | | 214 | 95 | | |
| 10:30 | | 251 | 115 | | |
| 10:45 | | 238 | 73 | 946 | 388 |
| 11:00 | | 195 | 62 | | |
| 11:15 | | 252 | 80 | | |
| 11:30 | | 262 | 90 | | |
| 11:45 | | 212 | 82 | 921 | 314 |
| Total | | 6225 | 12148 | | |
| Percent | | 33.9% | 66.1% | | |
| Grand Total | | 12027 | 24315 | | |
| Percent | | 33.1% | 66.9% | | |
| ADT | | ADT 18,171 | | AADT 18,171 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 4
Station ID: 4
US17 NB ON RAMP TO I-526 NORTH OF US 17

Latitude: 0' 0.0000 Undefined

| Start Time | 06-Apr-16 Wed | NB Morning | NB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 24 | 130 | | |
| 12:15 | | 14 | 126 | | |
| 12:30 | | 10 | 120 | | |
| 12:45 | | 9 | 154 | 57 | 530 |
| 01:00 | | 7 | 146 | | |
| 01:15 | | 10 | 152 | | |
| 01:30 | | 7 | 131 | | |
| 01:45 | | 4 | 134 | 28 | 563 |
| 02:00 | | 6 | 142 | | |
| 02:15 | | 5 | 130 | | |
| 02:30 | | 6 | 138 | | |
| 02:45 | | 4 | 120 | 21 | 530 |
| 03:00 | | 5 | 150 | | |
| 03:15 | | 4 | 129 | | |
| 03:30 | | 4 | 154 | | |
| 03:45 | | 11 | 136 | 24 | 569 |
| 04:00 | | 6 | 148 | | |
| 04:15 | | 10 | 144 | | |
| 04:30 | | 8 | 158 | | |
| 04:45 | | 18 | 143 | 42 | 593 |
| 05:00 | | 16 | 197 | | |
| 05:15 | | 11 | 168 | | |
| 05:30 | | 39 | 150 | | |
| 05:45 | | 40 | 134 | 106 | 649 |
| 06:00 | | 44 | 180 | | |
| 06:15 | | 68 | 164 | | |
| 06:30 | | 114 | 131 | | |
| 06:45 | | 92 | 138 | 318 | 613 |
| 07:00 | | 82 | 135 | | |
| 07:15 | | 123 | 116 | | |
| 07:30 | | 162 | 82 | | |
| 07:45 | | 146 | 94 | 513 | 427 |
| 08:00 | | 138 | 130 | | |
| 08:15 | | 138 | 108 | | |
| 08:30 | | 147 | 93 | | |
| 08:45 | | 114 | 86 | 537 | 417 |
| 09:00 | | 109 | 82 | | |
| 09:15 | | 108 | 68 | | |
| 09:30 | | 90 | 58 | | |
| 09:45 | | 144 | 50 | 451 | 258 |
| 10:00 | | 122 | 40 | | |
| 10:15 | | 118 | 40 | | |
| 10:30 | | 127 | 30 | | |
| 10:45 | | 115 | 36 | 482 | 146 |
| 11:00 | | 124 | 28 | | |
| 11:15 | | 124 | 32 | | |
| 11:30 | | 122 | 23 | | |
| 11:45 | | 139 | 13 | 509 | 96 |
| Total | | 3088 | 5391 | | |
| Percent | | 36.4% | 63.6% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 4
Station ID: 4
US17 NB ON RAMP TO I-526 NORTH OF US 17

Latitude: 0' 0.0000 Undefined

| Start Time | 07-Apr-16 Thu | NB Morning | NB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 12 | 127 | | |
| 12:15 | | 12 | 130 | | |
| 12:30 | | 14 | 145 | | |
| 12:45 | | 15 | 126 | 53 | 528 |
| 01:00 | | 6 | 150 | | |
| 01:15 | | 10 | 132 | | |
| 01:30 | | 6 | 138 | | |
| 01:45 | | 4 | 136 | 26 | 556 |
| 02:00 | | 6 | 112 | | |
| 02:15 | | 5 | 112 | | |
| 02:30 | | 6 | 142 | | |
| 02:45 | | 7 | 119 | 24 | 485 |
| 03:00 | | 3 | 126 | | |
| 03:15 | | 7 | 120 | | |
| 03:30 | | 6 | 164 | | |
| 03:45 | | 12 | 139 | 28 | 549 |
| 04:00 | | 1 | 160 | | |
| 04:15 | | 11 | 146 | | |
| 04:30 | | 12 | 146 | | |
| 04:45 | | 9 | 164 | 33 | 616 |
| 05:00 | | 16 | 172 | | |
| 05:15 | | 23 | 173 | | |
| 05:30 | | 28 | 144 | | |
| 05:45 | | 40 | 145 | 107 | 634 |
| 06:00 | | 50 | 152 | | |
| 06:15 | | 70 | 154 | | |
| 06:30 | | 92 | 149 | | |
| 06:45 | | 94 | 124 | 306 | 579 |
| 07:00 | | 88 | 144 | | |
| 07:15 | | 110 | 111 | | |
| 07:30 | | 152 | 94 | | |
| 07:45 | | 175 | 106 | 525 | 455 |
| 08:00 | | 148 | 117 | | |
| 08:15 | | 145 | 84 | | |
| 08:30 | | 124 | 65 | | |
| 08:45 | | 95 | 74 | 512 | 340 |
| 09:00 | | 104 | 83 | | |
| 09:15 | | 102 | 67 | | |
| 09:30 | | 132 | 65 | | |
| 09:45 | | 108 | 41 | 446 | 256 |
| 10:00 | | 109 | 40 | | |
| 10:15 | | 122 | 34 | | |
| 10:30 | | 131 | 38 | | |
| 10:45 | | 98 | 36 | 460 | 148 |
| 11:00 | | 114 | 28 | | |
| 11:15 | | 120 | 28 | | |
| 11:30 | | 172 | 24 | | |
| 11:45 | | 132 | 20 | 538 | 100 |
| Total | | 3058 | 5246 | | |
| Percent | | 36.8% | 63.2% | | |
| Grand Total | | 6146 | 10637 | | |
| Percent | | 36.6% | 63.4% | | |
| ADT | | ADT 8,392 | | AADT 8,392 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 5
Station ID: 5
I-526 WB OFF RAMP LOOP TO PAUL CANTRELL

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 19 | 126 | | |
| 12:15 | | 8 | 104 | | |
| 12:30 | | 13 | 118 | | |
| 12:45 | | 10 | 131 | 50 | 479 |
| 01:00 | | 9 | 114 | | |
| 01:15 | | 13 | 130 | | |
| 01:30 | | 11 | 118 | | |
| 01:45 | | 3 | 126 | 36 | 488 |
| 02:00 | | 6 | 128 | | |
| 02:15 | | 7 | 129 | | |
| 02:30 | | 8 | 130 | | |
| 02:45 | | 4 | 140 | 25 | 527 |
| 03:00 | | 4 | 142 | | |
| 03:15 | | 3 | 155 | | |
| 03:30 | | 4 | 162 | | |
| 03:45 | | 7 | 145 | 18 | 604 |
| 04:00 | | 6 | 146 | | |
| 04:15 | | 5 | 164 | | |
| 04:30 | | 11 | 165 | | |
| 04:45 | | 8 | 142 | 30 | 617 |
| 05:00 | | 8 | 164 | | |
| 05:15 | | 21 | 143 | | |
| 05:30 | | 13 | 160 | | |
| 05:45 | | 34 | 148 | 76 | 615 |
| 06:00 | | 39 | 130 | | |
| 06:15 | | 65 | 124 | | |
| 06:30 | | 68 | 98 | | |
| 06:45 | | 78 | 88 | 250 | 440 |
| 07:00 | | 72 | 75 | | |
| 07:15 | | 98 | 80 | | |
| 07:30 | | 84 | 66 | | |
| 07:45 | | 118 | 67 | 372 | 288 |
| 08:00 | | 100 | 70 | | |
| 08:15 | | 122 | 51 | | |
| 08:30 | | 130 | 52 | | |
| 08:45 | | 125 | 62 | 477 | 235 |
| 09:00 | | 122 | 58 | | |
| 09:15 | | 131 | 50 | | |
| 09:30 | | 162 | 49 | | |
| 09:45 | | 168 | 33 | 583 | 190 |
| 10:00 | | 106 | 45 | | |
| 10:15 | | 124 | 40 | | |
| 10:30 | | 122 | 36 | | |
| 10:45 | | 117 | 36 | 469 | 157 |
| 11:00 | | 100 | 22 | | |
| 11:15 | | 114 | 36 | | |
| 11:30 | | 134 | 31 | | |
| 11:45 | | 130 | 14 | 478 | 103 |
| Total | | 2864 | 4743 | | |
| Percent | | 37.6% | 62.4% | | |

**_All Traffic Data Services, Inc_**
1336 Farmer Road
Conyers, GA 30012
**_alltrafficdata.net_**

Site Code: 5
Station ID: 5
I-526 WB OFF RAMP LOOP TO PAUL CANTRELL

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 19 | 120 | | |
| 12:15 | | 18 | 120 | | |
| 12:30 | | 8 | 128 | | |
| 12:45 | | 8 | 102 | 53 | 470 |
| 01:00 | | 7 | 116 | | |
| 01:15 | | 11 | 114 | | |
| 01:30 | | 7 | 124 | | |
| 01:45 | | 9 | 118 | 34 | 472 |
| 02:00 | | 5 | 118 | | |
| 02:15 | | 3 | 126 | | |
| 02:30 | | 3 | 128 | | |
| 02:45 | | 6 | 132 | 17 | 504 |
| 03:00 | | 8 | 110 | | |
| 03:15 | | 3 | 144 | | |
| 03:30 | | 6 | 159 | | |
| 03:45 | | 10 | 150 | 27 | 563 |
| 04:00 | | 5 | 164 | | |
| 04:15 | | 7 | 171 | | |
| 04:30 | | 12 | 136 | | |
| 04:45 | | 12 | 163 | 36 | 634 |
| 05:00 | | 14 | 160 | | |
| 05:15 | | 21 | 154 | | |
| 05:30 | | 22 | 148 | | |
| 05:45 | | 26 | 142 | 83 | 604 |
| 06:00 | | 43 | 125 | | |
| 06:15 | | 68 | 118 | | |
| 06:30 | | 80 | 94 | | |
| 06:45 | | 104 | 82 | 295 | 419 |
| 07:00 | | 82 | 100 | | |
| 07:15 | | 120 | 82 | | |
| 07:30 | | 122 | 84 | | |
| 07:45 | | 122 | 45 | 446 | 311 |
| 08:00 | | 136 | 44 | | |
| 08:15 | | 144 | 61 | | |
| 08:30 | | 112 | 60 | | |
| 08:45 | | 148 | 57 | 540 | 222 |
| 09:00 | | 138 | 60 | | |
| 09:15 | | 116 | 49 | | |
| 09:30 | | 108 | 49 | | |
| 09:45 | | 109 | 28 | 471 | 186 |
| 10:00 | | 98 | 39 | | |
| 10:15 | | 103 | 39 | | |
| 10:30 | | 98 | 38 | | |
| 10:45 | | 110 | 22 | 409 | 138 |
| 11:00 | | 110 | 24 | | |
| 11:15 | | 96 | 19 | | |
| 11:30 | | 112 | 18 | | |
| 11:45 | | 134 | 19 | 452 | 80 |
| Total | | 2863 | 4603 | | |
| Percent | | 38.3% | 61.7% | | |
| Grand Total | | 5727 | 9346 | | |
| Percent | | 38.0% | 62.0% | | |
| ADT | | ADT 7,536 | | AADT 7,536 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 6
Station ID: 6
PAUL CANTREL BLVD EB ON RAMP TO I-526 WB

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 2 | 49 | | |
| 12:15 | | 1 | 48 | | |
| 12:30 | | 3 | 47 | | |
| 12:45 | | 2 | 47 | 8 | 191 |
| 01:00 | | 0 | 66 | | |
| 01:15 | | 1 | 58 | | |
| 01:30 | | 2 | 47 | | |
| 01:45 | | 1 | 47 | 4 | 218 |
| 02:00 | | 1 | 52 | | |
| 02:15 | | 2 | 59 | | |
| 02:30 | | 1 | 66 | | |
| 02:45 | | 0 | 41 | 4 | 218 |
| 03:00 | | 0 | 53 | | |
| 03:15 | | 0 | 56 | | |
| 03:30 | | 2 | 51 | | |
| 03:45 | | 2 | 41 | 4 | 201 |
| 04:00 | | 0 | 46 | | |
| 04:15 | | 2 | 59 | | |
| 04:30 | | 0 | 48 | | |
| 04:45 | | 3 | 38 | 5 | 191 |
| 05:00 | | 2 | 37 | | |
| 05:15 | | 4 | 26 | | |
| 05:30 | | 3 | 37 | | |
| 05:45 | | 10 | 39 | 19 | 139 |
| 06:00 | | 8 | 38 | | |
| 06:15 | | 17 | 31 | | |
| 06:30 | | 34 | 42 | | |
| 06:45 | | 47 | 26 | 106 | 137 |
| 07:00 | | 51 | 31 | | |
| 07:15 | | 56 | 22 | | |
| 07:30 | | 48 | 34 | | |
| 07:45 | | 46 | 30 | 201 | 117 |
| 08:00 | | 60 | 18 | | |
| 08:15 | | 47 | 19 | | |
| 08:30 | | 88 | 23 | | |
| 08:45 | | 78 | 20 | 273 | 80 |
| 09:00 | | 57 | 11 | | |
| 09:15 | | 56 | 20 | | |
| 09:30 | | 56 | 10 | | |
| 09:45 | | 51 | 5 | 220 | 46 |
| 10:00 | | 46 | 11 | | |
| 10:15 | | 55 | 6 | | |
| 10:30 | | 56 | 11 | | |
| 10:45 | | 44 | 5 | 201 | 33 |
| 11:00 | | 54 | 7 | | |
| 11:15 | | 58 | 3 | | |
| 11:30 | | 66 | 2 | | |
| 11:45 | | 55 | 5 | 233 | 17 |
| Total | | 1278 | 1588 | | |
| Percent | | 44.6% | 55.4% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 6
Station ID: 6
PAUL CANTREL BLVD EB ON RAMP TO I-526 WB

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 2 | 56 | | |
| 12:15 | | 3 | 58 | | |
| 12:30 | | 4 | 44 | | |
| 12:45 | | 3 | 56 | 12 | 214 |
| 01:00 | | 2 | 36 | | |
| 01:15 | | 3 | 56 | | |
| 01:30 | | 3 | 54 | | |
| 01:45 | | 1 | 52 | 9 | 198 |
| 02:00 | | 2 | 42 | | |
| 02:15 | | 1 | 47 | | |
| 02:30 | | 0 | 62 | | |
| 02:45 | | 0 | 39 | 3 | 190 |
| 03:00 | | 1 | 48 | | |
| 03:15 | | 2 | 49 | | |
| 03:30 | | 0 | 43 | | |
| 03:45 | | 1 | 45 | 4 | 185 |
| 04:00 | | 1 | 45 | | |
| 04:15 | | 1 | 34 | | |
| 04:30 | | 2 | 59 | | |
| 04:45 | | 5 | 37 | 9 | 175 |
| 05:00 | | 2 | 36 | | |
| 05:15 | | 5 | 50 | | |
| 05:30 | | 4 | 52 | | |
| 05:45 | | 11 | 36 | 22 | 174 |
| 06:00 | | 8 | 49 | | |
| 06:15 | | 19 | 42 | | |
| 06:30 | | 40 | 29 | | |
| 06:45 | | 60 | 28 | 127 | 148 |
| 07:00 | | 50 | 27 | | |
| 07:15 | | 67 | 26 | | |
| 07:30 | | 50 | 24 | | |
| 07:45 | | 58 | 30 | 225 | 107 |
| 08:00 | | 52 | 21 | | |
| 08:15 | | 51 | 18 | | |
| 08:30 | | 54 | 20 | | |
| 08:45 | | 64 | 20 | 221 | 79 |
| 09:00 | | 41 | 14 | | |
| 09:15 | | 58 | 14 | | |
| 09:30 | | 53 | 10 | | |
| 09:45 | | 50 | 8 | 202 | 46 |
| 10:00 | | 49 | 7 | | |
| 10:15 | | 46 | 6 | | |
| 10:30 | | 43 | 3 | | |
| 10:45 | | 52 | 5 | 190 | 21 |
| 11:00 | | 42 | 6 | | |
| 11:15 | | 50 | 5 | | |
| 11:30 | | 58 | 5 | | |
| 11:45 | | 55 | 6 | 205 | 22 |
| Total | | 1229 | 1559 | | |
| Percent | | 44.1% | 55.9% | | |
| Grand Total | | 2507 | 3147 | | |
| Percent | | 44.3% | 55.7% | | |
| ADT | | ADT 2,827 | | AADT 2,827 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 7
Station ID: 7
I-526 EB OFF RAMP TO LEEDS AVENUE

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 11 | 96 | | |
| 12:15 | | 6 | 90 | | |
| 12:30 | | 7 | 130 | | |
| 12:45 | | 8 | 158 | 32 | 474 |
| 01:00 | | 2 | 144 | | |
| 01:15 | | 4 | 146 | | |
| 01:30 | | 4 | 140 | | |
| 01:45 | | 4 | 134 | 14 | 564 |
| 02:00 | | 1 | 114 | | |
| 02:15 | | 1 | 109 | | |
| 02:30 | | 4 | 110 | | |
| 02:45 | | 1 | 120 | 7 | 453 |
| 03:00 | | 4 | 94 | | |
| 03:15 | | 2 | 90 | | |
| 03:30 | | 4 | 94 | | |
| 03:45 | | 0 | 90 | 10 | 368 |
| 04:00 | | 4 | 102 | | |
| 04:15 | | 3 | 78 | | |
| 04:30 | | 7 | 76 | | |
| 04:45 | | 9 | 82 | 23 | 338 |
| 05:00 | | 18 | 88 | | |
| 05:15 | | 23 | 70 | | |
| 05:30 | | 48 | 65 | | |
| 05:45 | | 56 | 48 | 145 | 271 |
| 06:00 | | 37 | 37 | | |
| 06:15 | | 73 | 58 | | |
| 06:30 | | 94 | 48 | | |
| 06:45 | | 147 | 42 | 351 | 185 |
| 07:00 | | 158 | 34 | | |
| 07:15 | | 121 | 36 | | |
| 07:30 | | 184 | 40 | | |
| 07:45 | | 220 | 26 | 683 | 136 |
| 08:00 | | 236 | 21 | | |
| 08:15 | | 205 | 23 | | |
| 08:30 | | 205 | 34 | | |
| 08:45 | | 151 | 18 | 797 | 96 |
| 09:00 | | 122 | 22 | | |
| 09:15 | | 120 | 26 | | |
| 09:30 | | 98 | 26 | | |
| 09:45 | | 103 | 24 | 443 | 98 |
| 10:00 | | 88 | 20 | | |
| 10:15 | | 87 | 14 | | |
| 10:30 | | 70 | 20 | | |
| 10:45 | | 76 | 12 | 321 | 66 |
| 11:00 | | 74 | 10 | | |
| 11:15 | | 66 | 20 | | |
| 11:30 | | 104 | 10 | | |
| 11:45 | | 86 | 11 | 330 | 51 |
| Total | | 3156 | 3100 | | |
| Percent | | 50.4% | 49.6% | | |

**_All Traffic Data Services, Inc_**
1336 Farmer Road
Conyers, GA 30012
**_alltrafficdata.net_**

Site Code: 7
Station ID: 7
I-526 EB OFF RAMP TO LEEDS AVENUE

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 10 | 92 | | |
| 12:15 | | 13 | 109 | | |
| 12:30 | | 5 | 127 | | |
| 12:45 | | 3 | 136 | 31 | 464 |
| 01:00 | | 4 | 152 | | |
| 01:15 | | 2 | 133 | | |
| 01:30 | | 7 | 116 | | |
| 01:45 | | 6 | 132 | 19 | 533 |
| 02:00 | | 2 | 134 | | |
| 02:15 | | 4 | 122 | | |
| 02:30 | | 3 | 121 | | |
| 02:45 | | 4 | 96 | 13 | 473 |
| 03:00 | | 3 | 104 | | |
| 03:15 | | 1 | 96 | | |
| 03:30 | | 4 | 88 | | |
| 03:45 | | 4 | 80 | 12 | 368 |
| 04:00 | | 3 | 80 | | |
| 04:15 | | 2 | 67 | | |
| 04:30 | | 6 | 74 | | |
| 04:45 | | 11 | 76 | 22 | 297 |
| 05:00 | | 22 | 100 | | |
| 05:15 | | 26 | 66 | | |
| 05:30 | | 40 | 68 | | |
| 05:45 | | 67 | 54 | 155 | 288 |
| 06:00 | | 52 | 56 | | |
| 06:15 | | 64 | 49 | | |
| 06:30 | | 102 | 54 | | |
| 06:45 | | 153 | 56 | 371 | 215 |
| 07:00 | | 123 | 40 | | |
| 07:15 | | 136 | 36 | | |
| 07:30 | | 194 | 34 | | |
| 07:45 | | 254 | 34 | 707 | 144 |
| 08:00 | | 230 | 28 | | |
| 08:15 | | 226 | 28 | | |
| 08:30 | | 180 | 35 | | |
| 08:45 | | 178 | 28 | 814 | 119 |
| 09:00 | | 96 | 34 | | |
| 09:15 | | 108 | 25 | | |
| 09:30 | | 94 | 28 | | |
| 09:45 | | 72 | 28 | 370 | 115 |
| 10:00 | | 74 | 22 | | |
| 10:15 | | 86 | 16 | | |
| 10:30 | | 104 | 20 | | |
| 10:45 | | 94 | 10 | 358 | 68 |
| 11:00 | | 70 | 16 | | |
| 11:15 | | 74 | 11 | | |
| 11:30 | | 87 | 11 | | |
| 11:45 | | 90 | 10 | 321 | 48 |
| Total | | 3193 | 3132 | | |
| Percent | | 50.5% | 49.5% | | |
| Grand Total | | 6349 | 6232 | | |
| Percent | | 50.5% | 49.5% | | |
| ADT | | ADT 6,290 | | AADT 6,290 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 8
Station ID: 8
LEEDS AVENUEON RAMP TO I-526 EB

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 14 | 119 | | |
| 12:15 | | 5 | 115 | | |
| 12:30 | | 6 | 106 | | |
| 12:45 | | 2 | 94 | 27 | 434 |
| 01:00 | | 8 | 100 | | |
| 01:15 | | 6 | 82 | | |
| 01:30 | | 5 | 104 | | |
| 01:45 | | 4 | 96 | 23 | 382 |
| 02:00 | | 6 | 130 | | |
| 02:15 | | 1 | 92 | | |
| 02:30 | | 5 | 145 | | |
| 02:45 | | 0 | 102 | 12 | 469 |
| 03:00 | | 4 | 120 | | |
| 03:15 | | 2 | 90 | | |
| 03:30 | | 1 | 170 | | |
| 03:45 | | 2 | 101 | 9 | 481 |
| 04:00 | | 2 | 188 | | |
| 04:15 | | 0 | 156 | | |
| 04:30 | | 4 | 214 | | |
| 04:45 | | 8 | 196 | 14 | 754 |
| 05:00 | | 6 | 276 | | |
| 05:15 | | 0 | 159 | | |
| 05:30 | | 7 | 156 | | |
| 05:45 | | 13 | 116 | 26 | 707 |
| 06:00 | | 73 | 122 | | |
| 06:15 | | 29 | 68 | | |
| 06:30 | | 56 | 76 | | |
| 06:45 | | 30 | 50 | 188 | 316 |
| 07:00 | | 17 | 72 | | |
| 07:15 | | 31 | 52 | | |
| 07:30 | | 32 | 31 | | |
| 07:45 | | 18 | 28 | 98 | 183 |
| 08:00 | | 35 | 44 | | |
| 08:15 | | 32 | 42 | | |
| 08:30 | | 40 | 30 | | |
| 08:45 | | 36 | 37 | 143 | 153 |
| 09:00 | | 46 | 54 | | |
| 09:15 | | 52 | 18 | | |
| 09:30 | | 66 | 18 | | |
| 09:45 | | 52 | 17 | 216 | 107 |
| 10:00 | | 74 | 67 | | |
| 10:15 | | 67 | 26 | | |
| 10:30 | | 70 | 51 | | |
| 10:45 | | 64 | 15 | 275 | 159 |
| 11:00 | | 88 | 10 | | |
| 11:15 | | 97 | 7 | | |
| 11:30 | | 104 | 12 | | |
| 11:45 | | 98 | 4 | 387 | 33 |
| Total | | 1418 | 4178 | | |
| Percent | | 25.3% | 74.7% | | |

**_All Traffic Data Services, Inc_**
1336 Farmer Road
Conyers, GA 30012
**_alltrafficdata.net_**

Site Code: 8
Station ID: 8
LEEDS AVENUEON RAMP TO I-526 EB

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 12 | 140 | | |
| 12:15 | | 5 | 102 | | |
| 12:30 | | 7 | 100 | | |
| 12:45 | | 3 | 64 | 27 | 406 |
| 01:00 | | 3 | 84 | | |
| 01:15 | | 3 | 67 | | |
| 01:30 | | 6 | 70 | | |
| 01:45 | | 4 | 96 | 16 | 317 |
| 02:00 | | 5 | 122 | | |
| 02:15 | | 5 | 84 | | |
| 02:30 | | 2 | 122 | | |
| 02:45 | | 1 | 104 | 13 | 432 |
| 03:00 | | 4 | 140 | | |
| 03:15 | | 4 | 94 | | |
| 03:30 | | 2 | 158 | | |
| 03:45 | | 5 | 108 | 15 | 500 |
| 04:00 | | 1 | 186 | | |
| 04:15 | | 1 | 156 | | |
| 04:30 | | 1 | 232 | | |
| 04:45 | | 3 | 187 | 6 | 761 |
| 05:00 | | 12 | 256 | | |
| 05:15 | | 3 | 184 | | |
| 05:30 | | 6 | 155 | | |
| 05:45 | | 13 | 116 | 34 | 711 |
| 06:00 | | 60 | 127 | | |
| 06:15 | | 26 | 94 | | |
| 06:30 | | 50 | 53 | | |
| 06:45 | | 26 | 50 | 162 | 324 |
| 07:00 | | 26 | 82 | | |
| 07:15 | | 24 | 34 | | |
| 07:30 | | 35 | 37 | | |
| 07:45 | | 29 | 26 | 114 | 179 |
| 08:00 | | 43 | 30 | | |
| 08:15 | | 40 | 36 | | |
| 08:30 | | 45 | 28 | | |
| 08:45 | | 44 | 21 | 172 | 115 |
| 09:00 | | 72 | 34 | | |
| 09:15 | | 68 | 22 | | |
| 09:30 | | 65 | 25 | | |
| 09:45 | | 72 | 22 | 277 | 103 |
| 10:00 | | 78 | 76 | | |
| 10:15 | | 80 | 22 | | |
| 10:30 | | 92 | 59 | | |
| 10:45 | | 56 | 18 | 306 | 175 |
| 11:00 | | 85 | 11 | | |
| 11:15 | | 98 | 7 | | |
| 11:30 | | 105 | 7 | | |
| 11:45 | | 124 | 13 | 412 | 38 |
| Total | | 1554 | 4061 | | |
| Percent | | 27.7% | 72.3% | | |
| Grand Total | | 2972 | 8239 | | |
| Percent | | 26.5% | 73.5% | | |
| ADT | | ADT 5,606 | | AADT 5,606 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 9
Station ID: 9
I-526 WB OFF RAMP TO LEEDS AVENUE

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 1 | 86 | | |
| 12:15 | | 3 | 96 | | |
| 12:30 | | 4 | 112 | | |
| 12:45 | | 6 | 150 | 14 | 444 |
| 01:00 | | 2 | 154 | | |
| 01:15 | | 1 | 138 | | |
| 01:30 | | 5 | 117 | | |
| 01:45 | | 2 | 126 | 10 | 535 |
| 02:00 | | 0 | 92 | | |
| 02:15 | | 2 | 90 | | |
| 02:30 | | 0 | 84 | | |
| 02:45 | | 4 | 88 | 6 | 354 |
| 03:00 | | 2 | 90 | | |
| 03:15 | | 3 | 84 | | |
| 03:30 | | 6 | 51 | | |
| 03:45 | | 10 | 58 | 21 | 283 |
| 04:00 | | 3 | 65 | | |
| 04:15 | | 6 | 64 | | |
| 04:30 | | 8 | 50 | | |
| 04:45 | | 12 | 58 | 29 | 237 |
| 05:00 | | 25 | 56 | | |
| 05:15 | | 50 | 78 | | |
| 05:30 | | 92 | 70 | | |
| 05:45 | | 108 | 46 | 275 | 250 |
| 06:00 | | 40 | 30 | | |
| 06:15 | | 86 | 29 | | |
| 06:30 | | 95 | 24 | | |
| 06:45 | | 101 | 31 | 322 | 114 |
| 07:00 | | 102 | 26 | | |
| 07:15 | | 153 | 20 | | |
| 07:30 | | 156 | 16 | | |
| 07:45 | | 181 | 18 | 592 | 80 |
| 08:00 | | 172 | 30 | | |
| 08:15 | | 202 | 10 | | |
| 08:30 | | 186 | 17 | | |
| 08:45 | | 172 | 16 | 732 | 73 |
| 09:00 | | 173 | 16 | | |
| 09:15 | | 170 | 27 | | |
| 09:30 | | 192 | 39 | | |
| 09:45 | | 134 | 66 | 669 | 148 |
| 10:00 | | 100 | 11 | | |
| 10:15 | | 114 | 8 | | |
| 10:30 | | 86 | 6 | | |
| 10:45 | | 86 | 6 | 386 | 31 |
| 11:00 | | 74 | 9 | | |
| 11:15 | | 86 | 3 | | |
| 11:30 | | 90 | 8 | | |
| 11:45 | | 90 | 6 | 340 | 26 |
| Total | | 3396 | 2575 | | |
| Percent | | 56.9% | 43.1% | | |

**_All Traffic Data Services, Inc_**
1336 Farmer Road
Conyers, GA 30012
**_alltrafficdata.net_**

Site Code: 9
Station ID: 9
I-526 WB OFF RAMP TO LEEDS AVENUE

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 3 | 89 | | |
| 12:15 | | 6 | 90 | | |
| 12:30 | | 10 | 104 | | |
| 12:45 | | 6 | 120 | 25 | 403 |
| 01:00 | | 1 | 106 | | |
| 01:15 | | 2 | 116 | | |
| 01:30 | | 2 | 133 | | |
| 01:45 | | 3 | 139 | 8 | 494 |
| 02:00 | | 4 | 64 | | |
| 02:15 | | 2 | 99 | | |
| 02:30 | | 2 | 88 | | |
| 02:45 | | 0 | 92 | 8 | 343 |
| 03:00 | | 5 | 60 | | |
| 03:15 | | 2 | 85 | | |
| 03:30 | | 6 | 61 | | |
| 03:45 | | 5 | 44 | 18 | 250 |
| 04:00 | | 3 | 56 | | |
| 04:15 | | 3 | 48 | | |
| 04:30 | | 10 | 44 | | |
| 04:45 | | 11 | 38 | 27 | 186 |
| 05:00 | | 27 | 42 | | |
| 05:15 | | 43 | 84 | | |
| 05:30 | | 92 | 80 | | |
| 05:45 | | 114 | 54 | 276 | 260 |
| 06:00 | | 52 | 30 | | |
| 06:15 | | 94 | 19 | | |
| 06:30 | | 105 | 21 | | |
| 06:45 | | 202 | 30 | 453 | 100 |
| 07:00 | | 181 | 22 | | |
| 07:15 | | 210 | 28 | | |
| 07:30 | | 237 | 9 | | |
| 07:45 | | 264 | 19 | 892 | 78 |
| 08:00 | | 250 | 19 | | |
| 08:15 | | 252 | 18 | | |
| 08:30 | | 186 | 19 | | |
| 08:45 | | 163 | 11 | 851 | 67 |
| 09:00 | | 116 | 12 | | |
| 09:15 | | 94 | 30 | | |
| 09:30 | | 110 | 46 | | |
| 09:45 | | 125 | 57 | 445 | 145 |
| 10:00 | | 66 | 16 | | |
| 10:15 | | 89 | 9 | | |
| 10:30 | | 62 | 4 | | |
| 10:45 | | 84 | 7 | 301 | 36 |
| 11:00 | | 60 | 6 | | |
| 11:15 | | 88 | 5 | | |
| 11:30 | | 94 | 6 | | |
| 11:45 | | 88 | 7 | 330 | 24 |
| Total | | 3634 | 2386 | | |
| Percent | | 60.4% | 39.6% | | |
| Grand Total | | 7030 | 4961 | | |
| Percent | | 58.6% | 41.4% | | |
| ADT | | ADT 5,996 | | AADT 5,996 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 10
Station ID: 10
LEEDS AVENUE ON RAMP TO I-526 WB

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 8 | 119 | | |
| 12:15 | | 5 | 107 | | |
| 12:30 | | 9 | 111 | | |
| 12:45 | | 9 | 107 | 31 | 444 |
| 01:00 | | 6 | 124 | | |
| 01:15 | | 3 | 105 | | |
| 01:30 | | 7 | 88 | | |
| 01:45 | | 2 | 97 | 18 | 414 |
| 02:00 | | 0 | 111 | | |
| 02:15 | | 6 | 108 | | |
| 02:30 | | 2 | 108 | | |
| 02:45 | | 2 | 100 | 10 | 427 |
| 03:00 | | 6 | 124 | | |
| 03:15 | | 0 | 108 | | |
| 03:30 | | 1 | 142 | | |
| 03:45 | | 1 | 105 | 8 | 479 |
| 04:00 | | 2 | 144 | | |
| 04:15 | | 2 | 130 | | |
| 04:30 | | 2 | 186 | | |
| 04:45 | | 3 | 161 | 9 | 621 |
| 05:00 | | 5 | 234 | | |
| 05:15 | | 7 | 241 | | |
| 05:30 | | 10 | 174 | | |
| 05:45 | | 16 | 142 | 38 | 791 |
| 06:00 | | 42 | 122 | | |
| 06:15 | | 33 | 76 | | |
| 06:30 | | 40 | 81 | | |
| 06:45 | | 40 | 58 | 155 | 337 |
| 07:00 | | 34 | 72 | | |
| 07:15 | | 52 | 48 | | |
| 07:30 | | 41 | 44 | | |
| 07:45 | | 58 | 35 | 185 | 199 |
| 08:00 | | 52 | 37 | | |
| 08:15 | | 64 | 40 | | |
| 08:30 | | 55 | 28 | | |
| 08:45 | | 64 | 28 | 235 | 133 |
| 09:00 | | 63 | 37 | | |
| 09:15 | | 68 | 19 | | |
| 09:30 | | 76 | 18 | | |
| 09:45 | | 59 | 13 | 266 | 87 |
| 10:00 | | 84 | 31 | | |
| 10:15 | | 62 | 19 | | |
| 10:30 | | 90 | 24 | | |
| 10:45 | | 82 | 20 | 318 | 94 |
| 11:00 | | 88 | 13 | | |
| 11:15 | | 97 | 17 | | |
| 11:30 | | 112 | 10 | | |
| 11:45 | | 132 | 5 | 429 | 45 |
| Total | | 1702 | 4071 | | |
| Percent | | 29.5% | 70.5% | | |

**_All Traffic Data Services, Inc_**
1336 Farmer Road
Conyers, GA 30012
**_alltrafficdata.net_**

Site Code: 10
Station ID: 10
LEEDS AVENUE ON RAMP TO I-526 WB

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 10 | 128 | | |
| 12:15 | | 11 | 142 | | |
| 12:30 | | 6 | 100 | | |
| 12:45 | | 8 | 116 | 35 | 486 |
| 01:00 | | 6 | 104 | | |
| 01:15 | | 6 | 100 | | |
| 01:30 | | 7 | 96 | | |
| 01:45 | | 4 | 94 | 23 | 394 |
| 02:00 | | 0 | 122 | | |
| 02:15 | | 2 | 78 | | |
| 02:30 | | 3 | 104 | | |
| 02:45 | | 5 | 107 | 10 | 411 |
| 03:00 | | 4 | 120 | | |
| 03:15 | | 2 | 129 | | |
| 03:30 | | 2 | 139 | | |
| 03:45 | | 4 | 120 | 12 | 508 |
| 04:00 | | 4 | 146 | | |
| 04:15 | | 4 | 144 | | |
| 04:30 | | 4 | 178 | | |
| 04:45 | | 6 | 180 | 18 | 648 |
| 05:00 | | 3 | 234 | | |
| 05:15 | | 6 | 264 | | |
| 05:30 | | 14 | 175 | | |
| 05:45 | | 22 | 134 | 45 | 807 |
| 06:00 | | 38 | 108 | | |
| 06:15 | | 45 | 90 | | |
| 06:30 | | 38 | 60 | | |
| 06:45 | | 50 | 47 | 171 | 305 |
| 07:00 | | 40 | 60 | | |
| 07:15 | | 48 | 38 | | |
| 07:30 | | 50 | 47 | | |
| 07:45 | | 56 | 42 | 194 | 187 |
| 08:00 | | 64 | 40 | | |
| 08:15 | | 88 | 46 | | |
| 08:30 | | 64 | 46 | | |
| 08:45 | | 69 | 42 | 285 | 174 |
| 09:00 | | 70 | 37 | | |
| 09:15 | | 60 | 25 | | |
| 09:30 | | 64 | 32 | | |
| 09:45 | | 79 | 13 | 273 | 107 |
| 10:00 | | 83 | 26 | | |
| 10:15 | | 64 | 20 | | |
| 10:30 | | 73 | 17 | | |
| 10:45 | | 67 | 8 | 287 | 71 |
| 11:00 | | 77 | 16 | | |
| 11:15 | | 100 | 10 | | |
| 11:30 | | 104 | 11 | | |
| 11:45 | | 108 | 9 | 389 | 46 |
| Total | | 1742 | 4144 | | |
| Percent | | 29.6% | 70.4% | | |
| Grand Total | | 3444 | 8215 | | |
| Percent | | 29.5% | 70.5% | | |
| ADT | | ADT 5,830 | | AADT 5,830 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 12
Station ID: 12
I-526 EB OFF RAMP TO DORCHESTER ROAD

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 8 | 102 | | |
| 12:15 | | 13 | 98 | | |
| 12:30 | | 4 | 96 | | |
| 12:45 | | 4 | 98 | 29 | 394 |
| 01:00 | | 9 | 116 | | |
| 01:15 | | 8 | 130 | | |
| 01:30 | | 10 | 102 | | |
| 01:45 | | 4 | 100 | 31 | 448 |
| 02:00 | | 10 | 110 | | |
| 02:15 | | 1 | 117 | | |
| 02:30 | | 6 | 124 | | |
| 02:45 | | 2 | 104 | 19 | 455 |
| 03:00 | | 2 | 107 | | |
| 03:15 | | 2 | 142 | | |
| 03:30 | | 8 | 125 | | |
| 03:45 | | 6 | 138 | 18 | 512 |
| 04:00 | | 6 | 182 | | |
| 04:15 | | 2 | 140 | | |
| 04:30 | | 13 | 179 | | |
| 04:45 | | 12 | 148 | 33 | 649 |
| 05:00 | | 14 | 230 | | |
| 05:15 | | 18 | 196 | | |
| 05:30 | | 24 | 148 | | |
| 05:45 | | 40 | 140 | 96 | 714 |
| 06:00 | | 41 | 126 | | |
| 06:15 | | 68 | 109 | | |
| 06:30 | | 72 | 104 | | |
| 06:45 | | 88 | 78 | 269 | 417 |
| 07:00 | | 86 | 76 | | |
| 07:15 | | 80 | 79 | | |
| 07:30 | | 85 | 72 | | |
| 07:45 | | 90 | 74 | 341 | 301 |
| 08:00 | | 88 | 74 | | |
| 08:15 | | 82 | 54 | | |
| 08:30 | | 80 | 56 | | |
| 08:45 | | 60 | 52 | 310 | 236 |
| 09:00 | | 64 | 54 | | |
| 09:15 | | 72 | 49 | | |
| 09:30 | | 72 | 54 | | |
| 09:45 | | 84 | 38 | 292 | 195 |
| 10:00 | | 82 | 39 | | |
| 10:15 | | 78 | 22 | | |
| 10:30 | | 80 | 34 | | |
| 10:45 | | 64 | 17 | 304 | 112 |
| 11:00 | | 76 | 28 | | |
| 11:15 | | 109 | 22 | | |
| 11:30 | | 101 | 21 | | |
| 11:45 | | 88 | 16 | 374 | 87 |
| Total | | 2116 | 4520 | | |
| Percent | | 31.9% | 68.1% | | |

**_All Traffic Data Services, Inc_**
1336 Farmer Road
Conyers, GA 30012
**_alltrafficdata.net_**

Site Code: 12
Station ID: 12
I-526 EB OFF RAMP TO DORCHESTER ROAD

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 11 | 142 | | |
| 12:15 | | 9 | 136 | | |
| 12:30 | | 9 | 117 | | |
| 12:45 | | 4 | 92 | 33 | 487 |
| 01:00 | | 12 | 96 | | |
| 01:15 | | 8 | 104 | | |
| 01:30 | | 6 | 88 | | |
| 01:45 | | 5 | 104 | 31 | 392 |
| 02:00 | | 6 | 103 | | |
| 02:15 | | 7 | 110 | | |
| 02:30 | | 1 | 138 | | |
| 02:45 | | 4 | 114 | 18 | 465 |
| 03:00 | | 1 | 124 | | |
| 03:15 | | 0 | 108 | | |
| 03:30 | | 4 | 130 | | |
| 03:45 | | 6 | 132 | 11 | 494 |
| 04:00 | | 6 | 145 | | |
| 04:15 | | 2 | 122 | | |
| 04:30 | | 10 | 176 | | |
| 04:45 | | 10 | 146 | 28 | 589 |
| 05:00 | | 12 | 216 | | |
| 05:15 | | 9 | 198 | | |
| 05:30 | | 32 | 147 | | |
| 05:45 | | 44 | 107 | 97 | 668 |
| 06:00 | | 43 | 123 | | |
| 06:15 | | 58 | 106 | | |
| 06:30 | | 94 | 78 | | |
| 06:45 | | 74 | 86 | 269 | 393 |
| 07:00 | | 84 | 70 | | |
| 07:15 | | 96 | 73 | | |
| 07:30 | | 94 | 74 | | |
| 07:45 | | 86 | 56 | 360 | 273 |
| 08:00 | | 86 | 72 | | |
| 08:15 | | 83 | 59 | | |
| 08:30 | | 80 | 62 | | |
| 08:45 | | 68 | 54 | 317 | 247 |
| 09:00 | | 73 | 61 | | |
| 09:15 | | 90 | 45 | | |
| 09:30 | | 91 | 51 | | |
| 09:45 | | 79 | 41 | 333 | 198 |
| 10:00 | | 78 | 42 | | |
| 10:15 | | 82 | 40 | | |
| 10:30 | | 76 | 24 | | |
| 10:45 | | 84 | 22 | 320 | 128 |
| 11:00 | | 90 | 23 | | |
| 11:15 | | 104 | 13 | | |
| 11:30 | | 98 | 11 | | |
| 11:45 | | 89 | 11 | 381 | 58 |
| Total | | 2198 | 4392 | | |
| Percent | | 33.4% | 66.6% | | |
| Grand Total | | 4314 | 8912 | | |
| Percent | | 32.6% | 67.4% | | |
| ADT | | ADT 6,613 | | AADT 6,613 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 13
Station ID: 13
DORCHESTER ROAD ON RAMP TO I-526 EB

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 20 | 208 | | |
| 12:15 | | 18 | 192 | | |
| 12:30 | | 12 | 162 | | |
| 12:45 | | 9 | 198 | 59 | 760 |
| 01:00 | | 11 | 216 | | |
| 01:15 | | 7 | 195 | | |
| 01:30 | | 14 | 187 | | |
| 01:45 | | 12 | 172 | 44 | 770 |
| 02:00 | | 20 | 174 | | |
| 02:15 | | 6 | 176 | | |
| 02:30 | | 10 | 186 | | |
| 02:45 | | 6 | 195 | 42 | 731 |
| 03:00 | | 8 | 190 | | |
| 03:15 | | 6 | 204 | | |
| 03:30 | | 16 | 194 | | |
| 03:45 | | 14 | 185 | 44 | 773 |
| 04:00 | | 9 | 226 | | |
| 04:15 | | 15 | 204 | | |
| 04:30 | | 16 | 239 | | |
| 04:45 | | 27 | 210 | 67 | 879 |
| 05:00 | | 16 | 260 | | |
| 05:15 | | 37 | 242 | | |
| 05:30 | | 56 | 226 | | |
| 05:45 | | 70 | 153 | 179 | 881 |
| 06:00 | | 84 | 181 | | |
| 06:15 | | 78 | 136 | | |
| 06:30 | | 116 | 132 | | |
| 06:45 | | 116 | 122 | 394 | 571 |
| 07:00 | | 106 | 118 | | |
| 07:15 | | 126 | 82 | | |
| 07:30 | | 130 | 83 | | |
| 07:45 | | 130 | 125 | 492 | 408 |
| 08:00 | | 115 | 93 | | |
| 08:15 | | 142 | 91 | | |
| 08:30 | | 151 | 75 | | |
| 08:45 | | 133 | 68 | 541 | 327 |
| 09:00 | | 149 | 65 | | |
| 09:15 | | 137 | 54 | | |
| 09:30 | | 130 | 46 | | |
| 09:45 | | 144 | 41 | 560 | 206 |
| 10:00 | | 162 | 34 | | |
| 10:15 | | 172 | 30 | | |
| 10:30 | | 182 | 32 | | |
| 10:45 | | 168 | 28 | 684 | 124 |
| 11:00 | | 157 | 30 | | |
| 11:15 | | 155 | 36 | | |
| 11:30 | | 175 | 20 | | |
| 11:45 | | 184 | 28 | 671 | 114 |
| Total | | 3777 | 6544 | | |
| Percent | | 36.6% | 63.4% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 13
Station ID: 13
DORCHESTER ROAD ON RAMP TO I-526 EB

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 15 | 188 | | |
| 12:15 | | 20 | 206 | | |
| 12:30 | | 20 | 206 | | |
| 12:45 | | 10 | 155 | 65 | 755 |
| 01:00 | | 15 | 186 | | |
| 01:15 | | 10 | 177 | | |
| 01:30 | | 14 | 146 | | |
| 01:45 | | 13 | 161 | 52 | 670 |
| 02:00 | | 10 | 176 | | |
| 02:15 | | 10 | 172 | | |
| 02:30 | | 4 | 163 | | |
| 02:45 | | 6 | 166 | 30 | 677 |
| 03:00 | | 8 | 168 | | |
| 03:15 | | 8 | 216 | | |
| 03:30 | | 15 | 208 | | |
| 03:45 | | 11 | 169 | 42 | 761 |
| 04:00 | | 12 | 190 | | |
| 04:15 | | 10 | 186 | | |
| 04:30 | | 32 | 214 | | |
| 04:45 | | 14 | 190 | 68 | 780 |
| 05:00 | | 29 | 269 | | |
| 05:15 | | 42 | 228 | | |
| 05:30 | | 64 | 180 | | |
| 05:45 | | 48 | 164 | 183 | 841 |
| 06:00 | | 78 | 162 | | |
| 06:15 | | 86 | 150 | | |
| 06:30 | | 104 | 120 | | |
| 06:45 | | 112 | 114 | 380 | 546 |
| 07:00 | | 131 | 110 | | |
| 07:15 | | 153 | 105 | | |
| 07:30 | | 124 | 74 | | |
| 07:45 | | 160 | 95 | 568 | 384 |
| 08:00 | | 158 | 91 | | |
| 08:15 | | 124 | 81 | | |
| 08:30 | | 137 | 80 | | |
| 08:45 | | 134 | 60 | 553 | 312 |
| 09:00 | | 142 | 59 | | |
| 09:15 | | 127 | 49 | | |
| 09:30 | | 160 | 44 | | |
| 09:45 | | 116 | 56 | 545 | 208 |
| 10:00 | | 144 | 45 | | |
| 10:15 | | 149 | 37 | | |
| 10:30 | | 168 | 24 | | |
| 10:45 | | 151 | 28 | 612 | 134 |
| 11:00 | | 162 | 34 | | |
| 11:15 | | 171 | 32 | | |
| 11:30 | | 182 | 23 | | |
| 11:45 | | 181 | 15 | 696 | 104 |
| Total | | 3794 | 6172 | | |
| Percent | | 38.1% | 61.9% | | |
| Grand Total | | 7571 | 12716 | | |
| Percent | | 37.3% | 62.7% | | |
| ADT | | ADT 10,144 | | AADT 10,144 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 14
Station ID: 14
I-526 WB OFF RAMP TO DORCHESTER ROAD

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 13 | 135 | | |
| 12:15 | | 11 | 139 | | |
| 12:30 | | 8 | 164 | | |
| 12:45 | | 15 | 138 | 47 | 576 |
| 01:00 | | 9 | 124 | | |
| 01:15 | | 8 | 156 | | |
| 01:30 | | 8 | 145 | | |
| 01:45 | | 8 | 141 | 33 | 566 |
| 02:00 | | 8 | 138 | | |
| 02:15 | | 5 | 146 | | |
| 02:30 | | 6 | 124 | | |
| 02:45 | | 7 | 132 | 26 | 540 |
| 03:00 | | 10 | 152 | | |
| 03:15 | | 6 | 144 | | |
| 03:30 | | 6 | 134 | | |
| 03:45 | | 8 | 126 | 30 | 556 |
| 04:00 | | 10 | 114 | | |
| 04:15 | | 13 | 110 | | |
| 04:30 | | 18 | 96 | | |
| 04:45 | | 18 | 102 | 59 | 422 |
| 05:00 | | 25 | 94 | | |
| 05:15 | | 38 | 144 | | |
| 05:30 | | 28 | 116 | | |
| 05:45 | | 50 | 102 | 141 | 456 |
| 06:00 | | 64 | 102 | | |
| 06:15 | | 95 | 106 | | |
| 06:30 | | 114 | 96 | | |
| 06:45 | | 118 | 70 | 391 | 374 |
| 07:00 | | 110 | 57 | | |
| 07:15 | | 136 | 91 | | |
| 07:30 | | 143 | 59 | | |
| 07:45 | | 126 | 54 | 515 | 261 |
| 08:00 | | 154 | 51 | | |
| 08:15 | | 140 | 70 | | |
| 08:30 | | 130 | 54 | | |
| 08:45 | | 115 | 50 | 539 | 225 |
| 09:00 | | 128 | 41 | | |
| 09:15 | | 141 | 39 | | |
| 09:30 | | 155 | 43 | | |
| 09:45 | | 154 | 32 | 578 | 155 |
| 10:00 | | 144 | 44 | | |
| 10:15 | | 122 | 35 | | |
| 10:30 | | 132 | 28 | | |
| 10:45 | | 107 | 32 | 505 | 139 |
| 11:00 | | 111 | 26 | | |
| 11:15 | | 110 | 23 | | |
| 11:30 | | 112 | 20 | | |
| 11:45 | | 150 | 15 | 483 | 84 |
| Total | | 3347 | 4354 | | |
| Percent | | 43.5% | 56.5% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 14
Station ID: 14
I-526 WB OFF RAMP TO DORCHESTER ROAD

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 14 | 150 | | |
| 12:15 | | 14 | 125 | | |
| 12:30 | | 14 | 145 | | |
| 12:45 | | 12 | 146 | 54 | 566 |
| 01:00 | | 13 | 121 | | |
| 01:15 | | 8 | 130 | | |
| 01:30 | | 8 | 131 | | |
| 01:45 | | 10 | 142 | 39 | 524 |
| 02:00 | | 10 | 131 | | |
| 02:15 | | 10 | 116 | | |
| 02:30 | | 8 | 156 | | |
| 02:45 | | 2 | 137 | 30 | 540 |
| 03:00 | | 6 | 154 | | |
| 03:15 | | 6 | 150 | | |
| 03:30 | | 8 | 138 | | |
| 03:45 | | 4 | 109 | 24 | 551 |
| 04:00 | | 14 | 103 | | |
| 04:15 | | 12 | 110 | | |
| 04:30 | | 14 | 118 | | |
| 04:45 | | 14 | 104 | 54 | 435 |
| 05:00 | | 23 | 95 | | |
| 05:15 | | 34 | 140 | | |
| 05:30 | | 36 | 147 | | |
| 05:45 | | 62 | 102 | 155 | 484 |
| 06:00 | | 64 | 106 | | |
| 06:15 | | 108 | 96 | | |
| 06:30 | | 118 | 78 | | |
| 06:45 | | 126 | 78 | 416 | 358 |
| 07:00 | | 154 | 79 | | |
| 07:15 | | 195 | 77 | | |
| 07:30 | | 192 | 59 | | |
| 07:45 | | 150 | 68 | 691 | 283 |
| 08:00 | | 151 | 62 | | |
| 08:15 | | 157 | 60 | | |
| 08:30 | | 129 | 47 | | |
| 08:45 | | 157 | 44 | 594 | 213 |
| 09:00 | | 124 | 45 | | |
| 09:15 | | 126 | 50 | | |
| 09:30 | | 115 | 38 | | |
| 09:45 | | 121 | 39 | 486 | 172 |
| 10:00 | | 122 | 35 | | |
| 10:15 | | 98 | 37 | | |
| 10:30 | | 128 | 34 | | |
| 10:45 | | 106 | 31 | 454 | 137 |
| 11:00 | | 122 | 24 | | |
| 11:15 | | 116 | 25 | | |
| 11:30 | | 115 | 20 | | |
| 11:45 | | 134 | 18 | 487 | 87 |
| Total | | 3484 | 4350 | | |
| Percent | | 44.5% | 55.5% | | |
| Grand Total | | 6831 | 8704 | | |
| Percent | | 44.0% | 56.0% | | |
| ADT | | ADT 7,768 | | AADT 7,768 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 15
Station ID: 15
DORCHESTER ROAD ON RAMP TO I-526 WB

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 9 | 146 | | |
| 12:15 | | 13 | 132 | | |
| 12:30 | | 11 | 136 | | |
| 12:45 | | 10 | 178 | 43 | 592 |
| 01:00 | | 16 | 148 | | |
| 01:15 | | 16 | 186 | | |
| 01:30 | | 10 | 146 | | |
| 01:45 | | 6 | 130 | 48 | 610 |
| 02:00 | | 5 | 123 | | |
| 02:15 | | 4 | 126 | | |
| 02:30 | | 14 | 156 | | |
| 02:45 | | 7 | 142 | 30 | 547 |
| 03:00 | | 12 | 186 | | |
| 03:15 | | 6 | 164 | | |
| 03:30 | | 8 | 154 | | |
| 03:45 | | 14 | 161 | 40 | 665 |
| 04:00 | | 4 | 151 | | |
| 04:15 | | 10 | 189 | | |
| 04:30 | | 13 | 184 | | |
| 04:45 | | 23 | 164 | 50 | 688 |
| 05:00 | | 20 | 174 | | |
| 05:15 | | 36 | 201 | | |
| 05:30 | | 60 | 152 | | |
| 05:45 | | 57 | 142 | 173 | 669 |
| 06:00 | | 54 | 136 | | |
| 06:15 | | 119 | 121 | | |
| 06:30 | | 160 | 118 | | |
| 06:45 | | 146 | 100 | 479 | 475 |
| 07:00 | | 137 | 89 | | |
| 07:15 | | 136 | 88 | | |
| 07:30 | | 174 | 102 | | |
| 07:45 | | 216 | 84 | 663 | 363 |
| 08:00 | | 206 | 68 | | |
| 08:15 | | 230 | 66 | | |
| 08:30 | | 218 | 60 | | |
| 08:45 | | 214 | 57 | 868 | 251 |
| 09:00 | | 176 | 66 | | |
| 09:15 | | 228 | 59 | | |
| 09:30 | | 176 | 60 | | |
| 09:45 | | 154 | 55 | 734 | 240 |
| 10:00 | | 171 | 43 | | |
| 10:15 | | 176 | 50 | | |
| 10:30 | | 152 | 43 | | |
| 10:45 | | 126 | 26 | 625 | 162 |
| 11:00 | | 120 | 36 | | |
| 11:15 | | 140 | 26 | | |
| 11:30 | | 124 | 20 | | |
| 11:45 | | 134 | 14 | 518 | 96 |
| Total | | 4271 | 5358 | | |
| Percent | | 44.4% | 55.6% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 15
Station ID: 15
DORCHESTER ROAD ON RAMP TO I-526 WB

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 19 | 153 | | |
| 12:15 | | 13 | 118 | | |
| 12:30 | | 14 | 150 | | |
| 12:45 | | 18 | 144 | 64 | 565 |
| 01:00 | | 12 | 114 | | |
| 01:15 | | 16 | 150 | | |
| 01:30 | | 12 | 142 | | |
| 01:45 | | 7 | 143 | 47 | 549 |
| 02:00 | | 12 | 132 | | |
| 02:15 | | 8 | 139 | | |
| 02:30 | | 8 | 141 | | |
| 02:45 | | 1 | 154 | 29 | 566 |
| 03:00 | | 8 | 130 | | |
| 03:15 | | 8 | 151 | | |
| 03:30 | | 11 | 137 | | |
| 03:45 | | 15 | 130 | 42 | 548 |
| 04:00 | | 6 | 158 | | |
| 04:15 | | 7 | 146 | | |
| 04:30 | | 14 | 170 | | |
| 04:45 | | 24 | 176 | 51 | 650 |
| 05:00 | | 22 | 170 | | |
| 05:15 | | 35 | 221 | | |
| 05:30 | | 54 | 152 | | |
| 05:45 | | 73 | 113 | 184 | 656 |
| 06:00 | | 60 | 120 | | |
| 06:15 | | 118 | 120 | | |
| 06:30 | | 168 | 106 | | |
| 06:45 | | 152 | 98 | 498 | 444 |
| 07:00 | | 125 | 98 | | |
| 07:15 | | 178 | 86 | | |
| 07:30 | | 188 | 84 | | |
| 07:45 | | 234 | 80 | 725 | 348 |
| 08:00 | | 221 | 82 | | |
| 08:15 | | 215 | 62 | | |
| 08:30 | | 200 | 76 | | |
| 08:45 | | 199 | 65 | 835 | 285 |
| 09:00 | | 158 | 58 | | |
| 09:15 | | 160 | 68 | | |
| 09:30 | | 144 | 52 | | |
| 09:45 | | 150 | 53 | 612 | 231 |
| 10:00 | | 122 | 40 | | |
| 10:15 | | 118 | 52 | | |
| 10:30 | | 122 | 45 | | |
| 10:45 | | 118 | 38 | 480 | 175 |
| 11:00 | | 128 | 30 | | |
| 11:15 | | 108 | 27 | | |
| 11:30 | | 130 | 17 | | |
| 11:45 | | 137 | 18 | 503 | 92 |
| Total | | 4070 | 5109 | | |
| Percent | | 44.3% | 55.7% | | |
| Grand Total | | 8341 | 10467 | | |
| Percent | | 44.3% | 55.7% | | |
| ADT | | ADT 9,404 | | AADT 9,404 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 16
Station ID: 16
PARAMOUNT DRIVE ON RAMP TO I-526 WB

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 6 | 118 | | |
| 12:15 | | 13 | 104 | | |
| 12:30 | | 9 | 106 | | |
| 12:45 | | 5 | 141 | 33 | 469 |
| 01:00 | | 10 | 124 | | |
| 01:15 | | 16 | 138 | | |
| 01:30 | | 5 | 106 | | |
| 01:45 | | 12 | 118 | 43 | 486 |
| 02:00 | | 3 | 104 | | |
| 02:15 | | 3 | 107 | | |
| 02:30 | | 11 | 115 | | |
| 02:45 | | 6 | 127 | 23 | 453 |
| 03:00 | | 10 | 147 | | |
| 03:15 | | 5 | 155 | | |
| 03:30 | | 8 | 130 | | |
| 03:45 | | 12 | 117 | 35 | 549 |
| 04:00 | | 6 | 146 | | |
| 04:15 | | 6 | 168 | | |
| 04:30 | | 14 | 154 | | |
| 04:45 | | 22 | 158 | 48 | 626 |
| 05:00 | | 16 | 162 | | |
| 05:15 | | 30 | 161 | | |
| 05:30 | | 52 | 117 | | |
| 05:45 | | 45 | 106 | 143 | 546 |
| 06:00 | | 44 | 97 | | |
| 06:15 | | 86 | 99 | | |
| 06:30 | | 138 | 88 | | |
| 06:45 | | 138 | 95 | 406 | 379 |
| 07:00 | | 124 | 64 | | |
| 07:15 | | 119 | 60 | | |
| 07:30 | | 120 | 62 | | |
| 07:45 | | 157 | 61 | 520 | 247 |
| 08:00 | | 182 | 62 | | |
| 08:15 | | 176 | 48 | | |
| 08:30 | | 168 | 40 | | |
| 08:45 | | 161 | 41 | 687 | 191 |
| 09:00 | | 126 | 64 | | |
| 09:15 | | 160 | 43 | | |
| 09:30 | | 140 | 53 | | |
| 09:45 | | 121 | 41 | 547 | 201 |
| 10:00 | | 144 | 32 | | |
| 10:15 | | 153 | 41 | | |
| 10:30 | | 127 | 34 | | |
| 10:45 | | 116 | 17 | 540 | 124 |
| 11:00 | | 104 | 30 | | |
| 11:15 | | 125 | 24 | | |
| 11:30 | | 118 | 20 | | |
| 11:45 | | 108 | 9 | 455 | 83 |
| Total | | 3480 | 4354 | | |
| Percent | | 44.4% | 55.6% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 16
Station ID: 16
PARAMOUNT DRIVE ON RAMP TO I-526 WB

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 13 | 124 | | |
| 12:15 | | 13 | 92 | | |
| 12:30 | | 9 | 112 | | |
| 12:45 | | 12 | 104 | 47 | 432 |
| 01:00 | | 12 | 99 | | |
| 01:15 | | 12 | 124 | | |
| 01:30 | | 8 | 130 | | |
| 01:45 | | 6 | 114 | 38 | 467 |
| 02:00 | | 9 | 110 | | |
| 02:15 | | 6 | 110 | | |
| 02:30 | | 9 | 109 | | |
| 02:45 | | 1 | 118 | 25 | 447 |
| 03:00 | | 6 | 106 | | |
| 03:15 | | 8 | 113 | | |
| 03:30 | | 8 | 120 | | |
| 03:45 | | 13 | 122 | 35 | 461 |
| 04:00 | | 8 | 142 | | |
| 04:15 | | 5 | 123 | | |
| 04:30 | | 13 | 157 | | |
| 04:45 | | 20 | 152 | 46 | 574 |
| 05:00 | | 18 | 167 | | |
| 05:15 | | 31 | 172 | | |
| 05:30 | | 48 | 136 | | |
| 05:45 | | 64 | 93 | 161 | 568 |
| 06:00 | | 46 | 82 | | |
| 06:15 | | 101 | 104 | | |
| 06:30 | | 136 | 88 | | |
| 06:45 | | 136 | 74 | 419 | 348 |
| 07:00 | | 123 | 71 | | |
| 07:15 | | 128 | 59 | | |
| 07:30 | | 126 | 55 | | |
| 07:45 | | 174 | 61 | 551 | 246 |
| 08:00 | | 163 | 71 | | |
| 08:15 | | 144 | 36 | | |
| 08:30 | | 163 | 64 | | |
| 08:45 | | 151 | 46 | 621 | 217 |
| 09:00 | | 117 | 34 | | |
| 09:15 | | 133 | 48 | | |
| 09:30 | | 118 | 42 | | |
| 09:45 | | 124 | 39 | 492 | 163 |
| 10:00 | | 99 | 35 | | |
| 10:15 | | 104 | 46 | | |
| 10:30 | | 108 | 39 | | |
| 10:45 | | 94 | 27 | 405 | 147 |
| 11:00 | | 104 | 22 | | |
| 11:15 | | 101 | 24 | | |
| 11:30 | | 98 | 8 | | |
| 11:45 | | 110 | 15 | 413 | 69 |
| Total | | 3253 | 4139 | | |
| Percent | | 44.0% | 56.0% | | |
| Grand Total | | 6733 | 8493 | | |
| Percent | | 44.2% | 55.8% | | |
| ADT | | ADT 7,613 | | AADT 7,613 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 17
Station ID: 17
I-526 EB OFF RAMP TO MONTAGUE AVENUE

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 12 | 216 | | |
| 12:15 | | 7 | 208 | | |
| 12:30 | | 6 | 178 | | |
| 12:45 | | 8 | 166 | 33 | 768 |
| 01:00 | | 6 | 188 | | |
| 01:15 | | 8 | 160 | | |
| 01:30 | | 6 | 153 | | |
| 01:45 | | 12 | 165 | 32 | 666 |
| 02:00 | | 10 | 142 | | |
| 02:15 | | 5 | 128 | | |
| 02:30 | | 2 | 176 | | |
| 02:45 | | 2 | 148 | 19 | 594 |
| 03:00 | | 8 | 184 | | |
| 03:15 | | 3 | 130 | | |
| 03:30 | | 5 | 158 | | |
| 03:45 | | 3 | 129 | 19 | 601 |
| 04:00 | | 5 | 180 | | |
| 04:15 | | 10 | 162 | | |
| 04:30 | | 13 | 172 | | |
| 04:45 | | 15 | 201 | 43 | 715 |
| 05:00 | | 20 | 221 | | |
| 05:15 | | 32 | 241 | | |
| 05:30 | | 21 | 212 | | |
| 05:45 | | 38 | 173 | 111 | 847 |
| 06:00 | | 55 | 174 | | |
| 06:15 | | 74 | 167 | | |
| 06:30 | | 100 | 136 | | |
| 06:45 | | 110 | 157 | 339 | 634 |
| 07:00 | | 132 | 122 | | |
| 07:15 | | 162 | 104 | | |
| 07:30 | | 183 | 110 | | |
| 07:45 | | 178 | 100 | 655 | 436 |
| 08:00 | | 150 | 102 | | |
| 08:15 | | 148 | 100 | | |
| 08:30 | | 141 | 80 | | |
| 08:45 | | 125 | 60 | 564 | 342 |
| 09:00 | | 111 | 51 | | |
| 09:15 | | 126 | 49 | | |
| 09:30 | | 118 | 38 | | |
| 09:45 | | 124 | 28 | 479 | 166 |
| 10:00 | | 118 | 33 | | |
| 10:15 | | 120 | 20 | | |
| 10:30 | | 129 | 23 | | |
| 10:45 | | 162 | 18 | 529 | 94 |
| 11:00 | | 138 | 16 | | |
| 11:15 | | 168 | 28 | | |
| 11:30 | | 188 | 22 | | |
| 11:45 | | 182 | 13 | 676 | 79 |
| Total | | 3499 | 5942 | | |
| Percent | | 37.1% | 62.9% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 17
Station ID: 17
I-526 EB OFF RAMP TO MONTAGUE AVENUE

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 15 | 188 | | |
| 12:15 | | 12 | 192 | | |
| 12:30 | | 12 | 184 | | |
| 12:45 | | 3 | 160 | 42 | 724 |
| 01:00 | | 3 | 160 | | |
| 01:15 | | 5 | 162 | | |
| 01:30 | | 4 | 146 | | |
| 01:45 | | 2 | 160 | 14 | 628 |
| 02:00 | | 5 | 144 | | |
| 02:15 | | 2 | 154 | | |
| 02:30 | | 8 | 150 | | |
| 02:45 | | 1 | 152 | 16 | 600 |
| 03:00 | | 2 | 141 | | |
| 03:15 | | 3 | 151 | | |
| 03:30 | | 8 | 166 | | |
| 03:45 | | 2 | 156 | 15 | 614 |
| 04:00 | | 8 | 156 | | |
| 04:15 | | 10 | 180 | | |
| 04:30 | | 13 | 179 | | |
| 04:45 | | 9 | 190 | 40 | 705 |
| 05:00 | | 29 | 216 | | |
| 05:15 | | 24 | 273 | | |
| 05:30 | | 24 | 194 | | |
| 05:45 | | 36 | 175 | 113 | 858 |
| 06:00 | | 50 | 192 | | |
| 06:15 | | 64 | 168 | | |
| 06:30 | | 110 | 158 | | |
| 06:45 | | 102 | 124 | 326 | 642 |
| 07:00 | | 135 | 116 | | |
| 07:15 | | 175 | 109 | | |
| 07:30 | | 186 | 85 | | |
| 07:45 | | 183 | 79 | 679 | 389 |
| 08:00 | | 144 | 81 | | |
| 08:15 | | 150 | 53 | | |
| 08:30 | | 148 | 54 | | |
| 08:45 | | 131 | 44 | 573 | 232 |
| 09:00 | | 96 | 47 | | |
| 09:15 | | 119 | 44 | | |
| 09:30 | | 134 | 35 | | |
| 09:45 | | 109 | 29 | 458 | 155 |
| 10:00 | | 110 | 34 | | |
| 10:15 | | 118 | 28 | | |
| 10:30 | | 138 | 20 | | |
| 10:45 | | 156 | 33 | 522 | 115 |
| 11:00 | | 152 | 20 | | |
| 11:15 | | 174 | 29 | | |
| 11:30 | | 170 | 15 | | |
| 11:45 | | 200 | 11 | 696 | 75 |
| Total | | 3494 | 5737 | | |
| Percent | | 37.9% | 62.1% | | |
| Grand Total | | 6993 | 11679 | | |
| Percent | | 37.5% | 62.5% | | |
| ADT | | ADT 9,336 | | AADT 9,336 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 18
Station ID: 18
MONTAGUE AVENUE ON RAMP TO I-526 EB

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | NB Morning | NB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 14 | 137 | | |
| 12:15 | | 11 | 141 | | |
| 12:30 | | 14 | 127 | | |
| 12:45 | | 10 | 126 | 49 | 531 |
| 01:00 | | 12 | 126 | | |
| 01:15 | | 10 | 99 | | |
| 01:30 | | 4 | 103 | | |
| 01:45 | | 12 | 116 | 38 | 444 |
| 02:00 | | 5 | 99 | | |
| 02:15 | | 4 | 109 | | |
| 02:30 | | 3 | 122 | | |
| 02:45 | | 4 | 121 | 16 | 451 |
| 03:00 | | 4 | 114 | | |
| 03:15 | | 5 | 100 | | |
| 03:30 | | 5 | 106 | | |
| 03:45 | | 2 | 110 | 16 | 430 |
| 04:00 | | 8 | 120 | | |
| 04:15 | | 10 | 112 | | |
| 04:30 | | 10 | 108 | | |
| 04:45 | | 21 | 158 | 49 | 498 |
| 05:00 | | 14 | 122 | | |
| 05:15 | | 18 | 164 | | |
| 05:30 | | 24 | 138 | | |
| 05:45 | | 26 | 111 | 82 | 535 |
| 06:00 | | 42 | 130 | | |
| 06:15 | | 49 | 110 | | |
| 06:30 | | 58 | 91 | | |
| 06:45 | | 62 | 95 | 211 | 426 |
| 07:00 | | 76 | 92 | | |
| 07:15 | | 80 | 82 | | |
| 07:30 | | 73 | 86 | | |
| 07:45 | | 64 | 75 | 293 | 335 |
| 08:00 | | 80 | 88 | | |
| 08:15 | | 76 | 80 | | |
| 08:30 | | 76 | 61 | | |
| 08:45 | | 76 | 40 | 308 | 269 |
| 09:00 | | 70 | 46 | | |
| 09:15 | | 84 | 63 | | |
| 09:30 | | 84 | 86 | | |
| 09:45 | | 86 | 34 | 324 | 229 |
| 10:00 | | 106 | 36 | | |
| 10:15 | | 104 | 30 | | |
| 10:30 | | 112 | 30 | | |
| 10:45 | | 112 | 27 | 434 | 123 |
| 11:00 | | 96 | 30 | | |
| 11:15 | | 120 | 59 | | |
| 11:30 | | 138 | 20 | | |
| 11:45 | | 133 | 17 | 487 | 126 |
| Total | | 2307 | 4397 | | |
| Percent | | 34.4% | 65.6% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 18
Station ID: 18
MONTAGUE AVENUE ON RAMP TO I-526 EB

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | NB Morning | NB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 9 | 140 | | |
| 12:15 | | 11 | 129 | | |
| 12:30 | | 8 | 152 | | |
| 12:45 | | 7 | 114 | 35 | 535 |
| 01:00 | | 9 | 122 | | |
| 01:15 | | 10 | 120 | | |
| 01:30 | | 6 | 116 | | |
| 01:45 | | 4 | 123 | 29 | 481 |
| 02:00 | | 5 | 98 | | |
| 02:15 | | 4 | 134 | | |
| 02:30 | | 6 | 101 | | |
| 02:45 | | 4 | 104 | 19 | 437 |
| 03:00 | | 6 | 110 | | |
| 03:15 | | 3 | 94 | | |
| 03:30 | | 2 | 103 | | |
| 03:45 | | 6 | 96 | 17 | 403 |
| 04:00 | | 4 | 100 | | |
| 04:15 | | 14 | 126 | | |
| 04:30 | | 12 | 119 | | |
| 04:45 | | 15 | 120 | 45 | 465 |
| 05:00 | | 18 | 122 | | |
| 05:15 | | 16 | 120 | | |
| 05:30 | | 18 | 114 | | |
| 05:45 | | 22 | 100 | 74 | 456 |
| 06:00 | | 30 | 124 | | |
| 06:15 | | 48 | 116 | | |
| 06:30 | | 69 | 100 | | |
| 06:45 | | 72 | 75 | 219 | 415 |
| 07:00 | | 69 | 87 | | |
| 07:15 | | 71 | 90 | | |
| 07:30 | | 91 | 76 | | |
| 07:45 | | 85 | 69 | 316 | 322 |
| 08:00 | | 71 | 64 | | |
| 08:15 | | 74 | 49 | | |
| 08:30 | | 81 | 54 | | |
| 08:45 | | 76 | 54 | 302 | 221 |
| 09:00 | | 83 | 59 | | |
| 09:15 | | 90 | 51 | | |
| 09:30 | | 98 | 46 | | |
| 09:45 | | 86 | 33 | 357 | 189 |
| 10:00 | | 84 | 36 | | |
| 10:15 | | 92 | 40 | | |
| 10:30 | | 90 | 30 | | |
| 10:45 | | 113 | 22 | 379 | 128 |
| 11:00 | | 111 | 21 | | |
| 11:15 | | 143 | 39 | | |
| 11:30 | | 105 | 56 | | |
| 11:45 | | 131 | 38 | 490 | 154 |
| Total | | 2282 | 4206 | | |
| Percent | | 35.2% | 64.8% | | |
| Grand Total | | 4589 | 8603 | | |
| Percent | | 34.8% | 65.2% | | |
| ADT | | ADT 6,596 | | AADT 6,596 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 19
Station ID: 19
I-526 EB off-ramp loop to International Blvd.
Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 3 | 72 | | |
| 12:15 | | 7 | 55 | | |
| 12:30 | | 7 | 52 | | |
| 12:45 | | 5 | 66 | 22 | 245 |
| 01:00 | | 5 | 74 | | |
| 01:15 | | 5 | 60 | | |
| 01:30 | | 1 | 70 | | |
| 01:45 | | 4 | 49 | 15 | 253 |
| 02:00 | | 4 | 74 | | |
| 02:15 | | 4 | 82 | | |
| 02:30 | | 0 | 78 | | |
| 02:45 | | 2 | 64 | 10 | 298 |
| 03:00 | | 1 | 80 | | |
| 03:15 | | 4 | 67 | | |
| 03:30 | | 12 | 82 | | |
| 03:45 | | 8 | 82 | 25 | 311 |
| 04:00 | | 16 | 92 | | |
| 04:15 | | 29 | 87 | | |
| 04:30 | | 56 | 121 | | |
| 04:45 | | 61 | 122 | 162 | 422 |
| 05:00 | | 40 | 156 | | |
| 05:15 | | 54 | 154 | | |
| 05:30 | | 84 | 126 | | |
| 05:45 | | 91 | 100 | 269 | 536 |
| 06:00 | | 79 | 82 | | |
| 06:15 | | 120 | 64 | | |
| 06:30 | | 150 | 66 | | |
| 06:45 | | 116 | 56 | 465 | 268 |
| 07:00 | | 106 | 61 | | |
| 07:15 | | 99 | 60 | | |
| 07:30 | | 96 | 42 | | |
| 07:45 | | 80 | 44 | 381 | 207 |
| 08:00 | | 75 | 33 | | |
| 08:15 | | 80 | 32 | | |
| 08:30 | | 82 | 30 | | |
| 08:45 | | 72 | 31 | 309 | 126 |
| 09:00 | | 52 | 44 | | |
| 09:15 | | 63 | 36 | | |
| 09:30 | | 50 | 33 | | |
| 09:45 | | 64 | 41 | 229 | 154 |
| 10:00 | | 38 | 30 | | |
| 10:15 | | 34 | 26 | | |
| 10:30 | | 54 | 30 | | |
| 10:45 | | 58 | 22 | 184 | 108 |
| 11:00 | | 66 | 22 | | |
| 11:15 | | 65 | 16 | | |
| 11:30 | | 70 | 17 | | |
| 11:45 | | 67 | 15 | 268 | 70 |
| Total | | 2339 | 2998 | | |
| Percent | | 43.8% | 56.2% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 19
Station ID: 19
I-526 EB off-ramp loop to International Blvd.
Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 10 | 56 | | |
| 12:15 | | 8 | 60 | | |
| 12:30 | | 8 | 50 | | |
| 12:45 | | 4 | 50 | 30 | 216 |
| 01:00 | | 4 | 63 | | |
| 01:15 | | 8 | 62 | | |
| 01:30 | | 3 | 70 | | |
| 01:45 | | 1 | 74 | 16 | 269 |
| 02:00 | | 3 | 67 | | |
| 02:15 | | 4 | 82 | | |
| 02:30 | | 2 | 78 | | |
| 02:45 | | 3 | 76 | 12 | 303 |
| 03:00 | | 1 | 82 | | |
| 03:15 | | 2 | 78 | | |
| 03:30 | | 11 | 72 | | |
| 03:45 | | 16 | 74 | 30 | 306 |
| 04:00 | | 12 | 81 | | |
| 04:15 | | 24 | 89 | | |
| 04:30 | | 55 | 106 | | |
| 04:45 | | 54 | 111 | 145 | 387 |
| 05:00 | | 44 | 149 | | |
| 05:15 | | 64 | 162 | | |
| 05:30 | | 90 | 148 | | |
| 05:45 | | 95 | 130 | 293 | 589 |
| 06:00 | | 76 | 86 | | |
| 06:15 | | 98 | 88 | | |
| 06:30 | | 142 | 62 | | |
| 06:45 | | 126 | 63 | 442 | 299 |
| 07:00 | | 92 | 57 | | |
| 07:15 | | 96 | 55 | | |
| 07:30 | | 104 | 37 | | |
| 07:45 | | 108 | 34 | 400 | 183 |
| 08:00 | | 75 | 41 | | |
| 08:15 | | 61 | 60 | | |
| 08:30 | | 65 | 35 | | |
| 08:45 | | 63 | 53 | 264 | 189 |
| 09:00 | | 54 | 37 | | |
| 09:15 | | 56 | 35 | | |
| 09:30 | | 65 | 46 | | |
| 09:45 | | 56 | 29 | 231 | 147 |
| 10:00 | | 62 | 20 | | |
| 10:15 | | 55 | 29 | | |
| 10:30 | | 52 | 23 | | |
| 10:45 | | 61 | 19 | 230 | 91 |
| 11:00 | | 41 | 20 | | |
| 11:15 | | 57 | 21 | | |
| 11:30 | | 48 | 13 | | |
| 11:45 | | 49 | 19 | 195 | 73 |
| Total | | 2288 | 3052 | | |
| Percent | | 42.8% | 57.2% | | |
| Grand Total | | 4627 | 6050 | | |
| Percent | | 43.3% | 56.7% | | |
| | | | | | |
| ADT | | ADT 5,338 | | AADT 5,338 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 20
Station ID: 20
INTERNATIONAL BLVD ON RAMP TO I-526 EB

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 142 | 282 | | |
| 12:15 | | 94 | 314 | | |
| 12:30 | | 88 | 338 | | |
| 12:45 | | 54 | 350 | 378 | 1284 |
| 01:00 | | 52 | 334 | | |
| 01:15 | | 23 | 316 | | |
| 01:30 | | 32 | 308 | | |
| 01:45 | | 20 | 320 | 127 | 1278 |
| 02:00 | | 33 | 340 | | |
| 02:15 | | 24 | 332 | | |
| 02:30 | | 18 | 332 | | |
| 02:45 | | 20 | 330 | 95 | 1334 |
| 03:00 | | 14 | 355 | | |
| 03:15 | | 12 | 352 | | |
| 03:30 | | 17 | 332 | | |
| 03:45 | | 18 | 330 | 61 | 1369 |
| 04:00 | | 18 | 342 | | |
| 04:15 | | 28 | 332 | | |
| 04:30 | | 40 | 320 | | |
| 04:45 | | 50 | 302 | 136 | 1296 |
| 05:00 | | 72 | 316 | | |
| 05:15 | | 66 | 265 | | |
| 05:30 | | 128 | 286 | | |
| 05:45 | | 111 | 290 | 377 | 1157 |
| 06:00 | | 147 | 285 | | |
| 06:15 | | 188 | 270 | | |
| 06:30 | | 265 | 240 | | |
| 06:45 | | 236 | 234 | 836 | 1029 |
| 07:00 | | 254 | 248 | | |
| 07:15 | | 249 | 253 | | |
| 07:30 | | 260 | 285 | | |
| 07:45 | | 250 | 268 | 1013 | 1054 |
| 08:00 | | 237 | 230 | | |
| 08:15 | | 222 | 247 | | |
| 08:30 | | 240 | 210 | | |
| 08:45 | | 195 | 171 | 894 | 858 |
| 09:00 | | 226 | 178 | | |
| 09:15 | | 249 | 218 | | |
| 09:30 | | 252 | 359 | | |
| 09:45 | | 278 | 174 | 1005 | 929 |
| 10:00 | | 268 | 179 | | |
| 10:15 | | 294 | 130 | | |
| 10:30 | | 269 | 144 | | |
| 10:45 | | 221 | 116 | 1052 | 569 |
| 11:00 | | 244 | 140 | | |
| 11:15 | | 260 | 248 | | |
| 11:30 | | 294 | 123 | | |
| 11:45 | | 293 | 76 | 1091 | 587 |
| Total | | 7065 | 12744 | | |
| Percent | | 35.7% | 64.3% | | |

**_All Traffic Data Services, Inc_**
1336 Farmer Road
Conyers, GA 30012
**_alltrafficdata.net_**

Site Code: 20
Station ID: 20
INTERNATIONAL BLVD ON RAMP TO I-526 EB

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 129 | 311 | | |
| 12:15 | | 106 | 337 | | |
| 12:30 | | 63 | 369 | | |
| 12:45 | | 46 | 342 | 344 | 1359 |
| 01:00 | | 43 | 389 | | |
| 01:15 | | 50 | 349 | | |
| 01:30 | | 38 | 330 | | |
| 01:45 | | 25 | 302 | 156 | 1370 |
| 02:00 | | 34 | 338 | | |
| 02:15 | | 24 | 338 | | |
| 02:30 | | 9 | 298 | | |
| 02:45 | | 17 | 340 | 84 | 1314 |
| 03:00 | | 23 | 356 | | |
| 03:15 | | 16 | 349 | | |
| 03:30 | | 14 | 314 | | |
| 03:45 | | 21 | 307 | 74 | 1326 |
| 04:00 | | 16 | 324 | | |
| 04:15 | | 34 | 346 | | |
| 04:30 | | 43 | 335 | | |
| 04:45 | | 42 | 321 | 135 | 1326 |
| 05:00 | | 72 | 291 | | |
| 05:15 | | 70 | 286 | | |
| 05:30 | | 100 | 269 | | |
| 05:45 | | 113 | 252 | 355 | 1098 |
| 06:00 | | 143 | 327 | | |
| 06:15 | | 212 | 293 | | |
| 06:30 | | 260 | 256 | | |
| 06:45 | | 258 | 232 | 873 | 1108 |
| 07:00 | | 246 | 260 | | |
| 07:15 | | 272 | 290 | | |
| 07:30 | | 302 | 277 | | |
| 07:45 | | 232 | 224 | 1052 | 1051 |
| 08:00 | | 208 | 177 | | |
| 08:15 | | 220 | 202 | | |
| 08:30 | | 226 | 248 | | |
| 08:45 | | 243 | 182 | 897 | 809 |
| 09:00 | | 240 | 184 | | |
| 09:15 | | 245 | 195 | | |
| 09:30 | | 240 | 180 | | |
| 09:45 | | 258 | 174 | 983 | 733 |
| 10:00 | | 252 | 179 | | |
| 10:15 | | 231 | 116 | | |
| 10:30 | | 236 | 158 | | |
| 10:45 | | 276 | 83 | 995 | 536 |
| 11:00 | | 271 | 102 | | |
| 11:15 | | 238 | 176 | | |
| 11:30 | | 278 | 214 | | |
| 11:45 | | 279 | 170 | 1066 | 662 |
| Total | | 7014 | 12692 | | |
| Percent | | 35.6% | 64.4% | | |
| Grand Total | | 14079 | 25436 | | |
| Percent | | 35.6% | 64.4% | | |
| ADT | | ADT 19,758 | | AADT 19,758 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 21
Station ID: 21
I-526 WB OFF RAMP TO INTERNATIONAL BLVD

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 52 | 276 | | |
| 12:15 | | 38 | 261 | | |
| 12:30 | | 48 | 272 | | |
| 12:45 | | 35 | 252 | 173 | 1061 |
| 01:00 | | 20 | 256 | | |
| 01:15 | | 21 | 286 | | |
| 01:30 | | 12 | 277 | | |
| 01:45 | | 12 | 280 | 65 | 1099 |
| 02:00 | | 24 | 279 | | |
| 02:15 | | 18 | 337 | | |
| 02:30 | | 18 | 308 | | |
| 02:45 | | 14 | 316 | 74 | 1240 |
| 03:00 | | 23 | 316 | | |
| 03:15 | | 22 | 356 | | |
| 03:30 | | 25 | 324 | | |
| 03:45 | | 58 | 326 | 128 | 1322 |
| 04:00 | | 48 | 298 | | |
| 04:15 | | 89 | 310 | | |
| 04:30 | | 152 | 350 | | |
| 04:45 | | 164 | 296 | 453 | 1254 |
| 05:00 | | 122 | 283 | | |
| 05:15 | | 145 | 278 | | |
| 05:30 | | 211 | 275 | | |
| 05:45 | | 243 | 264 | 721 | 1100 |
| 06:00 | | 202 | 287 | | |
| 06:15 | | 244 | 306 | | |
| 06:30 | | 216 | 269 | | |
| 06:45 | | 240 | 286 | 902 | 1148 |
| 07:00 | | 218 | 258 | | |
| 07:15 | | 254 | 236 | | |
| 07:30 | | 228 | 223 | | |
| 07:45 | | 183 | 221 | 883 | 938 |
| 08:00 | | 204 | 199 | | |
| 08:15 | | 218 | 170 | | |
| 08:30 | | 186 | 166 | | |
| 08:45 | | 194 | 146 | 802 | 681 |
| 09:00 | | 200 | 130 | | |
| 09:15 | | 200 | 168 | | |
| 09:30 | | 250 | 160 | | |
| 09:45 | | 260 | 130 | 910 | 588 |
| 10:00 | | 267 | 92 | | |
| 10:15 | | 248 | 92 | | |
| 10:30 | | 235 | 89 | | |
| 10:45 | | 236 | 93 | 986 | 366 |
| 11:00 | | 233 | 57 | | |
| 11:15 | | 291 | 88 | | |
| 11:30 | | 292 | 68 | | |
| 11:45 | | 279 | 60 | 1095 | 273 |
| Total | | 7192 | 11070 | | |
| Percent | | 39.4% | 60.6% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 21
Station ID: 21
I-526 WB OFF RAMP TO INTERNATIONAL BLVD

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 50 | 264 | | |
| 12:15 | | 57 | 286 | | |
| 12:30 | | 27 | 246 | | |
| 12:45 | | 22 | 260 | 156 | 1056 |
| 01:00 | | 26 | 257 | | |
| 01:15 | | 23 | 290 | | |
| 01:30 | | 19 | 323 | | |
| 01:45 | | 19 | 310 | 87 | 1180 |
| 02:00 | | 11 | 289 | | |
| 02:15 | | 20 | 324 | | |
| 02:30 | | 17 | 308 | | |
| 02:45 | | 18 | 304 | 66 | 1225 |
| 03:00 | | 16 | 316 | | |
| 03:15 | | 17 | 310 | | |
| 03:30 | | 28 | 297 | | |
| 03:45 | | 45 | 323 | 106 | 1246 |
| 04:00 | | 44 | 279 | | |
| 04:15 | | 78 | 304 | | |
| 04:30 | | 130 | 328 | | |
| 04:45 | | 170 | 266 | 422 | 1177 |
| 05:00 | | 102 | 278 | | |
| 05:15 | | 122 | 272 | | |
| 05:30 | | 193 | 253 | | |
| 05:45 | | 220 | 272 | 637 | 1075 |
| 06:00 | | 190 | 302 | | |
| 06:15 | | 224 | 340 | | |
| 06:30 | | 258 | 296 | | |
| 06:45 | | 280 | 278 | 952 | 1216 |
| 07:00 | | 298 | 270 | | |
| 07:15 | | 270 | 191 | | |
| 07:30 | | 236 | 178 | | |
| 07:45 | | 210 | 154 | 1014 | 793 |
| 08:00 | | 197 | 126 | | |
| 08:15 | | 234 | 149 | | |
| 08:30 | | 246 | 150 | | |
| 08:45 | | 224 | 159 | 901 | 584 |
| 09:00 | | 262 | 136 | | |
| 09:15 | | 286 | 136 | | |
| 09:30 | | 200 | 151 | | |
| 09:45 | | 221 | 126 | 969 | 549 |
| 10:00 | | 226 | 96 | | |
| 10:15 | | 232 | 88 | | |
| 10:30 | | 240 | 101 | | |
| 10:45 | | 210 | 78 | 908 | 363 |
| 11:00 | | 264 | 78 | | |
| 11:15 | | 278 | 64 | | |
| 11:30 | | 271 | 65 | | |
| 11:45 | | 320 | 83 | 1133 | 290 |
| Total | | 7351 | 10754 | | |
| Percent | | 40.6% | 59.4% | | |
| Grand Total | | 14543 | 21824 | | |
| Percent | | 40.0% | 60.0% | | |
| ADT | | ADT 18,184 | | AADT 18,184 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 22
Station ID: 22
INTERNATIONAL BLVD. ON RAMP TO I-526 WB

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 32 | 110 | | |
| 12:15 | | 17 | 123 | | |
| 12:30 | | 22 | 137 | | |
| 12:45 | | 13 | 140 | 84 | 510 |
| 01:00 | | 18 | 138 | | |
| 01:15 | | 11 | 132 | | |
| 01:30 | | 12 | 128 | | |
| 01:45 | | 4 | 118 | 45 | 516 |
| 02:00 | | 6 | 127 | | |
| 02:15 | | 8 | 127 | | |
| 02:30 | | 6 | 156 | | |
| 02:45 | | 8 | 142 | 28 | 552 |
| 03:00 | | 5 | 156 | | |
| 03:15 | | 3 | 152 | | |
| 03:30 | | 7 | 147 | | |
| 03:45 | | 6 | 132 | 21 | 587 |
| 04:00 | | 4 | 139 | | |
| 04:15 | | 5 | 130 | | |
| 04:30 | | 12 | 158 | | |
| 04:45 | | 9 | 120 | 30 | 547 |
| 05:00 | | 19 | 122 | | |
| 05:15 | | 18 | 136 | | |
| 05:30 | | 16 | 98 | | |
| 05:45 | | 24 | 110 | 77 | 466 |
| 06:00 | | 38 | 85 | | |
| 06:15 | | 59 | 88 | | |
| 06:30 | | 102 | 67 | | |
| 06:45 | | 86 | 70 | 285 | 310 |
| 07:00 | | 84 | 68 | | |
| 07:15 | | 162 | 88 | | |
| 07:30 | | 156 | 92 | | |
| 07:45 | | 174 | 73 | 576 | 321 |
| 08:00 | | 145 | 59 | | |
| 08:15 | | 138 | 65 | | |
| 08:30 | | 156 | 55 | | |
| 08:45 | | 149 | 42 | 588 | 221 |
| 09:00 | | 148 | 47 | | |
| 09:15 | | 150 | 51 | | |
| 09:30 | | 139 | 64 | | |
| 09:45 | | 138 | 42 | 575 | 204 |
| 10:00 | | 100 | 52 | | |
| 10:15 | | 104 | 45 | | |
| 10:30 | | 88 | 34 | | |
| 10:45 | | 100 | 31 | 392 | 162 |
| 11:00 | | 100 | 47 | | |
| 11:15 | | 100 | 68 | | |
| 11:30 | | 100 | 38 | | |
| 11:45 | | 86 | 29 | 386 | 182 |
| Total | | 3087 | 4578 | | |
| Percent | | 40.3% | 59.7% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 22
Station ID: 22
INTERNATIONAL BLVD. ON RAMP TO I-526 WB

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 34 | 104 | | |
| 12:15 | | 32 | 110 | | |
| 12:30 | | 29 | 137 | | |
| 12:45 | | 11 | 132 | 106 | 483 |
| 01:00 | | 12 | 147 | | |
| 01:15 | | 11 | 112 | | |
| 01:30 | | 13 | 134 | | |
| 01:45 | | 7 | 137 | 43 | 530 |
| 02:00 | | 4 | 106 | | |
| 02:15 | | 5 | 110 | | |
| 02:30 | | 5 | 154 | | |
| 02:45 | | 4 | 138 | 18 | 508 |
| 03:00 | | 4 | 160 | | |
| 03:15 | | 6 | 156 | | |
| 03:30 | | 2 | 144 | | |
| 03:45 | | 5 | 130 | 17 | 590 |
| 04:00 | | 8 | 147 | | |
| 04:15 | | 12 | 144 | | |
| 04:30 | | 8 | 127 | | |
| 04:45 | | 8 | 140 | 36 | 558 |
| 05:00 | | 20 | 119 | | |
| 05:15 | | 11 | 104 | | |
| 05:30 | | 31 | 118 | | |
| 05:45 | | 26 | 104 | 88 | 445 |
| 06:00 | | 28 | 121 | | |
| 06:15 | | 44 | 110 | | |
| 06:30 | | 80 | 76 | | |
| 06:45 | | 74 | 59 | 226 | 366 |
| 07:00 | | 75 | 98 | | |
| 07:15 | | 100 | 83 | | |
| 07:30 | | 136 | 77 | | |
| 07:45 | | 140 | 64 | 451 | 322 |
| 08:00 | | 124 | 60 | | |
| 08:15 | | 118 | 72 | | |
| 08:30 | | 106 | 72 | | |
| 08:45 | | 132 | 63 | 480 | 267 |
| 09:00 | | 94 | 56 | | |
| 09:15 | | 112 | 44 | | |
| 09:30 | | 62 | 52 | | |
| 09:45 | | 90 | 42 | 358 | 194 |
| 10:00 | | 93 | 57 | | |
| 10:15 | | 98 | 47 | | |
| 10:30 | | 88 | 59 | | |
| 10:45 | | 70 | 21 | 349 | 184 |
| 11:00 | | 99 | 43 | | |
| 11:15 | | 98 | 34 | | |
| 11:30 | | 103 | 40 | | |
| 11:45 | | 93 | 48 | 393 | 165 |
| Total | | 2565 | 4612 | | |
| Percent | | 35.7% | 64.3% | | |
| Grand Total | | 5652 | 9190 | | |
| Percent | | 38.1% | 61.9% | | |
| ADT | | ADT 7,421 | | AADT 7,421 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 23
Station ID: 23
I-526 WB OFF RAMP TO MONTAGUE AVENUE

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 13 | 69 | | |
| 12:15 | | 13 | 76 | | |
| 12:30 | | 14 | 52 | | |
| 12:45 | | 18 | 54 | 58 | 251 |
| 01:00 | | 6 | 64 | | |
| 01:15 | | 11 | 66 | | |
| 01:30 | | 6 | 79 | | |
| 01:45 | | 6 | 62 | 29 | 271 |
| 02:00 | | 8 | 63 | | |
| 02:15 | | 6 | 92 | | |
| 02:30 | | 3 | 72 | | |
| 02:45 | | 4 | 77 | 21 | 304 |
| 03:00 | | 7 | 81 | | |
| 03:15 | | 3 | 102 | | |
| 03:30 | | 3 | 90 | | |
| 03:45 | | 6 | 88 | 19 | 361 |
| 04:00 | | 6 | 78 | | |
| 04:15 | | 5 | 100 | | |
| 04:30 | | 8 | 96 | | |
| 04:45 | | 7 | 70 | 26 | 344 |
| 05:00 | | 12 | 92 | | |
| 05:15 | | 19 | 108 | | |
| 05:30 | | 19 | 94 | | |
| 05:45 | | 14 | 72 | 64 | 366 |
| 06:00 | | 19 | 60 | | |
| 06:15 | | 36 | 72 | | |
| 06:30 | | 32 | 61 | | |
| 06:45 | | 30 | 48 | 117 | 241 |
| 07:00 | | 41 | 74 | | |
| 07:15 | | 48 | 52 | | |
| 07:30 | | 34 | 57 | | |
| 07:45 | | 49 | 64 | 172 | 247 |
| 08:00 | | 54 | 47 | | |
| 08:15 | | 72 | 56 | | |
| 08:30 | | 42 | 50 | | |
| 08:45 | | 58 | 42 | 226 | 195 |
| 09:00 | | 46 | 53 | | |
| 09:15 | | 44 | 45 | | |
| 09:30 | | 60 | 33 | | |
| 09:45 | | 76 | 39 | 226 | 170 |
| 10:00 | | 64 | 29 | | |
| 10:15 | | 78 | 33 | | |
| 10:30 | | 66 | 22 | | |
| 10:45 | | 62 | 32 | 270 | 116 |
| 11:00 | | 78 | 22 | | |
| 11:15 | | 58 | 26 | | |
| 11:30 | | 82 | 16 | | |
| 11:45 | | 69 | 15 | 287 | 79 |
| Total | | 1515 | 2945 | | |
| Percent | | 34.0% | 66.0% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 23
Station ID: 23
I-526 WB OFF RAMP TO MONTAGUE AVENUE

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 6 | 57 | | |
| 12:15 | | 12 | 84 | | |
| 12:30 | | 9 | 70 | | |
| 12:45 | | 9 | 68 | 36 | 279 |
| 01:00 | | 9 | 48 | | |
| 01:15 | | 5 | 53 | | |
| 01:30 | | 12 | 90 | | |
| 01:45 | | 1 | 80 | 27 | 271 |
| 02:00 | | 5 | 82 | | |
| 02:15 | | 10 | 62 | | |
| 02:30 | | 7 | 77 | | |
| 02:45 | | 4 | 86 | 26 | 307 |
| 03:00 | | 5 | 70 | | |
| 03:15 | | 2 | 86 | | |
| 03:30 | | 1 | 73 | | |
| 03:45 | | 4 | 98 | 12 | 327 |
| 04:00 | | 4 | 82 | | |
| 04:15 | | 8 | 96 | | |
| 04:30 | | 4 | 86 | | |
| 04:45 | | 16 | 81 | 32 | 345 |
| 05:00 | | 15 | 86 | | |
| 05:15 | | 9 | 83 | | |
| 05:30 | | 11 | 70 | | |
| 05:45 | | 16 | 69 | 51 | 308 |
| 06:00 | | 19 | 64 | | |
| 06:15 | | 42 | 80 | | |
| 06:30 | | 30 | 77 | | |
| 06:45 | | 54 | 55 | 145 | 276 |
| 07:00 | | 70 | 74 | | |
| 07:15 | | 60 | 60 | | |
| 07:30 | | 50 | 51 | | |
| 07:45 | | 43 | 49 | 223 | 234 |
| 08:00 | | 56 | 39 | | |
| 08:15 | | 60 | 45 | | |
| 08:30 | | 49 | 46 | | |
| 08:45 | | 42 | 50 | 207 | 180 |
| 09:00 | | 54 | 36 | | |
| 09:15 | | 60 | 49 | | |
| 09:30 | | 38 | 46 | | |
| 09:45 | | 72 | 27 | 224 | 158 |
| 10:00 | | 52 | 33 | | |
| 10:15 | | 66 | 22 | | |
| 10:30 | | 63 | 22 | | |
| 10:45 | | 66 | 20 | 247 | 97 |
| 11:00 | | 60 | 20 | | |
| 11:15 | | 60 | 23 | | |
| 11:30 | | 67 | 24 | | |
| 11:45 | | 79 | 23 | 266 | 90 |
| Total | | 1496 | 2872 | | |
| Percent | | 34.2% | 65.8% | | |
| Grand Total | | 3011 | 5817 | | |
| Percent | | 34.1% | 65.9% | | |
| ADT | | ADT 4,414 | | AADT 4,414 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 24
Station ID: 24
MONTAGUE AVENUE ON RAMP TO I-526 WB

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 7 | 66 | | |
| 12:15 | | 8 | 68 | | |
| 12:30 | | 5 | 76 | | |
| 12:45 | | 4 | 101 | 24 | 311 |
| 01:00 | | 3 | 80 | | |
| 01:15 | | 1 | 80 | | |
| 01:30 | | 2 | 66 | | |
| 01:45 | | 3 | 86 | 9 | 312 |
| 02:00 | | 3 | 64 | | |
| 02:15 | | 2 | 88 | | |
| 02:30 | | 2 | 67 | | |
| 02:45 | | 0 | 84 | 7 | 303 |
| 03:00 | | 0 | 76 | | |
| 03:15 | | 4 | 98 | | |
| 03:30 | | 3 | 114 | | |
| 03:45 | | 6 | 95 | 13 | 383 |
| 04:00 | | 1 | 96 | | |
| 04:15 | | 8 | 84 | | |
| 04:30 | | 6 | 88 | | |
| 04:45 | | 3 | 70 | 18 | 338 |
| 05:00 | | 7 | 116 | | |
| 05:15 | | 9 | 108 | | |
| 05:30 | | 20 | 74 | | |
| 05:45 | | 22 | 84 | 58 | 382 |
| 06:00 | | 18 | 70 | | |
| 06:15 | | 24 | 70 | | |
| 06:30 | | 45 | 51 | | |
| 06:45 | | 42 | 34 | 129 | 225 |
| 07:00 | | 42 | 46 | | |
| 07:15 | | 60 | 43 | | |
| 07:30 | | 63 | 51 | | |
| 07:45 | | 68 | 42 | 233 | 182 |
| 08:00 | | 64 | 42 | | |
| 08:15 | | 72 | 50 | | |
| 08:30 | | 56 | 41 | | |
| 08:45 | | 60 | 50 | 252 | 183 |
| 09:00 | | 60 | 34 | | |
| 09:15 | | 60 | 49 | | |
| 09:30 | | 64 | 99 | | |
| 09:45 | | 61 | 48 | 245 | 230 |
| 10:00 | | 52 | 26 | | |
| 10:15 | | 57 | 27 | | |
| 10:30 | | 68 | 14 | | |
| 10:45 | | 56 | 20 | 233 | 87 |
| 11:00 | | 62 | 68 | | |
| 11:15 | | 56 | 52 | | |
| 11:30 | | 70 | 22 | | |
| 11:45 | | 68 | 12 | 256 | 154 |
| Total | | 1477 | 3090 | | |
| Percent | | 32.3% | 67.7% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 24
Station ID: 24
MONTAGUE AVENUE ON RAMP TO I-526 WB

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 8 | 71 | | |
| 12:15 | | 18 | 68 | | |
| 12:30 | | 12 | 74 | | |
| 12:45 | | 8 | 70 | 46 | 283 |
| 01:00 | | 4 | 74 | | |
| 01:15 | | 2 | 72 | | |
| 01:30 | | 4 | 86 | | |
| 01:45 | | 3 | 82 | 13 | 314 |
| 02:00 | | 0 | 61 | | |
| 02:15 | | 5 | 64 | | |
| 02:30 | | 3 | 68 | | |
| 02:45 | | 2 | 80 | 10 | 273 |
| 03:00 | | 2 | 72 | | |
| 03:15 | | 3 | 92 | | |
| 03:30 | | 3 | 122 | | |
| 03:45 | | 3 | 91 | 11 | 377 |
| 04:00 | | 8 | 86 | | |
| 04:15 | | 5 | 79 | | |
| 04:30 | | 6 | 90 | | |
| 04:45 | | 5 | 84 | 24 | 339 |
| 05:00 | | 10 | 106 | | |
| 05:15 | | 10 | 86 | | |
| 05:30 | | 10 | 92 | | |
| 05:45 | | 14 | 84 | 44 | 368 |
| 06:00 | | 18 | 68 | | |
| 06:15 | | 19 | 75 | | |
| 06:30 | | 35 | 59 | | |
| 06:45 | | 38 | 46 | 110 | 248 |
| 07:00 | | 57 | 40 | | |
| 07:15 | | 60 | 43 | | |
| 07:30 | | 77 | 36 | | |
| 07:45 | | 98 | 35 | 292 | 154 |
| 08:00 | | 106 | 32 | | |
| 08:15 | | 105 | 50 | | |
| 08:30 | | 85 | 47 | | |
| 08:45 | | 90 | 71 | 386 | 200 |
| 09:00 | | 72 | 47 | | |
| 09:15 | | 50 | 40 | | |
| 09:30 | | 42 | 23 | | |
| 09:45 | | 54 | 28 | 218 | 138 |
| 10:00 | | 44 | 34 | | |
| 10:15 | | 50 | 31 | | |
| 10:30 | | 51 | 32 | | |
| 10:45 | | 59 | 11 | 204 | 108 |
| 11:00 | | 64 | 18 | | |
| 11:15 | | 66 | 34 | | |
| 11:30 | | 64 | 60 | | |
| 11:45 | | 60 | 48 | 254 | 160 |
| Total | | 1612 | 2962 | | |
| Percent | | 35.2% | 64.8% | | |
| Grand Total | | 3089 | 6052 | | |
| Percent | | 33.8% | 66.2% | | |
| ADT | | ADT 4,570 | | AADT 4,570 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 25
Station ID: 25
I-526 EB OFF RAMP TO I-26 EB

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 37 | 96 | | |
| 12:15 | | 14 | 63 | | |
| 12:30 | | 18 | 88 | | |
| 12:45 | | 7 | 82 | 76 | 329 |
| 01:00 | | 8 | 80 | | |
| 01:15 | | 3 | 84 | | |
| 01:30 | | 6 | 76 | | |
| 01:45 | | 3 | 86 | 20 | 326 |
| 02:00 | | 5 | 76 | | |
| 02:15 | | 4 | 80 | | |
| 02:30 | | 6 | 78 | | |
| 02:45 | | 4 | 77 | 19 | 311 |
| 03:00 | | 2 | 88 | | |
| 03:15 | | 3 | 93 | | |
| 03:30 | | 1 | 87 | | |
| 03:45 | | 2 | 82 | 8 | 350 |
| 04:00 | | 1 | 93 | | |
| 04:15 | | 5 | 102 | | |
| 04:30 | | 8 | 100 | | |
| 04:45 | | 6 | 86 | 20 | 381 |
| 05:00 | | 6 | 98 | | |
| 05:15 | | 15 | 96 | | |
| 05:30 | | 25 | 104 | | |
| 05:45 | | 20 | 90 | 66 | 388 |
| 06:00 | | 32 | 97 | | |
| 06:15 | | 43 | 61 | | |
| 06:30 | | 53 | 68 | | |
| 06:45 | | 63 | 50 | 191 | 276 |
| 07:00 | | 72 | 48 | | |
| 07:15 | | 90 | 47 | | |
| 07:30 | | 88 | 63 | | |
| 07:45 | | 87 | 49 | 337 | 207 |
| 08:00 | | 94 | 40 | | |
| 08:15 | | 86 | 37 | | |
| 08:30 | | 78 | 44 | | |
| 08:45 | | 74 | 36 | 332 | 157 |
| 09:00 | | 65 | 37 | | |
| 09:15 | | 70 | 32 | | |
| 09:30 | | 92 | 26 | | |
| 09:45 | | 78 | 32 | 305 | 127 |
| 10:00 | | 94 | 35 | | |
| 10:15 | | 97 | 36 | | |
| 10:30 | | 76 | 28 | | |
| 10:45 | | 94 | 34 | 361 | 133 |
| 11:00 | | 66 | 22 | | |
| 11:15 | | 79 | 43 | | |
| 11:30 | | 68 | 22 | | |
| 11:45 | | 84 | 14 | 297 | 101 |
| Total | | 2032 | 3086 | | |
| Percent | | 39.7% | 60.3% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 25
Station ID: 25
I-526 EB OFF RAMP TO I-26 EB

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 28 | 84 | | |
| 12:15 | | 24 | 92 | | |
| 12:30 | | 18 | 69 | | |
| 12:45 | | 8 | 98 | 78 | 343 |
| 01:00 | | 4 | 90 | | |
| 01:15 | | 0 | 94 | | |
| 01:30 | | 4 | 66 | | |
| 01:45 | | 4 | 77 | 12 | 327 |
| 02:00 | | 4 | 74 | | |
| 02:15 | | 4 | 72 | | |
| 02:30 | | 1 | 74 | | |
| 02:45 | | 4 | 82 | 13 | 302 |
| 03:00 | | 6 | 76 | | |
| 03:15 | | 0 | 104 | | |
| 03:30 | | 4 | 95 | | |
| 03:45 | | 3 | 78 | 13 | 353 |
| 04:00 | | 3 | 75 | | |
| 04:15 | | 8 | 104 | | |
| 04:30 | | 11 | 108 | | |
| 04:45 | | 7 | 89 | 29 | 376 |
| 05:00 | | 20 | 114 | | |
| 05:15 | | 16 | 117 | | |
| 05:30 | | 19 | 114 | | |
| 05:45 | | 22 | 125 | 77 | 470 |
| 06:00 | | 29 | 76 | | |
| 06:15 | | 37 | 82 | | |
| 06:30 | | 60 | 62 | | |
| 06:45 | | 68 | 46 | 194 | 266 |
| 07:00 | | 80 | 49 | | |
| 07:15 | | 88 | 68 | | |
| 07:30 | | 86 | 70 | | |
| 07:45 | | 114 | 44 | 368 | 231 |
| 08:00 | | 134 | 27 | | |
| 08:15 | | 126 | 30 | | |
| 08:30 | | 75 | 33 | | |
| 08:45 | | 78 | 34 | 413 | 124 |
| 09:00 | | 77 | 33 | | |
| 09:15 | | 76 | 34 | | |
| 09:30 | | 82 | 18 | | |
| 09:45 | | 102 | 46 | 337 | 131 |
| 10:00 | | 104 | 28 | | |
| 10:15 | | 72 | 26 | | |
| 10:30 | | 95 | 32 | | |
| 10:45 | | 96 | 26 | 367 | 112 |
| 11:00 | | 71 | 17 | | |
| 11:15 | | 65 | 29 | | |
| 11:30 | | 74 | 18 | | |
| 11:45 | | 84 | 32 | 294 | 96 |
| Total | | 2195 | 3131 | | |
| Percent | | 41.2% | 58.8% | | |
| Grand Total | | 4227 | 6217 | | |
| Percent | | 40.5% | 59.5% | | |
| ADT | | ADT 5,222 | | AADT 5,222 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 26
Station ID: 26
I-526 EB OFF RAMP TO I-26 WB

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 99 | 412 | | |
| 12:15 | | 91 | 398 | | |
| 12:30 | | 72 | 428 | | |
| 12:45 | | 57 | 403 | 319 | 1641 |
| 01:00 | | 60 | 448 | | |
| 01:15 | | 42 | 474 | | |
| 01:30 | | 36 | 400 | | |
| 01:45 | | 34 | 452 | 172 | 1774 |
| 02:00 | | 45 | 476 | | |
| 02:15 | | 26 | 454 | | |
| 02:30 | | 32 | 472 | | |
| 02:45 | | 29 | 480 | 132 | 1882 |
| 03:00 | | 21 | 500 | | |
| 03:15 | | 14 | 478 | | |
| 03:30 | | 30 | 451 | | |
| 03:45 | | 35 | 382 | 100 | 1811 |
| 04:00 | | 30 | 412 | | |
| 04:15 | | 47 | 392 | | |
| 04:30 | | 36 | 334 | | |
| 04:45 | | 56 | 354 | 169 | 1492 |
| 05:00 | | 58 | 344 | | |
| 05:15 | | 92 | 332 | | |
| 05:30 | | 120 | 334 | | |
| 05:45 | | 184 | 326 | 454 | 1336 |
| 06:00 | | 244 | 412 | | |
| 06:15 | | 272 | 493 | | |
| 06:30 | | 380 | 408 | | |
| 06:45 | | 380 | 364 | 1276 | 1677 |
| 07:00 | | 342 | 412 | | |
| 07:15 | | 382 | 407 | | |
| 07:30 | | 400 | 378 | | |
| 07:45 | | 401 | 367 | 1525 | 1564 |
| 08:00 | | 368 | 364 | | |
| 08:15 | | 400 | 349 | | |
| 08:30 | | 372 | 312 | | |
| 08:45 | | 313 | 283 | 1453 | 1308 |
| 09:00 | | 260 | 262 | | |
| 09:15 | | 304 | 259 | | |
| 09:30 | | 284 | 358 | | |
| 09:45 | | 328 | 254 | 1176 | 1133 |
| 10:00 | | 336 | 235 | | |
| 10:15 | | 381 | 178 | | |
| 10:30 | | 404 | 179 | | |
| 10:45 | | 384 | 145 | 1505 | 737 |
| 11:00 | | 389 | 134 | | |
| 11:15 | | 407 | 164 | | |
| 11:30 | | 390 | 142 | | |
| 11:45 | | 392 | 95 | 1578 | 535 |
| Total | | 9859 | 16890 | | |
| Percent | | 36.9% | 63.1% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 26
Station ID: 26
I-526 EB OFF RAMP TO I-26 WB

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 122 | 422 | | |
| 12:15 | | 90 | 424 | | |
| 12:30 | | 64 | 491 | | |
| 12:45 | | 56 | 440 | 332 | 1777 |
| 01:00 | | 52 | 470 | | |
| 01:15 | | 48 | 440 | | |
| 01:30 | | 54 | 420 | | |
| 01:45 | | 38 | 414 | 192 | 1744 |
| 02:00 | | 48 | 458 | | |
| 02:15 | | 40 | 492 | | |
| 02:30 | | 21 | 480 | | |
| 02:45 | | 26 | 448 | 135 | 1878 |
| 03:00 | | 30 | 512 | | |
| 03:15 | | 20 | 482 | | |
| 03:30 | | 34 | 462 | | |
| 03:45 | | 20 | 388 | 104 | 1844 |
| 04:00 | | 33 | 444 | | |
| 04:15 | | 36 | 390 | | |
| 04:30 | | 50 | 379 | | |
| 04:45 | | 41 | 349 | 160 | 1562 |
| 05:00 | | 64 | 410 | | |
| 05:15 | | 76 | 338 | | |
| 05:30 | | 135 | 324 | | |
| 05:45 | | 166 | 426 | 441 | 1498 |
| 06:00 | | 228 | 448 | | |
| 06:15 | | 278 | 446 | | |
| 06:30 | | 379 | 408 | | |
| 06:45 | | 373 | 412 | 1258 | 1714 |
| 07:00 | | 347 | 409 | | |
| 07:15 | | 370 | 372 | | |
| 07:30 | | 401 | 321 | | |
| 07:45 | | 468 | 336 | 1586 | 1438 |
| 08:00 | | 438 | 304 | | |
| 08:15 | | 412 | 315 | | |
| 08:30 | | 394 | 337 | | |
| 08:45 | | 378 | 247 | 1622 | 1203 |
| 09:00 | | 330 | 235 | | |
| 09:15 | | 345 | 241 | | |
| 09:30 | | 376 | 224 | | |
| 09:45 | | 370 | 183 | 1421 | 883 |
| 10:00 | | 362 | 199 | | |
| 10:15 | | 394 | 156 | | |
| 10:30 | | 384 | 170 | | |
| 10:45 | | 364 | 152 | 1504 | 677 |
| 11:00 | | 384 | 112 | | |
| 11:15 | | 368 | 86 | | |
| 11:30 | | 412 | 90 | | |
| 11:45 | | 412 | 81 | 1576 | 369 |
| Total | | 10331 | 16587 | | |
| Percent | | 38.4% | 61.6% | | |
| Grand Total | | 20190 | 33477 | | |
| Percent | | 37.6% | 62.4% | | |
| ADT | | ADT 26,834 | | AADT 26,834 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 27
Station ID: 27
I-26 WB ON RAMP TO I-526 EB

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 14 | 127 | | |
| 12:15 | | 14 | 133 | | |
| 12:30 | | 8 | 124 | | |
| 12:45 | | 9 | 120 | 45 | 504 |
| 01:00 | | 10 | 130 | | |
| 01:15 | | 7 | 114 | | |
| 01:30 | | 7 | 108 | | |
| 01:45 | | 5 | 111 | 29 | 463 |
| 02:00 | | 8 | 109 | | |
| 02:15 | | 6 | 117 | | |
| 02:30 | | 5 | 102 | | |
| 02:45 | | 2 | 124 | 21 | 452 |
| 03:00 | | 6 | 121 | | |
| 03:15 | | 4 | 110 | | |
| 03:30 | | 4 | 114 | | |
| 03:45 | | 4 | 124 | 18 | 469 |
| 04:00 | | 8 | 132 | | |
| 04:15 | | 2 | 125 | | |
| 04:30 | | 14 | 104 | | |
| 04:45 | | 12 | 87 | 36 | 448 |
| 05:00 | | 16 | 95 | | |
| 05:15 | | 18 | 94 | | |
| 05:30 | | 44 | 99 | | |
| 05:45 | | 54 | 98 | 132 | 386 |
| 06:00 | | 53 | 100 | | |
| 06:15 | | 83 | 70 | | |
| 06:30 | | 102 | 65 | | |
| 06:45 | | 109 | 56 | 347 | 291 |
| 07:00 | | 99 | 55 | | |
| 07:15 | | 86 | 45 | | |
| 07:30 | | 110 | 52 | | |
| 07:45 | | 108 | 45 | 403 | 197 |
| 08:00 | | 138 | 36 | | |
| 08:15 | | 158 | 50 | | |
| 08:30 | | 137 | 44 | | |
| 08:45 | | 124 | 32 | 557 | 162 |
| 09:00 | | 104 | 28 | | |
| 09:15 | | 110 | 51 | | |
| 09:30 | | 136 | 30 | | |
| 09:45 | | 95 | 23 | 445 | 132 |
| 10:00 | | 118 | 24 | | |
| 10:15 | | 111 | 34 | | |
| 10:30 | | 119 | 28 | | |
| 10:45 | | 130 | 18 | 478 | 104 |
| 11:00 | | 116 | 37 | | |
| 11:15 | | 108 | 19 | | |
| 11:30 | | 99 | 20 | | |
| 11:45 | | 120 | 9 | 443 | 85 |
| Total | | 2954 | 3693 | | |
| Percent | | 44.4% | 55.6% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 27
Station ID: 27
I-26 WB ON RAMP TO I-526 EB

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 7 | 118 | | |
| 12:15 | | 14 | 120 | | |
| 12:30 | | 7 | 128 | | |
| 12:45 | | 13 | 117 | 41 | 483 |
| 01:00 | | 13 | 109 | | |
| 01:15 | | 8 | 124 | | |
| 01:30 | | 6 | 116 | | |
| 01:45 | | 8 | 110 | 35 | 459 |
| 02:00 | | 6 | 116 | | |
| 02:15 | | 12 | 132 | | |
| 02:30 | | 10 | 97 | | |
| 02:45 | | 10 | 124 | 38 | 469 |
| 03:00 | | 12 | 102 | | |
| 03:15 | | 8 | 122 | | |
| 03:30 | | 8 | 129 | | |
| 03:45 | | 2 | 122 | 30 | 475 |
| 04:00 | | 8 | 118 | | |
| 04:15 | | 12 | 139 | | |
| 04:30 | | 12 | 120 | | |
| 04:45 | | 22 | 96 | 54 | 473 |
| 05:00 | | 16 | 108 | | |
| 05:15 | | 26 | 109 | | |
| 05:30 | | 40 | 212 | | |
| 05:45 | | 32 | 176 | 114 | 605 |
| 06:00 | | 43 | 134 | | |
| 06:15 | | 58 | 78 | | |
| 06:30 | | 94 | 58 | | |
| 06:45 | | 108 | 60 | 303 | 330 |
| 07:00 | | 122 | 50 | | |
| 07:15 | | 142 | 58 | | |
| 07:30 | | 134 | 74 | | |
| 07:45 | | 134 | 54 | 532 | 236 |
| 08:00 | | 114 | 47 | | |
| 08:15 | | 132 | 52 | | |
| 08:30 | | 136 | 41 | | |
| 08:45 | | 118 | 31 | 500 | 171 |
| 09:00 | | 94 | 36 | | |
| 09:15 | | 85 | 26 | | |
| 09:30 | | 96 | 33 | | |
| 09:45 | | 112 | 47 | 387 | 142 |
| 10:00 | | 119 | 30 | | |
| 10:15 | | 108 | 25 | | |
| 10:30 | | 112 | 22 | | |
| 10:45 | | 92 | 18 | 431 | 95 |
| 11:00 | | 86 | 22 | | |
| 11:15 | | 96 | 22 | | |
| 11:30 | | 106 | 18 | | |
| 11:45 | | 131 | 20 | 419 | 82 |
| Total | | 2884 | 4020 | | |
| Percent | | 41.8% | 58.2% | | |
| Grand Total | | 5838 | 7713 | | |
| Percent | | 43.1% | 56.9% | | |
| ADT | | ADT 6,776 | | AADT 6,776 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 28
Station ID: 28
I-26 EB ON RAMP TO I-526 EB

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 9 | 126 | | |
| 12:15 | | 11 | 146 | | |
| 12:30 | | 11 | 124 | | |
| 12:45 | | 7 | 142 | 38 | 538 |
| 01:00 | | 10 | 128 | | |
| 01:15 | | 7 | 123 | | |
| 01:30 | | 12 | 106 | | |
| 01:45 | | 8 | 142 | 37 | 499 |
| 02:00 | | 6 | 120 | | |
| 02:15 | | 5 | 138 | | |
| 02:30 | | 6 | 141 | | |
| 02:45 | | 6 | 122 | 23 | 521 |
| 03:00 | | 2 | 177 | | |
| 03:15 | | 3 | 174 | | |
| 03:30 | | 3 | 146 | | |
| 03:45 | | 5 | 158 | 13 | 655 |
| 04:00 | | 5 | 178 | | |
| 04:15 | | 12 | 156 | | |
| 04:30 | | 11 | 154 | | |
| 04:45 | | 15 | 160 | 43 | 648 |
| 05:00 | | 14 | 131 | | |
| 05:15 | | 21 | 129 | | |
| 05:30 | | 36 | 118 | | |
| 05:45 | | 41 | 94 | 112 | 472 |
| 06:00 | | 63 | 88 | | |
| 06:15 | | 90 | 121 | | |
| 06:30 | | 152 | 102 | | |
| 06:45 | | 170 | 84 | 475 | 395 |
| 07:00 | | 210 | 67 | | |
| 07:15 | | 191 | 61 | | |
| 07:30 | | 166 | 54 | | |
| 07:45 | | 160 | 58 | 727 | 240 |
| 08:00 | | 195 | 34 | | |
| 08:15 | | 205 | 52 | | |
| 08:30 | | 194 | 58 | | |
| 08:45 | | 180 | 45 | 774 | 189 |
| 09:00 | | 190 | 25 | | |
| 09:15 | | 164 | 24 | | |
| 09:30 | | 167 | 38 | | |
| 09:45 | | 166 | 32 | 687 | 119 |
| 10:00 | | 136 | 24 | | |
| 10:15 | | 154 | 14 | | |
| 10:30 | | 135 | 29 | | |
| 10:45 | | 138 | 27 | 563 | 94 |
| 11:00 | | 164 | 22 | | |
| 11:15 | | 163 | 16 | | |
| 11:30 | | 166 | 15 | | |
| 11:45 | | 166 | 16 | 659 | 69 |
| Total | | 4151 | 4439 | | |
| Percent | | 48.3% | 51.7% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 28
Station ID: 28
I-26 EB ON RAMP TO I-526 EB

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 9 | 144 | | |
| 12:15 | | 10 | 146 | | |
| 12:30 | | 7 | 151 | | |
| 12:45 | | 10 | 134 | 36 | 575 |
| 01:00 | | 8 | 158 | | |
| 01:15 | | 5 | 116 | | |
| 01:30 | | 8 | 142 | | |
| 01:45 | | 8 | 130 | 29 | 546 |
| 02:00 | | 6 | 108 | | |
| 02:15 | | 1 | 144 | | |
| 02:30 | | 1 | 170 | | |
| 02:45 | | 12 | 163 | 20 | 585 |
| 03:00 | | 12 | 122 | | |
| 03:15 | | 6 | 160 | | |
| 03:30 | | 12 | 140 | | |
| 03:45 | | 6 | 146 | 36 | 568 |
| 04:00 | | 5 | 138 | | |
| 04:15 | | 8 | 148 | | |
| 04:30 | | 14 | 140 | | |
| 04:45 | | 17 | 109 | 44 | 535 |
| 05:00 | | 12 | 144 | | |
| 05:15 | | 22 | 126 | | |
| 05:30 | | 38 | 129 | | |
| 05:45 | | 44 | 113 | 116 | 512 |
| 06:00 | | 58 | 84 | | |
| 06:15 | | 91 | 109 | | |
| 06:30 | | 116 | 74 | | |
| 06:45 | | 174 | 84 | 439 | 351 |
| 07:00 | | 158 | 70 | | |
| 07:15 | | 172 | 80 | | |
| 07:30 | | 167 | 57 | | |
| 07:45 | | 152 | 69 | 649 | 276 |
| 08:00 | | 137 | 52 | | |
| 08:15 | | 137 | 39 | | |
| 08:30 | | 164 | 34 | | |
| 08:45 | | 156 | 51 | 594 | 176 |
| 09:00 | | 181 | 32 | | |
| 09:15 | | 138 | 42 | | |
| 09:30 | | 112 | 23 | | |
| 09:45 | | 132 | 40 | 563 | 137 |
| 10:00 | | 122 | 24 | | |
| 10:15 | | 134 | 22 | | |
| 10:30 | | 130 | 34 | | |
| 10:45 | | 141 | 15 | 527 | 95 |
| 11:00 | | 162 | 13 | | |
| 11:15 | | 151 | 20 | | |
| 11:30 | | 152 | 16 | | |
| 11:45 | | 168 | 6 | 633 | 55 |
| Total | | 3686 | 4411 | | |
| Percent | | 45.5% | 54.5% | | |
| Grand Total | | 7837 | 8850 | | |
| Percent | | 47.0% | 53.0% | | |
| ADT | | ADT 8,344 | | AADT 8,344 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 29
Station ID: 29
I-526 WB OFF RAMP TO I-26 WB

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 42 | 386 | | |
| 12:15 | | 34 | 476 | | |
| 12:30 | | 44 | 454 | | |
| 12:45 | | 36 | 496 | 156 | 1812 |
| 01:00 | | 38 | 428 | | |
| 01:15 | | 24 | 433 | | |
| 01:30 | | 44 | 398 | | |
| 01:45 | | 40 | 481 | 146 | 1740 |
| 02:00 | | 24 | 431 | | |
| 02:15 | | 26 | 446 | | |
| 02:30 | | 26 | 504 | | |
| 02:45 | | 44 | 473 | 120 | 1854 |
| 03:00 | | 41 | 500 | | |
| 03:15 | | 60 | 480 | | |
| 03:30 | | 53 | 477 | | |
| 03:45 | | 46 | 518 | 200 | 1975 |
| 04:00 | | 74 | 506 | | |
| 04:15 | | 90 | 396 | | |
| 04:30 | | 110 | 414 | | |
| 04:45 | | 136 | 411 | 410 | 1727 |
| 05:00 | | 153 | 362 | | |
| 05:15 | | 228 | 362 | | |
| 05:30 | | 338 | 396 | | |
| 05:45 | | 389 | 364 | 1108 | 1484 |
| 06:00 | | 417 | 333 | | |
| 06:15 | | 506 | 378 | | |
| 06:30 | | 354 | 300 | | |
| 06:45 | | 285 | 257 | 1562 | 1268 |
| 07:00 | | 296 | 237 | | |
| 07:15 | | 288 | 218 | | |
| 07:30 | | 262 | 196 | | |
| 07:45 | | 262 | 182 | 1108 | 833 |
| 08:00 | | 284 | 178 | | |
| 08:15 | | 308 | 155 | | |
| 08:30 | | 326 | 157 | | |
| 08:45 | | 296 | 148 | 1214 | 638 |
| 09:00 | | 344 | 140 | | |
| 09:15 | | 438 | 115 | | |
| 09:30 | | 473 | 120 | | |
| 09:45 | | 540 | 131 | 1795 | 506 |
| 10:00 | | 561 | 98 | | |
| 10:15 | | 496 | 92 | | |
| 10:30 | | 352 | 86 | | |
| 10:45 | | 442 | 108 | 1851 | 384 |
| 11:00 | | 498 | 85 | | |
| 11:15 | | 444 | 66 | | |
| 11:30 | | 474 | 76 | | |
| 11:45 | | 504 | 69 | 1920 | 296 |
| Total | | 11590 | 14517 | | |
| Percent | | 44.4% | 55.6% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 29
Station ID: 29
I-526 WB OFF RAMP TO I-26 WB

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 51 | 368 | | |
| 12:15 | | 44 | 410 | | |
| 12:30 | | 33 | 504 | | |
| 12:45 | | 28 | 440 | 156 | 1722 |
| 01:00 | | 33 | 468 | | |
| 01:15 | | 38 | 418 | | |
| 01:30 | | 36 | 446 | | |
| 01:45 | | 31 | 484 | 138 | 1816 |
| 02:00 | | 50 | 462 | | |
| 02:15 | | 34 | 467 | | |
| 02:30 | | 24 | 464 | | |
| 02:45 | | 40 | 544 | 148 | 1937 |
| 03:00 | | 50 | 474 | | |
| 03:15 | | 44 | 457 | | |
| 03:30 | | 70 | 468 | | |
| 03:45 | | 70 | 460 | 234 | 1859 |
| 04:00 | | 60 | 448 | | |
| 04:15 | | 68 | 431 | | |
| 04:30 | | 99 | 462 | | |
| 04:45 | | 112 | 462 | 339 | 1803 |
| 05:00 | | 129 | 339 | | |
| 05:15 | | 223 | 308 | | |
| 05:30 | | 324 | 270 | | |
| 05:45 | | 376 | 255 | 1052 | 1172 |
| 06:00 | | 452 | 286 | | |
| 06:15 | | 462 | 366 | | |
| 06:30 | | 499 | 266 | | |
| 06:45 | | 516 | 281 | 1929 | 1199 |
| 07:00 | | 536 | 256 | | |
| 07:15 | | 534 | 226 | | |
| 07:30 | | 408 | 192 | | |
| 07:45 | | 318 | 196 | 1796 | 870 |
| 08:00 | | 352 | 180 | | |
| 08:15 | | 369 | 155 | | |
| 08:30 | | 487 | 146 | | |
| 08:45 | | 482 | 162 | 1690 | 643 |
| 09:00 | | 469 | 118 | | |
| 09:15 | | 466 | 157 | | |
| 09:30 | | 455 | 102 | | |
| 09:45 | | 428 | 125 | 1818 | 502 |
| 10:00 | | 410 | 122 | | |
| 10:15 | | 451 | 92 | | |
| 10:30 | | 442 | 90 | | |
| 10:45 | | 416 | 86 | 1719 | 390 |
| 11:00 | | 402 | 58 | | |
| 11:15 | | 402 | 72 | | |
| 11:30 | | 424 | 72 | | |
| 11:45 | | 420 | 44 | 1648 | 246 |
| Total | | 12667 | 14159 | | |
| Percent | | 47.2% | 52.8% | | |
| Grand Total | | 24257 | 28676 | | |
| Percent | | 45.8% | 54.2% | | |
| ADT | | ADT 26,466 | | AADT 26,466 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 30
Station ID: 30
I-26 EB ON RAMP TO I-526 WB

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 30 | 213 | | |
| 12:15 | | 27 | 440 | | |
| 12:30 | | 30 | 298 | | |
| 12:45 | | 24 | 356 | 111 | 1307 |
| 01:00 | | 29 | 346 | | |
| 01:15 | | 24 | 283 | | |
| 01:30 | | 31 | 342 | | |
| 01:45 | | 26 | 372 | 110 | 1343 |
| 02:00 | | 18 | 276 | | |
| 02:15 | | 22 | 364 | | |
| 02:30 | | 30 | 370 | | |
| 02:45 | | 32 | 364 | 102 | 1374 |
| 03:00 | | 50 | 320 | | |
| 03:15 | | 52 | 340 | | |
| 03:30 | | 53 | 322 | | |
| 03:45 | | 44 | 389 | 199 | 1371 |
| 04:00 | | 72 | 290 | | |
| 04:15 | | 88 | 307 | | |
| 04:30 | | 114 | 284 | | |
| 04:45 | | 110 | 254 | 384 | 1135 |
| 05:00 | | 166 | 226 | | |
| 05:15 | | 238 | 237 | | |
| 05:30 | | 322 | 300 | | |
| 05:45 | | 371 | 278 | 1097 | 1041 |
| 06:00 | | 379 | 262 | | |
| 06:15 | | 420 | 222 | | |
| 06:30 | | 118 | 195 | | |
| 06:45 | | 98 | 180 | 1015 | 859 |
| 07:00 | | 82 | 160 | | |
| 07:15 | | 105 | 154 | | |
| 07:30 | | 110 | 137 | | |
| 07:45 | | 86 | 134 | 383 | 585 |
| 08:00 | | 106 | 134 | | |
| 08:15 | | 124 | 112 | | |
| 08:30 | | 112 | 96 | | |
| 08:45 | | 132 | 96 | 474 | 438 |
| 09:00 | | 169 | 122 | | |
| 09:15 | | 313 | 87 | | |
| 09:30 | | 346 | 88 | | |
| 09:45 | | 430 | 87 | 1258 | 384 |
| 10:00 | | 423 | 81 | | |
| 10:15 | | 348 | 59 | | |
| 10:30 | | 233 | 75 | | |
| 10:45 | | 416 | 66 | 1420 | 281 |
| 11:00 | | 324 | 71 | | |
| 11:15 | | 275 | 54 | | |
| 11:30 | | 356 | 56 | | |
| 11:45 | | 357 | 44 | 1312 | 225 |
| Total | | 7865 | 10343 | | |
| Percent | | 43.2% | 56.8% | | |

**_All Traffic Data Services, Inc_**
1336 Farmer Road
Conyers, GA 30012
**_alltrafficdata.net_**

Site Code: 30
Station ID: 30
I-26 EB ON RAMP TO I-526 WB

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 42 | 280 | | |
| 12:15 | | 36 | 290 | | |
| 12:30 | | 19 | 334 | | |
| 12:45 | | 16 | 358 | 113 | 1262 |
| 01:00 | | 30 | 314 | | |
| 01:15 | | 34 | 384 | | |
| 01:30 | | 32 | 384 | | |
| 01:45 | | 30 | 416 | 126 | 1498 |
| 02:00 | | 42 | 398 | | |
| 02:15 | | 22 | 322 | | |
| 02:30 | | 22 | 342 | | |
| 02:45 | | 38 | 392 | 124 | 1454 |
| 03:00 | | 50 | 362 | | |
| 03:15 | | 67 | 314 | | |
| 03:30 | | 66 | 343 | | |
| 03:45 | | 75 | 324 | 258 | 1343 |
| 04:00 | | 80 | 320 | | |
| 04:15 | | 76 | 332 | | |
| 04:30 | | 108 | 333 | | |
| 04:45 | | 103 | 334 | 367 | 1319 |
| 05:00 | | 139 | 236 | | |
| 05:15 | | 220 | 275 | | |
| 05:30 | | 320 | 184 | | |
| 05:45 | | 360 | 246 | 1039 | 941 |
| 06:00 | | 398 | 334 | | |
| 06:15 | | 368 | 238 | | |
| 06:30 | | 381 | 214 | | |
| 06:45 | | 378 | 189 | 1525 | 975 |
| 07:00 | | 413 | 184 | | |
| 07:15 | | 369 | 142 | | |
| 07:30 | | 278 | 138 | | |
| 07:45 | | 277 | 132 | 1337 | 596 |
| 08:00 | | 318 | 120 | | |
| 08:15 | | 346 | 126 | | |
| 08:30 | | 404 | 110 | | |
| 08:45 | | 323 | 102 | 1391 | 458 |
| 09:00 | | 333 | 90 | | |
| 09:15 | | 330 | 114 | | |
| 09:30 | | 333 | 90 | | |
| 09:45 | | 294 | 84 | 1290 | 378 |
| 10:00 | | 302 | 83 | | |
| 10:15 | | 362 | 66 | | |
| 10:30 | | 314 | 76 | | |
| 10:45 | | 302 | 56 | 1280 | 281 |
| 11:00 | | 246 | 46 | | |
| 11:15 | | 271 | 52 | | |
| 11:30 | | 284 | 44 | | |
| 11:45 | | 296 | 34 | 1097 | 176 |
| Total | | 9947 | 10681 | | |
| Percent | | 48.2% | 51.8% | | |
| Grand Total | | 17812 | 21024 | | |
| Percent | | 45.9% | 54.1% | | |
| ADT | | ADT 19,418 | | AADT 19,418 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 31
Station ID: 31
I-526 WB OFF RAMP TO I-26 EB C-D RAMP

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 10 | 154 | | |
| 12:15 | | 14 | 210 | | |
| 12:30 | | 12 | 152 | | |
| 12:45 | | 9 | 192 | 45 | 708 |
| 01:00 | | 14 | 172 | | |
| 01:15 | | 6 | 134 | | |
| 01:30 | | 12 | 128 | | |
| 01:45 | | 13 | 165 | 45 | 599 |
| 02:00 | | 5 | 158 | | |
| 02:15 | | 5 | 150 | | |
| 02:30 | | 7 | 166 | | |
| 02:45 | | 8 | 156 | 25 | 630 |
| 03:00 | | 3 | 210 | | |
| 03:15 | | 2 | 209 | | |
| 03:30 | | 4 | 174 | | |
| 03:45 | | 6 | 202 | 15 | 795 |
| 04:00 | | 6 | 226 | | |
| 04:15 | | 14 | 160 | | |
| 04:30 | | 14 | 195 | | |
| 04:45 | | 18 | 174 | 52 | 755 |
| 05:00 | | 19 | 160 | | |
| 05:15 | | 28 | 145 | | |
| 05:30 | | 36 | 133 | | |
| 05:45 | | 48 | 93 | 131 | 531 |
| 06:00 | | 80 | 99 | | |
| 06:15 | | 118 | 120 | | |
| 06:30 | | 199 | 121 | | |
| 06:45 | | 216 | 82 | 613 | 422 |
| 07:00 | | 262 | 77 | | |
| 07:15 | | 232 | 58 | | |
| 07:30 | | 222 | 54 | | |
| 07:45 | | 191 | 56 | 907 | 245 |
| 08:00 | | 254 | 36 | | |
| 08:15 | | 262 | 58 | | |
| 08:30 | | 247 | 65 | | |
| 08:45 | | 227 | 47 | 990 | 206 |
| 09:00 | | 250 | 25 | | |
| 09:15 | | 231 | 26 | | |
| 09:30 | | 242 | 41 | | |
| 09:45 | | 232 | 34 | 955 | 126 |
| 10:00 | | 184 | 28 | | |
| 10:15 | | 154 | 14 | | |
| 10:30 | | 182 | 32 | | |
| 10:45 | | 172 | 34 | 692 | 108 |
| 11:00 | | 231 | 18 | | |
| 11:15 | | 230 | 18 | | |
| 11:30 | | 209 | 18 | | |
| 11:45 | | 226 | 16 | 896 | 70 |
| Total | | 5366 | 5195 | | |
| Percent | | 50.8% | 49.2% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 31
Station ID: 31
I-526 WB OFF RAMP TO I-26 EB C-D RAMP

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 12 | 184 | | |
| 12:15 | | 11 | 173 | | |
| 12:30 | | 8 | 194 | | |
| 12:45 | | 12 | 178 | 43 | 729 |
| 01:00 | | 8 | 216 | | |
| 01:15 | | 4 | 137 | | |
| 01:30 | | 8 | 184 | | |
| 01:45 | | 8 | 149 | 28 | 686 |
| 02:00 | | 6 | 130 | | |
| 02:15 | | 2 | 189 | | |
| 02:30 | | 1 | 222 | | |
| 02:45 | | 13 | 188 | 22 | 729 |
| 03:00 | | 10 | 144 | | |
| 03:15 | | 4 | 184 | | |
| 03:30 | | 14 | 175 | | |
| 03:45 | | 7 | 166 | 35 | 669 |
| 04:00 | | 6 | 156 | | |
| 04:15 | | 10 | 158 | | |
| 04:30 | | 18 | 160 | | |
| 04:45 | | 19 | 116 | 53 | 590 |
| 05:00 | | 12 | 116 | | |
| 05:15 | | 25 | 142 | | |
| 05:30 | | 42 | 153 | | |
| 05:45 | | 50 | 126 | 129 | 537 |
| 06:00 | | 71 | 98 | | |
| 06:15 | | 114 | 95 | | |
| 06:30 | | 154 | 78 | | |
| 06:45 | | 226 | 86 | 565 | 357 |
| 07:00 | | 202 | 72 | | |
| 07:15 | | 234 | 86 | | |
| 07:30 | | 218 | 46 | | |
| 07:45 | | 204 | 72 | 858 | 276 |
| 08:00 | | 208 | 53 | | |
| 08:15 | | 190 | 40 | | |
| 08:30 | | 246 | 33 | | |
| 08:45 | | 231 | 58 | 875 | 184 |
| 09:00 | | 233 | 32 | | |
| 09:15 | | 188 | 44 | | |
| 09:30 | | 172 | 30 | | |
| 09:45 | | 170 | 44 | 763 | 150 |
| 10:00 | | 159 | 28 | | |
| 10:15 | | 164 | 26 | | |
| 10:30 | | 164 | 38 | | |
| 10:45 | | 200 | 14 | 687 | 106 |
| 11:00 | | 228 | 11 | | |
| 11:15 | | 200 | 24 | | |
| 11:30 | | 182 | 16 | | |
| 11:45 | | 227 | 9 | 837 | 60 |
| Total | | 4895 | 5073 | | |
| Percent | | 49.1% | 50.9% | | |
| Grand Total | | 10261 | 10268 | | |
| Percent | | 50.0% | 50.0% | | |
| ADT | | ADT 10,264 | | AADT 10,264 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 32
Station ID: 32
I-26 WB ON RAMP TO I-526 WB

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 26 | 220 | | |
| 12:15 | | 30 | 388 | | |
| 12:30 | | 26 | 324 | | |
| 12:45 | | 30 | 357 | 112 | 1289 |
| 01:00 | | 26 | 317 | | |
| 01:15 | | 26 | 300 | | |
| 01:30 | | 31 | 304 | | |
| 01:45 | | 25 | 352 | 108 | 1273 |
| 02:00 | | 20 | 312 | | |
| 02:15 | | 21 | 326 | | |
| 02:30 | | 20 | 373 | | |
| 02:45 | | 41 | 348 | 102 | 1359 |
| 03:00 | | 38 | 338 | | |
| 03:15 | | 65 | 332 | | |
| 03:30 | | 48 | 308 | | |
| 03:45 | | 38 | 386 | 189 | 1364 |
| 04:00 | | 75 | 330 | | |
| 04:15 | | 80 | 248 | | |
| 04:30 | | 112 | 276 | | |
| 04:45 | | 108 | 267 | 375 | 1121 |
| 05:00 | | 148 | 220 | | |
| 05:15 | | 224 | 218 | | |
| 05:30 | | 310 | 280 | | |
| 05:45 | | 349 | 278 | 1031 | 996 |
| 06:00 | | 374 | 256 | | |
| 06:15 | | 420 | 248 | | |
| 06:30 | | 179 | 194 | | |
| 06:45 | | 109 | 182 | 1082 | 880 |
| 07:00 | | 86 | 170 | | |
| 07:15 | | 100 | 152 | | |
| 07:30 | | 106 | 154 | | |
| 07:45 | | 94 | 132 | 386 | 608 |
| 08:00 | | 92 | 140 | | |
| 08:15 | | 119 | 108 | | |
| 08:30 | | 132 | 100 | | |
| 08:45 | | 116 | 100 | 459 | 448 |
| 09:00 | | 170 | 119 | | |
| 09:15 | | 270 | 90 | | |
| 09:30 | | 319 | 94 | | |
| 09:45 | | 396 | 92 | 1155 | 395 |
| 10:00 | | 436 | 69 | | |
| 10:15 | | 348 | 72 | | |
| 10:30 | | 202 | 63 | | |
| 10:45 | | 342 | 78 | 1328 | 282 |
| 11:00 | | 334 | 60 | | |
| 11:15 | | 296 | 54 | | |
| 11:30 | | 327 | 64 | | |
| 11:45 | | 338 | 44 | 1295 | 222 |
| Total | | 7622 | 10237 | | |
| Percent | | 42.7% | 57.3% | | |

**_All Traffic Data Services, Inc_**
1336 Farmer Road
Conyers, GA 30012
**_alltrafficdata.net_**

Site Code: 32
Station ID: 32
I-26 WB ON RAMP TO I-526 WB

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 46 | 263 | | |
| 12:15 | | 26 | 266 | | |
| 12:30 | | 28 | 303 | | |
| 12:45 | | 16 | 312 | 116 | 1144 |
| 01:00 | | 29 | 346 | | |
| 01:15 | | 32 | 292 | | |
| 01:30 | | 36 | 343 | | |
| 01:45 | | 20 | 364 | 117 | 1345 |
| 02:00 | | 46 | 360 | | |
| 02:15 | | 28 | 325 | | |
| 02:30 | | 24 | 322 | | |
| 02:45 | | 31 | 390 | 129 | 1397 |
| 03:00 | | 43 | 312 | | |
| 03:15 | | 48 | 312 | | |
| 03:30 | | 60 | 339 | | |
| 03:45 | | 60 | 314 | 211 | 1277 |
| 04:00 | | 52 | 314 | | |
| 04:15 | | 68 | 324 | | |
| 04:30 | | 86 | 332 | | |
| 04:45 | | 95 | 347 | 301 | 1317 |
| 05:00 | | 122 | 230 | | |
| 05:15 | | 220 | 195 | | |
| 05:30 | | 288 | 152 | | |
| 05:45 | | 348 | 160 | 978 | 737 |
| 06:00 | | 388 | 201 | | |
| 06:15 | | 374 | 267 | | |
| 06:30 | | 374 | 195 | | |
| 06:45 | | 374 | 212 | 1510 | 875 |
| 07:00 | | 408 | 175 | | |
| 07:15 | | 374 | 153 | | |
| 07:30 | | 241 | 146 | | |
| 07:45 | | 170 | 136 | 1193 | 610 |
| 08:00 | | 235 | 116 | | |
| 08:15 | | 236 | 132 | | |
| 08:30 | | 370 | 113 | | |
| 08:45 | | 350 | 106 | 1191 | 467 |
| 09:00 | | 330 | 86 | | |
| 09:15 | | 333 | 112 | | |
| 09:30 | | 325 | 88 | | |
| 09:45 | | 314 | 88 | 1302 | 374 |
| 10:00 | | 292 | 86 | | |
| 10:15 | | 342 | 72 | | |
| 10:30 | | 304 | 56 | | |
| 10:45 | | 306 | 76 | 1244 | 290 |
| 11:00 | | 263 | 42 | | |
| 11:15 | | 256 | 54 | | |
| 11:30 | | 286 | 49 | | |
| 11:45 | | 297 | 36 | 1102 | 181 |
| Total | | 9394 | 10014 | | |
| Percent | | 48.4% | 51.6% | | |
| Grand Total | | 17016 | 20251 | | |
| Percent | | 45.7% | 54.3% | | |
| | | | | | |
| ADT | | ADT 18,634 | | AADT 18,634 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 33
Station ID: 33
I-26 EB ON RAMP TO I-26 EB C-D

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 44 | 296 | | |
| 12:15 | | 34 | 390 | | |
| 12:30 | | 42 | 406 | | |
| 12:45 | | 34 | 368 | 154 | 1460 |
| 01:00 | | 27 | 384 | | |
| 01:15 | | 28 | 352 | | |
| 01:30 | | 26 | 410 | | |
| 01:45 | | 19 | 379 | 100 | 1525 |
| 02:00 | | 17 | 352 | | |
| 02:15 | | 28 | 386 | | |
| 02:30 | | 26 | 376 | | |
| 02:45 | | 24 | 408 | 95 | 1522 |
| 03:00 | | 29 | 408 | | |
| 03:15 | | 26 | 396 | | |
| 03:30 | | 40 | 400 | | |
| 03:45 | | 62 | 354 | 157 | 1558 |
| 04:00 | | 42 | 408 | | |
| 04:15 | | 78 | 366 | | |
| 04:30 | | 118 | 435 | | |
| 04:45 | | 121 | 378 | 359 | 1587 |
| 05:00 | | 116 | 359 | | |
| 05:15 | | 160 | 394 | | |
| 05:30 | | 250 | 366 | | |
| 05:45 | | 263 | 342 | 789 | 1461 |
| 06:00 | | 318 | 336 | | |
| 06:15 | | 410 | 340 | | |
| 06:30 | | 422 | 310 | | |
| 06:45 | | 505 | 318 | 1655 | 1304 |
| 07:00 | | 508 | 257 | | |
| 07:15 | | 516 | 231 | | |
| 07:30 | | 478 | 230 | | |
| 07:45 | | 382 | 234 | 1884 | 952 |
| 08:00 | | 416 | 204 | | |
| 08:15 | | 444 | 198 | | |
| 08:30 | | 440 | 196 | | |
| 08:45 | | 408 | 198 | 1708 | 796 |
| 09:00 | | 337 | 200 | | |
| 09:15 | | 434 | 184 | | |
| 09:30 | | 504 | 176 | | |
| 09:45 | | 405 | 158 | 1680 | 718 |
| 10:00 | | 453 | 140 | | |
| 10:15 | | 399 | 117 | | |
| 10:30 | | 376 | 106 | | |
| 10:45 | | 336 | 105 | 1564 | 468 |
| 11:00 | | 341 | 69 | | |
| 11:15 | | 356 | 78 | | |
| 11:30 | | 368 | 52 | | |
| 11:45 | | 382 | 62 | 1447 | 261 |
| Total | | 11592 | 13612 | | |
| Percent | | 46.0% | 54.0% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 33
Station ID: 33
I-26 EB ON RAMP TO I-26 EB C-D

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 50 | 370 | | |
| 12:15 | | 40 | 385 | | |
| 12:30 | | 38 | 304 | | |
| 12:45 | | 21 | 367 | 149 | 1426 |
| 01:00 | | 25 | 365 | | |
| 01:15 | | 24 | 363 | | |
| 01:30 | | 18 | 394 | | |
| 01:45 | | 37 | 372 | 104 | 1494 |
| 02:00 | | 16 | 365 | | |
| 02:15 | | 18 | 414 | | |
| 02:30 | | 22 | 390 | | |
| 02:45 | | 26 | 388 | 82 | 1557 |
| 03:00 | | 24 | 400 | | |
| 03:15 | | 32 | 394 | | |
| 03:30 | | 44 | 435 | | |
| 03:45 | | 54 | 358 | 154 | 1587 |
| 04:00 | | 50 | 384 | | |
| 04:15 | | 68 | 387 | | |
| 04:30 | | 112 | 375 | | |
| 04:45 | | 134 | 352 | 364 | 1498 |
| 05:00 | | 114 | 424 | | |
| 05:15 | | 168 | 318 | | |
| 05:30 | | 232 | 347 | | |
| 05:45 | | 277 | 302 | 791 | 1391 |
| 06:00 | | 319 | 314 | | |
| 06:15 | | 410 | 355 | | |
| 06:30 | | 502 | 348 | | |
| 06:45 | | 536 | 300 | 1767 | 1317 |
| 07:00 | | 478 | 260 | | |
| 07:15 | | 532 | 218 | | |
| 07:30 | | 472 | 221 | | |
| 07:45 | | 380 | 193 | 1862 | 892 |
| 08:00 | | 372 | 194 | | |
| 08:15 | | 342 | 197 | | |
| 08:30 | | 372 | 197 | | |
| 08:45 | | 356 | 184 | 1442 | 772 |
| 09:00 | | 334 | 164 | | |
| 09:15 | | 418 | 188 | | |
| 09:30 | | 378 | 176 | | |
| 09:45 | | 415 | 166 | 1545 | 694 |
| 10:00 | | 360 | 112 | | |
| 10:15 | | 345 | 133 | | |
| 10:30 | | 368 | 112 | | |
| 10:45 | | 374 | 96 | 1447 | 453 |
| 11:00 | | 330 | 70 | | |
| 11:15 | | 392 | 84 | | |
| 11:30 | | 385 | 62 | | |
| 11:45 | | 368 | 60 | 1475 | 276 |
| Total | | 11182 | 13357 | | |
| Percent | | 45.6% | 54.4% | | |
| Grand Total | | 22774 | 26969 | | |
| Percent | | 45.8% | 54.2% | | |
| ADT | | ADT 24,872 | | AADT 24,872 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 34
Station ID: 34
I-26 EB C-D

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 9 | 69 | | |
| 12:15 | | 21 | 81 | | |
| 12:30 | | 12 | 67 | | |
| 12:45 | | 6 | 80 | 48 | 297 |
| 01:00 | | 8 | 68 | | |
| 01:15 | | 4 | 97 | | |
| 01:30 | | 8 | 76 | | |
| 01:45 | | 6 | 73 | 26 | 314 |
| 02:00 | | 3 | 74 | | |
| 02:15 | | 4 | 81 | | |
| 02:30 | | 2 | 72 | | |
| 02:45 | | 3 | 92 | 12 | 319 |
| 03:00 | | 2 | 88 | | |
| 03:15 | | 5 | 94 | | |
| 03:30 | | 5 | 108 | | |
| 03:45 | | 10 | 112 | 22 | 402 |
| 04:00 | | 12 | 112 | | |
| 04:15 | | 17 | 96 | | |
| 04:30 | | 22 | 94 | | |
| 04:45 | | 20 | 70 | 71 | 372 |
| 05:00 | | 19 | 64 | | |
| 05:15 | | 30 | 48 | | |
| 05:30 | | 46 | 58 | | |
| 05:45 | | 48 | 54 | 143 | 224 |
| 06:00 | | 52 | 86 | | |
| 06:15 | | 35 | 58 | | |
| 06:30 | | 42 | 68 | | |
| 06:45 | | 58 | 61 | 187 | 273 |
| 07:00 | | 56 | 48 | | |
| 07:15 | | 72 | 55 | | |
| 07:30 | | 72 | 59 | | |
| 07:45 | | 63 | 64 | 263 | 226 |
| 08:00 | | 57 | 48 | | |
| 08:15 | | 67 | 46 | | |
| 08:30 | | 75 | 45 | | |
| 08:45 | | 61 | 38 | 260 | 177 |
| 09:00 | | 62 | 36 | | |
| 09:15 | | 64 | 38 | | |
| 09:30 | | 68 | 36 | | |
| 09:45 | | 72 | 30 | 266 | 140 |
| 10:00 | | 60 | 31 | | |
| 10:15 | | 51 | 32 | | |
| 10:30 | | 58 | 22 | | |
| 10:45 | | 64 | 28 | 233 | 113 |
| 11:00 | | 66 | 24 | | |
| 11:15 | | 87 | 28 | | |
| 11:30 | | 70 | 20 | | |
| 11:45 | | 60 | 26 | 283 | 98 |
| Total | | 1814 | 2955 | | |
| Percent | | 38.0% | 62.0% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 34
Station ID: 34
I-26 EB C-D

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 16 | 82 | | |
| 12:15 | | 16 | 67 | | |
| 12:30 | | 12 | 74 | | |
| 12:45 | | 10 | 80 | 54 | 303 |
| 01:00 | | 10 | 78 | | |
| 01:15 | | 7 | 86 | | |
| 01:30 | | 6 | 83 | | |
| 01:45 | | 4 | 76 | 27 | 323 |
| 02:00 | | 3 | 62 | | |
| 02:15 | | 3 | 82 | | |
| 02:30 | | 7 | 70 | | |
| 02:45 | | 3 | 85 | 16 | 299 |
| 03:00 | | 2 | 89 | | |
| 03:15 | | 5 | 102 | | |
| 03:30 | | 3 | 95 | | |
| 03:45 | | 8 | 112 | 18 | 398 |
| 04:00 | | 8 | 116 | | |
| 04:15 | | 10 | 91 | | |
| 04:30 | | 19 | 94 | | |
| 04:45 | | 24 | 75 | 61 | 376 |
| 05:00 | | 26 | 69 | | |
| 05:15 | | 30 | 60 | | |
| 05:30 | | 38 | 45 | | |
| 05:45 | | 49 | 65 | 143 | 239 |
| 06:00 | | 51 | 76 | | |
| 06:15 | | 54 | 92 | | |
| 06:30 | | 58 | 68 | | |
| 06:45 | | 54 | 66 | 217 | 302 |
| 07:00 | | 68 | 72 | | |
| 07:15 | | 60 | 52 | | |
| 07:30 | | 54 | 36 | | |
| 07:45 | | 80 | 30 | 262 | 190 |
| 08:00 | | 71 | 37 | | |
| 08:15 | | 80 | 38 | | |
| 08:30 | | 80 | 36 | | |
| 08:45 | | 66 | 38 | 297 | 149 |
| 09:00 | | 67 | 40 | | |
| 09:15 | | 71 | 32 | | |
| 09:30 | | 71 | 34 | | |
| 09:45 | | 61 | 30 | 270 | 136 |
| 10:00 | | 61 | 32 | | |
| 10:15 | | 61 | 30 | | |
| 10:30 | | 68 | 32 | | |
| 10:45 | | 52 | 25 | 242 | 119 |
| 11:00 | | 66 | 23 | | |
| 11:15 | | 74 | 22 | | |
| 11:30 | | 73 | 22 | | |
| 11:45 | | 71 | 27 | 284 | 94 |
| Total | | 1891 | 2928 | | |
| Percent | | 39.2% | 60.8% | | |
| Grand Total | | 3705 | 5883 | | |
| Percent | | 38.6% | 61.4% | | |
| ADT | | ADT 4,794 | | AADT 4,794 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 35
Station ID: 35
I-26 EB C-D RAMP TO I-26 EB

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 46 | 307 | | |
| 12:15 | | 66 | 305 | | |
| 12:30 | | 54 | 333 | | |
| 12:45 | | 34 | 354 | 200 | 1299 |
| 01:00 | | 33 | 316 | | |
| 01:15 | | 48 | 362 | | |
| 01:30 | | 34 | 324 | | |
| 01:45 | | 24 | 364 | 139 | 1366 |
| 02:00 | | 37 | 302 | | |
| 02:15 | | 40 | 417 | | |
| 02:30 | | 26 | 404 | | |
| 02:45 | | 27 | 427 | 130 | 1550 |
| 03:00 | | 30 | 448 | | |
| 03:15 | | 38 | 449 | | |
| 03:30 | | 44 | 458 | | |
| 03:45 | | 42 | 420 | 154 | 1775 |
| 04:00 | | 58 | 438 | | |
| 04:15 | | 62 | 452 | | |
| 04:30 | | 68 | 416 | | |
| 04:45 | | 76 | 394 | 264 | 1700 |
| 05:00 | | 62 | 398 | | |
| 05:15 | | 112 | 393 | | |
| 05:30 | | 126 | 380 | | |
| 05:45 | | 166 | 380 | 466 | 1551 |
| 06:00 | | 178 | 442 | | |
| 06:15 | | 232 | 403 | | |
| 06:30 | | 282 | 325 | | |
| 06:45 | | 339 | 300 | 1031 | 1470 |
| 07:00 | | 327 | 268 | | |
| 07:15 | | 402 | 262 | | |
| 07:30 | | 386 | 225 | | |
| 07:45 | | 350 | 214 | 1465 | 969 |
| 08:00 | | 326 | 184 | | |
| 08:15 | | 373 | 200 | | |
| 08:30 | | 304 | 176 | | |
| 08:45 | | 216 | 134 | 1219 | 694 |
| 09:00 | | 252 | 150 | | |
| 09:15 | | 276 | 166 | | |
| 09:30 | | 243 | 132 | | |
| 09:45 | | 240 | 124 | 1011 | 572 |
| 10:00 | | 246 | 124 | | |
| 10:15 | | 288 | 87 | | |
| 10:30 | | 315 | 112 | | |
| 10:45 | | 264 | 87 | 1113 | 410 |
| 11:00 | | 290 | 88 | | |
| 11:15 | | 332 | 88 | | |
| 11:30 | | 295 | 63 | | |
| 11:45 | | 278 | 82 | 1195 | 321 |
| Total | | 8387 | 13677 | | |
| Percent | | 38.0% | 62.0% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 35
Station ID: 35
I-26 EB C-D RAMP TO I-26 EB

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 62 | 320 | | |
| 12:15 | | 95 | 350 | | |
| 12:30 | | 40 | 338 | | |
| 12:45 | | 52 | 311 | 249 | 1319 |
| 01:00 | | 44 | 388 | | |
| 01:15 | | 46 | 398 | | |
| 01:30 | | 27 | 356 | | |
| 01:45 | | 46 | 362 | 163 | 1504 |
| 02:00 | | 50 | 364 | | |
| 02:15 | | 37 | 372 | | |
| 02:30 | | 40 | 416 | | |
| 02:45 | | 40 | 408 | 167 | 1560 |
| 03:00 | | 26 | 437 | | |
| 03:15 | | 32 | 440 | | |
| 03:30 | | 52 | 452 | | |
| 03:45 | | 32 | 410 | 142 | 1739 |
| 04:00 | | 40 | 381 | | |
| 04:15 | | 48 | 384 | | |
| 04:30 | | 56 | 433 | | |
| 04:45 | | 69 | 416 | 213 | 1614 |
| 05:00 | | 58 | 426 | | |
| 05:15 | | 86 | 396 | | |
| 05:30 | | 136 | 379 | | |
| 05:45 | | 142 | 396 | 422 | 1597 |
| 06:00 | | 162 | 401 | | |
| 06:15 | | 221 | 394 | | |
| 06:30 | | 295 | 306 | | |
| 06:45 | | 300 | 248 | 978 | 1349 |
| 07:00 | | 372 | 271 | | |
| 07:15 | | 362 | 240 | | |
| 07:30 | | 377 | 242 | | |
| 07:45 | | 338 | 216 | 1449 | 969 |
| 08:00 | | 311 | 170 | | |
| 08:15 | | 308 | 167 | | |
| 08:30 | | 306 | 157 | | |
| 08:45 | | 295 | 182 | 1220 | 676 |
| 09:00 | | 356 | 170 | | |
| 09:15 | | 328 | 168 | | |
| 09:30 | | 289 | 122 | | |
| 09:45 | | 319 | 114 | 1292 | 574 |
| 10:00 | | 303 | 114 | | |
| 10:15 | | 307 | 113 | | |
| 10:30 | | 275 | 126 | | |
| 10:45 | | 302 | 98 | 1187 | 451 |
| 11:00 | | 296 | 78 | | |
| 11:15 | | 318 | 99 | | |
| 11:30 | | 310 | 66 | | |
| 11:45 | | 326 | 70 | 1250 | 313 |
| Total | | 8732 | 13665 | | |
| Percent | | 39.0% | 61.0% | | |
| Grand Total | | 17119 | 27342 | | |
| Percent | | 38.5% | 61.5% | | |
| | | | | | |
| ADT | | ADT 22,230 | | AADT 22,230 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 36
Station ID: 36
I-526 EB OFF RAMP TO RIVERS AVENUE SB

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 10 | 46 | | |
| 12:15 | | 10 | 46 | | |
| 12:30 | | 5 | 46 | | |
| 12:45 | | 9 | 50 | 34 | 188 |
| 01:00 | | 3 | 61 | | |
| 01:15 | | 4 | 34 | | |
| 01:30 | | 10 | 39 | | |
| 01:45 | | 4 | 64 | 21 | 198 |
| 02:00 | | 6 | 52 | | |
| 02:15 | | 5 | 46 | | |
| 02:30 | | 4 | 44 | | |
| 02:45 | | 3 | 49 | 18 | 191 |
| 03:00 | | 8 | 46 | | |
| 03:15 | | 1 | 56 | | |
| 03:30 | | 4 | 44 | | |
| 03:45 | | 8 | 42 | 21 | 188 |
| 04:00 | | 14 | 67 | | |
| 04:15 | | 14 | 72 | | |
| 04:30 | | 4 | 68 | | |
| 04:45 | | 6 | 53 | 38 | 260 |
| 05:00 | | 9 | 58 | | |
| 05:15 | | 8 | 29 | | |
| 05:30 | | 13 | 61 | | |
| 05:45 | | 20 | 34 | 50 | 182 |
| 06:00 | | 20 | 40 | | |
| 06:15 | | 19 | 38 | | |
| 06:30 | | 32 | 51 | | |
| 06:45 | | 33 | 38 | 104 | 167 |
| 07:00 | | 30 | 33 | | |
| 07:15 | | 27 | 38 | | |
| 07:30 | | 33 | 29 | | |
| 07:45 | | 18 | 26 | 108 | 126 |
| 08:00 | | 41 | 30 | | |
| 08:15 | | 41 | 20 | | |
| 08:30 | | 40 | 24 | | |
| 08:45 | | 32 | 24 | 154 | 98 |
| 09:00 | | 28 | 18 | | |
| 09:15 | | 18 | 17 | | |
| 09:30 | | 45 | 13 | | |
| 09:45 | | 41 | 14 | 132 | 62 |
| 10:00 | | 68 | 16 | | |
| 10:15 | | 44 | 14 | | |
| 10:30 | | 30 | 10 | | |
| 10:45 | | 48 | 15 | 190 | 55 |
| 11:00 | | 44 | 16 | | |
| 11:15 | | 50 | 10 | | |
| 11:30 | | 46 | 18 | | |
| 11:45 | | 56 | 11 | 196 | 55 |
| Total | | 1066 | 1770 | | |
| Percent | | 37.6% | 62.4% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 36
Station ID: 36
I-526 EB OFF RAMP TO RIVERS AVENUE SB

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 8 | 52 | | |
| 12:15 | | 6 | 48 | | |
| 12:30 | | 7 | 50 | | |
| 12:45 | | 6 | 44 | 27 | 194 |
| 01:00 | | 2 | 52 | | |
| 01:15 | | 10 | 54 | | |
| 01:30 | | 6 | 54 | | |
| 01:45 | | 4 | 55 | 22 | 215 |
| 02:00 | | 14 | 46 | | |
| 02:15 | | 5 | 51 | | |
| 02:30 | | 1 | 49 | | |
| 02:45 | | 4 | 51 | 24 | 197 |
| 03:00 | | 2 | 45 | | |
| 03:15 | | 8 | 42 | | |
| 03:30 | | 4 | 54 | | |
| 03:45 | | 18 | 38 | 32 | 179 |
| 04:00 | | 3 | 70 | | |
| 04:15 | | 8 | 62 | | |
| 04:30 | | 3 | 46 | | |
| 04:45 | | 9 | 50 | 23 | 228 |
| 05:00 | | 10 | 76 | | |
| 05:15 | | 8 | 34 | | |
| 05:30 | | 16 | 38 | | |
| 05:45 | | 26 | 34 | 60 | 182 |
| 06:00 | | 22 | 48 | | |
| 06:15 | | 29 | 59 | | |
| 06:30 | | 34 | 30 | | |
| 06:45 | | 40 | 42 | 125 | 179 |
| 07:00 | | 40 | 44 | | |
| 07:15 | | 42 | 30 | | |
| 07:30 | | 44 | 32 | | |
| 07:45 | | 60 | 26 | 186 | 132 |
| 08:00 | | 47 | 30 | | |
| 08:15 | | 50 | 19 | | |
| 08:30 | | 56 | 27 | | |
| 08:45 | | 80 | 15 | 233 | 91 |
| 09:00 | | 58 | 25 | | |
| 09:15 | | 56 | 14 | | |
| 09:30 | | 31 | 28 | | |
| 09:45 | | 52 | 19 | 197 | 86 |
| 10:00 | | 31 | 11 | | |
| 10:15 | | 48 | 14 | | |
| 10:30 | | 35 | 18 | | |
| 10:45 | | 58 | 17 | 172 | 60 |
| 11:00 | | 44 | 14 | | |
| 11:15 | | 49 | 4 | | |
| 11:30 | | 57 | 9 | | |
| 11:45 | | 60 | 10 | 210 | 37 |
| Total | | 1311 | 1780 | | |
| Percent | | 42.4% | 57.6% | | |
| Grand Total | | 2377 | 3550 | | |
| Percent | | 40.1% | 59.9% | | |
| ADT | | ADT 2,964 | | AADT 2,964 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 37
Station ID: 37
I-526 EB OFF RAMP TO RIVERS AVENUE NB

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 5 | 58 | | |
| 12:15 | | 9 | 57 | | |
| 12:30 | | 7 | 42 | | |
| 12:45 | | 3 | 50 | 24 | 207 |
| 01:00 | | 1 | 54 | | |
| 01:15 | | 2 | 48 | | |
| 01:30 | | 2 | 50 | | |
| 01:45 | | 1 | 62 | 6 | 214 |
| 02:00 | | 0 | 47 | | |
| 02:15 | | 4 | 46 | | |
| 02:30 | | 4 | 40 | | |
| 02:45 | | 0 | 46 | 8 | 179 |
| 03:00 | | 1 | 52 | | |
| 03:15 | | 4 | 40 | | |
| 03:30 | | 2 | 58 | | |
| 03:45 | | 0 | 80 | 7 | 230 |
| 04:00 | | 1 | 86 | | |
| 04:15 | | 0 | 110 | | |
| 04:30 | | 0 | 139 | | |
| 04:45 | | 4 | 124 | 5 | 459 |
| 05:00 | | 6 | 107 | | |
| 05:15 | | 7 | 111 | | |
| 05:30 | | 10 | 144 | | |
| 05:45 | | 11 | 75 | 34 | 437 |
| 06:00 | | 16 | 72 | | |
| 06:15 | | 15 | 62 | | |
| 06:30 | | 31 | 47 | | |
| 06:45 | | 28 | 44 | 90 | 225 |
| 07:00 | | 30 | 48 | | |
| 07:15 | | 42 | 22 | | |
| 07:30 | | 22 | 24 | | |
| 07:45 | | 24 | 26 | 118 | 120 |
| 08:00 | | 28 | 20 | | |
| 08:15 | | 34 | 23 | | |
| 08:30 | | 32 | 15 | | |
| 08:45 | | 31 | 17 | 125 | 75 |
| 09:00 | | 30 | 15 | | |
| 09:15 | | 38 | 14 | | |
| 09:30 | | 39 | 17 | | |
| 09:45 | | 38 | 17 | 145 | 63 |
| 10:00 | | 39 | 13 | | |
| 10:15 | | 55 | 15 | | |
| 10:30 | | 44 | 8 | | |
| 10:45 | | 44 | 17 | 182 | 53 |
| 11:00 | | 56 | 5 | | |
| 11:15 | | 42 | 5 | | |
| 11:30 | | 44 | 10 | | |
| 11:45 | | 50 | 8 | 192 | 28 |
| Total | | 936 | 2290 | | |
| Percent | | 29.0% | 71.0% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 37
Station ID: 37
I-526 EB OFF RAMP TO RIVERS AVENUE NB

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 3 | 38 | | |
| 12:15 | | 9 | 66 | | |
| 12:30 | | 6 | 53 | | |
| 12:45 | | 2 | 58 | 20 | 215 |
| 01:00 | | 2 | 58 | | |
| 01:15 | | 4 | 56 | | |
| 01:30 | | 3 | 45 | | |
| 01:45 | | 1 | 44 | 10 | 203 |
| 02:00 | | 1 | 48 | | |
| 02:15 | | 1 | 56 | | |
| 02:30 | | 0 | 39 | | |
| 02:45 | | 0 | 38 | 2 | 181 |
| 03:00 | | 8 | 59 | | |
| 03:15 | | 0 | 64 | | |
| 03:30 | | 1 | 58 | | |
| 03:45 | | 1 | 66 | 10 | 247 |
| 04:00 | | 2 | 93 | | |
| 04:15 | | 0 | 73 | | |
| 04:30 | | 4 | 138 | | |
| 04:45 | | 4 | 144 | 10 | 448 |
| 05:00 | | 4 | 102 | | |
| 05:15 | | 8 | 86 | | |
| 05:30 | | 12 | 60 | | |
| 05:45 | | 9 | 57 | 33 | 305 |
| 06:00 | | 17 | 63 | | |
| 06:15 | | 24 | 86 | | |
| 06:30 | | 26 | 40 | | |
| 06:45 | | 35 | 40 | 102 | 229 |
| 07:00 | | 38 | 34 | | |
| 07:15 | | 35 | 35 | | |
| 07:30 | | 30 | 33 | | |
| 07:45 | | 25 | 23 | 128 | 125 |
| 08:00 | | 26 | 26 | | |
| 08:15 | | 14 | 21 | | |
| 08:30 | | 34 | 20 | | |
| 08:45 | | 32 | 22 | 106 | 89 |
| 09:00 | | 36 | 22 | | |
| 09:15 | | 36 | 20 | | |
| 09:30 | | 40 | 10 | | |
| 09:45 | | 34 | 13 | 146 | 65 |
| 10:00 | | 26 | 17 | | |
| 10:15 | | 32 | 4 | | |
| 10:30 | | 38 | 5 | | |
| 10:45 | | 48 | 8 | 144 | 34 |
| 11:00 | | 51 | 6 | | |
| 11:15 | | 46 | 4 | | |
| 11:30 | | 58 | 5 | | |
| 11:45 | | 65 | 9 | 220 | 24 |
| Total | | 931 | 2165 | | |
| Percent | | 30.1% | 69.9% | | |
| Grand Total | | 1867 | 4455 | | |
| Percent | | 29.5% | 70.5% | | |
| ADT | | ADT 3,161 | | AADT 3,161 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 38
Station ID: 38
RIVERS AVENUE NB ON RAMP TO I-526 EB

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 6 | 36 | | |
| 12:15 | | 1 | 42 | | |
| 12:30 | | 5 | 38 | | |
| 12:45 | | 3 | 32 | 15 | 148 |
| 01:00 | | 1 | 50 | | |
| 01:15 | | 3 | 58 | | |
| 01:30 | | 5 | 28 | | |
| 01:45 | | 1 | 39 | 10 | 175 |
| 02:00 | | 0 | 53 | | |
| 02:15 | | 2 | 46 | | |
| 02:30 | | 2 | 62 | | |
| 02:45 | | 1 | 36 | 5 | 197 |
| 03:00 | | 2 | 40 | | |
| 03:15 | | 0 | 42 | | |
| 03:30 | | 0 | 41 | | |
| 03:45 | | 3 | 32 | 5 | 155 |
| 04:00 | | 0 | 37 | | |
| 04:15 | | 4 | 34 | | |
| 04:30 | | 2 | 40 | | |
| 04:45 | | 1 | 33 | 7 | 144 |
| 05:00 | | 4 | 66 | | |
| 05:15 | | 3 | 36 | | |
| 05:30 | | 18 | 38 | | |
| 05:45 | | 20 | 40 | 45 | 180 |
| 06:00 | | 22 | 21 | | |
| 06:15 | | 16 | 32 | | |
| 06:30 | | 24 | 10 | | |
| 06:45 | | 21 | 13 | 83 | 76 |
| 07:00 | | 25 | 20 | | |
| 07:15 | | 32 | 17 | | |
| 07:30 | | 34 | 10 | | |
| 07:45 | | 44 | 12 | 135 | 59 |
| 08:00 | | 50 | 12 | | |
| 08:15 | | 54 | 7 | | |
| 08:30 | | 34 | 10 | | |
| 08:45 | | 65 | 10 | 203 | 39 |
| 09:00 | | 56 | 9 | | |
| 09:15 | | 46 | 5 | | |
| 09:30 | | 36 | 8 | | |
| 09:45 | | 38 | 10 | 176 | 32 |
| 10:00 | | 58 | 4 | | |
| 10:15 | | 43 | 7 | | |
| 10:30 | | 40 | 4 | | |
| 10:45 | | 48 | 5 | 189 | 20 |
| 11:00 | | 41 | 10 | | |
| 11:15 | | 49 | 3 | | |
| 11:30 | | 41 | 3 | | |
| 11:45 | | 50 | 4 | 181 | 20 |
| Total | | 1054 | 1245 | | |
| Percent | | 45.8% | 54.2% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 38
Station ID: 38
RIVERS AVENUE NB ON RAMP TO I-526 EB

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 6 | 50 | | |
| 12:15 | | 1 | 34 | | |
| 12:30 | | 4 | 44 | | |
| 12:45 | | 1 | 60 | 12 | 188 |
| 01:00 | | 1 | 49 | | |
| 01:15 | | 4 | 46 | | |
| 01:30 | | 4 | 54 | | |
| 01:45 | | 2 | 39 | 11 | 188 |
| 02:00 | | 1 | 46 | | |
| 02:15 | | 0 | 53 | | |
| 02:30 | | 1 | 64 | | |
| 02:45 | | 0 | 71 | 2 | 234 |
| 03:00 | | 1 | 50 | | |
| 03:15 | | 1 | 58 | | |
| 03:30 | | 2 | 22 | | |
| 03:45 | | 0 | 34 | 4 | 164 |
| 04:00 | | 4 | 44 | | |
| 04:15 | | 1 | 32 | | |
| 04:30 | | 3 | 40 | | |
| 04:45 | | 2 | 34 | 10 | 150 |
| 05:00 | | 11 | 44 | | |
| 05:15 | | 14 | 38 | | |
| 05:30 | | 6 | 38 | | |
| 05:45 | | 12 | 38 | 43 | 158 |
| 06:00 | | 18 | 28 | | |
| 06:15 | | 21 | 26 | | |
| 06:30 | | 24 | 17 | | |
| 06:45 | | 29 | 17 | 92 | 88 |
| 07:00 | | 34 | 18 | | |
| 07:15 | | 46 | 10 | | |
| 07:30 | | 50 | 16 | | |
| 07:45 | | 66 | 9 | 196 | 53 |
| 08:00 | | 58 | 18 | | |
| 08:15 | | 37 | 14 | | |
| 08:30 | | 40 | 16 | | |
| 08:45 | | 45 | 12 | 180 | 60 |
| 09:00 | | 38 | 9 | | |
| 09:15 | | 49 | 10 | | |
| 09:30 | | 38 | 10 | | |
| 09:45 | | 41 | 7 | 166 | 36 |
| 10:00 | | 43 | 7 | | |
| 10:15 | | 54 | 4 | | |
| 10:30 | | 24 | 1 | | |
| 10:45 | | 54 | 5 | 175 | 17 |
| 11:00 | | 36 | 4 | | |
| 11:15 | | 35 | 5 | | |
| 11:30 | | 42 | 4 | | |
| 11:45 | | 38 | 4 | 151 | 17 |
| Total | | 1042 | 1353 | | |
| Percent | | 43.5% | 56.5% | | |
| Grand Total | | 2096 | 2598 | | |
| Percent | | 44.7% | 55.3% | | |
| | | | | | |
| ADT | | ADT 2,347 | | AADT 2,347 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 39
Station ID: 39
RIVERS AVENUE ON RAMP TO I-526 EB

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 7 | 92 | | |
| 12:15 | | 6 | 102 | | |
| 12:30 | | 10 | 114 | | |
| 12:45 | | 3 | 87 | 26 | 395 |
| 01:00 | | 1 | 110 | | |
| 01:15 | | 2 | 102 | | |
| 01:30 | | 7 | 82 | | |
| 01:45 | | 4 | 100 | 14 | 394 |
| 02:00 | | 2 | 98 | | |
| 02:15 | | 5 | 94 | | |
| 02:30 | | 3 | 107 | | |
| 02:45 | | 4 | 106 | 14 | 405 |
| 03:00 | | 2 | 110 | | |
| 03:15 | | 1 | 91 | | |
| 03:30 | | 1 | 92 | | |
| 03:45 | | 12 | 94 | 16 | 387 |
| 04:00 | | 1 | 90 | | |
| 04:15 | | 8 | 102 | | |
| 04:30 | | 4 | 99 | | |
| 04:45 | | 6 | 103 | 19 | 394 |
| 05:00 | | 8 | 140 | | |
| 05:15 | | 16 | 105 | | |
| 05:30 | | 30 | 122 | | |
| 05:45 | | 44 | 81 | 98 | 448 |
| 06:00 | | 49 | 79 | | |
| 06:15 | | 62 | 79 | | |
| 06:30 | | 124 | 43 | | |
| 06:45 | | 151 | 40 | 386 | 241 |
| 07:00 | | 170 | 38 | | |
| 07:15 | | 213 | 50 | | |
| 07:30 | | 156 | 36 | | |
| 07:45 | | 173 | 38 | 712 | 162 |
| 08:00 | | 192 | 38 | | |
| 08:15 | | 145 | 24 | | |
| 08:30 | | 157 | 30 | | |
| 08:45 | | 155 | 18 | 649 | 110 |
| 09:00 | | 147 | 20 | | |
| 09:15 | | 108 | 21 | | |
| 09:30 | | 159 | 32 | | |
| 09:45 | | 158 | 16 | 572 | 89 |
| 10:00 | | 149 | 20 | | |
| 10:15 | | 100 | 16 | | |
| 10:30 | | 96 | 8 | | |
| 10:45 | | 86 | 17 | 431 | 61 |
| 11:00 | | 86 | 13 | | |
| 11:15 | | 86 | 6 | | |
| 11:30 | | 86 | 8 | | |
| 11:45 | | 114 | 3 | 372 | 30 |
| Total | | 3309 | 3116 | | |
| Percent | | 51.5% | 48.5% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 39
Station ID: 39
RIVERS AVENUE ON RAMP TO I-526 EB

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 10 | 112 | | |
| 12:15 | | 7 | 100 | | |
| 12:30 | | 5 | 99 | | |
| 12:45 | | 0 | 124 | 22 | 435 |
| 01:00 | | 1 | 118 | | |
| 01:15 | | 8 | 106 | | |
| 01:30 | | 8 | 106 | | |
| 01:45 | | 4 | 96 | 21 | 426 |
| 02:00 | | 5 | 112 | | |
| 02:15 | | 2 | 126 | | |
| 02:30 | | 4 | 123 | | |
| 02:45 | | 1 | 132 | 12 | 493 |
| 03:00 | | 1 | 131 | | |
| 03:15 | | 2 | 109 | | |
| 03:30 | | 4 | 79 | | |
| 03:45 | | 5 | 88 | 12 | 407 |
| 04:00 | | 4 | 96 | | |
| 04:15 | | 4 | 108 | | |
| 04:30 | | 10 | 91 | | |
| 04:45 | | 11 | 94 | 29 | 389 |
| 05:00 | | 18 | 108 | | |
| 05:15 | | 14 | 126 | | |
| 05:30 | | 25 | 115 | | |
| 05:45 | | 28 | 107 | 85 | 456 |
| 06:00 | | 52 | 78 | | |
| 06:15 | | 62 | 60 | | |
| 06:30 | | 118 | 58 | | |
| 06:45 | | 110 | 62 | 342 | 258 |
| 07:00 | | 156 | 47 | | |
| 07:15 | | 188 | 35 | | |
| 07:30 | | 188 | 42 | | |
| 07:45 | | 138 | 32 | 670 | 156 |
| 08:00 | | 120 | 50 | | |
| 08:15 | | 136 | 40 | | |
| 08:30 | | 132 | 39 | | |
| 08:45 | | 112 | 30 | 500 | 159 |
| 09:00 | | 92 | 32 | | |
| 09:15 | | 84 | 27 | | |
| 09:30 | | 80 | 22 | | |
| 09:45 | | 86 | 24 | 342 | 105 |
| 10:00 | | 82 | 20 | | |
| 10:15 | | 100 | 13 | | |
| 10:30 | | 74 | 6 | | |
| 10:45 | | 114 | 16 | 370 | 55 |
| 11:00 | | 74 | 12 | | |
| 11:15 | | 92 | 8 | | |
| 11:30 | | 102 | 6 | | |
| 11:45 | | 112 | 11 | 380 | 37 |
| Total | | 2785 | 3376 | | |
| Percent | | 45.2% | 54.8% | | |
| Grand Total | | 6094 | 6492 | | |
| Percent | | 48.4% | 51.6% | | |
| ADT | | ADT 6,293 | | AADT 6,293 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 40
Station ID: 40
I-526 WB OFF RAMP TO RIVERS AVENUE SB

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 6 | 60 | | |
| 12:15 | | 12 | 72 | | |
| 12:30 | | 4 | 72 | | |
| 12:45 | | 5 | 74 | 27 | 278 |
| 01:00 | | 0 | 60 | | |
| 01:15 | | 3 | 52 | | |
| 01:30 | | 3 | 66 | | |
| 01:45 | | 4 | 56 | 10 | 234 |
| 02:00 | | 1 | 66 | | |
| 02:15 | | 3 | 57 | | |
| 02:30 | | 3 | 76 | | |
| 02:45 | | 0 | 82 | 7 | 281 |
| 03:00 | | 2 | 64 | | |
| 03:15 | | 6 | 92 | | |
| 03:30 | | 2 | 82 | | |
| 03:45 | | 4 | 82 | 14 | 320 |
| 04:00 | | 3 | 80 | | |
| 04:15 | | 1 | 97 | | |
| 04:30 | | 2 | 80 | | |
| 04:45 | | 6 | 81 | 12 | 338 |
| 05:00 | | 3 | 87 | | |
| 05:15 | | 10 | 108 | | |
| 05:30 | | 6 | 87 | | |
| 05:45 | | 10 | 102 | 29 | 384 |
| 06:00 | | 16 | 84 | | |
| 06:15 | | 17 | 90 | | |
| 06:30 | | 28 | 64 | | |
| 06:45 | | 40 | 65 | 101 | 303 |
| 07:00 | | 40 | 52 | | |
| 07:15 | | 48 | 50 | | |
| 07:30 | | 56 | 40 | | |
| 07:45 | | 72 | 41 | 216 | 183 |
| 08:00 | | 64 | 24 | | |
| 08:15 | | 88 | 24 | | |
| 08:30 | | 78 | 24 | | |
| 08:45 | | 44 | 24 | 274 | 96 |
| 09:00 | | 49 | 22 | | |
| 09:15 | | 57 | 20 | | |
| 09:30 | | 48 | 20 | | |
| 09:45 | | 42 | 14 | 196 | 76 |
| 10:00 | | 48 | 13 | | |
| 10:15 | | 54 | 12 | | |
| 10:30 | | 58 | 12 | | |
| 10:45 | | 42 | 22 | 202 | 59 |
| 11:00 | | 52 | 6 | | |
| 11:15 | | 78 | 7 | | |
| 11:30 | | 56 | 8 | | |
| 11:45 | | 83 | 8 | 269 | 29 |
| Total | | 1357 | 2581 | | |
| Percent | | 34.5% | 65.5% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 40
Station ID: 40
I-526 WB OFF RAMP TO RIVERS AVENUE SB

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 10 | 76 | | |
| 12:15 | | 3 | 62 | | |
| 12:30 | | 10 | 57 | | |
| 12:45 | | 13 | 55 | 36 | 250 |
| 01:00 | | 3 | 46 | | |
| 01:15 | | 4 | 52 | | |
| 01:30 | | 3 | 58 | | |
| 01:45 | | 1 | 60 | 11 | 216 |
| 02:00 | | 7 | 71 | | |
| 02:15 | | 6 | 100 | | |
| 02:30 | | 4 | 61 | | |
| 02:45 | | 4 | 58 | 21 | 290 |
| 03:00 | | 6 | 64 | | |
| 03:15 | | 11 | 69 | | |
| 03:30 | | 1 | 74 | | |
| 03:45 | | 4 | 58 | 22 | 265 |
| 04:00 | | 2 | 58 | | |
| 04:15 | | 1 | 66 | | |
| 04:30 | | 7 | 98 | | |
| 04:45 | | 12 | 90 | 22 | 312 |
| 05:00 | | 4 | 95 | | |
| 05:15 | | 4 | 93 | | |
| 05:30 | | 10 | 106 | | |
| 05:45 | | 12 | 108 | 30 | 402 |
| 06:00 | | 14 | 92 | | |
| 06:15 | | 18 | 84 | | |
| 06:30 | | 35 | 73 | | |
| 06:45 | | 40 | 60 | 107 | 309 |
| 07:00 | | 31 | 46 | | |
| 07:15 | | 46 | 54 | | |
| 07:30 | | 53 | 43 | | |
| 07:45 | | 59 | 34 | 189 | 177 |
| 08:00 | | 59 | 37 | | |
| 08:15 | | 70 | 32 | | |
| 08:30 | | 48 | 22 | | |
| 08:45 | | 83 | 26 | 260 | 117 |
| 09:00 | | 70 | 16 | | |
| 09:15 | | 58 | 30 | | |
| 09:30 | | 38 | 20 | | |
| 09:45 | | 38 | 15 | 204 | 81 |
| 10:00 | | 38 | 8 | | |
| 10:15 | | 59 | 16 | | |
| 10:30 | | 50 | 15 | | |
| 10:45 | | 59 | 20 | 206 | 59 |
| 11:00 | | 66 | 20 | | |
| 11:15 | | 67 | 4 | | |
| 11:30 | | 74 | 10 | | |
| 11:45 | | 64 | 8 | 271 | 42 |
| Total | | 1379 | 2520 | | |
| Percent | | 35.4% | 64.6% | | |
| Grand Total | | 2736 | 5101 | | |
| Percent | | 34.9% | 65.1% | | |
| ADT | | ADT 3,918 | | AADT 3,918 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 41
Station ID: 41
I-526 WB OFF RAMP TO RIVERS AVENUE SB

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 0 | 29 | | |
| 12:15 | | 2 | 12 | | |
| 12:30 | | 0 | 8 | | |
| 12:45 | | 0 | 12 | 2 | 61 |
| 01:00 | | 0 | 19 | | |
| 01:15 | | 0 | 12 | | |
| 01:30 | | 0 | 12 | | |
| 01:45 | | 0 | 12 | 0 | 55 |
| 02:00 | | 0 | 14 | | |
| 02:15 | | 0 | 14 | | |
| 02:30 | | 0 | 18 | | |
| 02:45 | | 0 | 23 | 0 | 69 |
| 03:00 | | 0 | 19 | | |
| 03:15 | | 0 | 2 | | |
| 03:30 | | 0 | 4 | | |
| 03:45 | | 0 | 9 | 0 | 34 |
| 04:00 | | 0 | 7 | | |
| 04:15 | | 0 | 4 | | |
| 04:30 | | 0 | 4 | | |
| 04:45 | | 0 | 1 | 0 | 16 |
| 05:00 | | 0 | 7 | | |
| 05:15 | | 0 | 1 | | |
| 05:30 | | 0 | 2 | | |
| 05:45 | | 4 | 2 | 4 | 12 |
| 06:00 | | 1 | 2 | | |
| 06:15 | | 2 | 0 | | |
| 06:30 | | 6 | 0 | | |
| 06:45 | | 1 | 0 | 10 | 2 |
| 07:00 | | 6 | 0 | | |
| 07:15 | | 16 | 0 | | |
| 07:30 | | 3 | 0 | | |
| 07:45 | | 29 | 0 | 54 | 0 |
| 08:00 | | 24 | 0 | | |
| 08:15 | | 9 | 0 | | |
| 08:30 | | 14 | 0 | | |
| 08:45 | | 20 | 0 | 67 | 0 |
| 09:00 | | 18 | 0 | | |
| 09:15 | | 19 | 0 | | |
| 09:30 | | 18 | 0 | | |
| 09:45 | | 22 | 0 | 77 | 0 |
| 10:00 | | 24 | 0 | | |
| 10:15 | | 12 | 0 | | |
| 10:30 | | 5 | 0 | | |
| 10:45 | | 10 | 0 | 51 | 0 |
| 11:00 | | 14 | 0 | | |
| 11:15 | | 14 | 0 | | |
| 11:30 | | 17 | 0 | | |
| 11:45 | | 18 | 0 | 63 | 0 |
| Total | | 328 | 249 | | |
| Percent | | 56.8% | 43.2% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 41
Station ID: 41
I-526 WB OFF RAMP TO RIVERS AVENUE SB

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 0 | 28 | | |
| 12:15 | | 0 | 14 | | |
| 12:30 | | 0 | 10 | | |
| 12:45 | | 0 | 6 | 0 | 58 |
| 01:00 | | 0 | 10 | | |
| 01:15 | | 0 | 28 | | |
| 01:30 | | 0 | 10 | | |
| 01:45 | | 0 | 14 | 0 | 62 |
| 02:00 | | 0 | 27 | | |
| 02:15 | | 0 | 8 | | |
| 02:30 | | 0 | 17 | | |
| 02:45 | | 0 | 22 | 0 | 74 |
| 03:00 | | 0 | 20 | | |
| 03:15 | | 0 | 6 | | |
| 03:30 | | 0 | 12 | | |
| 03:45 | | 0 | 6 | 0 | 44 |
| 04:00 | | 0 | 2 | | |
| 04:15 | | 0 | 6 | | |
| 04:30 | | 0 | 12 | | |
| 04:45 | | 0 | 0 | 0 | 20 |
| 05:00 | | 0 | 0 | | |
| 05:15 | | 0 | 0 | | |
| 05:30 | | 0 | 0 | | |
| 05:45 | | 0 | 0 | 0 | 0 |
| 06:00 | | 4 | 0 | | |
| 06:15 | | 2 | 0 | | |
| 06:30 | | 5 | 0 | | |
| 06:45 | | 10 | 0 | 21 | 0 |
| 07:00 | | 7 | 0 | | |
| 07:15 | | 12 | 1 | | |
| 07:30 | | 4 | 0 | | |
| 07:45 | | 6 | 1 | 29 | 2 |
| 08:00 | | 6 | 0 | | |
| 08:15 | | 18 | 0 | | |
| 08:30 | | 20 | 0 | | |
| 08:45 | | 12 | 0 | 56 | 0 |
| 09:00 | | 28 | 0 | | |
| 09:15 | | 17 | 0 | | |
| 09:30 | | 6 | 0 | | |
| 09:45 | | 6 | 0 | 57 | 0 |
| 10:00 | | 6 | 0 | | |
| 10:15 | | 20 | 0 | | |
| 10:30 | | 20 | 3 | | |
| 10:45 | | 8 | 0 | 54 | 3 |
| 11:00 | | 14 | 0 | | |
| 11:15 | | 17 | 0 | | |
| 11:30 | | 25 | 0 | | |
| 11:45 | | 18 | 0 | 74 | 0 |
| Total | | 291 | 263 | | |
| Percent | | 52.5% | 47.5% | | |
| Grand Total | | 619 | 512 | | |
| Percent | | 54.7% | 45.3% | | |
| ADT | | ADT 566 | | AADT 566 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 42
Station ID: 42
RIVERS AVENUE SB ON RAMP TO I-526 WB

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | SB Morning | SB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 6 | 78 | | |
| 12:15 | | 9 | 88 | | |
| 12:30 | | 12 | 75 | | |
| 12:45 | | 7 | 86 | 34 | 327 |
| 01:00 | | 7 | 64 | | |
| 01:15 | | 8 | 63 | | |
| 01:30 | | 4 | 84 | | |
| 01:45 | | 8 | 84 | 27 | 295 |
| 02:00 | | 4 | 73 | | |
| 02:15 | | 6 | 66 | | |
| 02:30 | | 3 | 83 | | |
| 02:45 | | 4 | 66 | 17 | 288 |
| 03:00 | | 1 | 74 | | |
| 03:15 | | 2 | 84 | | |
| 03:30 | | 6 | 66 | | |
| 03:45 | | 1 | 70 | 10 | 294 |
| 04:00 | | 12 | 76 | | |
| 04:15 | | 6 | 63 | | |
| 04:30 | | 3 | 80 | | |
| 04:45 | | 3 | 68 | 24 | 287 |
| 05:00 | | 6 | 78 | | |
| 05:15 | | 7 | 64 | | |
| 05:30 | | 18 | 45 | | |
| 05:45 | | 9 | 48 | 40 | 235 |
| 06:00 | | 36 | 42 | | |
| 06:15 | | 64 | 64 | | |
| 06:30 | | 100 | 52 | | |
| 06:45 | | 174 | 55 | 374 | 213 |
| 07:00 | | 241 | 54 | | |
| 07:15 | | 230 | 60 | | |
| 07:30 | | 210 | 32 | | |
| 07:45 | | 237 | 38 | 918 | 184 |
| 08:00 | | 218 | 44 | | |
| 08:15 | | 218 | 45 | | |
| 08:30 | | 245 | 38 | | |
| 08:45 | | 198 | 40 | 879 | 167 |
| 09:00 | | 204 | 26 | | |
| 09:15 | | 150 | 26 | | |
| 09:30 | | 148 | 24 | | |
| 09:45 | | 112 | 28 | 614 | 104 |
| 10:00 | | 87 | 17 | | |
| 10:15 | | 70 | 16 | | |
| 10:30 | | 80 | 14 | | |
| 10:45 | | 62 | 18 | 299 | 65 |
| 11:00 | | 81 | 5 | | |
| 11:15 | | 72 | 12 | | |
| 11:30 | | 84 | 14 | | |
| 11:45 | | 67 | 7 | 304 | 38 |
| Total | | 3540 | 2497 | | |
| Percent | | 58.6% | 41.4% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 42
Station ID: 42
RIVERS AVENUE SB ON RAMP TO I-526 WB

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | SB Morning | SB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 9 | 78 | | |
| 12:15 | | 5 | 76 | | |
| 12:30 | | 4 | 62 | | |
| 12:45 | | 12 | 74 | 30 | 290 |
| 01:00 | | 7 | 78 | | |
| 01:15 | | 4 | 70 | | |
| 01:30 | | 3 | 80 | | |
| 01:45 | | 6 | 89 | 20 | 317 |
| 02:00 | | 4 | 67 | | |
| 02:15 | | 10 | 83 | | |
| 02:30 | | 1 | 80 | | |
| 02:45 | | 2 | 66 | 17 | 296 |
| 03:00 | | 1 | 62 | | |
| 03:15 | | 4 | 80 | | |
| 03:30 | | 10 | 82 | | |
| 03:45 | | 1 | 78 | 16 | 302 |
| 04:00 | | 4 | 69 | | |
| 04:15 | | 2 | 76 | | |
| 04:30 | | 7 | 72 | | |
| 04:45 | | 14 | 63 | 27 | 280 |
| 05:00 | | 6 | 74 | | |
| 05:15 | | 10 | 68 | | |
| 05:30 | | 12 | 60 | | |
| 05:45 | | 16 | 61 | 44 | 263 |
| 06:00 | | 37 | 58 | | |
| 06:15 | | 55 | 58 | | |
| 06:30 | | 104 | 42 | | |
| 06:45 | | 102 | 52 | 298 | 210 |
| 07:00 | | 123 | 50 | | |
| 07:15 | | 166 | 48 | | |
| 07:30 | | 154 | 64 | | |
| 07:45 | | 177 | 46 | 620 | 208 |
| 08:00 | | 180 | 39 | | |
| 08:15 | | 142 | 42 | | |
| 08:30 | | 109 | 32 | | |
| 08:45 | | 100 | 49 | 531 | 162 |
| 09:00 | | 74 | 40 | | |
| 09:15 | | 56 | 21 | | |
| 09:30 | | 56 | 34 | | |
| 09:45 | | 86 | 25 | 272 | 120 |
| 10:00 | | 52 | 16 | | |
| 10:15 | | 46 | 26 | | |
| 10:30 | | 56 | 18 | | |
| 10:45 | | 48 | 8 | 202 | 68 |
| 11:00 | | 68 | 20 | | |
| 11:15 | | 80 | 12 | | |
| 11:30 | | 63 | 13 | | |
| 11:45 | | 72 | 11 | 283 | 56 |
| Total | | 2360 | 2572 | | |
| Percent | | 47.9% | 52.1% | | |
| Grand Total | | 5900 | 5069 | | |
| Percent | | 53.8% | 46.2% | | |
| ADT | | ADT 5,484 | | AADT 5,484 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 43
Station ID: 43
RIVERS AVENUE ON RAMP TO I-526 WB

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 23 | 128 | | |
| 12:15 | | 12 | 104 | | |
| 12:30 | | 22 | 104 | | |
| 12:45 | | 20 | 134 | 77 | 470 |
| 01:00 | | 13 | 89 | | |
| 01:15 | | 10 | 100 | | |
| 01:30 | | 10 | 106 | | |
| 01:45 | | 12 | 117 | 45 | 412 |
| 02:00 | | 10 | 116 | | |
| 02:15 | | 12 | 109 | | |
| 02:30 | | 6 | 130 | | |
| 02:45 | | 6 | 108 | 34 | 463 |
| 03:00 | | 4 | 120 | | |
| 03:15 | | 2 | 130 | | |
| 03:30 | | 10 | 112 | | |
| 03:45 | | 3 | 105 | 19 | 467 |
| 04:00 | | 14 | 124 | | |
| 04:15 | | 12 | 104 | | |
| 04:30 | | 10 | 126 | | |
| 04:45 | | 12 | 112 | 48 | 466 |
| 05:00 | | 9 | 131 | | |
| 05:15 | | 19 | 96 | | |
| 05:30 | | 26 | 90 | | |
| 05:45 | | 24 | 76 | 78 | 393 |
| 06:00 | | 52 | 86 | | |
| 06:15 | | 87 | 97 | | |
| 06:30 | | 140 | 78 | | |
| 06:45 | | 229 | 88 | 508 | 349 |
| 07:00 | | 252 | 98 | | |
| 07:15 | | 257 | 80 | | |
| 07:30 | | 235 | 62 | | |
| 07:45 | | 257 | 76 | 1001 | 316 |
| 08:00 | | 236 | 62 | | |
| 08:15 | | 273 | 77 | | |
| 08:30 | | 248 | 59 | | |
| 08:45 | | 226 | 66 | 983 | 264 |
| 09:00 | | 224 | 42 | | |
| 09:15 | | 168 | 42 | | |
| 09:30 | | 168 | 48 | | |
| 09:45 | | 136 | 44 | 696 | 176 |
| 10:00 | | 109 | 35 | | |
| 10:15 | | 118 | 38 | | |
| 10:30 | | 111 | 31 | | |
| 10:45 | | 94 | 26 | 432 | 130 |
| 11:00 | | 116 | 23 | | |
| 11:15 | | 96 | 23 | | |
| 11:30 | | 128 | 23 | | |
| 11:45 | | 82 | 18 | 422 | 87 |
| Total | | 4343 | 3993 | | |
| Percent | | 52.1% | 47.9% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 43
Station ID: 43
RIVERS AVENUE ON RAMP TO I-526 WB

Latitude: 0' 0.0000 Undefined

| Start Time | 07-May-15 Thu | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 15 | 120 | | |
| 12:15 | | 13 | 108 | | |
| 12:30 | | 14 | 104 | | |
| 12:45 | | 22 | 110 | 64 | 442 |
| 01:00 | | 15 | 110 | | |
| 01:15 | | 8 | 105 | | |
| 01:30 | | 7 | 100 | | |
| 01:45 | | 18 | 124 | 48 | 439 |
| 02:00 | | 12 | 108 | | |
| 02:15 | | 15 | 120 | | |
| 02:30 | | 6 | 106 | | |
| 02:45 | | 4 | 122 | 37 | 456 |
| 03:00 | | 4 | 126 | | |
| 03:15 | | 4 | 112 | | |
| 03:30 | | 14 | 102 | | |
| 03:45 | | 5 | 132 | 27 | 472 |
| 04:00 | | 9 | 117 | | |
| 04:15 | | 5 | 117 | | |
| 04:30 | | 14 | 124 | | |
| 04:45 | | 18 | 99 | 46 | 457 |
| 05:00 | | 14 | 126 | | |
| 05:15 | | 12 | 116 | | |
| 05:30 | | 27 | 82 | | |
| 05:45 | | 32 | 74 | 85 | 398 |
| 06:00 | | 54 | 102 | | |
| 06:15 | | 82 | 87 | | |
| 06:30 | | 134 | 80 | | |
| 06:45 | | 130 | 66 | 400 | 335 |
| 07:00 | | 172 | 102 | | |
| 07:15 | | 194 | 79 | | |
| 07:30 | | 192 | 110 | | |
| 07:45 | | 220 | 77 | 778 | 368 |
| 08:00 | | 200 | 66 | | |
| 08:15 | | 167 | 62 | | |
| 08:30 | | 131 | 62 | | |
| 08:45 | | 152 | 67 | 650 | 257 |
| 09:00 | | 110 | 62 | | |
| 09:15 | | 89 | 38 | | |
| 09:30 | | 89 | 60 | | |
| 09:45 | | 120 | 48 | 408 | 208 |
| 10:00 | | 82 | 30 | | |
| 10:15 | | 63 | 40 | | |
| 10:30 | | 94 | 34 | | |
| 10:45 | | 88 | 26 | 327 | 130 |
| 11:00 | | 102 | 28 | | |
| 11:15 | | 122 | 31 | | |
| 11:30 | | 95 | 22 | | |
| 11:45 | | 134 | 22 | 453 | 103 |
| Total | | 3323 | 4065 | | |
| Percent | | 45.0% | 55.0% | | |
| Grand Total | | 7666 | 8058 | | |
| Percent | | 48.8% | 51.2% | | |
| ADT | | ADT 7,862 | | AADT 7,862 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 44
Station ID: 44
I-526 EB OFF RAMP TO N. RHETT AVENUE

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 28 | 106 | | |
| 12:15 | | 17 | 120 | | |
| 12:30 | | 32 | 150 | | |
| 12:45 | | 14 | 134 | 91 | 510 |
| 01:00 | | 10 | 136 | | |
| 01:15 | | 10 | 138 | | |
| 01:30 | | 7 | 128 | | |
| 01:45 | | 15 | 98 | 42 | 500 |
| 02:00 | | 13 | 142 | | |
| 02:15 | | 10 | 120 | | |
| 02:30 | | 10 | 126 | | |
| 02:45 | | 2 | 131 | 35 | 519 |
| 03:00 | | 20 | 124 | | |
| 03:15 | | 14 | 132 | | |
| 03:30 | | 18 | 164 | | |
| 03:45 | | 15 | 140 | 67 | 560 |
| 04:00 | | 13 | 144 | | |
| 04:15 | | 9 | 126 | | |
| 04:30 | | 20 | 120 | | |
| 04:45 | | 30 | 122 | 72 | 512 |
| 05:00 | | 38 | 135 | | |
| 05:15 | | 48 | 138 | | |
| 05:30 | | 75 | 160 | | |
| 05:45 | | 100 | 161 | 261 | 594 |
| 06:00 | | 110 | 142 | | |
| 06:15 | | 134 | 136 | | |
| 06:30 | | 127 | 98 | | |
| 06:45 | | 131 | 90 | 502 | 466 |
| 07:00 | | 114 | 112 | | |
| 07:15 | | 102 | 124 | | |
| 07:30 | | 98 | 83 | | |
| 07:45 | | 76 | 99 | 390 | 418 |
| 08:00 | | 72 | 92 | | |
| 08:15 | | 80 | 88 | | |
| 08:30 | | 68 | 88 | | |
| 08:45 | | 86 | 62 | 306 | 330 |
| 09:00 | | 94 | 72 | | |
| 09:15 | | 94 | 63 | | |
| 09:30 | | 100 | 72 | | |
| 09:45 | | 124 | 60 | 412 | 267 |
| 10:00 | | 89 | 50 | | |
| 10:15 | | 78 | 48 | | |
| 10:30 | | 76 | 44 | | |
| 10:45 | | 98 | 38 | 341 | 180 |
| 11:00 | | 80 | 52 | | |
| 11:15 | | 116 | 46 | | |
| 11:30 | | 100 | 39 | | |
| 11:45 | | 140 | 30 | 436 | 167 |
| Total | | 2955 | 5023 | | |
| Percent | | 37.0% | 63.0% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 44
Station ID: 44
I-526 EB OFF RAMP TO N. RHETT AVENUE

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 35 | 124 | | |
| 12:15 | | 26 | 130 | | |
| 12:30 | | 17 | 130 | | |
| 12:45 | | 14 | 111 | 92 | 495 |
| 01:00 | | 22 | 137 | | |
| 01:15 | | 15 | 126 | | |
| 01:30 | | 12 | 110 | | |
| 01:45 | | 12 | 96 | 61 | 469 |
| 02:00 | | 16 | 128 | | |
| 02:15 | | 10 | 112 | | |
| 02:30 | | 9 | 126 | | |
| 02:45 | | 8 | 116 | 43 | 482 |
| 03:00 | | 15 | 114 | | |
| 03:15 | | 6 | 114 | | |
| 03:30 | | 6 | 137 | | |
| 03:45 | | 15 | 148 | 42 | 513 |
| 04:00 | | 15 | 129 | | |
| 04:15 | | 11 | 121 | | |
| 04:30 | | 20 | 154 | | |
| 04:45 | | 28 | 136 | 74 | 540 |
| 05:00 | | 38 | 101 | | |
| 05:15 | | 56 | 122 | | |
| 05:30 | | 84 | 106 | | |
| 05:45 | | 100 | 96 | 278 | 425 |
| 06:00 | | 110 | 98 | | |
| 06:15 | | 121 | 124 | | |
| 06:30 | | 148 | 116 | | |
| 06:45 | | 144 | 115 | 523 | 453 |
| 07:00 | | 144 | 114 | | |
| 07:15 | | 112 | 107 | | |
| 07:30 | | 66 | 110 | | |
| 07:45 | | 70 | 91 | 392 | 422 |
| 08:00 | | 46 | 94 | | |
| 08:15 | | 84 | 102 | | |
| 08:30 | | 60 | 90 | | |
| 08:45 | | 88 | 78 | 278 | 364 |
| 09:00 | | 66 | 60 | | |
| 09:15 | | 96 | 60 | | |
| 09:30 | | 104 | 49 | | |
| 09:45 | | 102 | 62 | 368 | 231 |
| 10:00 | | 104 | 50 | | |
| 10:15 | | 80 | 49 | | |
| 10:30 | | 100 | 36 | | |
| 10:45 | | 98 | 34 | 382 | 169 |
| 11:00 | | 106 | 38 | | |
| 11:15 | | 90 | 46 | | |
| 11:30 | | 134 | 30 | | |
| 11:45 | | 128 | 36 | 458 | 150 |
| Total | | 2991 | 4713 | | |
| Percent | | 38.8% | 61.2% | | |
| Grand Total | | 5946 | 9736 | | |
| Percent | | 37.9% | 62.1% | | |
| ADT | | ADT 7,841 | | AADT 7,841 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 45
Station ID: 45
N. RHETT AVENUE ON RAMP TO I-526 EB

Latitude: 0' 0.0000 Undefined

| Start Time | 12-May-15 Tue | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | * | 14 | | |
| 12:15 | | * | 16 | | |
| 12:30 | | * | 12 | | |
| 12:45 | | * | 10 | 0 | 52 |
| 01:00 | | * | 11 | | |
| 01:15 | | * | 12 | | |
| 01:30 | | * | 8 | | |
| 01:45 | | * | 9 | 0 | 40 |
| 02:00 | | * | 15 | | |
| 02:15 | | * | 4 | | |
| 02:30 | | * | 4 | | |
| 02:45 | | * | 0 | 0 | 23 |
| 03:00 | | * | 4 | | |
| 03:15 | | * | 15 | | |
| 03:30 | | * | 14 | | |
| 03:45 | | * | 8 | 0 | 41 |
| 04:00 | | * | 18 | | |
| 04:15 | | * | 30 | | |
| 04:30 | | * | 34 | | |
| 04:45 | | * | 37 | 0 | 119 |
| 05:00 | | * | 54 | | |
| 05:15 | | * | 63 | | |
| 05:30 | | * | 108 | | |
| 05:45 | | * | 139 | 0 | 364 |
| 06:00 | | * | 150 | | |
| 06:15 | | * | 159 | | |
| 06:30 | | * | 274 | | |
| 06:45 | | * | 290 | 0 | 873 |
| 07:00 | | * | 305 | | |
| 07:15 | | * | 336 | | |
| 07:30 | | * | 352 | | |
| 07:45 | | * | 350 | 0 | 1343 |
| 08:00 | | * | 367 | | |
| 08:15 | | * | 360 | | |
| 08:30 | | * | 354 | | |
| 08:45 | | * | 347 | 0 | 1428 |
| 09:00 | | * | 274 | | |
| 09:15 | | * | 288 | | |
| 09:30 | | * | 266 | | |
| 09:45 | | * | 284 | 0 | 1112 |
| 10:00 | | * | 258 | | |
| 10:15 | | * | 234 | | |
| 10:30 | | * | 180 | | |
| 10:45 | | * | 157 | 0 | 829 |
| 11:00 | | * | 141 | | |
| 11:15 | | * | 174 | | |
| 11:30 | | * | 202 | | |
| 11:45 | | * | 168 | 0 | 685 |
| Total | | 0 | 6909 | | |
| Percent | | 0.0% | 100.0% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 45
Station ID: 45
N. RHETT AVENUE ON RAMP TO I-526 EB

Latitude: 0' 0.0000 Undefined

| Start Time | 13-May-15 Wed | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 182 | 14 | | |
| 12:15 | | 162 | 6 | | |
| 12:30 | | 190 | 17 | | |
| 12:45 | | 160 | 11 | 694 | 48 |
| 01:00 | | 146 | 14 | | |
| 01:15 | | 173 | 6 | | |
| 01:30 | | 162 | 4 | | |
| 01:45 | | 196 | 4 | 677 | 28 |
| 02:00 | | 142 | 6 | | |
| 02:15 | | 173 | 14 | | |
| 02:30 | | 167 | 10 | | |
| 02:45 | | 191 | 8 | 673 | 38 |
| 03:00 | | 244 | 6 | | |
| 03:15 | | 273 | 5 | | |
| 03:30 | | 282 | 22 | | |
| 03:45 | | 320 | 12 | 1119 | 45 |
| 04:00 | | 256 | 25 | | |
| 04:15 | | 262 | 19 | | |
| 04:30 | | 262 | 22 | | |
| 04:45 | | 268 | 37 | 1048 | 103 |
| 05:00 | | 259 | 50 | | |
| 05:15 | | 250 | 75 | | |
| 05:30 | | 214 | 104 | | |
| 05:45 | | 184 | 114 | 907 | 343 |
| 06:00 | | 144 | 134 | | |
| 06:15 | | 114 | 156 | | |
| 06:30 | | 104 | 250 | | |
| 06:45 | | 94 | 324 | 456 | 864 |
| 07:00 | | 72 | 326 | | |
| 07:15 | | 73 | 332 | | |
| 07:30 | | 70 | 316 | | |
| 07:45 | | 54 | 305 | 269 | 1279 |
| 08:00 | | 43 | 318 | | |
| 08:15 | | 66 | 340 | | |
| 08:30 | | 33 | 286 | | |
| 08:45 | | 45 | 307 | 187 | 1251 |
| 09:00 | | 40 | 244 | | |
| 09:15 | | 30 | 218 | | |
| 09:30 | | 42 | 207 | | |
| 09:45 | | 26 | 226 | 138 | 895 |
| 10:00 | | 48 | 164 | | |
| 10:15 | | 28 | 146 | | |
| 10:30 | | 22 | 168 | | |
| 10:45 | | 22 | 170 | 120 | 648 |
| 11:00 | | 20 | 158 | | |
| 11:15 | | 24 | 212 | | |
| 11:30 | | 16 | 160 | | |
| 11:45 | | 16 | 192 | 76 | 722 |
| Total | | 6364 | 6264 | | |
| Percent | | 50.4% | 49.6% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 45
Station ID: 45
N. RHETT AVENUE ON RAMP TO I-526 EB

Latitude: 0' 0.0000 Undefined

| Start Time | 14-May-15 Thu | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 188 | * | | |
| 12:15 | | 133 | * | | |
| 12:30 | | 160 | * | | |
| 12:45 | | 146 | * | 627 | 0 |
| 01:00 | | 162 | * | | |
| 01:15 | | 160 | * | | |
| 01:30 | | 150 | * | | |
| 01:45 | | 182 | * | 654 | 0 |
| 02:00 | | 178 | * | | |
| 02:15 | | 198 | * | | |
| 02:30 | | 172 | * | | |
| 02:45 | | 212 | * | 760 | 0 |
| 03:00 | | 211 | * | | |
| 03:15 | | 286 | * | | |
| 03:30 | | 292 | * | | |
| 03:45 | | 248 | * | 1037 | 0 |
| 04:00 | | 274 | * | | |
| 04:15 | | 230 | * | | |
| 04:30 | | 237 | * | | |
| 04:45 | | 236 | * | 977 | 0 |
| 05:00 | | 262 | * | | |
| 05:15 | | 239 | * | | |
| 05:30 | | 262 | * | | |
| 05:45 | | 218 | * | 981 | 0 |
| 06:00 | | 188 | * | | |
| 06:15 | | 140 | * | | |
| 06:30 | | 118 | * | | |
| 06:45 | | 110 | * | 556 | 0 |
| 07:00 | | 88 | * | | |
| 07:15 | | 88 | * | | |
| 07:30 | | 54 | * | | |
| 07:45 | | 62 | * | 292 | 0 |
| 08:00 | | 76 | * | | |
| 08:15 | | 68 | * | | |
| 08:30 | | 72 | * | | |
| 08:45 | | 53 | * | 269 | 0 |
| 09:00 | | 42 | * | | |
| 09:15 | | 44 | * | | |
| 09:30 | | 53 | * | | |
| 09:45 | | 32 | * | 171 | 0 |
| 10:00 | | 46 | * | | |
| 10:15 | | 26 | * | | |
| 10:30 | | 22 | * | | |
| 10:45 | | 35 | * | 129 | 0 |
| 11:00 | | 20 | * | | |
| 11:15 | | 16 | * | | |
| 11:30 | | 22 | * | | |
| 11:45 | | 13 | * | 71 | 0 |
| Total | | 6524 | 0 | | |
| Percent | | 100.0% | 0.0% | | |
| Grand Total | | 12888 | 13173 | | |
| Percent | | 49.5% | 50.5% | | |
| ADT | | ADT 13,030 | | AADT 13,030 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 46
Station ID: 46
I-526 WB OFF RAMP TO N. RHETT AVENUE

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 23 | 181 | | |
| 12:15 | | 20 | 184 | | |
| 12:30 | | 24 | 180 | | |
| 12:45 | | 10 | 174 | 77 | 719 |
| 01:00 | | 8 | 197 | | |
| 01:15 | | 18 | 186 | | |
| 01:30 | | 8 | 175 | | |
| 01:45 | | 8 | 172 | 42 | 730 |
| 02:00 | | 12 | 174 | | |
| 02:15 | | 8 | 215 | | |
| 02:30 | | 8 | 180 | | |
| 02:45 | | 5 | 234 | 33 | 803 |
| 03:00 | | 1 | 236 | | |
| 03:15 | | 15 | 268 | | |
| 03:30 | | 10 | 264 | | |
| 03:45 | | 6 | 271 | 32 | 1039 |
| 04:00 | | 10 | 272 | | |
| 04:15 | | 17 | 284 | | |
| 04:30 | | 22 | 304 | | |
| 04:45 | | 20 | 260 | 69 | 1120 |
| 05:00 | | 30 | 308 | | |
| 05:15 | | 42 | 290 | | |
| 05:30 | | 60 | 322 | | |
| 05:45 | | 98 | 302 | 230 | 1222 |
| 06:00 | | 108 | 262 | | |
| 06:15 | | 146 | 244 | | |
| 06:30 | | 158 | 203 | | |
| 06:45 | | 220 | 142 | 632 | 851 |
| 07:00 | | 224 | 124 | | |
| 07:15 | | 306 | 152 | | |
| 07:30 | | 294 | 140 | | |
| 07:45 | | 308 | 130 | 1132 | 546 |
| 08:00 | | 283 | 78 | | |
| 08:15 | | 248 | 80 | | |
| 08:30 | | 167 | 81 | | |
| 08:45 | | 170 | 74 | 868 | 313 |
| 09:00 | | 120 | 52 | | |
| 09:15 | | 161 | 68 | | |
| 09:30 | | 174 | 68 | | |
| 09:45 | | 164 | 57 | 619 | 245 |
| 10:00 | | 134 | 32 | | |
| 10:15 | | 158 | 42 | | |
| 10:30 | | 148 | 48 | | |
| 10:45 | | 147 | 48 | 587 | 170 |
| 11:00 | | 132 | 30 | | |
| 11:15 | | 156 | 36 | | |
| 11:30 | | 132 | 40 | | |
| 11:45 | | 172 | 21 | 592 | 127 |
| Total | | 4913 | 7885 | | |
| Percent | | 38.4% | 61.6% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 46
Station ID: 46
I-526 WB OFF RAMP TO N. RHETT AVENUE

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 30 | 178 | | |
| 12:15 | | 20 | 176 | | |
| 12:30 | | 20 | 169 | | |
| 12:45 | | 10 | 147 | 80 | 670 |
| 01:00 | | 13 | 189 | | |
| 01:15 | | 11 | 143 | | |
| 01:30 | | 10 | 174 | | |
| 01:45 | | 7 | 167 | 41 | 673 |
| 02:00 | | 10 | 214 | | |
| 02:15 | | 19 | 213 | | |
| 02:30 | | 14 | 168 | | |
| 02:45 | | 10 | 226 | 53 | 821 |
| 03:00 | | 8 | 242 | | |
| 03:15 | | 3 | 274 | | |
| 03:30 | | 11 | 212 | | |
| 03:45 | | 8 | 168 | 30 | 896 |
| 04:00 | | 12 | 178 | | |
| 04:15 | | 10 | 262 | | |
| 04:30 | | 13 | 312 | | |
| 04:45 | | 30 | 284 | 65 | 1036 |
| 05:00 | | 32 | 316 | | |
| 05:15 | | 45 | 335 | | |
| 05:30 | | 61 | 310 | | |
| 05:45 | | 89 | 265 | 227 | 1226 |
| 06:00 | | 106 | 261 | | |
| 06:15 | | 139 | 284 | | |
| 06:30 | | 159 | 153 | | |
| 06:45 | | 240 | 156 | 644 | 854 |
| 07:00 | | 257 | 147 | | |
| 07:15 | | 280 | 156 | | |
| 07:30 | | 314 | 120 | | |
| 07:45 | | 297 | 132 | 1148 | 555 |
| 08:00 | | 220 | 98 | | |
| 08:15 | | 194 | 88 | | |
| 08:30 | | 222 | 100 | | |
| 08:45 | | 184 | 68 | 820 | 354 |
| 09:00 | | 192 | 58 | | |
| 09:15 | | 188 | 68 | | |
| 09:30 | | 152 | 66 | | |
| 09:45 | | 187 | 49 | 719 | 241 |
| 10:00 | | 166 | 52 | | |
| 10:15 | | 171 | 45 | | |
| 10:30 | | 172 | 50 | | |
| 10:45 | | 172 | 62 | 681 | 209 |
| 11:00 | | 146 | 46 | | |
| 11:15 | | 212 | 34 | | |
| 11:30 | | 177 | 18 | | |
| 11:45 | | 146 | 27 | 681 | 125 |
| Total | | 5189 | 7660 | | |
| Percent | | 40.4% | 59.6% | | |
| Grand Total | | 10102 | 15545 | | |
| Percent | | 39.4% | 60.6% | | |
| ADT | | ADT 12,824 | | AADT 12,824 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 47
Station ID: 47
I-526 WB OFF RAMP TO VIRGINIA AVENUE
VIA I-526 EB
Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 8 | 76 | | |
| 12:15 | | 2 | 61 | | |
| 12:30 | | 16 | 46 | | |
| 12:45 | | 3 | 66 | 29 | 249 |
| 01:00 | | 4 | 63 | | |
| 01:15 | | 4 | 54 | | |
| 01:30 | | 1 | 62 | | |
| 01:45 | | 4 | 66 | 13 | 245 |
| 02:00 | | 10 | 32 | | |
| 02:15 | | 0 | 66 | | |
| 02:30 | | 4 | 50 | | |
| 02:45 | | 0 | 36 | 14 | 184 |
| 03:00 | | 0 | 78 | | |
| 03:15 | | 9 | 76 | | |
| 03:30 | | 4 | 74 | | |
| 03:45 | | 3 | 121 | 16 | 349 |
| 04:00 | | 5 | 58 | | |
| 04:15 | | 10 | 76 | | |
| 04:30 | | 6 | 80 | | |
| 04:45 | | 8 | 84 | 29 | 298 |
| 05:00 | | 14 | 74 | | |
| 05:15 | | 8 | 64 | | |
| 05:30 | | 14 | 58 | | |
| 05:45 | | 28 | 42 | 64 | 238 |
| 06:00 | | 24 | 36 | | |
| 06:15 | | 14 | 18 | | |
| 06:30 | | 44 | 20 | | |
| 06:45 | | 57 | 12 | 139 | 86 |
| 07:00 | | 46 | 8 | | |
| 07:15 | | 73 | 24 | | |
| 07:30 | | 60 | 12 | | |
| 07:45 | | 72 | 20 | 251 | 64 |
| 08:00 | | 61 | 5 | | |
| 08:15 | | 91 | 18 | | |
| 08:30 | | 58 | 4 | | |
| 08:45 | | 54 | 14 | 264 | 41 |
| 09:00 | | 40 | 12 | | |
| 09:15 | | 70 | 3 | | |
| 09:30 | | 60 | 10 | | |
| 09:45 | | 78 | 3 | 248 | 28 |
| 10:00 | | 56 | 8 | | |
| 10:15 | | 73 | 8 | | |
| 10:30 | | 62 | 4 | | |
| 10:45 | | 52 | 8 | 243 | 28 |
| 11:00 | | 42 | 1 | | |
| 11:15 | | 68 | 16 | | |
| 11:30 | | 54 | 2 | | |
| 11:45 | | 58 | 4 | 222 | 23 |
| Total | | 1532 | 1833 | | |
| Percent | | 45.5% | 54.5% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 47
Station ID: 47
I-526 WB OFF RAMP TO VIRGINIA AVENUE
VIA I-526 EB
Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 6 | 58 | | |
| 12:15 | | 0 | 28 | | |
| 12:30 | | 18 | 60 | | |
| 12:45 | | 0 | 40 | 24 | 186 |
| 01:00 | | 0 | 64 | | |
| 01:15 | | 12 | 49 | | |
| 01:30 | | 0 | 42 | | |
| 01:45 | | 1 | 60 | 13 | 215 |
| 02:00 | | 4 | 82 | | |
| 02:15 | | 14 | 76 | | |
| 02:30 | | 4 | 48 | | |
| 02:45 | | 6 | 63 | 28 | 269 |
| 03:00 | | 6 | 68 | | |
| 03:15 | | 0 | 78 | | |
| 03:30 | | 4 | 76 | | |
| 03:45 | | 1 | 68 | 11 | 290 |
| 04:00 | | 10 | 83 | | |
| 04:15 | | 4 | 84 | | |
| 04:30 | | 4 | 78 | | |
| 04:45 | | 6 | 55 | 24 | 300 |
| 05:00 | | 15 | 70 | | |
| 05:15 | | 12 | 74 | | |
| 05:30 | | 12 | 48 | | |
| 05:45 | | 26 | 58 | 65 | 250 |
| 06:00 | | 24 | 32 | | |
| 06:15 | | 18 | 32 | | |
| 06:30 | | 41 | 18 | | |
| 06:45 | | 69 | 27 | 152 | 109 |
| 07:00 | | 61 | 22 | | |
| 07:15 | | 58 | 16 | | |
| 07:30 | | 77 | 18 | | |
| 07:45 | | 77 | 10 | 273 | 66 |
| 08:00 | | 74 | 18 | | |
| 08:15 | | 46 | 6 | | |
| 08:30 | | 78 | 10 | | |
| 08:45 | | 54 | 7 | 252 | 41 |
| 09:00 | | 69 | 4 | | |
| 09:15 | | 61 | 10 | | |
| 09:30 | | 61 | 12 | | |
| 09:45 | | 100 | 11 | 291 | 37 |
| 10:00 | | 38 | 12 | | |
| 10:15 | | 46 | 7 | | |
| 10:30 | | 52 | 4 | | |
| 10:45 | | 62 | 16 | 198 | 39 |
| 11:00 | | 71 | 10 | | |
| 11:15 | | 91 | 4 | | |
| 11:30 | | 54 | 4 | | |
| 11:45 | | 58 | 2 | 274 | 20 |
| Total | | 1605 | 1822 | | |
| Percent | | 46.8% | 53.2% | | |
| Grand Total | | 3137 | 3655 | | |
| Percent | | 46.2% | 53.8% | | |
| ADT | | ADT 3,396 | | AADT 3,396 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 48
Station ID: 48
N. RHETT AVENUE ON RAMP TO I-526 WB

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 20 | 151 | | |
| 12:15 | | 15 | 149 | | |
| 12:30 | | 16 | 128 | | |
| 12:45 | | 13 | 124 | 64 | 552 |
| 01:00 | | 7 | 118 | | |
| 01:15 | | 10 | 128 | | |
| 01:30 | | 18 | 150 | | |
| 01:45 | | 10 | 141 | 45 | 537 |
| 02:00 | | 15 | 132 | | |
| 02:15 | | 3 | 166 | | |
| 02:30 | | 10 | 182 | | |
| 02:45 | | 10 | 174 | 38 | 654 |
| 03:00 | | 12 | 183 | | |
| 03:15 | | 18 | 204 | | |
| 03:30 | | 16 | 199 | | |
| 03:45 | | 24 | 180 | 70 | 766 |
| 04:00 | | 15 | 156 | | |
| 04:15 | | 26 | 171 | | |
| 04:30 | | 28 | 179 | | |
| 04:45 | | 44 | 127 | 113 | 633 |
| 05:00 | | 40 | 132 | | |
| 05:15 | | 46 | 158 | | |
| 05:30 | | 65 | 146 | | |
| 05:45 | | 102 | 123 | 253 | 559 |
| 06:00 | | 100 | 124 | | |
| 06:15 | | 172 | 136 | | |
| 06:30 | | 182 | 138 | | |
| 06:45 | | 203 | 86 | 657 | 484 |
| 07:00 | | 182 | 108 | | |
| 07:15 | | 184 | 90 | | |
| 07:30 | | 151 | 80 | | |
| 07:45 | | 120 | 72 | 637 | 350 |
| 08:00 | | 130 | 53 | | |
| 08:15 | | 166 | 71 | | |
| 08:30 | | 162 | 62 | | |
| 08:45 | | 167 | 78 | 625 | 264 |
| 09:00 | | 186 | 78 | | |
| 09:15 | | 157 | 46 | | |
| 09:30 | | 176 | 75 | | |
| 09:45 | | 156 | 56 | 675 | 255 |
| 10:00 | | 126 | 43 | | |
| 10:15 | | 166 | 23 | | |
| 10:30 | | 142 | 31 | | |
| 10:45 | | 121 | 35 | 555 | 132 |
| 11:00 | | 164 | 37 | | |
| 11:15 | | 160 | 23 | | |
| 11:30 | | 164 | 27 | | |
| 11:45 | | 164 | 22 | 652 | 109 |
| Total | | 4384 | 5295 | | |
| Percent | | 45.3% | 54.7% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 48
Station ID: 48
N. RHETT AVENUE ON RAMP TO I-526 WB

Latitude: 0' 0.0000 Undefined

| Start Time | 07-May-15 Thu | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 24 | 145 | | |
| 12:15 | | 14 | 126 | | |
| 12:30 | | 17 | 127 | | |
| 12:45 | | 18 | 145 | 73 | 543 |
| 01:00 | | 12 | 124 | | |
| 01:15 | | 22 | 132 | | |
| 01:30 | | 11 | 150 | | |
| 01:45 | | 12 | 139 | 57 | 545 |
| 02:00 | | 18 | 114 | | |
| 02:15 | | 12 | 174 | | |
| 02:30 | | 8 | 162 | | |
| 02:45 | | 20 | 158 | 58 | 608 |
| 03:00 | | 8 | 166 | | |
| 03:15 | | 22 | 152 | | |
| 03:30 | | 24 | 172 | | |
| 03:45 | | 10 | 152 | 64 | 642 |
| 04:00 | | 20 | 189 | | |
| 04:15 | | 25 | 180 | | |
| 04:30 | | 41 | 148 | | |
| 04:45 | | 40 | 152 | 126 | 669 |
| 05:00 | | 36 | 151 | | |
| 05:15 | | 56 | 112 | | |
| 05:30 | | 76 | 141 | | |
| 05:45 | | 77 | 106 | 245 | 510 |
| 06:00 | | 107 | 116 | | |
| 06:15 | | 156 | 116 | | |
| 06:30 | | 209 | 105 | | |
| 06:45 | | 197 | 96 | 669 | 433 |
| 07:00 | | 196 | 102 | | |
| 07:15 | | 206 | 86 | | |
| 07:30 | | 157 | 92 | | |
| 07:45 | | 128 | 92 | 687 | 372 |
| 08:00 | | 116 | 87 | | |
| 08:15 | | 136 | 72 | | |
| 08:30 | | 144 | 65 | | |
| 08:45 | | 184 | 70 | 580 | 294 |
| 09:00 | | 149 | 58 | | |
| 09:15 | | 132 | 68 | | |
| 09:30 | | 162 | 53 | | |
| 09:45 | | 144 | 56 | 587 | 235 |
| 10:00 | | 114 | 42 | | |
| 10:15 | | 144 | 34 | | |
| 10:30 | | 140 | 44 | | |
| 10:45 | | 144 | 26 | 542 | 146 |
| 11:00 | | 164 | 28 | | |
| 11:15 | | 152 | 24 | | |
| 11:30 | | 151 | 22 | | |
| 11:45 | | 166 | 18 | 633 | 92 |
| Total | | 4321 | 5089 | | |
| Percent | | 45.9% | 54.1% | | |
| Grand Total | | 8705 | 10384 | | |
| Percent | | 45.6% | 54.4% | | |
| ADT | | ADT 9,544 | | AADT 9,544 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 49
Station ID: 49
I-26 EB OFF RAMP TO DORCHESTER ROAD

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 4 | 72 | | |
| 12:15 | | 22 | 93 | | |
| 12:30 | | 13 | 76 | | |
| 12:45 | | 12 | 78 | 51 | 319 |
| 01:00 | | 9 | 81 | | |
| 01:15 | | 10 | 72 | | |
| 01:30 | | 17 | 76 | | |
| 01:45 | | 6 | 106 | 42 | 335 |
| 02:00 | | 5 | 79 | | |
| 02:15 | | 9 | 86 | | |
| 02:30 | | 3 | 112 | | |
| 02:45 | | 8 | 101 | 25 | 378 |
| 03:00 | | 4 | 90 | | |
| 03:15 | | 5 | 95 | | |
| 03:30 | | 8 | 92 | | |
| 03:45 | | 10 | 101 | 27 | 378 |
| 04:00 | | 6 | 78 | | |
| 04:15 | | 11 | 63 | | |
| 04:30 | | 17 | 107 | | |
| 04:45 | | 19 | 83 | 53 | 331 |
| 05:00 | | 38 | 104 | | |
| 05:15 | | 34 | 101 | | |
| 05:30 | | 52 | 85 | | |
| 05:45 | | 103 | 77 | 227 | 367 |
| 06:00 | | 96 | 66 | | |
| 06:15 | | 158 | 83 | | |
| 06:30 | | 92 | 60 | | |
| 06:45 | | 58 | 54 | 404 | 263 |
| 07:00 | | 74 | 56 | | |
| 07:15 | | 58 | 48 | | |
| 07:30 | | 44 | 44 | | |
| 07:45 | | 50 | 46 | 226 | 194 |
| 08:00 | | 46 | 45 | | |
| 08:15 | | 52 | 42 | | |
| 08:30 | | 49 | 40 | | |
| 08:45 | | 58 | 52 | 205 | 179 |
| 09:00 | | 80 | 37 | | |
| 09:15 | | 82 | 48 | | |
| 09:30 | | 102 | 50 | | |
| 09:45 | | 88 | 51 | 352 | 186 |
| 10:00 | | 88 | 49 | | |
| 10:15 | | 96 | 36 | | |
| 10:30 | | 64 | 25 | | |
| 10:45 | | 70 | 44 | 318 | 154 |
| 11:00 | | 88 | 27 | | |
| 11:15 | | 62 | 18 | | |
| 11:30 | | 81 | 22 | | |
| 11:45 | | 69 | 19 | 300 | 86 |
| Total | | 2230 | 3170 | | |
| Percent | | 41.3% | 58.7% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 49
Station ID: 49
I-26 EB OFF RAMP TO DORCHESTER ROAD

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 14 | 104 | | |
| 12:15 | | 20 | 92 | | |
| 12:30 | | 17 | 89 | | |
| 12:45 | | 13 | 80 | 64 | 365 |
| 01:00 | | 13 | 86 | | |
| 01:15 | | 9 | 92 | | |
| 01:30 | | 7 | 80 | | |
| 01:45 | | 6 | 81 | 35 | 339 |
| 02:00 | | 6 | 72 | | |
| 02:15 | | 9 | 92 | | |
| 02:30 | | 6 | 96 | | |
| 02:45 | | 11 | 102 | 32 | 362 |
| 03:00 | | 5 | 87 | | |
| 03:15 | | 6 | 92 | | |
| 03:30 | | 6 | 83 | | |
| 03:45 | | 7 | 90 | 24 | 352 |
| 04:00 | | 16 | 74 | | |
| 04:15 | | 12 | 92 | | |
| 04:30 | | 14 | 100 | | |
| 04:45 | | 20 | 102 | 62 | 368 |
| 05:00 | | 24 | 90 | | |
| 05:15 | | 40 | 92 | | |
| 05:30 | | 65 | 92 | | |
| 05:45 | | 103 | 82 | 232 | 356 |
| 06:00 | | 99 | 68 | | |
| 06:15 | | 149 | 76 | | |
| 06:30 | | 156 | 75 | | |
| 06:45 | | 140 | 62 | 544 | 281 |
| 07:00 | | 136 | 66 | | |
| 07:15 | | 118 | 66 | | |
| 07:30 | | 122 | 64 | | |
| 07:45 | | 131 | 63 | 507 | 259 |
| 08:00 | | 108 | 56 | | |
| 08:15 | | 115 | 52 | | |
| 08:30 | | 108 | 55 | | |
| 08:45 | | 111 | 41 | 442 | 204 |
| 09:00 | | 106 | 40 | | |
| 09:15 | | 60 | 50 | | |
| 09:30 | | 79 | 38 | | |
| 09:45 | | 68 | 30 | 313 | 158 |
| 10:00 | | 64 | 39 | | |
| 10:15 | | 70 | 36 | | |
| 10:30 | | 66 | 32 | | |
| 10:45 | | 90 | 32 | 290 | 139 |
| 11:00 | | 54 | 30 | | |
| 11:15 | | 72 | 29 | | |
| 11:30 | | 68 | 24 | | |
| 11:45 | | 71 | 25 | 265 | 108 |
| Total | | 2810 | 3291 | | |
| Percent | | 46.1% | 53.9% | | |
| Grand Total | | 5040 | 6461 | | |
| Percent | | 43.8% | 56.2% | | |
| ADT | | ADT 5,750 | | AADT 5,750 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 50
Station ID: 50
DORCHESTER ROAD ON RAMP TO I-26 EB

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 16 | 106 | | |
| 12:15 | | 12 | 84 | | |
| 12:30 | | 9 | 91 | | |
| 12:45 | | 10 | 94 | 47 | 375 |
| 01:00 | | 4 | 80 | | |
| 01:15 | | 8 | 97 | | |
| 01:30 | | 19 | 111 | | |
| 01:45 | | 8 | 96 | 39 | 384 |
| 02:00 | | 6 | 98 | | |
| 02:15 | | 16 | 106 | | |
| 02:30 | | 5 | 116 | | |
| 02:45 | | 5 | 128 | 32 | 448 |
| 03:00 | | 4 | 122 | | |
| 03:15 | | 7 | 112 | | |
| 03:30 | | 7 | 128 | | |
| 03:45 | | 9 | 119 | 27 | 481 |
| 04:00 | | 5 | 134 | | |
| 04:15 | | 10 | 135 | | |
| 04:30 | | 14 | 122 | | |
| 04:45 | | 16 | 126 | 45 | 517 |
| 05:00 | | 19 | 141 | | |
| 05:15 | | 23 | 157 | | |
| 05:30 | | 40 | 117 | | |
| 05:45 | | 42 | 94 | 124 | 509 |
| 06:00 | | 64 | 92 | | |
| 06:15 | | 98 | 92 | | |
| 06:30 | | 122 | 96 | | |
| 06:45 | | 110 | 66 | 394 | 346 |
| 07:00 | | 108 | 60 | | |
| 07:15 | | 150 | 54 | | |
| 07:30 | | 179 | 39 | | |
| 07:45 | | 186 | 56 | 623 | 209 |
| 08:00 | | 170 | 48 | | |
| 08:15 | | 152 | 68 | | |
| 08:30 | | 166 | 36 | | |
| 08:45 | | 160 | 40 | 648 | 192 |
| 09:00 | | 118 | 36 | | |
| 09:15 | | 108 | 29 | | |
| 09:30 | | 124 | 35 | | |
| 09:45 | | 138 | 29 | 488 | 129 |
| 10:00 | | 113 | 36 | | |
| 10:15 | | 122 | 40 | | |
| 10:30 | | 123 | 30 | | |
| 10:45 | | 104 | 33 | 462 | 139 |
| 11:00 | | 94 | 24 | | |
| 11:15 | | 94 | 28 | | |
| 11:30 | | 90 | 26 | | |
| 11:45 | | 106 | 16 | 384 | 94 |
| Total | | 3313 | 3823 | | |
| Percent | | 46.4% | 53.6% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 50
Station ID: 50
DORCHESTER ROAD ON RAMP TO I-26 EB

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 18 | 87 | | |
| 12:15 | | 7 | 102 | | |
| 12:30 | | 8 | 96 | | |
| 12:45 | | 11 | 82 | 44 | 367 |
| 01:00 | | 8 | 104 | | |
| 01:15 | | 3 | 102 | | |
| 01:30 | | 13 | 77 | | |
| 01:45 | | 16 | 106 | 40 | 389 |
| 02:00 | | 14 | 91 | | |
| 02:15 | | 7 | 93 | | |
| 02:30 | | 4 | 125 | | |
| 02:45 | | 4 | 126 | 29 | 435 |
| 03:00 | | 13 | 108 | | |
| 03:15 | | 10 | 124 | | |
| 03:30 | | 12 | 116 | | |
| 03:45 | | 8 | 118 | 43 | 466 |
| 04:00 | | 10 | 124 | | |
| 04:15 | | 7 | 120 | | |
| 04:30 | | 12 | 104 | | |
| 04:45 | | 13 | 151 | 42 | 499 |
| 05:00 | | 13 | 146 | | |
| 05:15 | | 26 | 153 | | |
| 05:30 | | 38 | 103 | | |
| 05:45 | | 38 | 109 | 115 | 511 |
| 06:00 | | 64 | 92 | | |
| 06:15 | | 92 | 94 | | |
| 06:30 | | 120 | 91 | | |
| 06:45 | | 134 | 76 | 410 | 353 |
| 07:00 | | 114 | 56 | | |
| 07:15 | | 134 | 58 | | |
| 07:30 | | 176 | 55 | | |
| 07:45 | | 192 | 47 | 616 | 216 |
| 08:00 | | 170 | 54 | | |
| 08:15 | | 151 | 71 | | |
| 08:30 | | 143 | 55 | | |
| 08:45 | | 140 | 50 | 604 | 230 |
| 09:00 | | 117 | 32 | | |
| 09:15 | | 126 | 51 | | |
| 09:30 | | 99 | 43 | | |
| 09:45 | | 102 | 32 | 444 | 158 |
| 10:00 | | 94 | 38 | | |
| 10:15 | | 102 | 38 | | |
| 10:30 | | 93 | 29 | | |
| 10:45 | | 102 | 27 | 391 | 132 |
| 11:00 | | 74 | 33 | | |
| 11:15 | | 98 | 35 | | |
| 11:30 | | 95 | 18 | | |
| 11:45 | | 99 | 20 | 366 | 106 |
| Total | | 3144 | 3862 | | |
| Percent | | 44.9% | 55.1% | | |
| Grand Total | | 6457 | 7685 | | |
| Percent | | 45.7% | 54.3% | | |
| ADT | | ADT 7,071 | | AADT 7,071 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 51
Station ID: 51
I-26 WB OFF RAMP TO DORCHESTER ROAD

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 14 | 75 | | |
| 12:15 | | 18 | 70 | | |
| 12:30 | | 11 | 84 | | |
| 12:45 | | 12 | 76 | 55 | 305 |
| 01:00 | | 9 | 79 | | |
| 01:15 | | 9 | 62 | | |
| 01:30 | | 7 | 72 | | |
| 01:45 | | 4 | 72 | 29 | 285 |
| 02:00 | | 5 | 80 | | |
| 02:15 | | 10 | 94 | | |
| 02:30 | | 14 | 90 | | |
| 02:45 | | 8 | 62 | 37 | 326 |
| 03:00 | | 8 | 96 | | |
| 03:15 | | 2 | 123 | | |
| 03:30 | | 0 | 106 | | |
| 03:45 | | 4 | 108 | 14 | 433 |
| 04:00 | | 4 | 108 | | |
| 04:15 | | 4 | 118 | | |
| 04:30 | | 3 | 128 | | |
| 04:45 | | 4 | 106 | 15 | 460 |
| 05:00 | | 5 | 104 | | |
| 05:15 | | 10 | 148 | | |
| 05:30 | | 15 | 144 | | |
| 05:45 | | 13 | 171 | 43 | 567 |
| 06:00 | | 22 | 84 | | |
| 06:15 | | 30 | 80 | | |
| 06:30 | | 44 | 88 | | |
| 06:45 | | 64 | 76 | 160 | 328 |
| 07:00 | | 55 | 50 | | |
| 07:15 | | 64 | 54 | | |
| 07:30 | | 80 | 54 | | |
| 07:45 | | 89 | 51 | 288 | 209 |
| 08:00 | | 96 | 43 | | |
| 08:15 | | 80 | 50 | | |
| 08:30 | | 87 | 49 | | |
| 08:45 | | 70 | 33 | 333 | 175 |
| 09:00 | | 60 | 42 | | |
| 09:15 | | 64 | 36 | | |
| 09:30 | | 44 | 33 | | |
| 09:45 | | 54 | 30 | 222 | 141 |
| 10:00 | | 38 | 22 | | |
| 10:15 | | 58 | 25 | | |
| 10:30 | | 50 | 26 | | |
| 10:45 | | 68 | 37 | 214 | 110 |
| 11:00 | | 65 | 20 | | |
| 11:15 | | 56 | 35 | | |
| 11:30 | | 74 | 27 | | |
| 11:45 | | 80 | 21 | 275 | 103 |
| Total | | 1685 | 3442 | | |
| Percent | | 32.9% | 67.1% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 51
Station ID: 51
I-26 WB OFF RAMP TO DORCHESTER ROAD

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 23 | 77 | | |
| 12:15 | | 21 | 83 | | |
| 12:30 | | 11 | 82 | | |
| 12:45 | | 10 | 64 | 65 | 306 |
| 01:00 | | 8 | 64 | | |
| 01:15 | | 8 | 59 | | |
| 01:30 | | 12 | 76 | | |
| 01:45 | | 10 | 80 | 38 | 279 |
| 02:00 | | 4 | 73 | | |
| 02:15 | | 13 | 78 | | |
| 02:30 | | 13 | 92 | | |
| 02:45 | | 8 | 83 | 38 | 326 |
| 03:00 | | 5 | 118 | | |
| 03:15 | | 6 | 119 | | |
| 03:30 | | 5 | 122 | | |
| 03:45 | | 2 | 107 | 18 | 466 |
| 04:00 | | 5 | 132 | | |
| 04:15 | | 5 | 106 | | |
| 04:30 | | 8 | 103 | | |
| 04:45 | | 4 | 122 | 22 | 463 |
| 05:00 | | 3 | 118 | | |
| 05:15 | | 10 | 120 | | |
| 05:30 | | 12 | 99 | | |
| 05:45 | | 13 | 92 | 38 | 429 |
| 06:00 | | 18 | 84 | | |
| 06:15 | | 30 | 86 | | |
| 06:30 | | 43 | 72 | | |
| 06:45 | | 64 | 65 | 155 | 307 |
| 07:00 | | 59 | 61 | | |
| 07:15 | | 64 | 64 | | |
| 07:30 | | 90 | 52 | | |
| 07:45 | | 106 | 53 | 319 | 230 |
| 08:00 | | 100 | 56 | | |
| 08:15 | | 80 | 47 | | |
| 08:30 | | 88 | 60 | | |
| 08:45 | | 80 | 36 | 348 | 199 |
| 09:00 | | 59 | 34 | | |
| 09:15 | | 66 | 43 | | |
| 09:30 | | 71 | 37 | | |
| 09:45 | | 62 | 40 | 258 | 154 |
| 10:00 | | 56 | 44 | | |
| 10:15 | | 72 | 29 | | |
| 10:30 | | 48 | 24 | | |
| 10:45 | | 66 | 39 | 242 | 136 |
| 11:00 | | 64 | 34 | | |
| 11:15 | | 61 | 27 | | |
| 11:30 | | 54 | 27 | | |
| 11:45 | | 79 | 21 | 258 | 109 |
| Total | | 1799 | 3404 | | |
| Percent | | 34.6% | 65.4% | | |
| Grand Total | | 3484 | 6846 | | |
| Percent | | 33.7% | 66.3% | | |
| ADT | | ADT 5,165 | | AADT 5,165 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 52
Station ID: 52
DORCHESTER ROAD ON RAMP TO I-26 WB

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 22 | 67 | | |
| 12:15 | | 22 | 60 | | |
| 12:30 | | 10 | 62 | | |
| 12:45 | | 14 | 56 | 68 | 245 |
| 01:00 | | 15 | 67 | | |
| 01:15 | | 22 | 60 | | |
| 01:30 | | 42 | 71 | | |
| 01:45 | | 14 | 113 | 93 | 311 |
| 02:00 | | 11 | 94 | | |
| 02:15 | | 8 | 92 | | |
| 02:30 | | 8 | 112 | | |
| 02:45 | | 8 | 107 | 35 | 405 |
| 03:00 | | 6 | 80 | | |
| 03:15 | | 9 | 82 | | |
| 03:30 | | 4 | 130 | | |
| 03:45 | | 7 | 102 | 26 | 394 |
| 04:00 | | 14 | 110 | | |
| 04:15 | | 13 | 108 | | |
| 04:30 | | 11 | 126 | | |
| 04:45 | | 24 | 94 | 62 | 438 |
| 05:00 | | 14 | 120 | | |
| 05:15 | | 28 | 100 | | |
| 05:30 | | 26 | 82 | | |
| 05:45 | | 36 | 62 | 104 | 364 |
| 06:00 | | 32 | 68 | | |
| 06:15 | | 44 | 64 | | |
| 06:30 | | 65 | 58 | | |
| 06:45 | | 50 | 49 | 191 | 239 |
| 07:00 | | 42 | 72 | | |
| 07:15 | | 48 | 62 | | |
| 07:30 | | 32 | 43 | | |
| 07:45 | | 58 | 48 | 180 | 225 |
| 08:00 | | 42 | 58 | | |
| 08:15 | | 51 | 38 | | |
| 08:30 | | 60 | 40 | | |
| 08:45 | | 41 | 32 | 194 | 168 |
| 09:00 | | 38 | 39 | | |
| 09:15 | | 39 | 52 | | |
| 09:30 | | 54 | 40 | | |
| 09:45 | | 58 | 33 | 189 | 164 |
| 10:00 | | 50 | 30 | | |
| 10:15 | | 50 | 38 | | |
| 10:30 | | 74 | 30 | | |
| 10:45 | | 66 | 18 | 240 | 116 |
| 11:00 | | 48 | 34 | | |
| 11:15 | | 68 | 24 | | |
| 11:30 | | 72 | 22 | | |
| 11:45 | | 60 | 14 | 248 | 94 |
| Total | | 1630 | 3163 | | |
| Percent | | 34.0% | 66.0% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 52
Station ID: 52
DORCHESTER ROAD ON RAMP TO I-26 WB

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 31 | 95 | | |
| 12:15 | | 23 | 61 | | |
| 12:30 | | 14 | 57 | | |
| 12:45 | | 11 | 91 | 79 | 304 |
| 01:00 | | 13 | 72 | | |
| 01:15 | | 12 | 72 | | |
| 01:30 | | 37 | 64 | | |
| 01:45 | | 16 | 84 | 78 | 292 |
| 02:00 | | 22 | 90 | | |
| 02:15 | | 9 | 86 | | |
| 02:30 | | 13 | 91 | | |
| 02:45 | | 9 | 94 | 53 | 361 |
| 03:00 | | 8 | 74 | | |
| 03:15 | | 2 | 104 | | |
| 03:30 | | 6 | 134 | | |
| 03:45 | | 3 | 132 | 19 | 444 |
| 04:00 | | 10 | 132 | | |
| 04:15 | | 16 | 94 | | |
| 04:30 | | 24 | 102 | | |
| 04:45 | | 21 | 89 | 71 | 417 |
| 05:00 | | 12 | 126 | | |
| 05:15 | | 22 | 101 | | |
| 05:30 | | 26 | 83 | | |
| 05:45 | | 34 | 86 | 94 | 396 |
| 06:00 | | 32 | 80 | | |
| 06:15 | | 37 | 86 | | |
| 06:30 | | 52 | 66 | | |
| 06:45 | | 54 | 54 | 175 | 286 |
| 07:00 | | 53 | 60 | | |
| 07:15 | | 44 | 64 | | |
| 07:30 | | 46 | 49 | | |
| 07:45 | | 66 | 48 | 209 | 221 |
| 08:00 | | 44 | 58 | | |
| 08:15 | | 84 | 58 | | |
| 08:30 | | 64 | 57 | | |
| 08:45 | | 59 | 60 | 251 | 233 |
| 09:00 | | 82 | 44 | | |
| 09:15 | | 60 | 42 | | |
| 09:30 | | 55 | 41 | | |
| 09:45 | | 61 | 46 | 258 | 173 |
| 10:00 | | 68 | 32 | | |
| 10:15 | | 50 | 29 | | |
| 10:30 | | 54 | 30 | | |
| 10:45 | | 70 | 28 | 242 | 119 |
| 11:00 | | 50 | 30 | | |
| 11:15 | | 73 | 22 | | |
| 11:30 | | 71 | 22 | | |
| 11:45 | | 58 | 19 | 252 | 93 |
| Total | | 1781 | 3339 | | |
| Percent | | 34.8% | 65.2% | | |
| Grand Total | | 3411 | 6502 | | |
| Percent | | 34.4% | 65.6% | | |
| ADT | | ADT 4,956 | | AADT 4,956 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 53
Station ID: 53
I-26 WB OFF RAMP TO MONTAGUE AVENUE

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 22 | 128 | | |
| 12:15 | | 21 | 144 | | |
| 12:30 | | 22 | 140 | | |
| 12:45 | | 14 | 146 | 79 | 558 |
| 01:00 | | 16 | 144 | | |
| 01:15 | | 12 | 141 | | |
| 01:30 | | 12 | 127 | | |
| 01:45 | | 12 | 134 | 52 | 546 |
| 02:00 | | 9 | 148 | | |
| 02:15 | | 14 | 141 | | |
| 02:30 | | 7 | 149 | | |
| 02:45 | | 6 | 150 | 36 | 588 |
| 03:00 | | 8 | 158 | | |
| 03:15 | | 7 | 174 | | |
| 03:30 | | 12 | 170 | | |
| 03:45 | | 10 | 156 | 37 | 658 |
| 04:00 | | 12 | 145 | | |
| 04:15 | | 20 | 171 | | |
| 04:30 | | 12 | 174 | | |
| 04:45 | | 14 | 192 | 58 | 682 |
| 05:00 | | 18 | 194 | | |
| 05:15 | | 24 | 178 | | |
| 05:30 | | 36 | 157 | | |
| 05:45 | | 44 | 201 | 122 | 730 |
| 06:00 | | 38 | 216 | | |
| 06:15 | | 50 | 156 | | |
| 06:30 | | 77 | 154 | | |
| 06:45 | | 76 | 188 | 241 | 714 |
| 07:00 | | 125 | 154 | | |
| 07:15 | | 148 | 174 | | |
| 07:30 | | 176 | 151 | | |
| 07:45 | | 204 | 136 | 653 | 615 |
| 08:00 | | 132 | 131 | | |
| 08:15 | | 126 | 109 | | |
| 08:30 | | 121 | 75 | | |
| 08:45 | | 113 | 84 | 492 | 399 |
| 09:00 | | 96 | 72 | | |
| 09:15 | | 98 | 78 | | |
| 09:30 | | 101 | 62 | | |
| 09:45 | | 98 | 60 | 393 | 272 |
| 10:00 | | 100 | 42 | | |
| 10:15 | | 110 | 44 | | |
| 10:30 | | 112 | 48 | | |
| 10:45 | | 139 | 51 | 461 | 185 |
| 11:00 | | 114 | 42 | | |
| 11:15 | | 126 | 60 | | |
| 11:30 | | 155 | 35 | | |
| 11:45 | | 126 | 42 | 521 | 179 |
| Total | | 3145 | 6126 | | |
| Percent | | 33.9% | 66.1% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 53
Station ID: 53
I-26 WB OFF RAMP TO MONTAGUE AVENUE

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 33 | 176 | | |
| 12:15 | | 25 | 148 | | |
| 12:30 | | 22 | 142 | | |
| 12:45 | | 14 | 144 | 94 | 610 |
| 01:00 | | 22 | 154 | | |
| 01:15 | | 19 | 139 | | |
| 01:30 | | 10 | 124 | | |
| 01:45 | | 11 | 166 | 62 | 583 |
| 02:00 | | 22 | 138 | | |
| 02:15 | | 10 | 138 | | |
| 02:30 | | 17 | 176 | | |
| 02:45 | | 6 | 184 | 55 | 636 |
| 03:00 | | 4 | 146 | | |
| 03:15 | | 5 | 126 | | |
| 03:30 | | 6 | 170 | | |
| 03:45 | | 10 | 153 | 25 | 595 |
| 04:00 | | 12 | 196 | | |
| 04:15 | | 20 | 196 | | |
| 04:30 | | 14 | 218 | | |
| 04:45 | | 24 | 230 | 70 | 840 |
| 05:00 | | 20 | 166 | | |
| 05:15 | | 19 | 208 | | |
| 05:30 | | 36 | 177 | | |
| 05:45 | | 41 | 181 | 116 | 732 |
| 06:00 | | 40 | 204 | | |
| 06:15 | | 68 | 203 | | |
| 06:30 | | 76 | 189 | | |
| 06:45 | | 97 | 151 | 281 | 747 |
| 07:00 | | 106 | 162 | | |
| 07:15 | | 165 | 144 | | |
| 07:30 | | 202 | 120 | | |
| 07:45 | | 187 | 98 | 660 | 524 |
| 08:00 | | 156 | 94 | | |
| 08:15 | | 148 | 107 | | |
| 08:30 | | 144 | 88 | | |
| 08:45 | | 126 | 85 | 574 | 374 |
| 09:00 | | 125 | 65 | | |
| 09:15 | | 114 | 71 | | |
| 09:30 | | 111 | 65 | | |
| 09:45 | | 116 | 60 | 466 | 261 |
| 10:00 | | 116 | 56 | | |
| 10:15 | | 120 | 51 | | |
| 10:30 | | 110 | 40 | | |
| 10:45 | | 126 | 43 | 472 | 190 |
| 11:00 | | 114 | 41 | | |
| 11:15 | | 144 | 46 | | |
| 11:30 | | 133 | 40 | | |
| 11:45 | | 162 | 44 | 553 | 171 |
| Total | | 3428 | 6263 | | |
| Percent | | 35.4% | 64.6% | | |
| Grand Total | | 6573 | 12389 | | |
| Percent | | 34.7% | 65.3% | | |
| ADT | | ADT 9,481 | | AADT 9,481 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 54
Station ID: 54
I-26 WB OFF RAMP TO MALL DRIVE

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 1 | 22 | | |
| 12:15 | | 0 | 18 | | |
| 12:30 | | 0 | 11 | | |
| 12:45 | | 2 | 16 | 3 | 67 |
| 01:00 | | 1 | 16 | | |
| 01:15 | | 0 | 17 | | |
| 01:30 | | 1 | 16 | | |
| 01:45 | | 0 | 26 | 2 | 75 |
| 02:00 | | 3 | 17 | | |
| 02:15 | | 0 | 9 | | |
| 02:30 | | 1 | 20 | | |
| 02:45 | | 1 | 24 | 5 | 70 |
| 03:00 | | 1 | 14 | | |
| 03:15 | | 2 | 18 | | |
| 03:30 | | 0 | 14 | | |
| 03:45 | | 0 | 10 | 3 | 56 |
| 04:00 | | 1 | 17 | | |
| 04:15 | | 0 | 14 | | |
| 04:30 | | 1 | 22 | | |
| 04:45 | | 0 | 28 | 2 | 81 |
| 05:00 | | 3 | 18 | | |
| 05:15 | | 1 | 23 | | |
| 05:30 | | 2 | 16 | | |
| 05:45 | | 1 | 30 | 7 | 87 |
| 06:00 | | 2 | 9 | | |
| 06:15 | | 7 | 13 | | |
| 06:30 | | 7 | 8 | | |
| 06:45 | | 19 | 12 | 35 | 42 |
| 07:00 | | 16 | 7 | | |
| 07:15 | | 24 | 11 | | |
| 07:30 | | 27 | 7 | | |
| 07:45 | | 64 | 10 | 131 | 35 |
| 08:00 | | 33 | 10 | | |
| 08:15 | | 58 | 3 | | |
| 08:30 | | 28 | 4 | | |
| 08:45 | | 30 | 2 | 149 | 19 |
| 09:00 | | 24 | 4 | | |
| 09:15 | | 20 | 7 | | |
| 09:30 | | 18 | 7 | | |
| 09:45 | | 22 | 4 | 84 | 22 |
| 10:00 | | 7 | 4 | | |
| 10:15 | | 18 | 4 | | |
| 10:30 | | 18 | 3 | | |
| 10:45 | | 15 | 1 | 58 | 12 |
| 11:00 | | 12 | 1 | | |
| 11:15 | | 14 | 3 | | |
| 11:30 | | 15 | 0 | | |
| 11:45 | | 16 | 1 | 57 | 5 |
| Total | | 536 | 571 | | |
| Percent | | 48.4% | 51.6% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 54
Station ID: 54
I-26 WB OFF RAMP TO MALL DRIVE

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 1 | 12 | | |
| 12:15 | | 1 | 20 | | |
| 12:30 | | 2 | 21 | | |
| 12:45 | | 2 | 27 | 6 | 80 |
| 01:00 | | 1 | 18 | | |
| 01:15 | | 1 | 19 | | |
| 01:30 | | 1 | 19 | | |
| 01:45 | | 0 | 14 | 3 | 70 |
| 02:00 | | 0 | 19 | | |
| 02:15 | | 3 | 24 | | |
| 02:30 | | 3 | 18 | | |
| 02:45 | | 0 | 13 | 6 | 74 |
| 03:00 | | 0 | 12 | | |
| 03:15 | | 0 | 19 | | |
| 03:30 | | 0 | 19 | | |
| 03:45 | | 0 | 19 | 0 | 69 |
| 04:00 | | 0 | 17 | | |
| 04:15 | | 1 | 10 | | |
| 04:30 | | 0 | 22 | | |
| 04:45 | | 0 | 23 | 1 | 72 |
| 05:00 | | 2 | 31 | | |
| 05:15 | | 1 | 25 | | |
| 05:30 | | 0 | 23 | | |
| 05:45 | | 3 | 9 | 6 | 88 |
| 06:00 | | 1 | 10 | | |
| 06:15 | | 5 | 15 | | |
| 06:30 | | 10 | 6 | | |
| 06:45 | | 15 | 16 | 31 | 47 |
| 07:00 | | 20 | 9 | | |
| 07:15 | | 22 | 19 | | |
| 07:30 | | 27 | 8 | | |
| 07:45 | | 48 | 4 | 117 | 40 |
| 08:00 | | 36 | 7 | | |
| 08:15 | | 41 | 4 | | |
| 08:30 | | 28 | 6 | | |
| 08:45 | | 24 | 3 | 129 | 20 |
| 09:00 | | 19 | 5 | | |
| 09:15 | | 30 | 5 | | |
| 09:30 | | 20 | 6 | | |
| 09:45 | | 20 | 6 | 89 | 22 |
| 10:00 | | 14 | 2 | | |
| 10:15 | | 18 | 4 | | |
| 10:30 | | 14 | 5 | | |
| 10:45 | | 15 | 2 | 61 | 13 |
| 11:00 | | 12 | 3 | | |
| 11:15 | | 16 | 2 | | |
| 11:30 | | 18 | 0 | | |
| 11:45 | | 18 | 2 | 64 | 7 |
| Total | | 513 | 602 | | |
| Percent | | 46.0% | 54.0% | | |
| Grand Total | | 1049 | 1173 | | |
| Percent | | 47.2% | 52.8% | | |
| ADT | | ADT 1,111 | | AADT 1,111 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 55
Station ID: 55
MONTAGUE AVENUE ON RAMP TO I-26 WB

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 10 | 38 | | |
| 12:15 | | 10 | 28 | | |
| 12:30 | | 3 | 32 | | |
| 12:45 | | 2 | 30 | 25 | 128 |
| 01:00 | | 4 | 30 | | |
| 01:15 | | 4 | 43 | | |
| 01:30 | | 0 | 32 | | |
| 01:45 | | 3 | 27 | 11 | 132 |
| 02:00 | | 0 | 40 | | |
| 02:15 | | 4 | 50 | | |
| 02:30 | | 1 | 50 | | |
| 02:45 | | 1 | 31 | 6 | 171 |
| 03:00 | | 2 | 54 | | |
| 03:15 | | 2 | 78 | | |
| 03:30 | | 2 | 60 | | |
| 03:45 | | 2 | 38 | 8 | 230 |
| 04:00 | | 6 | 68 | | |
| 04:15 | | 4 | 54 | | |
| 04:30 | | 2 | 74 | | |
| 04:45 | | 2 | 68 | 14 | 264 |
| 05:00 | | 2 | 122 | | |
| 05:15 | | 1 | 68 | | |
| 05:30 | | 5 | 60 | | |
| 05:45 | | 5 | 40 | 13 | 290 |
| 06:00 | | 8 | 50 | | |
| 06:15 | | 5 | 48 | | |
| 06:30 | | 6 | 30 | | |
| 06:45 | | 11 | 24 | 30 | 152 |
| 07:00 | | 19 | 45 | | |
| 07:15 | | 12 | 33 | | |
| 07:30 | | 16 | 24 | | |
| 07:45 | | 13 | 17 | 60 | 119 |
| 08:00 | | 12 | 22 | | |
| 08:15 | | 17 | 20 | | |
| 08:30 | | 10 | 21 | | |
| 08:45 | | 15 | 20 | 54 | 83 |
| 09:00 | | 19 | 82 | | |
| 09:15 | | 15 | 18 | | |
| 09:30 | | 20 | 14 | | |
| 09:45 | | 23 | 11 | 77 | 125 |
| 10:00 | | 12 | 20 | | |
| 10:15 | | 16 | 8 | | |
| 10:30 | | 32 | 4 | | |
| 10:45 | | 28 | 10 | 88 | 42 |
| 11:00 | | 30 | 31 | | |
| 11:15 | | 32 | 18 | | |
| 11:30 | | 42 | 5 | | |
| 11:45 | | 38 | 8 | 142 | 62 |
| Total | | 528 | 1798 | | |
| Percent | | 22.7% | 77.3% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 55
Station ID: 55
MONTAGUE AVENUE ON RAMP TO I-26 WB

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 5 | 46 | | |
| 12:15 | | 7 | 32 | | |
| 12:30 | | 2 | 38 | | |
| 12:45 | | 2 | 40 | 16 | 156 |
| 01:00 | | 3 | 28 | | |
| 01:15 | | 5 | 34 | | |
| 01:30 | | 2 | 54 | | |
| 01:45 | | 1 | 32 | 11 | 148 |
| 02:00 | | 1 | 46 | | |
| 02:15 | | 2 | 28 | | |
| 02:30 | | 3 | 36 | | |
| 02:45 | | 1 | 36 | 7 | 146 |
| 03:00 | | 2 | 42 | | |
| 03:15 | | 1 | 62 | | |
| 03:30 | | 15 | 63 | | |
| 03:45 | | 8 | 63 | 26 | 230 |
| 04:00 | | 7 | 76 | | |
| 04:15 | | 6 | 76 | | |
| 04:30 | | 9 | 88 | | |
| 04:45 | | 10 | 70 | 32 | 310 |
| 05:00 | | 11 | 119 | | |
| 05:15 | | 7 | 74 | | |
| 05:30 | | 4 | 44 | | |
| 05:45 | | 2 | 31 | 24 | 268 |
| 06:00 | | 11 | 50 | | |
| 06:15 | | 14 | 42 | | |
| 06:30 | | 8 | 28 | | |
| 06:45 | | 18 | 24 | 51 | 144 |
| 07:00 | | 26 | 59 | | |
| 07:15 | | 20 | 24 | | |
| 07:30 | | 16 | 20 | | |
| 07:45 | | 21 | 20 | 83 | 123 |
| 08:00 | | 22 | 22 | | |
| 08:15 | | 20 | 22 | | |
| 08:30 | | 22 | 12 | | |
| 08:45 | | 17 | 13 | 81 | 69 |
| 09:00 | | 30 | 69 | | |
| 09:15 | | 15 | 22 | | |
| 09:30 | | 22 | 21 | | |
| 09:45 | | 28 | 16 | 95 | 128 |
| 10:00 | | 24 | 22 | | |
| 10:15 | | 30 | 7 | | |
| 10:30 | | 21 | 4 | | |
| 10:45 | | 17 | 9 | 92 | 42 |
| 11:00 | | 52 | 32 | | |
| 11:15 | | 36 | 15 | | |
| 11:30 | | 42 | 5 | | |
| 11:45 | | 44 | 6 | 174 | 58 |
| Total | | 692 | 1822 | | |
| Percent | | 27.5% | 72.5% | | |
| Grand Total | | 1220 | 3620 | | |
| Percent | | 25.2% | 74.8% | | |
| ADT | | ADT 2,420 | | AADT 2,420 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 56
Station ID: 56
MALL DRIVE ON RAMP TO I-26 WB

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 25 | 139 | | |
| 12:15 | | 18 | 146 | | |
| 12:30 | | 26 | 163 | | |
| 12:45 | | 17 | 158 | 86 | 606 |
| 01:00 | | 16 | 144 | | |
| 01:15 | | 11 | 132 | | |
| 01:30 | | 18 | 161 | | |
| 01:45 | | 11 | 152 | 56 | 589 |
| 02:00 | | 10 | 118 | | |
| 02:15 | | 7 | 132 | | |
| 02:30 | | 16 | 165 | | |
| 02:45 | | 1 | 136 | 34 | 551 |
| 03:00 | | 10 | 186 | | |
| 03:15 | | 8 | 188 | | |
| 03:30 | | 11 | 226 | | |
| 03:45 | | 5 | 189 | 34 | 789 |
| 04:00 | | 8 | 192 | | |
| 04:15 | | 14 | 222 | | |
| 04:30 | | 12 | 204 | | |
| 04:45 | | 36 | 156 | 70 | 774 |
| 05:00 | | 17 | 209 | | |
| 05:15 | | 36 | 156 | | |
| 05:30 | | 28 | 166 | | |
| 05:45 | | 40 | 112 | 121 | 643 |
| 06:00 | | 69 | 126 | | |
| 06:15 | | 74 | 104 | | |
| 06:30 | | 90 | 92 | | |
| 06:45 | | 60 | 94 | 293 | 416 |
| 07:00 | | 75 | 99 | | |
| 07:15 | | 98 | 114 | | |
| 07:30 | | 121 | 103 | | |
| 07:45 | | 84 | 68 | 378 | 384 |
| 08:00 | | 118 | 94 | | |
| 08:15 | | 124 | 69 | | |
| 08:30 | | 97 | 66 | | |
| 08:45 | | 105 | 74 | 444 | 303 |
| 09:00 | | 114 | 66 | | |
| 09:15 | | 106 | 82 | | |
| 09:30 | | 108 | 159 | | |
| 09:45 | | 117 | 74 | 445 | 381 |
| 10:00 | | 102 | 47 | | |
| 10:15 | | 122 | 39 | | |
| 10:30 | | 128 | 28 | | |
| 10:45 | | 173 | 28 | 525 | 142 |
| 11:00 | | 138 | 55 | | |
| 11:15 | | 148 | 84 | | |
| 11:30 | | 114 | 34 | | |
| 11:45 | | 162 | 28 | 562 | 201 |
| Total | | 3048 | 5779 | | |
| Percent | | 34.5% | 65.5% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 56
Station ID: 56
MALL DRIVE ON RAMP TO I-26 WB

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 13 | 145 | | |
| 12:15 | | 11 | 136 | | |
| 12:30 | | 15 | 148 | | |
| 12:45 | | 13 | 168 | 52 | 597 |
| 01:00 | | 13 | 166 | | |
| 01:15 | | 8 | 154 | | |
| 01:30 | | 8 | 151 | | |
| 01:45 | | 11 | 153 | 40 | 624 |
| 02:00 | | 16 | 142 | | |
| 02:15 | | 5 | 160 | | |
| 02:30 | | 10 | 168 | | |
| 02:45 | | 8 | 198 | 39 | 668 |
| 03:00 | | 22 | 198 | | |
| 03:15 | | 8 | 195 | | |
| 03:30 | | 3 | 238 | | |
| 03:45 | | 12 | 178 | 45 | 809 |
| 04:00 | | 12 | 209 | | |
| 04:15 | | 10 | 204 | | |
| 04:30 | | 24 | 202 | | |
| 04:45 | | 14 | 197 | 60 | 812 |
| 05:00 | | 17 | 202 | | |
| 05:15 | | 22 | 166 | | |
| 05:30 | | 41 | 156 | | |
| 05:45 | | 32 | 132 | 112 | 656 |
| 06:00 | | 50 | 156 | | |
| 06:15 | | 68 | 114 | | |
| 06:30 | | 79 | 110 | | |
| 06:45 | | 100 | 94 | 297 | 474 |
| 07:00 | | 104 | 108 | | |
| 07:15 | | 152 | 82 | | |
| 07:30 | | 139 | 87 | | |
| 07:45 | | 156 | 80 | 551 | 357 |
| 08:00 | | 160 | 67 | | |
| 08:15 | | 138 | 112 | | |
| 08:30 | | 108 | 114 | | |
| 08:45 | | 129 | 106 | 535 | 399 |
| 09:00 | | 125 | 87 | | |
| 09:15 | | 117 | 72 | | |
| 09:30 | | 117 | 66 | | |
| 09:45 | | 138 | 66 | 497 | 291 |
| 10:00 | | 117 | 55 | | |
| 10:15 | | 156 | 47 | | |
| 10:30 | | 157 | 34 | | |
| 10:45 | | 171 | 21 | 601 | 157 |
| 11:00 | | 162 | 30 | | |
| 11:15 | | 134 | 44 | | |
| 11:30 | | 166 | 82 | | |
| 11:45 | | 166 | 67 | 628 | 223 |
| Total | | 3457 | 6067 | | |
| Percent | | 36.3% | 63.7% | | |
| Grand Total | | 6505 | 11846 | | |
| Percent | | 35.4% | 64.6% | | |
| ADT | | ADT 9,176 | | AADT 9,176 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 57
Station ID: 57
I-26 EB OFF RAMP TO MONTAGUE AVENUE WB

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 11 | 98 | | |
| 12:15 | | 5 | 88 | | |
| 12:30 | | 5 | 92 | | |
| 12:45 | | 8 | 104 | 29 | 382 |
| 01:00 | | 1 | 77 | | |
| 01:15 | | 4 | 86 | | |
| 01:30 | | 8 | 76 | | |
| 01:45 | | 3 | 90 | 16 | 329 |
| 02:00 | | 2 | 62 | | |
| 02:15 | | 0 | 76 | | |
| 02:30 | | 6 | 60 | | |
| 02:45 | | 1 | 80 | 9 | 278 |
| 03:00 | | 2 | 48 | | |
| 03:15 | | 4 | 69 | | |
| 03:30 | | 2 | 56 | | |
| 03:45 | | 2 | 59 | 10 | 232 |
| 04:00 | | 4 | 72 | | |
| 04:15 | | 2 | 86 | | |
| 04:30 | | 7 | 80 | | |
| 04:45 | | 7 | 76 | 20 | 314 |
| 05:00 | | 4 | 70 | | |
| 05:15 | | 14 | 92 | | |
| 05:30 | | 9 | 92 | | |
| 05:45 | | 18 | 68 | 45 | 322 |
| 06:00 | | 21 | 78 | | |
| 06:15 | | 23 | 89 | | |
| 06:30 | | 20 | 78 | | |
| 06:45 | | 17 | 60 | 81 | 305 |
| 07:00 | | 20 | 62 | | |
| 07:15 | | 21 | 56 | | |
| 07:30 | | 26 | 50 | | |
| 07:45 | | 13 | 59 | 80 | 227 |
| 08:00 | | 20 | 48 | | |
| 08:15 | | 31 | 36 | | |
| 08:30 | | 36 | 41 | | |
| 08:45 | | 29 | 34 | 116 | 159 |
| 09:00 | | 42 | 18 | | |
| 09:15 | | 58 | 22 | | |
| 09:30 | | 50 | 23 | | |
| 09:45 | | 84 | 17 | 234 | 80 |
| 10:00 | | 80 | 15 | | |
| 10:15 | | 68 | 8 | | |
| 10:30 | | 65 | 12 | | |
| 10:45 | | 87 | 12 | 300 | 47 |
| 11:00 | | 86 | 8 | | |
| 11:15 | | 86 | 13 | | |
| 11:30 | | 113 | 10 | | |
| 11:45 | | 99 | 8 | 384 | 39 |
| Total | | 1324 | 2714 | | |
| Percent | | 32.8% | 67.2% | | |

**_All Traffic Data Services, Inc_**
1336 Farmer Road
Conyers, GA 30012
**_alltrafficdata.net_**

Site Code: 57
Station ID: 57
I-26 EB OFF RAMP TO MONTAGUE AVENUE WB

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 5 | 100 | | |
| 12:15 | | 8 | 92 | | |
| 12:30 | | 3 | 90 | | |
| 12:45 | | 4 | 98 | 20 | 380 |
| 01:00 | | 2 | 83 | | |
| 01:15 | | 1 | 77 | | |
| 01:30 | | 4 | 83 | | |
| 01:45 | | 2 | 63 | 9 | 306 |
| 02:00 | | 3 | 52 | | |
| 02:15 | | 5 | 93 | | |
| 02:30 | | 2 | 75 | | |
| 02:45 | | 3 | 72 | 13 | 292 |
| 03:00 | | 4 | 80 | | |
| 03:15 | | 4 | 59 | | |
| 03:30 | | 3 | 68 | | |
| 03:45 | | 8 | 70 | 19 | 277 |
| 04:00 | | 1 | 81 | | |
| 04:15 | | 4 | 84 | | |
| 04:30 | | 4 | 92 | | |
| 04:45 | | 14 | 82 | 23 | 339 |
| 05:00 | | 5 | 88 | | |
| 05:15 | | 5 | 72 | | |
| 05:30 | | 19 | 88 | | |
| 05:45 | | 21 | 90 | 50 | 338 |
| 06:00 | | 15 | 77 | | |
| 06:15 | | 30 | 80 | | |
| 06:30 | | 40 | 72 | | |
| 06:45 | | 56 | 74 | 141 | 303 |
| 07:00 | | 65 | 57 | | |
| 07:15 | | 58 | 45 | | |
| 07:30 | | 58 | 43 | | |
| 07:45 | | 50 | 44 | 231 | 189 |
| 08:00 | | 53 | 39 | | |
| 08:15 | | 66 | 31 | | |
| 08:30 | | 61 | 34 | | |
| 08:45 | | 92 | 36 | 272 | 140 |
| 09:00 | | 47 | 16 | | |
| 09:15 | | 69 | 22 | | |
| 09:30 | | 73 | 22 | | |
| 09:45 | | 74 | 21 | 263 | 81 |
| 10:00 | | 57 | 26 | | |
| 10:15 | | 74 | 20 | | |
| 10:30 | | 74 | 9 | | |
| 10:45 | | 78 | 6 | 283 | 61 |
| 11:00 | | 79 | 14 | | |
| 11:15 | | 88 | 6 | | |
| 11:30 | | 98 | 7 | | |
| 11:45 | | 108 | 6 | 373 | 33 |
| Total | | 1697 | 2739 | | |
| Percent | | 38.3% | 61.7% | | |
| Grand Total | | 3021 | 5453 | | |
| Percent | | 35.7% | 64.3% | | |
| | | | | | |
| ADT | | ADT 4,237 | | AADT 4,237 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 58
Station ID: 58
I-26 EB OFF RAMP TO TANGER OUTLET BLVD

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 8 | 75 | | |
| 12:15 | | 10 | 74 | | |
| 12:30 | | 14 | 68 | | |
| 12:45 | | 7 | 60 | 39 | 277 |
| 01:00 | | 10 | 48 | | |
| 01:15 | | 8 | 50 | | |
| 01:30 | | 6 | 80 | | |
| 01:45 | | 3 | 80 | 27 | 258 |
| 02:00 | | 8 | 49 | | |
| 02:15 | | 6 | 66 | | |
| 02:30 | | 1 | 62 | | |
| 02:45 | | 5 | 60 | 20 | 237 |
| 03:00 | | 4 | 66 | | |
| 03:15 | | 4 | 72 | | |
| 03:30 | | 8 | 89 | | |
| 03:45 | | 18 | 85 | 34 | 312 |
| 04:00 | | 16 | 72 | | |
| 04:15 | | 13 | 78 | | |
| 04:30 | | 14 | 75 | | |
| 04:45 | | 11 | 58 | 54 | 283 |
| 05:00 | | 18 | 83 | | |
| 05:15 | | 27 | 74 | | |
| 05:30 | | 49 | 82 | | |
| 05:45 | | 52 | 64 | 146 | 303 |
| 06:00 | | 64 | 62 | | |
| 06:15 | | 90 | 68 | | |
| 06:30 | | 52 | 82 | | |
| 06:45 | | 55 | 63 | 261 | 275 |
| 07:00 | | 46 | 48 | | |
| 07:15 | | 44 | 32 | | |
| 07:30 | | 32 | 47 | | |
| 07:45 | | 47 | 26 | 169 | 153 |
| 08:00 | | 45 | 36 | | |
| 08:15 | | 30 | 28 | | |
| 08:30 | | 66 | 25 | | |
| 08:45 | | 61 | 18 | 202 | 107 |
| 09:00 | | 57 | 25 | | |
| 09:15 | | 87 | 18 | | |
| 09:30 | | 78 | 14 | | |
| 09:45 | | 68 | 20 | 290 | 77 |
| 10:00 | | 78 | 10 | | |
| 10:15 | | 56 | 9 | | |
| 10:30 | | 70 | 12 | | |
| 10:45 | | 76 | 23 | 280 | 54 |
| 11:00 | | 64 | 5 | | |
| 11:15 | | 58 | 10 | | |
| 11:30 | | 63 | 12 | | |
| 11:45 | | 90 | 8 | 275 | 35 |
| Total | | 1797 | 2371 | | |
| Percent | | 43.1% | 56.9% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 58
Station ID: 58
I-26 EB OFF RAMP TO TANGER OUTLET BLVD

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 9 | 84 | | |
| 12:15 | | 4 | 82 | | |
| 12:30 | | 7 | 62 | | |
| 12:45 | | 0 | 44 | 20 | 272 |
| 01:00 | | 4 | 94 | | |
| 01:15 | | 4 | 72 | | |
| 01:30 | | 2 | 82 | | |
| 01:45 | | 8 | 54 | 18 | 302 |
| 02:00 | | 3 | 54 | | |
| 02:15 | | 4 | 66 | | |
| 02:30 | | 6 | 60 | | |
| 02:45 | | 12 | 60 | 25 | 240 |
| 03:00 | | 2 | 60 | | |
| 03:15 | | 13 | 48 | | |
| 03:30 | | 16 | 78 | | |
| 03:45 | | 16 | 56 | 47 | 242 |
| 04:00 | | 10 | 68 | | |
| 04:15 | | 14 | 62 | | |
| 04:30 | | 10 | 82 | | |
| 04:45 | | 24 | 64 | 58 | 276 |
| 05:00 | | 29 | 65 | | |
| 05:15 | | 40 | 74 | | |
| 05:30 | | 35 | 80 | | |
| 05:45 | | 47 | 98 | 151 | 317 |
| 06:00 | | 62 | 89 | | |
| 06:15 | | 94 | 88 | | |
| 06:30 | | 104 | 68 | | |
| 06:45 | | 110 | 70 | 370 | 315 |
| 07:00 | | 106 | 50 | | |
| 07:15 | | 134 | 42 | | |
| 07:30 | | 120 | 38 | | |
| 07:45 | | 142 | 39 | 502 | 169 |
| 08:00 | | 130 | 28 | | |
| 08:15 | | 124 | 20 | | |
| 08:30 | | 107 | 22 | | |
| 08:45 | | 118 | 27 | 479 | 97 |
| 09:00 | | 86 | 24 | | |
| 09:15 | | 56 | 22 | | |
| 09:30 | | 66 | 15 | | |
| 09:45 | | 72 | 18 | 280 | 79 |
| 10:00 | | 60 | 16 | | |
| 10:15 | | 56 | 16 | | |
| 10:30 | | 75 | 10 | | |
| 10:45 | | 64 | 18 | 255 | 60 |
| 11:00 | | 52 | 14 | | |
| 11:15 | | 64 | 9 | | |
| 11:30 | | 80 | 11 | | |
| 11:45 | | 69 | 10 | 265 | 44 |
| Total | | 2470 | 2413 | | |
| Percent | | 50.6% | 49.4% | | |
| Grand Total | | 4267 | 4784 | | |
| Percent | | 47.1% | 52.9% | | |
| ADT | | ADT 4,526 | | AADT 4,526 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 59
Station ID: 59
MONTAGUE AVENUE EB ON RAMP TO I-26 EB

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 6 | 34 | | |
| 12:15 | | 4 | 48 | | |
| 12:30 | | 6 | 37 | | |
| 12:45 | | 3 | 56 | 19 | 175 |
| 01:00 | | 5 | 38 | | |
| 01:15 | | 5 | 44 | | |
| 01:30 | | 7 | 45 | | |
| 01:45 | | 1 | 58 | 18 | 185 |
| 02:00 | | 1 | 38 | | |
| 02:15 | | 8 | 30 | | |
| 02:30 | | 0 | 52 | | |
| 02:45 | | 1 | 56 | 10 | 176 |
| 03:00 | | 1 | 82 | | |
| 03:15 | | 4 | 130 | | |
| 03:30 | | 0 | 111 | | |
| 03:45 | | 1 | 62 | 6 | 385 |
| 04:00 | | 5 | 58 | | |
| 04:15 | | 2 | 90 | | |
| 04:30 | | 2 | 129 | | |
| 04:45 | | 10 | 55 | 19 | 332 |
| 05:00 | | 3 | 118 | | |
| 05:15 | | 5 | 90 | | |
| 05:30 | | 9 | 68 | | |
| 05:45 | | 11 | 52 | 28 | 328 |
| 06:00 | | 10 | 47 | | |
| 06:15 | | 18 | 44 | | |
| 06:30 | | 28 | 35 | | |
| 06:45 | | 42 | 33 | 98 | 159 |
| 07:00 | | 58 | 46 | | |
| 07:15 | | 70 | 27 | | |
| 07:30 | | 96 | 35 | | |
| 07:45 | | 55 | 20 | 279 | 128 |
| 08:00 | | 76 | 27 | | |
| 08:15 | | 91 | 27 | | |
| 08:30 | | 85 | 19 | | |
| 08:45 | | 66 | 19 | 318 | 92 |
| 09:00 | | 73 | 22 | | |
| 09:15 | | 60 | 17 | | |
| 09:30 | | 50 | 23 | | |
| 09:45 | | 66 | 22 | 249 | 84 |
| 10:00 | | 70 | 20 | | |
| 10:15 | | 60 | 17 | | |
| 10:30 | | 36 | 10 | | |
| 10:45 | | 36 | 7 | 202 | 54 |
| 11:00 | | 34 | 16 | | |
| 11:15 | | 34 | 13 | | |
| 11:30 | | 38 | 8 | | |
| 11:45 | | 48 | 5 | 154 | 42 |
| Total | | 1400 | 2140 | | |
| Percent | | 39.5% | 60.5% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 59
Station ID: 59
MONTAGUE AVENUE EB ON RAMP TO I-26 EB

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 4 | 70 | | |
| 12:15 | | 5 | 42 | | |
| 12:30 | | 3 | 41 | | |
| 12:45 | | 1 | 40 | 13 | 193 |
| 01:00 | | 0 | 56 | | |
| 01:15 | | 4 | 39 | | |
| 01:30 | | 2 | 46 | | |
| 01:45 | | 1 | 40 | 7 | 181 |
| 02:00 | | 6 | 48 | | |
| 02:15 | | 2 | 43 | | |
| 02:30 | | 2 | 38 | | |
| 02:45 | | 1 | 45 | 11 | 174 |
| 03:00 | | 1 | 62 | | |
| 03:15 | | 0 | 89 | | |
| 03:30 | | 2 | 110 | | |
| 03:45 | | 1 | 60 | 4 | 321 |
| 04:00 | | 2 | 66 | | |
| 04:15 | | 3 | 71 | | |
| 04:30 | | 2 | 112 | | |
| 04:45 | | 10 | 59 | 17 | 308 |
| 05:00 | | 3 | 118 | | |
| 05:15 | | 8 | 86 | | |
| 05:30 | | 7 | 81 | | |
| 05:45 | | 9 | 66 | 27 | 351 |
| 06:00 | | 11 | 59 | | |
| 06:15 | | 29 | 44 | | |
| 06:30 | | 35 | 50 | | |
| 06:45 | | 42 | 48 | 117 | 201 |
| 07:00 | | 47 | 44 | | |
| 07:15 | | 59 | 42 | | |
| 07:30 | | 76 | 28 | | |
| 07:45 | | 74 | 25 | 256 | 139 |
| 08:00 | | 96 | 34 | | |
| 08:15 | | 62 | 36 | | |
| 08:30 | | 52 | 40 | | |
| 08:45 | | 73 | 33 | 283 | 143 |
| 09:00 | | 80 | 38 | | |
| 09:15 | | 44 | 18 | | |
| 09:30 | | 36 | 33 | | |
| 09:45 | | 40 | 31 | 200 | 120 |
| 10:00 | | 46 | 38 | | |
| 10:15 | | 36 | 12 | | |
| 10:30 | | 31 | 12 | | |
| 10:45 | | 38 | 16 | 151 | 78 |
| 11:00 | | 39 | 13 | | |
| 11:15 | | 32 | 15 | | |
| 11:30 | | 52 | 4 | | |
| 11:45 | | 46 | 5 | 169 | 37 |
| Total | | 1255 | 2246 | | |
| Percent | | 35.8% | 64.2% | | |
| Grand Total | | 2655 | 4386 | | |
| Percent | | 37.7% | 62.3% | | |
| ADT | | ADT 3,520 | | AADT 3,520 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 60
Station ID: 60
I-26 EB OFF RAMP TO MONTAGUE AVENUE EB

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 7 | 82 | | |
| 12:15 | | 9 | 97 | | |
| 12:30 | | 9 | 77 | | |
| 12:45 | | 3 | 80 | 28 | 336 |
| 01:00 | | 5 | 64 | | |
| 01:15 | | 3 | 72 | | |
| 01:30 | | 4 | 78 | | |
| 01:45 | | 2 | 103 | 14 | 317 |
| 02:00 | | 3 | 72 | | |
| 02:15 | | 2 | 84 | | |
| 02:30 | | 0 | 58 | | |
| 02:45 | | 2 | 79 | 7 | 293 |
| 03:00 | | 2 | 82 | | |
| 03:15 | | 4 | 87 | | |
| 03:30 | | 1 | 68 | | |
| 03:45 | | 8 | 98 | 15 | 335 |
| 04:00 | | 0 | 93 | | |
| 04:15 | | 3 | 87 | | |
| 04:30 | | 5 | 80 | | |
| 04:45 | | 6 | 94 | 14 | 354 |
| 05:00 | | 10 | 96 | | |
| 05:15 | | 15 | 90 | | |
| 05:30 | | 20 | 90 | | |
| 05:45 | | 49 | 62 | 94 | 338 |
| 06:00 | | 60 | 58 | | |
| 06:15 | | 74 | 42 | | |
| 06:30 | | 38 | 41 | | |
| 06:45 | | 42 | 40 | 214 | 181 |
| 07:00 | | 36 | 33 | | |
| 07:15 | | 48 | 32 | | |
| 07:30 | | 39 | 28 | | |
| 07:45 | | 53 | 25 | 176 | 118 |
| 08:00 | | 48 | 26 | | |
| 08:15 | | 62 | 17 | | |
| 08:30 | | 68 | 20 | | |
| 08:45 | | 92 | 24 | 270 | 87 |
| 09:00 | | 98 | 16 | | |
| 09:15 | | 126 | 18 | | |
| 09:30 | | 154 | 18 | | |
| 09:45 | | 136 | 23 | 514 | 75 |
| 10:00 | | 110 | 7 | | |
| 10:15 | | 90 | 18 | | |
| 10:30 | | 76 | 7 | | |
| 10:45 | | 128 | 9 | 404 | 41 |
| 11:00 | | 97 | 10 | | |
| 11:15 | | 98 | 5 | | |
| 11:30 | | 100 | 7 | | |
| 11:45 | | 102 | 6 | 397 | 28 |
| Total | | 2147 | 2503 | | |
| Percent | | 46.2% | 53.8% | | |

**_All Traffic Data Services, Inc_**
1336 Farmer Road
Conyers, GA 30012
**_alltrafficdata.net_**

Site Code: 60
Station ID: 60
I-26 EB OFF RAMP TO MONTAGUE AVENUE EB

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 10 | 74 | | |
| 12:15 | | 4 | 84 | | |
| 12:30 | | 2 | 82 | | |
| 12:45 | | 4 | 62 | 20 | 302 |
| 01:00 | | 4 | 92 | | |
| 01:15 | | 2 | 83 | | |
| 01:30 | | 7 | 81 | | |
| 01:45 | | 2 | 88 | 15 | 344 |
| 02:00 | | 6 | 54 | | |
| 02:15 | | 2 | 78 | | |
| 02:30 | | 3 | 96 | | |
| 02:45 | | 6 | 110 | 17 | 338 |
| 03:00 | | 4 | 73 | | |
| 03:15 | | 8 | 92 | | |
| 03:30 | | 1 | 80 | | |
| 03:45 | | 2 | 79 | 15 | 324 |
| 04:00 | | 1 | 76 | | |
| 04:15 | | 6 | 70 | | |
| 04:30 | | 11 | 107 | | |
| 04:45 | | 8 | 81 | 26 | 334 |
| 05:00 | | 8 | 69 | | |
| 05:15 | | 11 | 122 | | |
| 05:30 | | 28 | 128 | | |
| 05:45 | | 40 | 158 | 87 | 477 |
| 06:00 | | 52 | 94 | | |
| 06:15 | | 88 | 57 | | |
| 06:30 | | 120 | 66 | | |
| 06:45 | | 128 | 65 | 388 | 282 |
| 07:00 | | 124 | 50 | | |
| 07:15 | | 155 | 44 | | |
| 07:30 | | 143 | 44 | | |
| 07:45 | | 196 | 35 | 618 | 173 |
| 08:00 | | 154 | 20 | | |
| 08:15 | | 204 | 24 | | |
| 08:30 | | 171 | 18 | | |
| 08:45 | | 178 | 14 | 707 | 76 |
| 09:00 | | 181 | 17 | | |
| 09:15 | | 117 | 18 | | |
| 09:30 | | 138 | 20 | | |
| 09:45 | | 121 | 22 | 557 | 77 |
| 10:00 | | 86 | 8 | | |
| 10:15 | | 101 | 9 | | |
| 10:30 | | 89 | 10 | | |
| 10:45 | | 84 | 12 | 360 | 39 |
| 11:00 | | 103 | 9 | | |
| 11:15 | | 100 | 10 | | |
| 11:30 | | 108 | 10 | | |
| 11:45 | | 123 | 6 | 434 | 35 |
| Total | | 3244 | 2801 | | |
| Percent | | 53.7% | 46.3% | | |
| Grand Total | | 5391 | 5304 | | |
| Percent | | 50.4% | 49.6% | | |
| ADT | | ADT 5,348 | | AADT 5,348 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 61
Station ID: 61
MONTAGUE AVENUE EB ON RAMP TO I-26 EB

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 12 | 104 | | |
| 12:15 | | 18 | 84 | | |
| 12:30 | | 11 | 125 | | |
| 12:45 | | 10 | 120 | 51 | 433 |
| 01:00 | | 4 | 124 | | |
| 01:15 | | 9 | 92 | | |
| 01:30 | | 11 | 116 | | |
| 01:45 | | 6 | 116 | 30 | 448 |
| 02:00 | | 4 | 116 | | |
| 02:15 | | 7 | 116 | | |
| 02:30 | | 2 | 106 | | |
| 02:45 | | 4 | 112 | 17 | 450 |
| 03:00 | | 8 | 117 | | |
| 03:15 | | 3 | 116 | | |
| 03:30 | | 6 | 108 | | |
| 03:45 | | 6 | 133 | 23 | 474 |
| 04:00 | | 8 | 126 | | |
| 04:15 | | 6 | 118 | | |
| 04:30 | | 10 | 136 | | |
| 04:45 | | 17 | 136 | 41 | 516 |
| 05:00 | | 12 | 136 | | |
| 05:15 | | 12 | 134 | | |
| 05:30 | | 24 | 124 | | |
| 05:45 | | 30 | 132 | 78 | 526 |
| 06:00 | | 64 | 109 | | |
| 06:15 | | 57 | 98 | | |
| 06:30 | | 108 | 87 | | |
| 06:45 | | 106 | 79 | 335 | 373 |
| 07:00 | | 100 | 68 | | |
| 07:15 | | 137 | 74 | | |
| 07:30 | | 128 | 79 | | |
| 07:45 | | 124 | 54 | 489 | 275 |
| 08:00 | | 96 | 59 | | |
| 08:15 | | 121 | 63 | | |
| 08:30 | | 104 | 49 | | |
| 08:45 | | 92 | 92 | 413 | 263 |
| 09:00 | | 106 | 47 | | |
| 09:15 | | 102 | 67 | | |
| 09:30 | | 123 | 119 | | |
| 09:45 | | 87 | 60 | 418 | 293 |
| 10:00 | | 86 | 67 | | |
| 10:15 | | 101 | 42 | | |
| 10:30 | | 100 | 42 | | |
| 10:45 | | 86 | 46 | 373 | 197 |
| 11:00 | | 108 | 86 | | |
| 11:15 | | 91 | 214 | | |
| 11:30 | | 104 | 59 | | |
| 11:45 | | 92 | 25 | 395 | 384 |
| Total | | 2663 | 4632 | | |
| Percent | | 36.5% | 63.5% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 61
Station ID: 61
MONTAGUE AVENUE EB ON RAMP TO I-26 EB

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 23 | 109 | | |
| 12:15 | | 18 | 95 | | |
| 12:30 | | 17 | 124 | | |
| 12:45 | | 16 | 112 | 74 | 440 |
| 01:00 | | 14 | 108 | | |
| 01:15 | | 10 | 114 | | |
| 01:30 | | 12 | 107 | | |
| 01:45 | | 17 | 90 | 53 | 419 |
| 02:00 | | 5 | 94 | | |
| 02:15 | | 11 | 92 | | |
| 02:30 | | 8 | 124 | | |
| 02:45 | | 16 | 106 | 40 | 416 |
| 03:00 | | 3 | 118 | | |
| 03:15 | | 1 | 98 | | |
| 03:30 | | 4 | 166 | | |
| 03:45 | | 8 | 108 | 16 | 490 |
| 04:00 | | 6 | 125 | | |
| 04:15 | | 8 | 144 | | |
| 04:30 | | 6 | 138 | | |
| 04:45 | | 16 | 128 | 36 | 535 |
| 05:00 | | 20 | 170 | | |
| 05:15 | | 28 | 133 | | |
| 05:30 | | 33 | 118 | | |
| 05:45 | | 40 | 119 | 121 | 540 |
| 06:00 | | 72 | 107 | | |
| 06:15 | | 80 | 100 | | |
| 06:30 | | 138 | 98 | | |
| 06:45 | | 110 | 91 | 400 | 396 |
| 07:00 | | 116 | 65 | | |
| 07:15 | | 143 | 79 | | |
| 07:30 | | 132 | 72 | | |
| 07:45 | | 124 | 77 | 515 | 293 |
| 08:00 | | 143 | 46 | | |
| 08:15 | | 122 | 62 | | |
| 08:30 | | 115 | 70 | | |
| 08:45 | | 114 | 58 | 494 | 236 |
| 09:00 | | 92 | 66 | | |
| 09:15 | | 94 | 59 | | |
| 09:30 | | 90 | 52 | | |
| 09:45 | | 99 | 45 | 375 | 222 |
| 10:00 | | 82 | 46 | | |
| 10:15 | | 74 | 40 | | |
| 10:30 | | 84 | 47 | | |
| 10:45 | | 97 | 27 | 337 | 160 |
| 11:00 | | 94 | 28 | | |
| 11:15 | | 76 | 52 | | |
| 11:30 | | 79 | 62 | | |
| 11:45 | | 93 | 86 | 342 | 228 |
| Total | | 2803 | 4375 | | |
| Percent | | 39.0% | 61.0% | | |
| Grand Total | | 5466 | 9007 | | |
| Percent | | 37.8% | 62.2% | | |
| ADT | | ADT 7,236 | | AADT 7,236 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 62
Station ID: 62
I-26 WB OFF RAMP TO REMOUNT ROAD

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 10 | 104 | | |
| 12:15 | | 22 | 116 | | |
| 12:30 | | 22 | 120 | | |
| 12:45 | | 10 | 121 | 64 | 461 |
| 01:00 | | 11 | 108 | | |
| 01:15 | | 5 | 98 | | |
| 01:30 | | 4 | 96 | | |
| 01:45 | | 13 | 118 | 33 | 420 |
| 02:00 | | 12 | 110 | | |
| 02:15 | | 11 | 98 | | |
| 02:30 | | 3 | 105 | | |
| 02:45 | | 8 | 88 | 34 | 401 |
| 03:00 | | 4 | 112 | | |
| 03:15 | | 1 | 107 | | |
| 03:30 | | 5 | 110 | | |
| 03:45 | | 3 | 122 | 13 | 451 |
| 04:00 | | 4 | 112 | | |
| 04:15 | | 8 | 112 | | |
| 04:30 | | 7 | 84 | | |
| 04:45 | | 4 | 80 | 23 | 388 |
| 05:00 | | 5 | 66 | | |
| 05:15 | | 9 | 59 | | |
| 05:30 | | 19 | 67 | | |
| 05:45 | | 34 | 72 | 67 | 264 |
| 06:00 | | 30 | 91 | | |
| 06:15 | | 52 | 109 | | |
| 06:30 | | 72 | 101 | | |
| 06:45 | | 89 | 86 | 243 | 387 |
| 07:00 | | 82 | 73 | | |
| 07:15 | | 86 | 102 | | |
| 07:30 | | 108 | 62 | | |
| 07:45 | | 110 | 65 | 386 | 302 |
| 08:00 | | 107 | 80 | | |
| 08:15 | | 102 | 74 | | |
| 08:30 | | 111 | 80 | | |
| 08:45 | | 93 | 55 | 413 | 289 |
| 09:00 | | 91 | 54 | | |
| 09:15 | | 70 | 54 | | |
| 09:30 | | 64 | 36 | | |
| 09:45 | | 102 | 61 | 327 | 205 |
| 10:00 | | 91 | 36 | | |
| 10:15 | | 75 | 36 | | |
| 10:30 | | 88 | 42 | | |
| 10:45 | | 102 | 28 | 356 | 142 |
| 11:00 | | 92 | 28 | | |
| 11:15 | | 116 | 27 | | |
| 11:30 | | 99 | 30 | | |
| 11:45 | | 122 | 26 | 429 | 111 |
| Total | | 2388 | 3821 | | |
| Percent | | 38.5% | 61.5% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 62
Station ID: 62
I-26 WB OFF RAMP TO REMOUNT ROAD

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 25 | 121 | | |
| 12:15 | | 16 | 98 | | |
| 12:30 | | 10 | 120 | | |
| 12:45 | | 11 | 114 | 62 | 453 |
| 01:00 | | 12 | 126 | | |
| 01:15 | | 10 | 119 | | |
| 01:30 | | 8 | 102 | | |
| 01:45 | | 5 | 113 | 35 | 460 |
| 02:00 | | 7 | 83 | | |
| 02:15 | | 11 | 116 | | |
| 02:30 | | 8 | 92 | | |
| 02:45 | | 13 | 123 | 39 | 414 |
| 03:00 | | 5 | 111 | | |
| 03:15 | | 5 | 116 | | |
| 03:30 | | 2 | 119 | | |
| 03:45 | | 6 | 110 | 18 | 456 |
| 04:00 | | 3 | 113 | | |
| 04:15 | | 7 | 96 | | |
| 04:30 | | 5 | 78 | | |
| 04:45 | | 6 | 90 | 21 | 377 |
| 05:00 | | 1 | 66 | | |
| 05:15 | | 14 | 95 | | |
| 05:30 | | 19 | 81 | | |
| 05:45 | | 29 | 118 | 63 | 360 |
| 06:00 | | 42 | 106 | | |
| 06:15 | | 49 | 107 | | |
| 06:30 | | 76 | 100 | | |
| 06:45 | | 87 | 92 | 254 | 405 |
| 07:00 | | 93 | 96 | | |
| 07:15 | | 80 | 89 | | |
| 07:30 | | 112 | 64 | | |
| 07:45 | | 136 | 94 | 421 | 343 |
| 08:00 | | 176 | 68 | | |
| 08:15 | | 158 | 71 | | |
| 08:30 | | 136 | 56 | | |
| 08:45 | | 114 | 70 | 584 | 265 |
| 09:00 | | 95 | 58 | | |
| 09:15 | | 96 | 51 | | |
| 09:30 | | 88 | 48 | | |
| 09:45 | | 107 | 48 | 386 | 205 |
| 10:00 | | 94 | 42 | | |
| 10:15 | | 94 | 41 | | |
| 10:30 | | 90 | 37 | | |
| 10:45 | | 98 | 37 | 376 | 157 |
| 11:00 | | 114 | 34 | | |
| 11:15 | | 85 | 38 | | |
| 11:30 | | 116 | 33 | | |
| 11:45 | | 112 | 28 | 427 | 133 |
| Total | | 2686 | 4028 | | |
| Percent | | 40.0% | 60.0% | | |
| Grand Total | | 5074 | 7849 | | |
| Percent | | 39.3% | 60.7% | | |
| | | | | | |
| ADT | | ADT 6,462 | | AADT 6,462 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 63
Station ID: 63
I-26 WB OFF RAMP TO I--26 WB C-D

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 22 | 130 | | |
| 12:15 | | 13 | 118 | | |
| 12:30 | | 15 | 134 | | |
| 12:45 | | 12 | 107 | 62 | 489 |
| 01:00 | | 14 | 114 | | |
| 01:15 | | 14 | 147 | | |
| 01:30 | | 7 | 102 | | |
| 01:45 | | 8 | 130 | 43 | 493 |
| 02:00 | | 8 | 103 | | |
| 02:15 | | 5 | 102 | | |
| 02:30 | | 7 | 101 | | |
| 02:45 | | 7 | 122 | 27 | 428 |
| 03:00 | | 4 | 120 | | |
| 03:15 | | 6 | 122 | | |
| 03:30 | | 8 | 122 | | |
| 03:45 | | 4 | 132 | 22 | 496 |
| 04:00 | | 8 | 121 | | |
| 04:15 | | 16 | 115 | | |
| 04:30 | | 10 | 97 | | |
| 04:45 | | 8 | 94 | 42 | 427 |
| 05:00 | | 14 | 85 | | |
| 05:15 | | 24 | 96 | | |
| 05:30 | | 29 | 74 | | |
| 05:45 | | 36 | 88 | 103 | 343 |
| 06:00 | | 54 | 116 | | |
| 06:15 | | 78 | 106 | | |
| 06:30 | | 114 | 106 | | |
| 06:45 | | 142 | 82 | 388 | 410 |
| 07:00 | | 130 | 80 | | |
| 07:15 | | 150 | 76 | | |
| 07:30 | | 164 | 86 | | |
| 07:45 | | 206 | 81 | 650 | 323 |
| 08:00 | | 168 | 64 | | |
| 08:15 | | 166 | 61 | | |
| 08:30 | | 136 | 55 | | |
| 08:45 | | 140 | 60 | 610 | 240 |
| 09:00 | | 98 | 42 | | |
| 09:15 | | 105 | 34 | | |
| 09:30 | | 89 | 48 | | |
| 09:45 | | 94 | 51 | 386 | 175 |
| 10:00 | | 76 | 40 | | |
| 10:15 | | 96 | 35 | | |
| 10:30 | | 94 | 34 | | |
| 10:45 | | 88 | 17 | 354 | 126 |
| 11:00 | | 108 | 27 | | |
| 11:15 | | 134 | 29 | | |
| 11:30 | | 79 | 31 | | |
| 11:45 | | 117 | 24 | 438 | 111 |
| Total | | 3125 | 4061 | | |
| Percent | | 43.5% | 56.5% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 63
Station ID: 63
I-26 WB OFF RAMP TO I--26 WB C-D

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 24 | 118 | | |
| 12:15 | | 21 | 102 | | |
| 12:30 | | 17 | 108 | | |
| 12:45 | | 5 | 108 | 67 | 436 |
| 01:00 | | 10 | 116 | | |
| 01:15 | | 16 | 114 | | |
| 01:30 | | 8 | 136 | | |
| 01:45 | | 7 | 109 | 41 | 475 |
| 02:00 | | 6 | 114 | | |
| 02:15 | | 16 | 104 | | |
| 02:30 | | 9 | 112 | | |
| 02:45 | | 5 | 118 | 36 | 448 |
| 03:00 | | 6 | 102 | | |
| 03:15 | | 4 | 124 | | |
| 03:30 | | 6 | 130 | | |
| 03:45 | | 3 | 123 | 19 | 479 |
| 04:00 | | 6 | 144 | | |
| 04:15 | | 13 | 121 | | |
| 04:30 | | 12 | 82 | | |
| 04:45 | | 8 | 92 | 39 | 439 |
| 05:00 | | 12 | 86 | | |
| 05:15 | | 16 | 79 | | |
| 05:30 | | 27 | 100 | | |
| 05:45 | | 36 | 110 | 91 | 375 |
| 06:00 | | 56 | 117 | | |
| 06:15 | | 72 | 114 | | |
| 06:30 | | 96 | 68 | | |
| 06:45 | | 154 | 75 | 378 | 374 |
| 07:00 | | 121 | 84 | | |
| 07:15 | | 148 | 69 | | |
| 07:30 | | 159 | 76 | | |
| 07:45 | | 186 | 76 | 614 | 305 |
| 08:00 | | 174 | 62 | | |
| 08:15 | | 137 | 64 | | |
| 08:30 | | 166 | 69 | | |
| 08:45 | | 164 | 44 | 641 | 239 |
| 09:00 | | 114 | 49 | | |
| 09:15 | | 98 | 52 | | |
| 09:30 | | 107 | 48 | | |
| 09:45 | | 114 | 40 | 433 | 189 |
| 10:00 | | 110 | 40 | | |
| 10:15 | | 100 | 36 | | |
| 10:30 | | 86 | 31 | | |
| 10:45 | | 113 | 37 | 409 | 144 |
| 11:00 | | 96 | 42 | | |
| 11:15 | | 116 | 25 | | |
| 11:30 | | 99 | 27 | | |
| 11:45 | | 104 | 31 | 415 | 125 |
| Total | | 3183 | 4028 | | |
| Percent | | 44.1% | 55.9% | | |
| Grand Total | | 6308 | 8089 | | |
| Percent | | 43.8% | 56.2% | | |
| ADT | | ADT 7,198 | | AADT 7,198 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 64
Station ID: 64
REMOUNT ROAD ON RAMP TO I-26 WB C-D

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 26 | 106 | | |
| 12:15 | | 17 | 82 | | |
| 12:30 | | 28 | 64 | | |
| 12:45 | | 19 | 79 | 90 | 331 |
| 01:00 | | 10 | 103 | | |
| 01:15 | | 9 | 81 | | |
| 01:30 | | 12 | 129 | | |
| 01:45 | | 15 | 94 | 46 | 407 |
| 02:00 | | 10 | 92 | | |
| 02:15 | | 9 | 120 | | |
| 02:30 | | 12 | 208 | | |
| 02:45 | | 4 | 185 | 35 | 605 |
| 03:00 | | 10 | 215 | | |
| 03:15 | | 8 | 149 | | |
| 03:30 | | 6 | 236 | | |
| 03:45 | | 12 | 203 | 36 | 803 |
| 04:00 | | 9 | 192 | | |
| 04:15 | | 10 | 168 | | |
| 04:30 | | 10 | 192 | | |
| 04:45 | | 3 | 200 | 32 | 752 |
| 05:00 | | 20 | 212 | | |
| 05:15 | | 16 | 194 | | |
| 05:30 | | 27 | 159 | | |
| 05:45 | | 24 | 137 | 87 | 702 |
| 06:00 | | 70 | 150 | | |
| 06:15 | | 54 | 121 | | |
| 06:30 | | 104 | 120 | | |
| 06:45 | | 58 | 74 | 286 | 465 |
| 07:00 | | 78 | 87 | | |
| 07:15 | | 84 | 62 | | |
| 07:30 | | 72 | 62 | | |
| 07:45 | | 46 | 44 | 280 | 255 |
| 08:00 | | 42 | 68 | | |
| 08:15 | | 60 | 72 | | |
| 08:30 | | 66 | 28 | | |
| 08:45 | | 54 | 46 | 222 | 214 |
| 09:00 | | 44 | 48 | | |
| 09:15 | | 68 | 38 | | |
| 09:30 | | 48 | 40 | | |
| 09:45 | | 56 | 28 | 216 | 154 |
| 10:00 | | 68 | 24 | | |
| 10:15 | | 72 | 30 | | |
| 10:30 | | 73 | 40 | | |
| 10:45 | | 64 | 22 | 277 | 116 |
| 11:00 | | 90 | 49 | | |
| 11:15 | | 78 | 22 | | |
| 11:30 | | 82 | 52 | | |
| 11:45 | | 60 | 19 | 310 | 142 |
| Total | | 1917 | 4946 | | |
| Percent | | 27.9% | 72.1% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 64
Station ID: 64
REMOUNT ROAD ON RAMP TO I-26 WB C-D

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 36 | 80 | | |
| 12:15 | | 22 | 72 | | |
| 12:30 | | 36 | 73 | | |
| 12:45 | | 18 | 65 | 112 | 290 |
| 01:00 | | 16 | 71 | | |
| 01:15 | | 8 | 96 | | |
| 01:30 | | 11 | 116 | | |
| 01:45 | | 14 | 106 | 49 | 389 |
| 02:00 | | 17 | 88 | | |
| 02:15 | | 11 | 112 | | |
| 02:30 | | 22 | 195 | | |
| 02:45 | | 6 | 140 | 56 | 535 |
| 03:00 | | 5 | 204 | | |
| 03:15 | | 22 | 192 | | |
| 03:30 | | 4 | 198 | | |
| 03:45 | | 12 | 196 | 43 | 790 |
| 04:00 | | 4 | 176 | | |
| 04:15 | | 9 | 196 | | |
| 04:30 | | 9 | 190 | | |
| 04:45 | | 16 | 190 | 38 | 752 |
| 05:00 | | 14 | 212 | | |
| 05:15 | | 18 | 148 | | |
| 05:30 | | 24 | 155 | | |
| 05:45 | | 40 | 146 | 96 | 661 |
| 06:00 | | 56 | 96 | | |
| 06:15 | | 65 | 100 | | |
| 06:30 | | 103 | 94 | | |
| 06:45 | | 59 | 72 | 283 | 362 |
| 07:00 | | 83 | 88 | | |
| 07:15 | | 86 | 62 | | |
| 07:30 | | 74 | 56 | | |
| 07:45 | | 62 | 56 | 305 | 262 |
| 08:00 | | 78 | 84 | | |
| 08:15 | | 68 | 45 | | |
| 08:30 | | 54 | 66 | | |
| 08:45 | | 66 | 57 | 266 | 252 |
| 09:00 | | 90 | 58 | | |
| 09:15 | | 51 | 43 | | |
| 09:30 | | 62 | 52 | | |
| 09:45 | | 56 | 22 | 259 | 175 |
| 10:00 | | 77 | 35 | | |
| 10:15 | | 73 | 42 | | |
| 10:30 | | 56 | 40 | | |
| 10:45 | | 71 | 29 | 277 | 146 |
| 11:00 | | 74 | 48 | | |
| 11:15 | | 56 | 38 | | |
| 11:30 | | 78 | 53 | | |
| 11:45 | | 80 | 16 | 288 | 155 |
| Total | | 2072 | 4769 | | |
| Percent | | 30.3% | 69.7% | | |
| Grand Total | | 3989 | 9715 | | |
| Percent | | 29.1% | 70.9% | | |
| ADT | | ADT 6,852 | | AADT 6,852 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 65
Station ID: 65
I-26 WB C-D

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 52 | 219 | | |
| 12:15 | | 32 | 210 | | |
| 12:30 | | 46 | 190 | | |
| 12:45 | | 28 | 186 | 158 | 805 |
| 01:00 | | 26 | 220 | | |
| 01:15 | | 23 | 232 | | |
| 01:30 | | 20 | 206 | | |
| 01:45 | | 19 | 238 | 88 | 896 |
| 02:00 | | 22 | 196 | | |
| 02:15 | | 16 | 215 | | |
| 02:30 | | 18 | 277 | | |
| 02:45 | | 12 | 312 | 68 | 1000 |
| 03:00 | | 14 | 344 | | |
| 03:15 | | 12 | 284 | | |
| 03:30 | | 12 | 352 | | |
| 03:45 | | 16 | 333 | 54 | 1313 |
| 04:00 | | 16 | 306 | | |
| 04:15 | | 29 | 287 | | |
| 04:30 | | 20 | 294 | | |
| 04:45 | | 12 | 292 | 77 | 1179 |
| 05:00 | | 29 | 288 | | |
| 05:15 | | 42 | 300 | | |
| 05:30 | | 54 | 231 | | |
| 05:45 | | 58 | 240 | 183 | 1059 |
| 06:00 | | 120 | 254 | | |
| 06:15 | | 134 | 226 | | |
| 06:30 | | 218 | 232 | | |
| 06:45 | | 190 | 160 | 662 | 872 |
| 07:00 | | 206 | 169 | | |
| 07:15 | | 242 | 143 | | |
| 07:30 | | 235 | 145 | | |
| 07:45 | | 257 | 125 | 940 | 582 |
| 08:00 | | 212 | 126 | | |
| 08:15 | | 227 | 134 | | |
| 08:30 | | 200 | 99 | | |
| 08:45 | | 190 | 100 | 829 | 459 |
| 09:00 | | 148 | 78 | | |
| 09:15 | | 166 | 82 | | |
| 09:30 | | 144 | 84 | | |
| 09:45 | | 154 | 84 | 612 | 328 |
| 10:00 | | 134 | 62 | | |
| 10:15 | | 162 | 69 | | |
| 10:30 | | 163 | 65 | | |
| 10:45 | | 160 | 50 | 619 | 246 |
| 11:00 | | 198 | 65 | | |
| 11:15 | | 205 | 58 | | |
| 11:30 | | 168 | 84 | | |
| 11:45 | | 182 | 45 | 753 | 252 |
| Total | | 5043 | 8991 | | |
| Percent | | 35.9% | 64.1% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 65
Station ID: 65
I-26 WB C-D

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 54 | 201 | | |
| 12:15 | | 47 | 171 | | |
| 12:30 | | 49 | 180 | | |
| 12:45 | | 26 | 180 | 176 | 732 |
| 01:00 | | 28 | 186 | | |
| 01:15 | | 24 | 206 | | |
| 01:30 | | 18 | 248 | | |
| 01:45 | | 24 | 220 | 94 | 860 |
| 02:00 | | 22 | 198 | | |
| 02:15 | | 26 | 215 | | |
| 02:30 | | 28 | 278 | | |
| 02:45 | | 12 | 284 | 88 | 975 |
| 03:00 | | 10 | 276 | | |
| 03:15 | | 26 | 332 | | |
| 03:30 | | 10 | 322 | | |
| 03:45 | | 14 | 330 | 60 | 1260 |
| 04:00 | | 13 | 306 | | |
| 04:15 | | 23 | 335 | | |
| 04:30 | | 19 | 258 | | |
| 04:45 | | 22 | 276 | 77 | 1175 |
| 05:00 | | 28 | 311 | | |
| 05:15 | | 31 | 226 | | |
| 05:30 | | 50 | 264 | | |
| 05:45 | | 74 | 248 | 183 | 1049 |
| 06:00 | | 108 | 229 | | |
| 06:15 | | 137 | 208 | | |
| 06:30 | | 197 | 160 | | |
| 06:45 | | 215 | 144 | 657 | 741 |
| 07:00 | | 196 | 170 | | |
| 07:15 | | 238 | 146 | | |
| 07:30 | | 239 | 126 | | |
| 07:45 | | 244 | 140 | 917 | 582 |
| 08:00 | | 242 | 138 | | |
| 08:15 | | 212 | 110 | | |
| 08:30 | | 218 | 137 | | |
| 08:45 | | 236 | 103 | 908 | 488 |
| 09:00 | | 204 | 109 | | |
| 09:15 | | 145 | 96 | | |
| 09:30 | | 171 | 92 | | |
| 09:45 | | 174 | 68 | 694 | 365 |
| 10:00 | | 176 | 74 | | |
| 10:15 | | 177 | 80 | | |
| 10:30 | | 143 | 70 | | |
| 10:45 | | 186 | 66 | 682 | 290 |
| 11:00 | | 167 | 88 | | |
| 11:15 | | 178 | 64 | | |
| 11:30 | | 160 | 79 | | |
| 11:45 | | 189 | 54 | 694 | 285 |
| Total | | 5230 | 8802 | | |
| Percent | | 37.3% | 62.7% | | |
| Grand Total | | 10273 | 17793 | | |
| Percent | | 36.6% | 63.4% | | |
| | | | | | |
| ADT | | ADT 14,033 | | AADT 14,033 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 66
Station ID: 66
I-26 WB C-D OFF RAMP TO W. AVIATION AVE.

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 22 | 146 | | |
| 12:15 | | 12 | 124 | | |
| 12:30 | | 17 | 139 | | |
| 12:45 | | 11 | 117 | 62 | 526 |
| 01:00 | | 15 | 116 | | |
| 01:15 | | 12 | 148 | | |
| 01:30 | | 10 | 118 | | |
| 01:45 | | 8 | 126 | 45 | 508 |
| 02:00 | | 7 | 112 | | |
| 02:15 | | 6 | 104 | | |
| 02:30 | | 8 | 107 | | |
| 02:45 | | 5 | 124 | 26 | 447 |
| 03:00 | | 3 | 124 | | |
| 03:15 | | 8 | 120 | | |
| 03:30 | | 5 | 149 | | |
| 03:45 | | 4 | 120 | 20 | 513 |
| 04:00 | | 6 | 130 | | |
| 04:15 | | 18 | 122 | | |
| 04:30 | | 8 | 90 | | |
| 04:45 | | 8 | 106 | 40 | 448 |
| 05:00 | | 16 | 88 | | |
| 05:15 | | 28 | 98 | | |
| 05:30 | | 28 | 94 | | |
| 05:45 | | 33 | 92 | 105 | 372 |
| 06:00 | | 56 | 100 | | |
| 06:15 | | 81 | 102 | | |
| 06:30 | | 116 | 104 | | |
| 06:45 | | 152 | 86 | 405 | 392 |
| 07:00 | | 126 | 78 | | |
| 07:15 | | 161 | 80 | | |
| 07:30 | | 160 | 78 | | |
| 07:45 | | 212 | 80 | 659 | 316 |
| 08:00 | | 173 | 69 | | |
| 08:15 | | 174 | 56 | | |
| 08:30 | | 142 | 56 | | |
| 08:45 | | 156 | 60 | 645 | 241 |
| 09:00 | | 101 | 44 | | |
| 09:15 | | 109 | 31 | | |
| 09:30 | | 84 | 43 | | |
| 09:45 | | 102 | 49 | 396 | 167 |
| 10:00 | | 78 | 45 | | |
| 10:15 | | 107 | 32 | | |
| 10:30 | | 92 | 40 | | |
| 10:45 | | 103 | 17 | 380 | 134 |
| 11:00 | | 110 | 25 | | |
| 11:15 | | 130 | 29 | | |
| 11:30 | | 86 | 30 | | |
| 11:45 | | 114 | 28 | 440 | 112 |
| Total | | 3223 | 4176 | | |
| Percent | | 43.6% | 56.4% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 66
Station ID: 66
I-26 WB C-D OFF RAMP TO W. AVIATION AVE.

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 24 | 122 | | |
| 12:15 | | 21 | 114 | | |
| 12:30 | | 19 | 106 | | |
| 12:45 | | 5 | 105 | 69 | 447 |
| 01:00 | | 10 | 135 | | |
| 01:15 | | 14 | 113 | | |
| 01:30 | | 12 | 144 | | |
| 01:45 | | 8 | 106 | 44 | 498 |
| 02:00 | | 6 | 124 | | |
| 02:15 | | 13 | 104 | | |
| 02:30 | | 12 | 116 | | |
| 02:45 | | 6 | 121 | 37 | 465 |
| 03:00 | | 4 | 97 | | |
| 03:15 | | 6 | 128 | | |
| 03:30 | | 6 | 124 | | |
| 03:45 | | 3 | 126 | 19 | 475 |
| 04:00 | | 6 | 140 | | |
| 04:15 | | 14 | 118 | | |
| 04:30 | | 13 | 78 | | |
| 04:45 | | 8 | 89 | 41 | 425 |
| 05:00 | | 12 | 88 | | |
| 05:15 | | 16 | 92 | | |
| 05:30 | | 28 | 87 | | |
| 05:45 | | 35 | 106 | 91 | 373 |
| 06:00 | | 57 | 107 | | |
| 06:15 | | 74 | 101 | | |
| 06:30 | | 106 | 65 | | |
| 06:45 | | 154 | 69 | 391 | 342 |
| 07:00 | | 122 | 80 | | |
| 07:15 | | 150 | 71 | | |
| 07:30 | | 172 | 78 | | |
| 07:45 | | 188 | 78 | 632 | 307 |
| 08:00 | | 176 | 60 | | |
| 08:15 | | 144 | 59 | | |
| 08:30 | | 162 | 69 | | |
| 08:45 | | 178 | 46 | 660 | 234 |
| 09:00 | | 122 | 50 | | |
| 09:15 | | 98 | 52 | | |
| 09:30 | | 111 | 50 | | |
| 09:45 | | 118 | 41 | 449 | 193 |
| 10:00 | | 112 | 38 | | |
| 10:15 | | 97 | 38 | | |
| 10:30 | | 72 | 34 | | |
| 10:45 | | 118 | 37 | 399 | 147 |
| 11:00 | | 110 | 36 | | |
| 11:15 | | 114 | 32 | | |
| 11:30 | | 106 | 28 | | |
| 11:45 | | 116 | 26 | 446 | 122 |
| Total | | 3278 | 4028 | | |
| Percent | | 44.9% | 55.1% | | |
| Grand Total | | 6501 | 8204 | | |
| Percent | | 44.2% | 55.8% | | |
| ADT | | ADT 7,352 | | AADT 7,352 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 67
Station ID: 67
W. AVIATION AVENUE EAST ON RAMP TO
I-26 WB C-D
Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 11 | 26 | | |
| 12:15 | | 28 | 28 | | |
| 12:30 | | 5 | 46 | | |
| 12:45 | | 9 | 14 | 53 | 114 |
| 01:00 | | 6 | 46 | | |
| 01:15 | | 4 | 38 | | |
| 01:30 | | 1 | 43 | | |
| 01:45 | | 1 | 75 | 12 | 202 |
| 02:00 | | 3 | 54 | | |
| 02:15 | | 4 | 38 | | |
| 02:30 | | 2 | 38 | | |
| 02:45 | | 2 | 64 | 11 | 194 |
| 03:00 | | 1 | 68 | | |
| 03:15 | | 7 | 70 | | |
| 03:30 | | 5 | 131 | | |
| 03:45 | | 0 | 112 | 13 | 381 |
| 04:00 | | 3 | 104 | | |
| 04:15 | | 8 | 100 | | |
| 04:30 | | 16 | 122 | | |
| 04:45 | | 3 | 93 | 30 | 419 |
| 05:00 | | 3 | 126 | | |
| 05:15 | | 3 | 113 | | |
| 05:30 | | 4 | 109 | | |
| 05:45 | | 8 | 64 | 18 | 412 |
| 06:00 | | 10 | 70 | | |
| 06:15 | | 12 | 47 | | |
| 06:30 | | 18 | 34 | | |
| 06:45 | | 8 | 29 | 48 | 180 |
| 07:00 | | 15 | 16 | | |
| 07:15 | | 25 | 24 | | |
| 07:30 | | 20 | 15 | | |
| 07:45 | | 18 | 18 | 78 | 73 |
| 08:00 | | 18 | 18 | | |
| 08:15 | | 24 | 12 | | |
| 08:30 | | 19 | 11 | | |
| 08:45 | | 12 | 12 | 73 | 53 |
| 09:00 | | 12 | 13 | | |
| 09:15 | | 18 | 10 | | |
| 09:30 | | 17 | 11 | | |
| 09:45 | | 28 | 8 | 75 | 42 |
| 10:00 | | 20 | 8 | | |
| 10:15 | | 29 | 8 | | |
| 10:30 | | 24 | 14 | | |
| 10:45 | | 17 | 11 | 90 | 41 |
| 11:00 | | 27 | 3 | | |
| 11:15 | | 38 | 11 | | |
| 11:30 | | 32 | 11 | | |
| 11:45 | | 33 | 9 | 130 | 34 |
| Total | | 631 | 2145 | | |
| Percent | | 22.7% | 77.3% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 67
Station ID: 67
W. AVIATION AVENUE EAST ON RAMP TO
I-26 WB C-D
Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 10 | 34 | | |
| 12:15 | | 19 | 34 | | |
| 12:30 | | 16 | 24 | | |
| 12:45 | | 6 | 24 | 51 | 116 |
| 01:00 | | 17 | 37 | | |
| 01:15 | | 2 | 38 | | |
| 01:30 | | 0 | 40 | | |
| 01:45 | | 8 | 40 | 27 | 155 |
| 02:00 | | 2 | 40 | | |
| 02:15 | | 0 | 42 | | |
| 02:30 | | 1 | 45 | | |
| 02:45 | | 2 | 50 | 5 | 177 |
| 03:00 | | 4 | 50 | | |
| 03:15 | | 3 | 75 | | |
| 03:30 | | 2 | 96 | | |
| 03:45 | | 4 | 106 | 13 | 327 |
| 04:00 | | 1 | 106 | | |
| 04:15 | | 5 | 98 | | |
| 04:30 | | 8 | 116 | | |
| 04:45 | | 2 | 107 | 16 | 427 |
| 05:00 | | 3 | 134 | | |
| 05:15 | | 3 | 106 | | |
| 05:30 | | 4 | 112 | | |
| 05:45 | | 9 | 102 | 19 | 454 |
| 06:00 | | 10 | 60 | | |
| 06:15 | | 16 | 48 | | |
| 06:30 | | 15 | 34 | | |
| 06:45 | | 9 | 30 | 50 | 172 |
| 07:00 | | 22 | 24 | | |
| 07:15 | | 18 | 11 | | |
| 07:30 | | 31 | 18 | | |
| 07:45 | | 30 | 12 | 101 | 65 |
| 08:00 | | 36 | 8 | | |
| 08:15 | | 25 | 9 | | |
| 08:30 | | 28 | 14 | | |
| 08:45 | | 15 | 5 | 104 | 36 |
| 09:00 | | 29 | 8 | | |
| 09:15 | | 26 | 10 | | |
| 09:30 | | 18 | 14 | | |
| 09:45 | | 24 | 14 | 97 | 46 |
| 10:00 | | 14 | 18 | | |
| 10:15 | | 18 | 6 | | |
| 10:30 | | 36 | 14 | | |
| 10:45 | | 28 | 18 | 96 | 56 |
| 11:00 | | 36 | 7 | | |
| 11:15 | | 43 | 11 | | |
| 11:30 | | 30 | 12 | | |
| 11:45 | | 34 | 10 | 143 | 40 |
| Total | | 722 | 2071 | | |
| Percent | | 25.9% | 74.1% | | |
| Grand Total | | 1353 | 4216 | | |
| Percent | | 24.3% | 75.7% | | |
| ADT | | ADT 2,784 | | AADT 2,784 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 68
Station ID: 68
W AVIATION AVE WB ON RAMP TO I-26 WB C-D

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 3 | 32 | | |
| 12:15 | | 3 | 42 | | |
| 12:30 | | 5 | 52 | | |
| 12:45 | | 0 | 38 | 11 | 164 |
| 01:00 | | 5 | 46 | | |
| 01:15 | | 3 | 42 | | |
| 01:30 | | 1 | 35 | | |
| 01:45 | | 4 | 38 | 13 | 161 |
| 02:00 | | 4 | 40 | | |
| 02:15 | | 1 | 36 | | |
| 02:30 | | 1 | 38 | | |
| 02:45 | | 1 | 41 | 7 | 155 |
| 03:00 | | 2 | 36 | | |
| 03:15 | | 2 | 64 | | |
| 03:30 | | 2 | 54 | | |
| 03:45 | | 0 | 49 | 6 | 203 |
| 04:00 | | 4 | 64 | | |
| 04:15 | | 3 | 58 | | |
| 04:30 | | 12 | 74 | | |
| 04:45 | | 2 | 65 | 21 | 261 |
| 05:00 | | 12 | 131 | | |
| 05:15 | | 25 | 102 | | |
| 05:30 | | 5 | 90 | | |
| 05:45 | | 5 | 66 | 47 | 389 |
| 06:00 | | 10 | 54 | | |
| 06:15 | | 10 | 51 | | |
| 06:30 | | 16 | 46 | | |
| 06:45 | | 16 | 25 | 52 | 176 |
| 07:00 | | 12 | 23 | | |
| 07:15 | | 14 | 36 | | |
| 07:30 | | 14 | 26 | | |
| 07:45 | | 12 | 34 | 52 | 119 |
| 08:00 | | 14 | 26 | | |
| 08:15 | | 8 | 16 | | |
| 08:30 | | 9 | 22 | | |
| 08:45 | | 18 | 34 | 49 | 98 |
| 09:00 | | 9 | 28 | | |
| 09:15 | | 17 | 20 | | |
| 09:30 | | 16 | 26 | | |
| 09:45 | | 20 | 19 | 62 | 93 |
| 10:00 | | 23 | 17 | | |
| 10:15 | | 37 | 10 | | |
| 10:30 | | 39 | 5 | | |
| 10:45 | | 9 | 7 | 108 | 39 |
| 11:00 | | 23 | 5 | | |
| 11:15 | | 25 | 2 | | |
| 11:30 | | 40 | 5 | | |
| 11:45 | | 40 | 11 | 128 | 23 |
| Total | | 556 | 1881 | | |
| Percent | | 22.8% | 77.2% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 68
Station ID: 68
W AVIATION AVE WB ON RAMP TO I-26 WB C-D

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 2 | 38 | | |
| 12:15 | | 7 | 29 | | |
| 12:30 | | 2 | 48 | | |
| 12:45 | | 6 | 26 | 17 | 141 |
| 01:00 | | 3 | 36 | | |
| 01:15 | | 5 | 38 | | |
| 01:30 | | 3 | 46 | | |
| 01:45 | | 0 | 36 | 11 | 156 |
| 02:00 | | 1 | 44 | | |
| 02:15 | | 2 | 46 | | |
| 02:30 | | 5 | 47 | | |
| 02:45 | | 0 | 45 | 8 | 182 |
| 03:00 | | 0 | 42 | | |
| 03:15 | | 0 | 49 | | |
| 03:30 | | 4 | 38 | | |
| 03:45 | | 4 | 63 | 8 | 192 |
| 04:00 | | 4 | 44 | | |
| 04:15 | | 4 | 62 | | |
| 04:30 | | 11 | 71 | | |
| 04:45 | | 2 | 63 | 21 | 240 |
| 05:00 | | 20 | 128 | | |
| 05:15 | | 14 | 84 | | |
| 05:30 | | 12 | 74 | | |
| 05:45 | | 2 | 69 | 48 | 355 |
| 06:00 | | 6 | 51 | | |
| 06:15 | | 19 | 26 | | |
| 06:30 | | 14 | 30 | | |
| 06:45 | | 16 | 37 | 55 | 144 |
| 07:00 | | 26 | 49 | | |
| 07:15 | | 25 | 38 | | |
| 07:30 | | 23 | 31 | | |
| 07:45 | | 21 | 36 | 95 | 154 |
| 08:00 | | 16 | 27 | | |
| 08:15 | | 20 | 18 | | |
| 08:30 | | 12 | 30 | | |
| 08:45 | | 18 | 24 | 66 | 99 |
| 09:00 | | 16 | 31 | | |
| 09:15 | | 16 | 25 | | |
| 09:30 | | 20 | 29 | | |
| 09:45 | | 22 | 24 | 74 | 109 |
| 10:00 | | 24 | 8 | | |
| 10:15 | | 26 | 10 | | |
| 10:30 | | 18 | 9 | | |
| 10:45 | | 34 | 11 | 102 | 38 |
| 11:00 | | 30 | 8 | | |
| 11:15 | | 26 | 1 | | |
| 11:30 | | 28 | 4 | | |
| 11:45 | | 40 | 3 | 124 | 16 |
| Total | | 629 | 1826 | | |
| Percent | | 25.6% | 74.4% | | |
| Grand Total | | 1185 | 3707 | | |
| Percent | | 24.2% | 75.8% | | |
| ADT | | ADT 2,446 | | AADT 2,446 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 69
Station ID: 69
I-26 WB C-D ON RAMP TO I-26 WB C-D

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 43 | 124 | | |
| 12:15 | | 47 | 165 | | |
| 12:30 | | 37 | 146 | | |
| 12:45 | | 26 | 118 | 153 | 553 |
| 01:00 | | 26 | 188 | | |
| 01:15 | | 17 | 161 | | |
| 01:30 | | 12 | 179 | | |
| 01:45 | | 15 | 203 | 70 | 731 |
| 02:00 | | 21 | 186 | | |
| 02:15 | | 17 | 178 | | |
| 02:30 | | 12 | 240 | | |
| 02:45 | | 6 | 296 | 56 | 900 |
| 03:00 | | 17 | 309 | | |
| 03:15 | | 12 | 284 | | |
| 03:30 | | 12 | 396 | | |
| 03:45 | | 14 | 346 | 55 | 1335 |
| 04:00 | | 12 | 362 | | |
| 04:15 | | 22 | 325 | | |
| 04:30 | | 34 | 387 | | |
| 04:45 | | 13 | 350 | 81 | 1424 |
| 05:00 | | 27 | 444 | | |
| 05:15 | | 45 | 350 | | |
| 05:30 | | 26 | 372 | | |
| 05:45 | | 38 | 296 | 136 | 1462 |
| 06:00 | | 80 | 266 | | |
| 06:15 | | 79 | 228 | | |
| 06:30 | | 128 | 192 | | |
| 06:45 | | 70 | 144 | 357 | 830 |
| 07:00 | | 103 | 134 | | |
| 07:15 | | 102 | 114 | | |
| 07:30 | | 114 | 111 | | |
| 07:45 | | 70 | 94 | 389 | 453 |
| 08:00 | | 75 | 112 | | |
| 08:15 | | 78 | 102 | | |
| 08:30 | | 86 | 82 | | |
| 08:45 | | 64 | 83 | 303 | 379 |
| 09:00 | | 76 | 80 | | |
| 09:15 | | 90 | 79 | | |
| 09:30 | | 88 | 72 | | |
| 09:45 | | 96 | 60 | 350 | 291 |
| 10:00 | | 92 | 47 | | |
| 10:15 | | 130 | 46 | | |
| 10:30 | | 126 | 50 | | |
| 10:45 | | 84 | 54 | 432 | 197 |
| 11:00 | | 130 | 47 | | |
| 11:15 | | 128 | 40 | | |
| 11:30 | | 154 | 64 | | |
| 11:45 | | 136 | 48 | 548 | 199 |
| Total | | 2930 | 8754 | | |
| Percent | | 25.1% | 74.9% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 69
Station ID: 69
I-26 WB C-D ON RAMP TO I-26 WB C-D

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 40 | 138 | | |
| 12:15 | | 50 | 129 | | |
| 12:30 | | 52 | 134 | | |
| 12:45 | | 32 | 124 | 174 | 525 |
| 01:00 | | 36 | 127 | | |
| 01:15 | | 14 | 154 | | |
| 01:30 | | 12 | 199 | | |
| 01:45 | | 24 | 183 | 86 | 663 |
| 02:00 | | 18 | 169 | | |
| 02:15 | | 12 | 178 | | |
| 02:30 | | 22 | 240 | | |
| 02:45 | | 10 | 272 | 62 | 859 |
| 03:00 | | 7 | 270 | | |
| 03:15 | | 20 | 317 | | |
| 03:30 | | 14 | 326 | | |
| 03:45 | | 16 | 362 | 57 | 1275 |
| 04:00 | | 12 | 332 | | |
| 04:15 | | 18 | 344 | | |
| 04:30 | | 24 | 367 | | |
| 04:45 | | 17 | 339 | 71 | 1382 |
| 05:00 | | 40 | 449 | | |
| 05:15 | | 32 | 385 | | |
| 05:30 | | 37 | 332 | | |
| 05:45 | | 42 | 304 | 151 | 1470 |
| 06:00 | | 69 | 250 | | |
| 06:15 | | 98 | 172 | | |
| 06:30 | | 114 | 159 | | |
| 06:45 | | 94 | 146 | 375 | 727 |
| 07:00 | | 121 | 160 | | |
| 07:15 | | 113 | 122 | | |
| 07:30 | | 132 | 98 | | |
| 07:45 | | 99 | 113 | 465 | 493 |
| 08:00 | | 120 | 108 | | |
| 08:15 | | 109 | 83 | | |
| 08:30 | | 85 | 111 | | |
| 08:45 | | 102 | 80 | 416 | 382 |
| 09:00 | | 124 | 103 | | |
| 09:15 | | 90 | 80 | | |
| 09:30 | | 100 | 90 | | |
| 09:45 | | 96 | 62 | 410 | 335 |
| 10:00 | | 108 | 60 | | |
| 10:15 | | 112 | 60 | | |
| 10:30 | | 118 | 60 | | |
| 10:45 | | 124 | 61 | 462 | 241 |
| 11:00 | | 140 | 60 | | |
| 11:15 | | 111 | 48 | | |
| 11:30 | | 112 | 69 | | |
| 11:45 | | 154 | 38 | 517 | 215 |
| Total | | 3246 | 8567 | | |
| Percent | | 27.5% | 72.5% | | |
| Grand Total | | 6176 | 17321 | | |
| Percent | | 26.3% | 73.7% | | |
| ADT | | ADT 11,748 | | AADT 11,748 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 70
Station ID: 70
I-26 EB OFF RAMP TO AVIATION AVENUE

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 6 | 38 | | |
| 12:15 | | 6 | 96 | | |
| 12:30 | | 5 | 68 | | |
| 12:45 | | 8 | 70 | 25 | 272 |
| 01:00 | | 14 | 66 | | |
| 01:15 | | 1 | 81 | | |
| 01:30 | | 11 | 82 | | |
| 01:45 | | 6 | 76 | 32 | 305 |
| 02:00 | | 4 | 90 | | |
| 02:15 | | 4 | 76 | | |
| 02:30 | | 6 | 78 | | |
| 02:45 | | 0 | 89 | 14 | 333 |
| 03:00 | | 5 | 68 | | |
| 03:15 | | 6 | 61 | | |
| 03:30 | | 3 | 62 | | |
| 03:45 | | 7 | 50 | 21 | 241 |
| 04:00 | | 14 | 60 | | |
| 04:15 | | 16 | 50 | | |
| 04:30 | | 32 | 40 | | |
| 04:45 | | 28 | 38 | 90 | 188 |
| 05:00 | | 22 | 52 | | |
| 05:15 | | 42 | 66 | | |
| 05:30 | | 54 | 50 | | |
| 05:45 | | 68 | 50 | 186 | 218 |
| 06:00 | | 86 | 64 | | |
| 06:15 | | 125 | 44 | | |
| 06:30 | | 140 | 50 | | |
| 06:45 | | 132 | 39 | 483 | 197 |
| 07:00 | | 126 | 34 | | |
| 07:15 | | 112 | 49 | | |
| 07:30 | | 106 | 46 | | |
| 07:45 | | 119 | 79 | 463 | 208 |
| 08:00 | | 112 | 70 | | |
| 08:15 | | 117 | 58 | | |
| 08:30 | | 69 | 32 | | |
| 08:45 | | 80 | 24 | 378 | 184 |
| 09:00 | | 66 | 27 | | |
| 09:15 | | 65 | 32 | | |
| 09:30 | | 71 | 36 | | |
| 09:45 | | 54 | 20 | 256 | 115 |
| 10:00 | | 39 | 24 | | |
| 10:15 | | 58 | 24 | | |
| 10:30 | | 46 | 15 | | |
| 10:45 | | 60 | 11 | 203 | 74 |
| 11:00 | | 48 | 16 | | |
| 11:15 | | 82 | 12 | | |
| 11:30 | | 68 | 12 | | |
| 11:45 | | 62 | 10 | 260 | 50 |
| Total | | 2411 | 2385 | | |
| Percent | | 50.3% | 49.7% | | |

**_All Traffic Data Services, Inc_**
1336 Farmer Road
Conyers, GA 30012
**_alltrafficdata.net_**

Site Code: 70
Station ID: 70
I-26 EB OFF RAMP TO AVIATION AVENUE

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 6 | 51 | | |
| 12:15 | | 5 | 66 | | |
| 12:30 | | 7 | 56 | | |
| 12:45 | | 1 | 62 | 19 | 235 |
| 01:00 | | 7 | 89 | | |
| 01:15 | | 12 | 96 | | |
| 01:30 | | 1 | 70 | | |
| 01:45 | | 2 | 76 | 22 | 331 |
| 02:00 | | 6 | 74 | | |
| 02:15 | | 4 | 86 | | |
| 02:30 | | 4 | 73 | | |
| 02:45 | | 8 | 78 | 22 | 311 |
| 03:00 | | 4 | 78 | | |
| 03:15 | | 2 | 74 | | |
| 03:30 | | 10 | 48 | | |
| 03:45 | | 9 | 52 | 25 | 252 |
| 04:00 | | 10 | 64 | | |
| 04:15 | | 17 | 56 | | |
| 04:30 | | 32 | 46 | | |
| 04:45 | | 34 | 53 | 93 | 219 |
| 05:00 | | 14 | 45 | | |
| 05:15 | | 38 | 61 | | |
| 05:30 | | 57 | 65 | | |
| 05:45 | | 80 | 65 | 189 | 236 |
| 06:00 | | 82 | 60 | | |
| 06:15 | | 122 | 63 | | |
| 06:30 | | 138 | 47 | | |
| 06:45 | | 152 | 50 | 494 | 220 |
| 07:00 | | 126 | 31 | | |
| 07:15 | | 130 | 38 | | |
| 07:30 | | 144 | 34 | | |
| 07:45 | | 160 | 29 | 560 | 132 |
| 08:00 | | 144 | 27 | | |
| 08:15 | | 144 | 26 | | |
| 08:30 | | 104 | 22 | | |
| 08:45 | | 104 | 21 | 496 | 96 |
| 09:00 | | 76 | 26 | | |
| 09:15 | | 68 | 22 | | |
| 09:30 | | 50 | 35 | | |
| 09:45 | | 68 | 31 | 262 | 114 |
| 10:00 | | 46 | 18 | | |
| 10:15 | | 57 | 20 | | |
| 10:30 | | 55 | 31 | | |
| 10:45 | | 58 | 17 | 216 | 86 |
| 11:00 | | 54 | 12 | | |
| 11:15 | | 68 | 8 | | |
| 11:30 | | 57 | 10 | | |
| 11:45 | | 54 | 10 | 233 | 40 |
| Total | | 2631 | 2272 | | |
| Percent | | 53.7% | 46.3% | | |
| Grand Total | | 5042 | 4657 | | |
| Percent | | 52.0% | 48.0% | | |
| ADT | | ADT 4,850 | | AADT 4,850 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 71
Station ID: 71
I-26 EB OFF RAMP TO I-26 EASTBOUND C-D

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 13 | 100 | | |
| 12:15 | | 9 | 165 | | |
| 12:30 | | 18 | 94 | | |
| 12:45 | | 10 | 98 | 50 | 457 |
| 01:00 | | 12 | 118 | | |
| 01:15 | | 4 | 106 | | |
| 01:30 | | 6 | 118 | | |
| 01:45 | | 8 | 122 | 30 | 464 |
| 02:00 | | 6 | 111 | | |
| 02:15 | | 6 | 122 | | |
| 02:30 | | 6 | 118 | | |
| 02:45 | | 3 | 86 | 21 | 437 |
| 03:00 | | 8 | 128 | | |
| 03:15 | | 16 | 98 | | |
| 03:30 | | 24 | 116 | | |
| 03:45 | | 12 | 96 | 60 | 438 |
| 04:00 | | 28 | 82 | | |
| 04:15 | | 31 | 105 | | |
| 04:30 | | 70 | 94 | | |
| 04:45 | | 59 | 92 | 188 | 373 |
| 05:00 | | 60 | 100 | | |
| 05:15 | | 83 | 112 | | |
| 05:30 | | 148 | 104 | | |
| 05:45 | | 156 | 91 | 447 | 407 |
| 06:00 | | 216 | 98 | | |
| 06:15 | | 276 | 81 | | |
| 06:30 | | 304 | 72 | | |
| 06:45 | | 216 | 65 | 1012 | 316 |
| 07:00 | | 118 | 61 | | |
| 07:15 | | 84 | 56 | | |
| 07:30 | | 142 | 72 | | |
| 07:45 | | 152 | 76 | 496 | 265 |
| 08:00 | | 150 | 62 | | |
| 08:15 | | 100 | 34 | | |
| 08:30 | | 142 | 48 | | |
| 08:45 | | 132 | 66 | 524 | 210 |
| 09:00 | | 117 | 58 | | |
| 09:15 | | 142 | 54 | | |
| 09:30 | | 186 | 59 | | |
| 09:45 | | 154 | 40 | 599 | 211 |
| 10:00 | | 122 | 26 | | |
| 10:15 | | 110 | 44 | | |
| 10:30 | | 98 | 38 | | |
| 10:45 | | 108 | 30 | 438 | 138 |
| 11:00 | | 87 | 22 | | |
| 11:15 | | 80 | 18 | | |
| 11:30 | | 82 | 21 | | |
| 11:45 | | 100 | 13 | 349 | 74 |
| Total | | 4214 | 3790 | | |
| Percent | | 52.6% | 47.4% | | |

**_All Traffic Data Services, Inc_**
1336 Farmer Road
Conyers, GA 30012
**_alltrafficdata.net_**

Site Code: 71
Station ID: 71
I-26 EB OFF RAMP TO I-26 EASTBOUND C-D

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 14 | 94 | | |
| 12:15 | | 15 | 94 | | |
| 12:30 | | 16 | 91 | | |
| 12:45 | | 12 | 96 | 57 | 375 |
| 01:00 | | 11 | 120 | | |
| 01:15 | | 16 | 118 | | |
| 01:30 | | 13 | 110 | | |
| 01:45 | | 19 | 137 | 59 | 485 |
| 02:00 | | 6 | 100 | | |
| 02:15 | | 5 | 120 | | |
| 02:30 | | 8 | 85 | | |
| 02:45 | | 11 | 109 | 30 | 414 |
| 03:00 | | 14 | 127 | | |
| 03:15 | | 11 | 104 | | |
| 03:30 | | 16 | 116 | | |
| 03:45 | | 18 | 128 | 59 | 475 |
| 04:00 | | 18 | 100 | | |
| 04:15 | | 34 | 106 | | |
| 04:30 | | 71 | 110 | | |
| 04:45 | | 67 | 93 | 190 | 409 |
| 05:00 | | 57 | 114 | | |
| 05:15 | | 98 | 118 | | |
| 05:30 | | 158 | 118 | | |
| 05:45 | | 149 | 97 | 462 | 447 |
| 06:00 | | 195 | 80 | | |
| 06:15 | | 263 | 82 | | |
| 06:30 | | 323 | 94 | | |
| 06:45 | | 310 | 86 | 1091 | 342 |
| 07:00 | | 266 | 58 | | |
| 07:15 | | 268 | 63 | | |
| 07:30 | | 294 | 80 | | |
| 07:45 | | 210 | 54 | 1038 | 255 |
| 08:00 | | 222 | 43 | | |
| 08:15 | | 187 | 46 | | |
| 08:30 | | 256 | 50 | | |
| 08:45 | | 219 | 64 | 884 | 203 |
| 09:00 | | 130 | 44 | | |
| 09:15 | | 123 | 70 | | |
| 09:30 | | 129 | 51 | | |
| 09:45 | | 108 | 52 | 490 | 217 |
| 10:00 | | 88 | 42 | | |
| 10:15 | | 89 | 46 | | |
| 10:30 | | 92 | 37 | | |
| 10:45 | | 106 | 35 | 375 | 160 |
| 11:00 | | 86 | 22 | | |
| 11:15 | | 92 | 19 | | |
| 11:30 | | 91 | 20 | | |
| 11:45 | | 120 | 16 | 389 | 77 |
| Total | | 5124 | 3859 | | |
| Percent | | 57.0% | 43.0% | | |
| Grand Total | | 9338 | 7649 | | |
| Percent | | 55.0% | 45.0% | | |
| ADT | | ADT 8,494 | | AADT 8,494 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 72
Station ID: 72
W. AVIATION AVENUE WB ON RAMP
TO I-26 EB C-D
Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 5 | 104 | | |
| 12:15 | | 4 | 104 | | |
| 12:30 | | 5 | 96 | | |
| 12:45 | | 0 | 90 | 14 | 394 |
| 01:00 | | 3 | 106 | | |
| 01:15 | | 3 | 102 | | |
| 01:30 | | 4 | 86 | | |
| 01:45 | | 5 | 87 | 15 | 381 |
| 02:00 | | 6 | 104 | | |
| 02:15 | | 1 | 79 | | |
| 02:30 | | 4 | 88 | | |
| 02:45 | | 3 | 70 | 14 | 341 |
| 03:00 | | 1 | 95 | | |
| 03:15 | | 1 | 90 | | |
| 03:30 | | 4 | 94 | | |
| 03:45 | | 6 | 84 | 12 | 363 |
| 04:00 | | 4 | 94 | | |
| 04:15 | | 8 | 92 | | |
| 04:30 | | 6 | 111 | | |
| 04:45 | | 8 | 102 | 26 | 399 |
| 05:00 | | 7 | 120 | | |
| 05:15 | | 16 | 94 | | |
| 05:30 | | 23 | 83 | | |
| 05:45 | | 22 | 83 | 68 | 380 |
| 06:00 | | 36 | 84 | | |
| 06:15 | | 38 | 61 | | |
| 06:30 | | 60 | 56 | | |
| 06:45 | | 69 | 60 | 203 | 261 |
| 07:00 | | 64 | 56 | | |
| 07:15 | | 62 | 53 | | |
| 07:30 | | 60 | 58 | | |
| 07:45 | | 52 | 48 | 238 | 215 |
| 08:00 | | 56 | 72 | | |
| 08:15 | | 46 | 66 | | |
| 08:30 | | 32 | 38 | | |
| 08:45 | | 38 | 48 | 172 | 224 |
| 09:00 | | 49 | 38 | | |
| 09:15 | | 82 | 44 | | |
| 09:30 | | 106 | 37 | | |
| 09:45 | | 94 | 29 | 331 | 148 |
| 10:00 | | 82 | 32 | | |
| 10:15 | | 60 | 30 | | |
| 10:30 | | 78 | 21 | | |
| 10:45 | | 79 | 17 | 299 | 100 |
| 11:00 | | 89 | 10 | | |
| 11:15 | | 87 | 13 | | |
| 11:30 | | 95 | 7 | | |
| 11:45 | | 104 | 9 | 375 | 39 |
| Total | | 1767 | 3245 | | |
| Percent | | 35.3% | 64.7% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 72
Station ID: 72
W. AVIATION AVENUE WB ON RAMP
TO I-26 EB C-D
Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 12 | 92 | | |
| 12:15 | | 4 | 112 | | |
| 12:30 | | 6 | 84 | | |
| 12:45 | | 2 | 97 | 24 | 385 |
| 01:00 | | 4 | 88 | | |
| 01:15 | | 2 | 94 | | |
| 01:30 | | 6 | 90 | | |
| 01:45 | | 10 | 85 | 22 | 357 |
| 02:00 | | 0 | 88 | | |
| 02:15 | | 7 | 106 | | |
| 02:30 | | 2 | 95 | | |
| 02:45 | | 5 | 71 | 14 | 360 |
| 03:00 | | 5 | 88 | | |
| 03:15 | | 4 | 90 | | |
| 03:30 | | 5 | 85 | | |
| 03:45 | | 3 | 88 | 17 | 351 |
| 04:00 | | 2 | 94 | | |
| 04:15 | | 7 | 97 | | |
| 04:30 | | 8 | 84 | | |
| 04:45 | | 8 | 88 | 25 | 363 |
| 05:00 | | 12 | 122 | | |
| 05:15 | | 22 | 72 | | |
| 05:30 | | 15 | 98 | | |
| 05:45 | | 21 | 66 | 70 | 358 |
| 06:00 | | 38 | 112 | | |
| 06:15 | | 44 | 61 | | |
| 06:30 | | 76 | 60 | | |
| 06:45 | | 70 | 62 | 228 | 295 |
| 07:00 | | 76 | 60 | | |
| 07:15 | | 87 | 58 | | |
| 07:30 | | 82 | 49 | | |
| 07:45 | | 60 | 55 | 305 | 222 |
| 08:00 | | 50 | 50 | | |
| 08:15 | | 62 | 44 | | |
| 08:30 | | 40 | 32 | | |
| 08:45 | | 60 | 34 | 212 | 160 |
| 09:00 | | 60 | 49 | | |
| 09:15 | | 55 | 33 | | |
| 09:30 | | 56 | 37 | | |
| 09:45 | | 66 | 40 | 237 | 159 |
| 10:00 | | 68 | 21 | | |
| 10:15 | | 66 | 27 | | |
| 10:30 | | 57 | 21 | | |
| 10:45 | | 93 | 24 | 284 | 93 |
| 11:00 | | 64 | 11 | | |
| 11:15 | | 82 | 9 | | |
| 11:30 | | 82 | 10 | | |
| 11:45 | | 96 | 11 | 324 | 41 |
| Total | | 1762 | 3144 | | |
| Percent | | 35.9% | 64.1% | | |
| Grand Total | | 3529 | 6389 | | |
| Percent | | 35.6% | 64.4% | | |
| ADT | | ADT 4,959 | | AADT 4,959 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 73
Station ID: 73
W. AVIATION AVENUE EAST ON RAMP TO
I-26 EB C-D
Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 3 | 48 | | |
| 12:15 | | 3 | 48 | | |
| 12:30 | | 1 | 50 | | |
| 12:45 | | 8 | 52 | 15 | 198 |
| 01:00 | | 1 | 36 | | |
| 01:15 | | 1 | 42 | | |
| 01:30 | | 3 | 50 | | |
| 01:45 | | 8 | 56 | 13 | 184 |
| 02:00 | | 3 | 54 | | |
| 02:15 | | 1 | 50 | | |
| 02:30 | | 3 | 62 | | |
| 02:45 | | 2 | 52 | 9 | 218 |
| 03:00 | | 0 | 78 | | |
| 03:15 | | 2 | 60 | | |
| 03:30 | | 1 | 78 | | |
| 03:45 | | 5 | 68 | 8 | 284 |
| 04:00 | | 6 | 88 | | |
| 04:15 | | 6 | 78 | | |
| 04:30 | | 2 | 86 | | |
| 04:45 | | 6 | 73 | 20 | 325 |
| 05:00 | | 8 | 92 | | |
| 05:15 | | 5 | 58 | | |
| 05:30 | | 11 | 60 | | |
| 05:45 | | 18 | 36 | 42 | 246 |
| 06:00 | | 23 | 41 | | |
| 06:15 | | 40 | 36 | | |
| 06:30 | | 39 | 30 | | |
| 06:45 | | 44 | 30 | 146 | 137 |
| 07:00 | | 50 | 17 | | |
| 07:15 | | 36 | 22 | | |
| 07:30 | | 30 | 19 | | |
| 07:45 | | 46 | 12 | 162 | 70 |
| 08:00 | | 32 | 15 | | |
| 08:15 | | 30 | 14 | | |
| 08:30 | | 27 | 11 | | |
| 08:45 | | 52 | 12 | 141 | 52 |
| 09:00 | | 31 | 24 | | |
| 09:15 | | 42 | 10 | | |
| 09:30 | | 56 | 14 | | |
| 09:45 | | 62 | 13 | 191 | 61 |
| 10:00 | | 52 | 8 | | |
| 10:15 | | 47 | 7 | | |
| 10:30 | | 54 | 15 | | |
| 10:45 | | 52 | 9 | 205 | 39 |
| 11:00 | | 45 | 8 | | |
| 11:15 | | 54 | 6 | | |
| 11:30 | | 72 | 11 | | |
| 11:45 | | 53 | 9 | 224 | 34 |
| Total | | 1176 | 1848 | | |
| Percent | | 38.9% | 61.1% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 73
Station ID: 73
W. AVIATION AVENUE EAST ON RAMP TO
I-26 EB C-D
Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 6 | 32 | | |
| 12:15 | | 2 | 41 | | |
| 12:30 | | 4 | 28 | | |
| 12:45 | | 2 | 43 | 14 | 144 |
| 01:00 | | 4 | 54 | | |
| 01:15 | | 5 | 52 | | |
| 01:30 | | 3 | 52 | | |
| 01:45 | | 0 | 44 | 12 | 202 |
| 02:00 | | 2 | 52 | | |
| 02:15 | | 5 | 69 | | |
| 02:30 | | 4 | 56 | | |
| 02:45 | | 2 | 65 | 13 | 242 |
| 03:00 | | 0 | 56 | | |
| 03:15 | | 4 | 54 | | |
| 03:30 | | 3 | 94 | | |
| 03:45 | | 0 | 64 | 7 | 268 |
| 04:00 | | 6 | 84 | | |
| 04:15 | | 4 | 84 | | |
| 04:30 | | 4 | 90 | | |
| 04:45 | | 8 | 68 | 22 | 326 |
| 05:00 | | 6 | 73 | | |
| 05:15 | | 6 | 56 | | |
| 05:30 | | 10 | 66 | | |
| 05:45 | | 12 | 46 | 34 | 241 |
| 06:00 | | 30 | 46 | | |
| 06:15 | | 33 | 43 | | |
| 06:30 | | 52 | 26 | | |
| 06:45 | | 52 | 23 | 167 | 138 |
| 07:00 | | 60 | 25 | | |
| 07:15 | | 73 | 16 | | |
| 07:30 | | 72 | 17 | | |
| 07:45 | | 55 | 19 | 260 | 77 |
| 08:00 | | 46 | 22 | | |
| 08:15 | | 54 | 10 | | |
| 08:30 | | 48 | 18 | | |
| 08:45 | | 44 | 13 | 192 | 63 |
| 09:00 | | 58 | 11 | | |
| 09:15 | | 32 | 13 | | |
| 09:30 | | 44 | 7 | | |
| 09:45 | | 54 | 18 | 188 | 49 |
| 10:00 | | 48 | 12 | | |
| 10:15 | | 47 | 7 | | |
| 10:30 | | 61 | 10 | | |
| 10:45 | | 48 | 9 | 204 | 38 |
| 11:00 | | 46 | 3 | | |
| 11:15 | | 60 | 7 | | |
| 11:30 | | 63 | 6 | | |
| 11:45 | | 52 | 9 | 221 | 25 |
| Total | | 1334 | 1813 | | |
| Percent | | 42.4% | 57.6% | | |
| Grand Total | | 2510 | 3661 | | |
| Percent | | 40.7% | 59.3% | | |
| ADT | | ADT 3,086 | | AADT 3,086 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 74
Station ID: 74
I-26 EB C-D

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 24 | 263 | | |
| 12:15 | | 15 | 311 | | |
| 12:30 | | 22 | 243 | | |
| 12:45 | | 21 | 242 | 82 | 1059 |
| 01:00 | | 14 | 260 | | |
| 01:15 | | 7 | 244 | | |
| 01:30 | | 14 | 248 | | |
| 01:45 | | 19 | 267 | 54 | 1019 |
| 02:00 | | 14 | 268 | | |
| 02:15 | | 8 | 244 | | |
| 02:30 | | 12 | 266 | | |
| 02:45 | | 8 | 220 | 42 | 998 |
| 03:00 | | 10 | 290 | | |
| 03:15 | | 22 | 247 | | |
| 03:30 | | 30 | 301 | | |
| 03:45 | | 20 | 232 | 82 | 1070 |
| 04:00 | | 40 | 274 | | |
| 04:15 | | 48 | 272 | | |
| 04:30 | | 80 | 290 | | |
| 04:45 | | 74 | 262 | 242 | 1098 |
| 05:00 | | 74 | 314 | | |
| 05:15 | | 106 | 260 | | |
| 05:30 | | 193 | 238 | | |
| 05:45 | | 187 | 202 | 560 | 1014 |
| 06:00 | | 282 | 230 | | |
| 06:15 | | 352 | 176 | | |
| 06:30 | | 390 | 166 | | |
| 06:45 | | 316 | 142 | 1340 | 714 |
| 07:00 | | 196 | 133 | | |
| 07:15 | | 157 | 128 | | |
| 07:30 | | 258 | 150 | | |
| 07:45 | | 248 | 136 | 859 | 547 |
| 08:00 | | 212 | 153 | | |
| 08:15 | | 180 | 105 | | |
| 08:30 | | 174 | 96 | | |
| 08:45 | | 206 | 128 | 772 | 482 |
| 09:00 | | 160 | 120 | | |
| 09:15 | | 320 | 108 | | |
| 09:30 | | 340 | 106 | | |
| 09:45 | | 309 | 84 | 1129 | 418 |
| 10:00 | | 252 | 60 | | |
| 10:15 | | 214 | 86 | | |
| 10:30 | | 236 | 68 | | |
| 10:45 | | 234 | 56 | 936 | 270 |
| 11:00 | | 214 | 46 | | |
| 11:15 | | 232 | 30 | | |
| 11:30 | | 252 | 41 | | |
| 11:45 | | 238 | 28 | 936 | 145 |
| Total | | 7034 | 8834 | | |
| Percent | | 44.3% | 55.7% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 74
Station ID: 74
I-26 EB C-D

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 30 | 231 | | |
| 12:15 | | 21 | 236 | | |
| 12:30 | | 26 | 200 | | |
| 12:45 | | 19 | 237 | 96 | 904 |
| 01:00 | | 18 | 268 | | |
| 01:15 | | 24 | 262 | | |
| 01:30 | | 20 | 242 | | |
| 01:45 | | 29 | 264 | 91 | 1036 |
| 02:00 | | 9 | 242 | | |
| 02:15 | | 16 | 294 | | |
| 02:30 | | 14 | 228 | | |
| 02:45 | | 22 | 246 | 61 | 1010 |
| 03:00 | | 16 | 275 | | |
| 03:15 | | 17 | 244 | | |
| 03:30 | | 25 | 291 | | |
| 03:45 | | 20 | 289 | 78 | 1099 |
| 04:00 | | 26 | 275 | | |
| 04:15 | | 44 | 288 | | |
| 04:30 | | 90 | 272 | | |
| 04:45 | | 78 | 256 | 238 | 1091 |
| 05:00 | | 78 | 302 | | |
| 05:15 | | 128 | 244 | | |
| 05:30 | | 180 | 282 | | |
| 05:45 | | 184 | 208 | 570 | 1036 |
| 06:00 | | 270 | 230 | | |
| 06:15 | | 348 | 195 | | |
| 06:30 | | 445 | 168 | | |
| 06:45 | | 442 | 173 | 1505 | 766 |
| 07:00 | | 400 | 143 | | |
| 07:15 | | 420 | 138 | | |
| 07:30 | | 440 | 150 | | |
| 07:45 | | 317 | 124 | 1577 | 555 |
| 08:00 | | 326 | 110 | | |
| 08:15 | | 302 | 105 | | |
| 08:30 | | 350 | 98 | | |
| 08:45 | | 314 | 114 | 1292 | 427 |
| 09:00 | | 245 | 102 | | |
| 09:15 | | 203 | 112 | | |
| 09:30 | | 238 | 96 | | |
| 09:45 | | 220 | 108 | 906 | 418 |
| 10:00 | | 209 | 72 | | |
| 10:15 | | 204 | 82 | | |
| 10:30 | | 205 | 70 | | |
| 10:45 | | 242 | 60 | 860 | 284 |
| 11:00 | | 201 | 38 | | |
| 11:15 | | 240 | 37 | | |
| 11:30 | | 234 | 35 | | |
| 11:45 | | 260 | 33 | 935 | 143 |
| Total | | 8209 | 8769 | | |
| Percent | | 48.4% | 51.6% | | |
| Grand Total | | 15243 | 17603 | | |
| Percent | | 46.4% | 53.6% | | |
| ADT | | ADT 16,423 | | AADT 16,423 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 75
Station ID: 75
I-26 EB C-D OFF RAMP TO REMOUNT ROAD

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 13 | 84 | | |
| 12:15 | | 7 | 120 | | |
| 12:30 | | 18 | 70 | | |
| 12:45 | | 9 | 94 | 47 | 368 |
| 01:00 | | 12 | 85 | | |
| 01:15 | | 6 | 87 | | |
| 01:30 | | 6 | 79 | | |
| 01:45 | | 6 | 95 | 30 | 346 |
| 02:00 | | 6 | 90 | | |
| 02:15 | | 6 | 100 | | |
| 02:30 | | 6 | 107 | | |
| 02:45 | | 2 | 75 | 20 | 372 |
| 03:00 | | 8 | 110 | | |
| 03:15 | | 12 | 84 | | |
| 03:30 | | 20 | 94 | | |
| 03:45 | | 16 | 74 | 56 | 362 |
| 04:00 | | 22 | 78 | | |
| 04:15 | | 26 | 86 | | |
| 04:30 | | 62 | 69 | | |
| 04:45 | | 60 | 87 | 170 | 320 |
| 05:00 | | 50 | 70 | | |
| 05:15 | | 66 | 77 | | |
| 05:30 | | 120 | 76 | | |
| 05:45 | | 130 | 82 | 366 | 305 |
| 06:00 | | 140 | 74 | | |
| 06:15 | | 168 | 57 | | |
| 06:30 | | 198 | 59 | | |
| 06:45 | | 231 | 48 | 737 | 238 |
| 07:00 | | 178 | 55 | | |
| 07:15 | | 111 | 46 | | |
| 07:30 | | 121 | 57 | | |
| 07:45 | | 126 | 66 | 536 | 224 |
| 08:00 | | 122 | 58 | | |
| 08:15 | | 116 | 32 | | |
| 08:30 | | 102 | 34 | | |
| 08:45 | | 119 | 54 | 459 | 178 |
| 09:00 | | 86 | 38 | | |
| 09:15 | | 80 | 44 | | |
| 09:30 | | 103 | 57 | | |
| 09:45 | | 112 | 36 | 381 | 175 |
| 10:00 | | 86 | 24 | | |
| 10:15 | | 71 | 40 | | |
| 10:30 | | 68 | 36 | | |
| 10:45 | | 94 | 24 | 319 | 124 |
| 11:00 | | 68 | 26 | | |
| 11:15 | | 64 | 14 | | |
| 11:30 | | 65 | 20 | | |
| 11:45 | | 78 | 12 | 275 | 72 |
| Total | | 3396 | 3084 | | |
| Percent | | 52.4% | 47.6% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 75
Station ID: 75
I-26 EB C-D OFF RAMP TO REMOUNT ROAD

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 12 | 86 | | |
| 12:15 | | 12 | 74 | | |
| 12:30 | | 11 | 78 | | |
| 12:45 | | 16 | 78 | 51 | 316 |
| 01:00 | | 10 | 94 | | |
| 01:15 | | 14 | 92 | | |
| 01:30 | | 11 | 80 | | |
| 01:45 | | 19 | 123 | 54 | 389 |
| 02:00 | | 8 | 82 | | |
| 02:15 | | 7 | 102 | | |
| 02:30 | | 8 | 76 | | |
| 02:45 | | 10 | 84 | 33 | 344 |
| 03:00 | | 12 | 117 | | |
| 03:15 | | 9 | 72 | | |
| 03:30 | | 10 | 82 | | |
| 03:45 | | 20 | 105 | 51 | 376 |
| 04:00 | | 16 | 74 | | |
| 04:15 | | 26 | 90 | | |
| 04:30 | | 62 | 82 | | |
| 04:45 | | 67 | 78 | 171 | 324 |
| 05:00 | | 49 | 82 | | |
| 05:15 | | 68 | 91 | | |
| 05:30 | | 128 | 91 | | |
| 05:45 | | 130 | 82 | 375 | 346 |
| 06:00 | | 126 | 62 | | |
| 06:15 | | 164 | 68 | | |
| 06:30 | | 162 | 74 | | |
| 06:45 | | 138 | 76 | 590 | 280 |
| 07:00 | | 150 | 55 | | |
| 07:15 | | 139 | 57 | | |
| 07:30 | | 147 | 64 | | |
| 07:45 | | 162 | 46 | 598 | 222 |
| 08:00 | | 144 | 34 | | |
| 08:15 | | 161 | 34 | | |
| 08:30 | | 169 | 42 | | |
| 08:45 | | 162 | 50 | 636 | 160 |
| 09:00 | | 100 | 39 | | |
| 09:15 | | 78 | 50 | | |
| 09:30 | | 92 | 46 | | |
| 09:45 | | 76 | 46 | 346 | 181 |
| 10:00 | | 62 | 38 | | |
| 10:15 | | 66 | 32 | | |
| 10:30 | | 70 | 36 | | |
| 10:45 | | 81 | 30 | 279 | 136 |
| 11:00 | | 66 | 20 | | |
| 11:15 | | 70 | 18 | | |
| 11:30 | | 78 | 16 | | |
| 11:45 | | 90 | 18 | 304 | 72 |
| Total | | 3488 | 3146 | | |
| Percent | | 52.6% | 47.4% | | |
| Grand Total | | 6884 | 6230 | | |
| Percent | | 52.5% | 47.5% | | |
| ADT | | ADT 6,557 | | AADT 6,557 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 76
Station ID: 76
REMOUNT ROAD ON RAMP TO I-26 EB C-D

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 15 | 86 | | |
| 12:15 | | 6 | 76 | | |
| 12:30 | | 10 | 78 | | |
| 12:45 | | 6 | 76 | 37 | 316 |
| 01:00 | | 4 | 87 | | |
| 01:15 | | 9 | 90 | | |
| 01:30 | | 8 | 80 | | |
| 01:45 | | 4 | 82 | 25 | 339 |
| 02:00 | | 4 | 88 | | |
| 02:15 | | 3 | 75 | | |
| 02:30 | | 5 | 78 | | |
| 02:45 | | 2 | 94 | 14 | 335 |
| 03:00 | | 5 | 96 | | |
| 03:15 | | 0 | 122 | | |
| 03:30 | | 4 | 96 | | |
| 03:45 | | 6 | 109 | 15 | 423 |
| 04:00 | | 4 | 96 | | |
| 04:15 | | 5 | 89 | | |
| 04:30 | | 8 | 97 | | |
| 04:45 | | 7 | 78 | 24 | 360 |
| 05:00 | | 14 | 135 | | |
| 05:15 | | 14 | 111 | | |
| 05:30 | | 17 | 99 | | |
| 05:45 | | 19 | 87 | 64 | 432 |
| 06:00 | | 45 | 76 | | |
| 06:15 | | 56 | 76 | | |
| 06:30 | | 49 | 62 | | |
| 06:45 | | 56 | 64 | 206 | 278 |
| 07:00 | | 65 | 62 | | |
| 07:15 | | 64 | 56 | | |
| 07:30 | | 52 | 62 | | |
| 07:45 | | 47 | 30 | 228 | 210 |
| 08:00 | | 50 | 40 | | |
| 08:15 | | 62 | 46 | | |
| 08:30 | | 66 | 34 | | |
| 08:45 | | 56 | 40 | 234 | 160 |
| 09:00 | | 60 | 32 | | |
| 09:15 | | 82 | 25 | | |
| 09:30 | | 99 | 27 | | |
| 09:45 | | 102 | 27 | 343 | 111 |
| 10:00 | | 98 | 31 | | |
| 10:15 | | 72 | 14 | | |
| 10:30 | | 66 | 28 | | |
| 10:45 | | 69 | 10 | 305 | 83 |
| 11:00 | | 86 | 18 | | |
| 11:15 | | 88 | 9 | | |
| 11:30 | | 82 | 19 | | |
| 11:45 | | 72 | 19 | 328 | 65 |
| Total | | 1823 | 3112 | | |
| Percent | | 36.9% | 63.1% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 76
Station ID: 76
REMOUNT ROAD ON RAMP TO I-26 EB C-D

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 10 | 91 | | |
| 12:15 | | 12 | 80 | | |
| 12:30 | | 7 | 74 | | |
| 12:45 | | 2 | 82 | 31 | 327 |
| 01:00 | | 3 | 89 | | |
| 01:15 | | 2 | 64 | | |
| 01:30 | | 3 | 98 | | |
| 01:45 | | 10 | 78 | 18 | 329 |
| 02:00 | | 10 | 68 | | |
| 02:15 | | 2 | 110 | | |
| 02:30 | | 5 | 96 | | |
| 02:45 | | 5 | 78 | 22 | 352 |
| 03:00 | | 6 | 82 | | |
| 03:15 | | 3 | 88 | | |
| 03:30 | | 0 | 94 | | |
| 03:45 | | 6 | 88 | 15 | 352 |
| 04:00 | | 4 | 98 | | |
| 04:15 | | 6 | 98 | | |
| 04:30 | | 12 | 104 | | |
| 04:45 | | 12 | 97 | 34 | 397 |
| 05:00 | | 14 | 136 | | |
| 05:15 | | 11 | 87 | | |
| 05:30 | | 17 | 112 | | |
| 05:45 | | 26 | 56 | 68 | 391 |
| 06:00 | | 30 | 94 | | |
| 06:15 | | 69 | 85 | | |
| 06:30 | | 82 | 72 | | |
| 06:45 | | 68 | 65 | 249 | 316 |
| 07:00 | | 110 | 54 | | |
| 07:15 | | 81 | 45 | | |
| 07:30 | | 104 | 46 | | |
| 07:45 | | 65 | 45 | 360 | 190 |
| 08:00 | | 92 | 47 | | |
| 08:15 | | 72 | 47 | | |
| 08:30 | | 70 | 42 | | |
| 08:45 | | 90 | 50 | 324 | 186 |
| 09:00 | | 70 | 42 | | |
| 09:15 | | 58 | 25 | | |
| 09:30 | | 74 | 20 | | |
| 09:45 | | 82 | 26 | 284 | 113 |
| 10:00 | | 74 | 38 | | |
| 10:15 | | 76 | 17 | | |
| 10:30 | | 79 | 24 | | |
| 10:45 | | 74 | 26 | 303 | 105 |
| 11:00 | | 89 | 20 | | |
| 11:15 | | 90 | 16 | | |
| 11:30 | | 86 | 18 | | |
| 11:45 | | 88 | 11 | 353 | 65 |
| Total | | 2061 | 3123 | | |
| Percent | | 39.8% | 60.2% | | |
| Grand Total | | 3884 | 6235 | | |
| Percent | | 38.4% | 61.6% | | |
| ADT | | ADT 5,060 | | AADT 5,060 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 77
Station ID: 77
I-26 EB C-D ON RAMP TO I-26 EB

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 27 | 244 | | |
| 12:15 | | 14 | 276 | | |
| 12:30 | | 16 | 232 | | |
| 12:45 | | 13 | 230 | 70 | 982 |
| 01:00 | | 8 | 244 | | |
| 01:15 | | 13 | 261 | | |
| 01:30 | | 16 | 253 | | |
| 01:45 | | 16 | 246 | 53 | 1004 |
| 02:00 | | 15 | 256 | | |
| 02:15 | | 4 | 224 | | |
| 02:30 | | 12 | 250 | | |
| 02:45 | | 7 | 234 | 38 | 964 |
| 03:00 | | 6 | 267 | | |
| 03:15 | | 5 | 287 | | |
| 03:30 | | 11 | 292 | | |
| 03:45 | | 17 | 270 | 39 | 1116 |
| 04:00 | | 18 | 290 | | |
| 04:15 | | 20 | 274 | | |
| 04:30 | | 24 | 306 | | |
| 04:45 | | 24 | 271 | 86 | 1141 |
| 05:00 | | 38 | 364 | | |
| 05:15 | | 44 | 284 | | |
| 05:30 | | 70 | 284 | | |
| 05:45 | | 78 | 220 | 230 | 1152 |
| 06:00 | | 160 | 212 | | |
| 06:15 | | 237 | 206 | | |
| 06:30 | | 316 | 154 | | |
| 06:45 | | 366 | 177 | 1079 | 749 |
| 07:00 | | 337 | 138 | | |
| 07:15 | | 394 | 137 | | |
| 07:30 | | 362 | 153 | | |
| 07:45 | | 260 | 102 | 1353 | 530 |
| 08:00 | | 260 | 134 | | |
| 08:15 | | 294 | 130 | | |
| 08:30 | | 258 | 90 | | |
| 08:45 | | 255 | 113 | 1067 | 467 |
| 09:00 | | 174 | 109 | | |
| 09:15 | | 300 | 92 | | |
| 09:30 | | 346 | 83 | | |
| 09:45 | | 300 | 74 | 1120 | 358 |
| 10:00 | | 279 | 74 | | |
| 10:15 | | 208 | 58 | | |
| 10:30 | | 222 | 64 | | |
| 10:45 | | 230 | 40 | 939 | 236 |
| 11:00 | | 234 | 37 | | |
| 11:15 | | 244 | 29 | | |
| 11:30 | | 258 | 36 | | |
| 11:45 | | 256 | 42 | 992 | 144 |
| Total | | 7066 | 8843 | | |
| Percent | | 44.4% | 55.6% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 77
Station ID: 77
I-26 EB C-D ON RAMP TO I-26 EB

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 30 | 236 | | |
| 12:15 | | 19 | 239 | | |
| 12:30 | | 19 | 204 | | |
| 12:45 | | 8 | 230 | 76 | 909 |
| 01:00 | | 11 | 253 | | |
| 01:15 | | 9 | 236 | | |
| 01:30 | | 14 | 250 | | |
| 01:45 | | 15 | 224 | 49 | 963 |
| 02:00 | | 15 | 224 | | |
| 02:15 | | 13 | 286 | | |
| 02:30 | | 11 | 258 | | |
| 02:45 | | 15 | 244 | 54 | 1012 |
| 03:00 | | 12 | 230 | | |
| 03:15 | | 13 | 261 | | |
| 03:30 | | 10 | 296 | | |
| 03:45 | | 10 | 256 | 45 | 1043 |
| 04:00 | | 14 | 302 | | |
| 04:15 | | 18 | 302 | | |
| 04:30 | | 26 | 294 | | |
| 04:45 | | 40 | 277 | 98 | 1175 |
| 05:00 | | 38 | 348 | | |
| 05:15 | | 52 | 245 | | |
| 05:30 | | 68 | 286 | | |
| 05:45 | | 82 | 190 | 240 | 1069 |
| 06:00 | | 138 | 270 | | |
| 06:15 | | 234 | 206 | | |
| 06:30 | | 356 | 170 | | |
| 06:45 | | 370 | 157 | 1098 | 803 |
| 07:00 | | 360 | 154 | | |
| 07:15 | | 360 | 124 | | |
| 07:30 | | 379 | 126 | | |
| 07:45 | | 249 | 130 | 1348 | 534 |
| 08:00 | | 208 | 126 | | |
| 08:15 | | 214 | 110 | | |
| 08:30 | | 230 | 101 | | |
| 08:45 | | 264 | 111 | 916 | 448 |
| 09:00 | | 220 | 112 | | |
| 09:15 | | 183 | 86 | | |
| 09:30 | | 205 | 70 | | |
| 09:45 | | 240 | 91 | 848 | 359 |
| 10:00 | | 216 | 76 | | |
| 10:15 | | 201 | 58 | | |
| 10:30 | | 212 | 58 | | |
| 10:45 | | 247 | 66 | 876 | 258 |
| 11:00 | | 199 | 38 | | |
| 11:15 | | 258 | 36 | | |
| 11:30 | | 248 | 38 | | |
| 11:45 | | 262 | 30 | 967 | 142 |
| Total | | 6615 | 8715 | | |
| Percent | | 43.2% | 56.8% | | |
| Grand Total | | 13681 | 17558 | | |
| Percent | | 43.8% | 56.2% | | |
| ADT | | ADT 15,620 | | AADT 15,620 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 78
Station ID: 78
I-26 WB OFF RAMP TO I-26 WB C-D

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 134 | 500 | | |
| 12:15 | | 148 | 510 | | |
| 12:30 | | 112 | 514 | | |
| 12:45 | | 92 | 514 | 486 | 2038 |
| 01:00 | | 74 | 526 | | |
| 01:15 | | 76 | 583 | | |
| 01:30 | | 72 | 556 | | |
| 01:45 | | 58 | 622 | 280 | 2287 |
| 02:00 | | 52 | 586 | | |
| 02:15 | | 58 | 614 | | |
| 02:30 | | 40 | 663 | | |
| 02:45 | | 32 | 692 | 182 | 2555 |
| 03:00 | | 35 | 690 | | |
| 03:15 | | 34 | 721 | | |
| 03:30 | | 32 | 714 | | |
| 03:45 | | 24 | 766 | 125 | 2891 |
| 04:00 | | 38 | 730 | | |
| 04:15 | | 42 | 740 | | |
| 04:30 | | 48 | 728 | | |
| 04:45 | | 64 | 760 | 192 | 2958 |
| 05:00 | | 66 | 771 | | |
| 05:15 | | 104 | 685 | | |
| 05:30 | | 136 | 771 | | |
| 05:45 | | 222 | 744 | 528 | 2971 |
| 06:00 | | 225 | 760 | | |
| 06:15 | | 326 | 778 | | |
| 06:30 | | 436 | 629 | | |
| 06:45 | | 472 | 594 | 1459 | 2761 |
| 07:00 | | 409 | 566 | | |
| 07:15 | | 485 | 574 | | |
| 07:30 | | 562 | 530 | | |
| 07:45 | | 492 | 474 | 1948 | 2144 |
| 08:00 | | 450 | 532 | | |
| 08:15 | | 457 | 476 | | |
| 08:30 | | 432 | 430 | | |
| 08:45 | | 418 | 387 | 1757 | 1825 |
| 09:00 | | 318 | 403 | | |
| 09:15 | | 372 | 412 | | |
| 09:30 | | 380 | 398 | | |
| 09:45 | | 376 | 360 | 1446 | 1573 |
| 10:00 | | 379 | 280 | | |
| 10:15 | | 440 | 285 | | |
| 10:30 | | 478 | 250 | | |
| 10:45 | | 442 | 218 | 1739 | 1033 |
| 11:00 | | 472 | 216 | | |
| 11:15 | | 478 | 248 | | |
| 11:30 | | 494 | 218 | | |
| 11:45 | | 508 | 188 | 1952 | 870 |
| Total | | 12094 | 25906 | | |
| Percent | | 31.8% | 68.2% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 78
Station ID: 78
I-26 WB OFF RAMP TO I-26 WB C-D

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 190 | 536 | | |
| 12:15 | | 190 | 518 | | |
| 12:30 | | 127 | 544 | | |
| 12:45 | | 104 | 547 | 611 | 2145 |
| 01:00 | | 88 | 535 | | |
| 01:15 | | 83 | 562 | | |
| 01:30 | | 98 | 618 | | |
| 01:45 | | 78 | 594 | 347 | 2309 |
| 02:00 | | 62 | 604 | | |
| 02:15 | | 68 | 652 | | |
| 02:30 | | 50 | 646 | | |
| 02:45 | | 46 | 696 | 226 | 2598 |
| 03:00 | | 38 | 659 | | |
| 03:15 | | 46 | 762 | | |
| 03:30 | | 34 | 780 | | |
| 03:45 | | 33 | 763 | 151 | 2964 |
| 04:00 | | 47 | 744 | | |
| 04:15 | | 39 | 796 | | |
| 04:30 | | 50 | 792 | | |
| 04:45 | | 54 | 760 | 190 | 3092 |
| 05:00 | | 70 | 758 | | |
| 05:15 | | 92 | 785 | | |
| 05:30 | | 136 | 762 | | |
| 05:45 | | 185 | 786 | 483 | 3091 |
| 06:00 | | 244 | 752 | | |
| 06:15 | | 325 | 750 | | |
| 06:30 | | 412 | 671 | | |
| 06:45 | | 476 | 564 | 1457 | 2737 |
| 07:00 | | 406 | 580 | | |
| 07:15 | | 485 | 544 | | |
| 07:30 | | 564 | 532 | | |
| 07:45 | | 550 | 460 | 2005 | 2116 |
| 08:00 | | 502 | 476 | | |
| 08:15 | | 470 | 481 | | |
| 08:30 | | 450 | 480 | | |
| 08:45 | | 460 | 426 | 1882 | 1863 |
| 09:00 | | 401 | 434 | | |
| 09:15 | | 427 | 394 | | |
| 09:30 | | 400 | 380 | | |
| 09:45 | | 458 | 300 | 1686 | 1508 |
| 10:00 | | 428 | 297 | | |
| 10:15 | | 486 | 289 | | |
| 10:30 | | 464 | 274 | | |
| 10:45 | | 486 | 234 | 1864 | 1094 |
| 11:00 | | 486 | 178 | | |
| 11:15 | | 510 | 238 | | |
| 11:30 | | 496 | 205 | | |
| 11:45 | | 562 | 240 | 2054 | 861 |
| Total | | 12956 | 26378 | | |
| Percent | | 32.9% | 67.1% | | |
| Grand Total | | 25050 | 52284 | | |
| Percent | | 32.4% | 67.6% | | |
| ADT | | ADT 38,667 | | AADT 38,667 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 79
Station ID: 79
I-26 WB C-D OFF RAMP TO ASHLEY PHOSPHATE

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 49 | 296 | | |
| 12:15 | | 60 | 287 | | |
| 12:30 | | 44 | 304 | | |
| 12:45 | | 47 | 290 | 200 | 1177 |
| 01:00 | | 30 | 297 | | |
| 01:15 | | 31 | 294 | | |
| 01:30 | | 35 | 308 | | |
| 01:45 | | 33 | 356 | 129 | 1255 |
| 02:00 | | 22 | 318 | | |
| 02:15 | | 28 | 313 | | |
| 02:30 | | 18 | 362 | | |
| 02:45 | | 16 | 342 | 84 | 1335 |
| 03:00 | | 11 | 371 | | |
| 03:15 | | 20 | 360 | | |
| 03:30 | | 23 | 381 | | |
| 03:45 | | 13 | 382 | 67 | 1494 |
| 04:00 | | 20 | 336 | | |
| 04:15 | | 28 | 373 | | |
| 04:30 | | 24 | 364 | | |
| 04:45 | | 28 | 360 | 100 | 1433 |
| 05:00 | | 38 | 364 | | |
| 05:15 | | 59 | 328 | | |
| 05:30 | | 76 | 362 | | |
| 05:45 | | 144 | 381 | 317 | 1435 |
| 06:00 | | 127 | 397 | | |
| 06:15 | | 196 | 352 | | |
| 06:30 | | 247 | 319 | | |
| 06:45 | | 275 | 302 | 845 | 1370 |
| 07:00 | | 224 | 285 | | |
| 07:15 | | 276 | 320 | | |
| 07:30 | | 302 | 313 | | |
| 07:45 | | 294 | 240 | 1096 | 1158 |
| 08:00 | | 262 | 304 | | |
| 08:15 | | 251 | 266 | | |
| 08:30 | | 220 | 229 | | |
| 08:45 | | 238 | 212 | 971 | 1011 |
| 09:00 | | 188 | 208 | | |
| 09:15 | | 217 | 216 | | |
| 09:30 | | 218 | 176 | | |
| 09:45 | | 237 | 170 | 860 | 770 |
| 10:00 | | 229 | 140 | | |
| 10:15 | | 230 | 138 | | |
| 10:30 | | 288 | 108 | | |
| 10:45 | | 262 | 106 | 1009 | 492 |
| 11:00 | | 276 | 111 | | |
| 11:15 | | 299 | 106 | | |
| 11:30 | | 313 | 96 | | |
| 11:45 | | 309 | 88 | 1197 | 401 |
| Total | | 6875 | 13331 | | |
| Percent | | 34.0% | 66.0% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 79
Station ID: 79
I-26 WB C-D OFF RAMP TO ASHLEY PHOSPHATE

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 82 | 324 | | |
| 12:15 | | 79 | 288 | | |
| 12:30 | | 60 | 332 | | |
| 12:45 | | 48 | 307 | 269 | 1251 |
| 01:00 | | 33 | 304 | | |
| 01:15 | | 30 | 318 | | |
| 01:30 | | 41 | 336 | | |
| 01:45 | | 43 | 342 | 147 | 1300 |
| 02:00 | | 24 | 346 | | |
| 02:15 | | 32 | 342 | | |
| 02:30 | | 26 | 340 | | |
| 02:45 | | 23 | 380 | 105 | 1408 |
| 03:00 | | 16 | 356 | | |
| 03:15 | | 22 | 390 | | |
| 03:30 | | 20 | 374 | | |
| 03:45 | | 22 | 390 | 80 | 1510 |
| 04:00 | | 30 | 375 | | |
| 04:15 | | 24 | 401 | | |
| 04:30 | | 32 | 400 | | |
| 04:45 | | 37 | 386 | 123 | 1562 |
| 05:00 | | 38 | 364 | | |
| 05:15 | | 60 | 344 | | |
| 05:30 | | 76 | 370 | | |
| 05:45 | | 110 | 371 | 284 | 1449 |
| 06:00 | | 125 | 368 | | |
| 06:15 | | 184 | 396 | | |
| 06:30 | | 269 | 358 | | |
| 06:45 | | 257 | 296 | 835 | 1418 |
| 07:00 | | 228 | 337 | | |
| 07:15 | | 271 | 275 | | |
| 07:30 | | 309 | 293 | | |
| 07:45 | | 306 | 244 | 1114 | 1149 |
| 08:00 | | 301 | 240 | | |
| 08:15 | | 270 | 269 | | |
| 08:30 | | 258 | 246 | | |
| 08:45 | | 276 | 230 | 1105 | 985 |
| 09:00 | | 240 | 213 | | |
| 09:15 | | 262 | 190 | | |
| 09:30 | | 242 | 186 | | |
| 09:45 | | 262 | 154 | 1006 | 743 |
| 10:00 | | 252 | 159 | | |
| 10:15 | | 306 | 148 | | |
| 10:30 | | 260 | 132 | | |
| 10:45 | | 306 | 98 | 1124 | 537 |
| 11:00 | | 282 | 84 | | |
| 11:15 | | 278 | 106 | | |
| 11:30 | | 314 | 78 | | |
| 11:45 | | 354 | 90 | 1228 | 358 |
| Total | | 7420 | 13670 | | |
| Percent | | 35.2% | 64.8% | | |
| Grand Total | | 14295 | 27001 | | |
| Percent | | 34.6% | 65.4% | | |
| ADT | | ADT 20,648 | | AADT 20,648 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 80
Station ID: 80
ASHLEY PHOSPHATE ROAD ON RAMP TO
I-26 WB C-D
Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 56 | 261 | | |
| 12:15 | | 50 | 256 | | |
| 12:30 | | 46 | 308 | | |
| 12:45 | | 46 | 260 | 198 | 1085 |
| 01:00 | | 56 | 234 | | |
| 01:15 | | 45 | 187 | | |
| 01:30 | | 23 | 260 | | |
| 01:45 | | 28 | 304 | 152 | 985 |
| 02:00 | | 23 | 248 | | |
| 02:15 | | 24 | 315 | | |
| 02:30 | | 24 | 346 | | |
| 02:45 | | 38 | 315 | 109 | 1224 |
| 03:00 | | 38 | 366 | | |
| 03:15 | | 48 | 312 | | |
| 03:30 | | 44 | 382 | | |
| 03:45 | | 28 | 355 | 158 | 1415 |
| 04:00 | | 34 | 370 | | |
| 04:15 | | 19 | 405 | | |
| 04:30 | | 62 | 406 | | |
| 04:45 | | 53 | 386 | 168 | 1567 |
| 05:00 | | 79 | 430 | | |
| 05:15 | | 94 | 397 | | |
| 05:30 | | 90 | 384 | | |
| 05:45 | | 114 | 391 | 377 | 1602 |
| 06:00 | | 143 | 294 | | |
| 06:15 | | 198 | 328 | | |
| 06:30 | | 210 | 288 | | |
| 06:45 | | 233 | 286 | 784 | 1196 |
| 07:00 | | 185 | 264 | | |
| 07:15 | | 183 | 255 | | |
| 07:30 | | 214 | 217 | | |
| 07:45 | | 205 | 198 | 787 | 934 |
| 08:00 | | 150 | 206 | | |
| 08:15 | | 154 | 194 | | |
| 08:30 | | 182 | 204 | | |
| 08:45 | | 186 | 176 | 672 | 780 |
| 09:00 | | 210 | 204 | | |
| 09:15 | | 150 | 198 | | |
| 09:30 | | 199 | 168 | | |
| 09:45 | | 200 | 152 | 759 | 722 |
| 10:00 | | 205 | 144 | | |
| 10:15 | | 170 | 146 | | |
| 10:30 | | 223 | 116 | | |
| 10:45 | | 192 | 104 | 790 | 510 |
| 11:00 | | 234 | 102 | | |
| 11:15 | | 228 | 90 | | |
| 11:30 | | 229 | 113 | | |
| 11:45 | | 280 | 62 | 971 | 367 |
| Total | | 5925 | 12387 | | |
| Percent | | 32.4% | 67.6% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 80
Station ID: 80
ASHLEY PHOSPHATE ROAD ON RAMP TO
I-26 WB C-D
Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 84 | 276 | | |
| 12:15 | | 64 | 265 | | |
| 12:30 | | 38 | 278 | | |
| 12:45 | | 44 | 242 | 230 | 1061 |
| 01:00 | | 56 | 271 | | |
| 01:15 | | 27 | 252 | | |
| 01:30 | | 32 | 258 | | |
| 01:45 | | 30 | 280 | 145 | 1061 |
| 02:00 | | 43 | 278 | | |
| 02:15 | | 25 | 354 | | |
| 02:30 | | 37 | 334 | | |
| 02:45 | | 26 | 322 | 131 | 1288 |
| 03:00 | | 22 | 346 | | |
| 03:15 | | 44 | 381 | | |
| 03:30 | | 46 | 372 | | |
| 03:45 | | 34 | 366 | 146 | 1465 |
| 04:00 | | 38 | 369 | | |
| 04:15 | | 46 | 384 | | |
| 04:30 | | 68 | 395 | | |
| 04:45 | | 48 | 371 | 200 | 1519 |
| 05:00 | | 90 | 420 | | |
| 05:15 | | 80 | 410 | | |
| 05:30 | | 88 | 382 | | |
| 05:45 | | 122 | 325 | 380 | 1537 |
| 06:00 | | 160 | 282 | | |
| 06:15 | | 198 | 293 | | |
| 06:30 | | 244 | 338 | | |
| 06:45 | | 210 | 266 | 812 | 1179 |
| 07:00 | | 206 | 243 | | |
| 07:15 | | 199 | 260 | | |
| 07:30 | | 208 | 258 | | |
| 07:45 | | 238 | 232 | 851 | 993 |
| 08:00 | | 218 | 244 | | |
| 08:15 | | 218 | 288 | | |
| 08:30 | | 191 | 211 | | |
| 08:45 | | 207 | 230 | 834 | 973 |
| 09:00 | | 236 | 218 | | |
| 09:15 | | 196 | 212 | | |
| 09:30 | | 228 | 149 | | |
| 09:45 | | 218 | 166 | 878 | 745 |
| 10:00 | | 229 | 136 | | |
| 10:15 | | 205 | 157 | | |
| 10:30 | | 241 | 110 | | |
| 10:45 | | 226 | 89 | 901 | 492 |
| 11:00 | | 218 | 98 | | |
| 11:15 | | 246 | 91 | | |
| 11:30 | | 234 | 96 | | |
| 11:45 | | 244 | 62 | 942 | 347 |
| Total | | 6450 | 12660 | | |
| Percent | | 33.8% | 66.2% | | |
| Grand Total | | 12375 | 25047 | | |
| Percent | | 33.1% | 66.9% | | |
| ADT | | ADT 18,711 | | AADT 18,711 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 81
Station ID: 81
I-26 WB C-D

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 124 | 412 | | |
| 12:15 | | 134 | 443 | | |
| 12:30 | | 106 | 483 | | |
| 12:45 | | 84 | 432 | 448 | 1770 |
| 01:00 | | 91 | 433 | | |
| 01:15 | | 88 | 398 | | |
| 01:30 | | 52 | 456 | | |
| 01:45 | | 49 | 562 | 280 | 1849 |
| 02:00 | | 47 | 462 | | |
| 02:15 | | 48 | 574 | | |
| 02:30 | | 46 | 574 | | |
| 02:45 | | 46 | 620 | 187 | 2230 |
| 03:00 | | 56 | 622 | | |
| 03:15 | | 46 | 628 | | |
| 03:30 | | 48 | 645 | | |
| 03:45 | | 38 | 686 | 188 | 2581 |
| 04:00 | | 46 | 704 | | |
| 04:15 | | 32 | 714 | | |
| 04:30 | | 72 | 704 | | |
| 04:45 | | 76 | 733 | 226 | 2855 |
| 05:00 | | 98 | 739 | | |
| 05:15 | | 124 | 730 | | |
| 05:30 | | 128 | 700 | | |
| 05:45 | | 180 | 702 | 530 | 2871 |
| 06:00 | | 223 | 636 | | |
| 06:15 | | 292 | 678 | | |
| 06:30 | | 326 | 546 | | |
| 06:45 | | 393 | 546 | 1234 | 2406 |
| 07:00 | | 344 | 503 | | |
| 07:15 | | 366 | 477 | | |
| 07:30 | | 389 | 418 | | |
| 07:45 | | 382 | 392 | 1481 | 1790 |
| 08:00 | | 306 | 418 | | |
| 08:15 | | 338 | 379 | | |
| 08:30 | | 348 | 374 | | |
| 08:45 | | 340 | 340 | 1332 | 1511 |
| 09:00 | | 318 | 364 | | |
| 09:15 | | 280 | 396 | | |
| 09:30 | | 318 | 369 | | |
| 09:45 | | 304 | 324 | 1220 | 1453 |
| 10:00 | | 338 | 276 | | |
| 10:15 | | 347 | 274 | | |
| 10:30 | | 386 | 230 | | |
| 10:45 | | 349 | 212 | 1420 | 992 |
| 11:00 | | 374 | 188 | | |
| 11:15 | | 392 | 212 | | |
| 11:30 | | 368 | 207 | | |
| 11:45 | | 437 | 162 | 1571 | 769 |
| Total | | 10117 | 23077 | | |
| Percent | | 30.5% | 69.5% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 81
Station ID: 81
I-26 WB C-D

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 178 | 434 | | |
| 12:15 | | 162 | 454 | | |
| 12:30 | | 102 | 444 | | |
| 12:45 | | 99 | 458 | 541 | 1790 |
| 01:00 | | 99 | 472 | | |
| 01:15 | | 78 | 466 | | |
| 01:30 | | 84 | 476 | | |
| 01:45 | | 62 | 500 | 323 | 1914 |
| 02:00 | | 78 | 470 | | |
| 02:15 | | 50 | 594 | | |
| 02:30 | | 61 | 592 | | |
| 02:45 | | 44 | 590 | 233 | 2246 |
| 03:00 | | 42 | 593 | | |
| 03:15 | | 52 | 678 | | |
| 03:30 | | 56 | 726 | | |
| 03:45 | | 40 | 706 | 190 | 2703 |
| 04:00 | | 49 | 677 | | |
| 04:15 | | 52 | 718 | | |
| 04:30 | | 72 | 706 | | |
| 04:45 | | 58 | 710 | 231 | 2811 |
| 05:00 | | 100 | 718 | | |
| 05:15 | | 94 | 748 | | |
| 05:30 | | 140 | 717 | | |
| 05:45 | | 163 | 704 | 497 | 2887 |
| 06:00 | | 246 | 615 | | |
| 06:15 | | 308 | 614 | | |
| 06:30 | | 334 | 619 | | |
| 06:45 | | 390 | 498 | 1278 | 2346 |
| 07:00 | | 356 | 453 | | |
| 07:15 | | 384 | 491 | | |
| 07:30 | | 411 | 470 | | |
| 07:45 | | 460 | 425 | 1611 | 1839 |
| 08:00 | | 378 | 433 | | |
| 08:15 | | 391 | 478 | | |
| 08:30 | | 358 | 420 | | |
| 08:45 | | 360 | 404 | 1487 | 1735 |
| 09:00 | | 350 | 432 | | |
| 09:15 | | 339 | 370 | | |
| 09:30 | | 352 | 344 | | |
| 09:45 | | 373 | 290 | 1414 | 1436 |
| 10:00 | | 372 | 260 | | |
| 10:15 | | 362 | 280 | | |
| 10:30 | | 388 | 242 | | |
| 10:45 | | 392 | 216 | 1514 | 998 |
| 11:00 | | 378 | 181 | | |
| 11:15 | | 454 | 196 | | |
| 11:30 | | 367 | 212 | | |
| 11:45 | | 418 | 216 | 1617 | 805 |
| Total | | 10936 | 23510 | | |
| Percent | | 31.7% | 68.3% | | |
| Grand Total | | 21053 | 46587 | | |
| Percent | | 31.1% | 68.9% | | |
| ADT | | ADT 33,820 | | AADT 33,820 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 82
Station ID: 82
I-26 WB C-D OFF RAMP TO US52

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 108 | 258 | | |
| 12:15 | | 108 | 310 | | |
| 12:30 | | 89 | 288 | | |
| 12:45 | | 60 | 294 | 365 | 1150 |
| 01:00 | | 63 | 296 | | |
| 01:15 | | 69 | 289 | | |
| 01:30 | | 42 | 307 | | |
| 01:45 | | 28 | 386 | 202 | 1278 |
| 02:00 | | 36 | 318 | | |
| 02:15 | | 37 | 410 | | |
| 02:30 | | 28 | 404 | | |
| 02:45 | | 26 | 468 | 127 | 1600 |
| 03:00 | | 40 | 425 | | |
| 03:15 | | 25 | 474 | | |
| 03:30 | | 23 | 468 | | |
| 03:45 | | 14 | 504 | 102 | 1871 |
| 04:00 | | 25 | 500 | | |
| 04:15 | | 19 | 504 | | |
| 04:30 | | 40 | 500 | | |
| 04:45 | | 50 | 532 | 134 | 2036 |
| 05:00 | | 52 | 520 | | |
| 05:15 | | 82 | 540 | | |
| 05:30 | | 86 | 494 | | |
| 05:45 | | 121 | 490 | 341 | 2044 |
| 06:00 | | 162 | 484 | | |
| 06:15 | | 196 | 510 | | |
| 06:30 | | 228 | 402 | | |
| 06:45 | | 285 | 392 | 871 | 1788 |
| 07:00 | | 254 | 384 | | |
| 07:15 | | 266 | 361 | | |
| 07:30 | | 290 | 306 | | |
| 07:45 | | 284 | 291 | 1094 | 1342 |
| 08:00 | | 238 | 320 | | |
| 08:15 | | 250 | 292 | | |
| 08:30 | | 263 | 261 | | |
| 08:45 | | 256 | 236 | 1007 | 1109 |
| 09:00 | | 224 | 276 | | |
| 09:15 | | 197 | 274 | | |
| 09:30 | | 225 | 286 | | |
| 09:45 | | 198 | 236 | 844 | 1072 |
| 10:00 | | 240 | 194 | | |
| 10:15 | | 254 | 210 | | |
| 10:30 | | 254 | 182 | | |
| 10:45 | | 248 | 162 | 996 | 748 |
| 11:00 | | 249 | 153 | | |
| 11:15 | | 265 | 178 | | |
| 11:30 | | 249 | 152 | | |
| 11:45 | | 302 | 126 | 1065 | 609 |
| Total | | 7148 | 16647 | | |
| Percent | | 30.0% | 70.0% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 82
Station ID: 82
I-26 WB C-D OFF RAMP TO US52

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 141 | 278 | | |
| 12:15 | | 127 | 312 | | |
| 12:30 | | 81 | 276 | | |
| 12:45 | | 79 | 325 | 428 | 1191 |
| 01:00 | | 68 | 300 | | |
| 01:15 | | 60 | 314 | | |
| 01:30 | | 72 | 344 | | |
| 01:45 | | 46 | 330 | 246 | 1288 |
| 02:00 | | 46 | 334 | | |
| 02:15 | | 40 | 420 | | |
| 02:30 | | 36 | 419 | | |
| 02:45 | | 30 | 437 | 152 | 1610 |
| 03:00 | | 30 | 422 | | |
| 03:15 | | 31 | 480 | | |
| 03:30 | | 26 | 521 | | |
| 03:45 | | 18 | 505 | 105 | 1928 |
| 04:00 | | 33 | 480 | | |
| 04:15 | | 25 | 520 | | |
| 04:30 | | 37 | 506 | | |
| 04:45 | | 32 | 511 | 127 | 2017 |
| 05:00 | | 54 | 512 | | |
| 05:15 | | 58 | 522 | | |
| 05:30 | | 100 | 513 | | |
| 05:45 | | 108 | 549 | 320 | 2096 |
| 06:00 | | 181 | 478 | | |
| 06:15 | | 218 | 470 | | |
| 06:30 | | 230 | 445 | | |
| 06:45 | | 279 | 358 | 908 | 1751 |
| 07:00 | | 266 | 342 | | |
| 07:15 | | 275 | 346 | | |
| 07:30 | | 316 | 332 | | |
| 07:45 | | 342 | 315 | 1199 | 1335 |
| 08:00 | | 271 | 326 | | |
| 08:15 | | 288 | 327 | | |
| 08:30 | | 273 | 310 | | |
| 08:45 | | 260 | 286 | 1092 | 1249 |
| 09:00 | | 228 | 298 | | |
| 09:15 | | 208 | 270 | | |
| 09:30 | | 230 | 260 | | |
| 09:45 | | 258 | 200 | 924 | 1028 |
| 10:00 | | 256 | 188 | | |
| 10:15 | | 242 | 210 | | |
| 10:30 | | 256 | 194 | | |
| 10:45 | | 260 | 178 | 1014 | 770 |
| 11:00 | | 270 | 139 | | |
| 11:15 | | 316 | 163 | | |
| 11:30 | | 252 | 162 | | |
| 11:45 | | 284 | 174 | 1122 | 638 |
| Total | | 7637 | 16901 | | |
| Percent | | 31.1% | 68.9% | | |
| Grand Total | | 14785 | 33548 | | |
| Percent | | 30.6% | 69.4% | | |
| ADT | | ADT 24,166 | | AADT 24,166 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 83
Station ID: 83
I-26 WB C-D ON RAMP TO I-26 WB

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 20 | 163 | | |
| 12:15 | | 24 | 144 | | |
| 12:30 | | 21 | 208 | | |
| 12:45 | | 22 | 154 | 87 | 669 |
| 01:00 | | 28 | 140 | | |
| 01:15 | | 21 | 121 | | |
| 01:30 | | 10 | 151 | | |
| 01:45 | | 20 | 190 | 79 | 602 |
| 02:00 | | 12 | 152 | | |
| 02:15 | | 13 | 169 | | |
| 02:30 | | 16 | 181 | | |
| 02:45 | | 20 | 161 | 61 | 663 |
| 03:00 | | 16 | 210 | | |
| 03:15 | | 24 | 167 | | |
| 03:30 | | 22 | 202 | | |
| 03:45 | | 24 | 202 | 86 | 781 |
| 04:00 | | 22 | 224 | | |
| 04:15 | | 12 | 228 | | |
| 04:30 | | 34 | 225 | | |
| 04:45 | | 26 | 218 | 94 | 895 |
| 05:00 | | 45 | 248 | | |
| 05:15 | | 45 | 214 | | |
| 05:30 | | 43 | 221 | | |
| 05:45 | | 58 | 225 | 191 | 908 |
| 06:00 | | 64 | 156 | | |
| 06:15 | | 105 | 176 | | |
| 06:30 | | 99 | 162 | | |
| 06:45 | | 114 | 158 | 382 | 652 |
| 07:00 | | 96 | 140 | | |
| 07:15 | | 100 | 130 | | |
| 07:30 | | 112 | 118 | | |
| 07:45 | | 103 | 104 | 411 | 492 |
| 08:00 | | 74 | 102 | | |
| 08:15 | | 91 | 96 | | |
| 08:30 | | 91 | 126 | | |
| 08:45 | | 90 | 103 | 346 | 427 |
| 09:00 | | 109 | 102 | | |
| 09:15 | | 76 | 124 | | |
| 09:30 | | 97 | 86 | | |
| 09:45 | | 116 | 90 | 398 | 402 |
| 10:00 | | 105 | 80 | | |
| 10:15 | | 100 | 66 | | |
| 10:30 | | 141 | 49 | | |
| 10:45 | | 105 | 48 | 451 | 243 |
| 11:00 | | 132 | 40 | | |
| 11:15 | | 136 | 37 | | |
| 11:30 | | 122 | 55 | | |
| 11:45 | | 152 | 38 | 542 | 170 |
| Total | | 3128 | 6904 | | |
| Percent | | 31.2% | 68.8% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 83
Station ID: 83
I-26 WB C-D ON RAMP TO I-26 WB

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | WB Morning | WB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 32 | 168 | | |
| 12:15 | | 32 | 149 | | |
| 12:30 | | 22 | 174 | | |
| 12:45 | | 19 | 139 | 105 | 630 |
| 01:00 | | 30 | 170 | | |
| 01:15 | | 17 | 162 | | |
| 01:30 | | 14 | 134 | | |
| 01:45 | | 14 | 176 | 75 | 642 |
| 02:00 | | 33 | 150 | | |
| 02:15 | | 10 | 184 | | |
| 02:30 | | 22 | 183 | | |
| 02:45 | | 16 | 166 | 81 | 683 |
| 03:00 | | 10 | 180 | | |
| 03:15 | | 22 | 208 | | |
| 03:30 | | 28 | 217 | | |
| 03:45 | | 22 | 212 | 82 | 817 |
| 04:00 | | 16 | 204 | | |
| 04:15 | | 27 | 219 | | |
| 04:30 | | 37 | 225 | | |
| 04:45 | | 24 | 209 | 104 | 857 |
| 05:00 | | 46 | 231 | | |
| 05:15 | | 34 | 242 | | |
| 05:30 | | 41 | 223 | | |
| 05:45 | | 54 | 182 | 175 | 878 |
| 06:00 | | 70 | 144 | | |
| 06:15 | | 101 | 170 | | |
| 06:30 | | 114 | 188 | | |
| 06:45 | | 111 | 146 | 396 | 648 |
| 07:00 | | 104 | 128 | | |
| 07:15 | | 110 | 146 | | |
| 07:30 | | 99 | 144 | | |
| 07:45 | | 124 | 119 | 437 | 537 |
| 08:00 | | 113 | 121 | | |
| 08:15 | | 106 | 155 | | |
| 08:30 | | 88 | 114 | | |
| 08:45 | | 108 | 128 | 415 | 518 |
| 09:00 | | 134 | 133 | | |
| 09:15 | | 138 | 112 | | |
| 09:30 | | 127 | 84 | | |
| 09:45 | | 119 | 92 | 518 | 421 |
| 10:00 | | 124 | 75 | | |
| 10:15 | | 130 | 66 | | |
| 10:30 | | 138 | 46 | | |
| 10:45 | | 135 | 38 | 527 | 225 |
| 11:00 | | 118 | 44 | | |
| 11:15 | | 143 | 38 | | |
| 11:30 | | 130 | 45 | | |
| 11:45 | | 136 | 36 | 527 | 163 |
| Total | | 3442 | 7019 | | |
| Percent | | 32.9% | 67.1% | | |
| Grand Total | | 6570 | 13923 | | |
| Percent | | 32.1% | 67.9% | | |
| ADT | | ADT 10,246 | | AADT 10,246 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 84
Station ID: 84
I-26 EB OFF RAMP TO ASHLEY PHOSPHATE RD.

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 19 | 161 | | |
| 12:15 | | 6 | 162 | | |
| 12:30 | | 16 | 158 | | |
| 12:45 | | 16 | 166 | 57 | 647 |
| 01:00 | | 22 | 172 | | |
| 01:15 | | 18 | 136 | | |
| 01:30 | | 11 | 104 | | |
| 01:45 | | 21 | 182 | 72 | 594 |
| 02:00 | | 10 | 113 | | |
| 02:15 | | 19 | 146 | | |
| 02:30 | | 16 | 165 | | |
| 02:45 | | 21 | 160 | 66 | 584 |
| 03:00 | | 12 | 150 | | |
| 03:15 | | 15 | 170 | | |
| 03:30 | | 18 | 136 | | |
| 03:45 | | 32 | 162 | 77 | 618 |
| 04:00 | | 26 | 154 | | |
| 04:15 | | 36 | 158 | | |
| 04:30 | | 36 | 155 | | |
| 04:45 | | 40 | 140 | 138 | 607 |
| 05:00 | | 27 | 136 | | |
| 05:15 | | 64 | 108 | | |
| 05:30 | | 94 | 151 | | |
| 05:45 | | 133 | 118 | 318 | 513 |
| 06:00 | | 150 | 142 | | |
| 06:15 | | 206 | 138 | | |
| 06:30 | | 204 | 142 | | |
| 06:45 | | 222 | 104 | 782 | 526 |
| 07:00 | | 190 | 122 | | |
| 07:15 | | 206 | 76 | | |
| 07:30 | | 124 | 54 | | |
| 07:45 | | 132 | 24 | 652 | 276 |
| 08:00 | | 162 | 52 | | |
| 08:15 | | 98 | 106 | | |
| 08:30 | | 136 | 72 | | |
| 08:45 | | 160 | 85 | 556 | 315 |
| 09:00 | | 134 | 64 | | |
| 09:15 | | 162 | 69 | | |
| 09:30 | | 168 | 54 | | |
| 09:45 | | 196 | 69 | 660 | 256 |
| 10:00 | | 202 | 60 | | |
| 10:15 | | 162 | 54 | | |
| 10:30 | | 161 | 60 | | |
| 10:45 | | 140 | 48 | 665 | 222 |
| 11:00 | | 180 | 40 | | |
| 11:15 | | 132 | 38 | | |
| 11:30 | | 168 | 29 | | |
| 11:45 | | 150 | 24 | 630 | 131 |
| Total | | 4673 | 5289 | | |
| Percent | | 46.9% | 53.1% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 84
Station ID: 84
I-26 EB OFF RAMP TO ASHLEY PHOSPHATE RD.

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 26 | 154 | | |
| 12:15 | | 29 | 137 | | |
| 12:30 | | 16 | 118 | | |
| 12:45 | | 22 | 158 | 93 | 567 |
| 01:00 | | 16 | 186 | | |
| 01:15 | | 17 | 149 | | |
| 01:30 | | 14 | 163 | | |
| 01:45 | | 13 | 156 | 60 | 654 |
| 02:00 | | 14 | 162 | | |
| 02:15 | | 13 | 135 | | |
| 02:30 | | 22 | 156 | | |
| 02:45 | | 22 | 132 | 71 | 585 |
| 03:00 | | 15 | 182 | | |
| 03:15 | | 18 | 156 | | |
| 03:30 | | 22 | 161 | | |
| 03:45 | | 34 | 150 | 89 | 649 |
| 04:00 | | 20 | 146 | | |
| 04:15 | | 32 | 160 | | |
| 04:30 | | 35 | 150 | | |
| 04:45 | | 29 | 143 | 116 | 599 |
| 05:00 | | 44 | 142 | | |
| 05:15 | | 58 | 169 | | |
| 05:30 | | 108 | 136 | | |
| 05:45 | | 126 | 128 | 336 | 575 |
| 06:00 | | 176 | 144 | | |
| 06:15 | | 164 | 166 | | |
| 06:30 | | 202 | 122 | | |
| 06:45 | | 176 | 136 | 718 | 568 |
| 07:00 | | 179 | 118 | | |
| 07:15 | | 186 | 110 | | |
| 07:30 | | 198 | 100 | | |
| 07:45 | | 171 | 96 | 734 | 424 |
| 08:00 | | 196 | 106 | | |
| 08:15 | | 175 | 88 | | |
| 08:30 | | 266 | 79 | | |
| 08:45 | | 204 | 98 | 841 | 371 |
| 09:00 | | 159 | 66 | | |
| 09:15 | | 156 | 86 | | |
| 09:30 | | 176 | 81 | | |
| 09:45 | | 166 | 58 | 657 | 291 |
| 10:00 | | 152 | 68 | | |
| 10:15 | | 138 | 45 | | |
| 10:30 | | 150 | 60 | | |
| 10:45 | | 164 | 54 | 604 | 227 |
| 11:00 | | 178 | 24 | | |
| 11:15 | | 144 | 30 | | |
| 11:30 | | 157 | 36 | | |
| 11:45 | | 156 | 26 | 635 | 116 |
| Total | | 4954 | 5626 | | |
| Percent | | 46.8% | 53.2% | | |
| Grand Total | | 9627 | 10915 | | |
| Percent | | 46.9% | 53.1% | | |
| ADT | | ADT 10,271 | | AADT 10,271 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 85
Station ID: 85
US52 ON RAMP TO I-26 EB

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 16 | 195 | | |
| 12:15 | | 26 | 244 | | |
| 12:30 | | 23 | 240 | | |
| 12:45 | | 22 | 242 | 87 | 921 |
| 01:00 | | 14 | 260 | | |
| 01:15 | | 13 | 230 | | |
| 01:30 | | 24 | 264 | | |
| 01:45 | | 16 | 200 | 67 | 954 |
| 02:00 | | 19 | 232 | | |
| 02:15 | | 13 | 236 | | |
| 02:30 | | 7 | 284 | | |
| 02:45 | | 16 | 265 | 55 | 1017 |
| 03:00 | | 21 | 240 | | |
| 03:15 | | 18 | 286 | | |
| 03:30 | | 44 | 250 | | |
| 03:45 | | 36 | 228 | 119 | 1004 |
| 04:00 | | 41 | 258 | | |
| 04:15 | | 62 | 241 | | |
| 04:30 | | 126 | 230 | | |
| 04:45 | | 98 | 250 | 327 | 979 |
| 05:00 | | 116 | 322 | | |
| 05:15 | | 180 | 268 | | |
| 05:30 | | 300 | 263 | | |
| 05:45 | | 296 | 273 | 892 | 1126 |
| 06:00 | | 354 | 280 | | |
| 06:15 | | 458 | 230 | | |
| 06:30 | | 541 | 218 | | |
| 06:45 | | 452 | 165 | 1805 | 893 |
| 07:00 | | 528 | 149 | | |
| 07:15 | | 515 | 166 | | |
| 07:30 | | 564 | 203 | | |
| 07:45 | | 500 | 170 | 2107 | 688 |
| 08:00 | | 480 | 158 | | |
| 08:15 | | 394 | 108 | | |
| 08:30 | | 340 | 124 | | |
| 08:45 | | 342 | 118 | 1556 | 508 |
| 09:00 | | 262 | 89 | | |
| 09:15 | | 301 | 104 | | |
| 09:30 | | 266 | 124 | | |
| 09:45 | | 264 | 96 | 1093 | 413 |
| 10:00 | | 252 | 105 | | |
| 10:15 | | 223 | 76 | | |
| 10:30 | | 305 | 88 | | |
| 10:45 | | 212 | 52 | 992 | 321 |
| 11:00 | | 201 | 53 | | |
| 11:15 | | 240 | 53 | | |
| 11:30 | | 208 | 45 | | |
| 11:45 | | 198 | 34 | 847 | 185 |
| Total | | 9947 | 9009 | | |
| Percent | | 52.5% | 47.5% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 85
Station ID: 85
US52 ON RAMP TO I-26 EB

Latitude: 0' 0.0000 Undefined

| Start Time | 06-May-15 Wed | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 21 | 224 | | |
| 12:15 | | 28 | 245 | | |
| 12:30 | | 17 | 202 | | |
| 12:45 | | 16 | 232 | 82 | 903 |
| 01:00 | | 15 | 231 | | |
| 01:15 | | 9 | 258 | | |
| 01:30 | | 21 | 260 | | |
| 01:45 | | 14 | 219 | 59 | 968 |
| 02:00 | | 9 | 250 | | |
| 02:15 | | 16 | 244 | | |
| 02:30 | | 20 | 250 | | |
| 02:45 | | 11 | 276 | 56 | 1020 |
| 03:00 | | 13 | 226 | | |
| 03:15 | | 20 | 264 | | |
| 03:30 | | 46 | 238 | | |
| 03:45 | | 26 | 182 | 105 | 910 |
| 04:00 | | 40 | 242 | | |
| 04:15 | | 63 | 218 | | |
| 04:30 | | 119 | 249 | | |
| 04:45 | | 118 | 251 | 340 | 960 |
| 05:00 | | 110 | 255 | | |
| 05:15 | | 182 | 266 | | |
| 05:30 | | 300 | 249 | | |
| 05:45 | | 273 | 234 | 865 | 1004 |
| 06:00 | | 320 | 236 | | |
| 06:15 | | 476 | 265 | | |
| 06:30 | | 570 | 252 | | |
| 06:45 | | 484 | 176 | 1850 | 929 |
| 07:00 | | 532 | 166 | | |
| 07:15 | | 510 | 152 | | |
| 07:30 | | 558 | 158 | | |
| 07:45 | | 482 | 108 | 2082 | 584 |
| 08:00 | | 512 | 126 | | |
| 08:15 | | 388 | 112 | | |
| 08:30 | | 352 | 113 | | |
| 08:45 | | 356 | 112 | 1608 | 463 |
| 09:00 | | 281 | 90 | | |
| 09:15 | | 333 | 111 | | |
| 09:30 | | 295 | 140 | | |
| 09:45 | | 254 | 93 | 1163 | 434 |
| 10:00 | | 254 | 88 | | |
| 10:15 | | 237 | 89 | | |
| 10:30 | | 254 | 87 | | |
| 10:45 | | 244 | 54 | 989 | 318 |
| 11:00 | | 218 | 42 | | |
| 11:15 | | 258 | 37 | | |
| 11:30 | | 247 | 40 | | |
| 11:45 | | 242 | 22 | 965 | 141 |
| Total | | 10164 | 8634 | | |
| Percent | | 54.1% | 45.9% | | |
| Grand Total | | 20111 | 17643 | | |
| Percent | | 53.3% | 46.7% | | |
| ADT | | ADT 18,877 | | AADT 18,877 | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***

Site Code: 86
Station ID: 86
ASHLEY PHOSPATE ROAD ON RAMP TO I-26 EB

Latitude: 0' 0.0000 Undefined

| Start Time | 05-May-15 Tue | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 32 | 296 | | |
| 12:15 | | 22 | 286 | | |
| 12:30 | | 18 | 272 | | |
| 12:45 | | 34 | 318 | 106 | 1172 |
| 01:00 | | 32 | 224 | | |
| 01:15 | | 28 | 226 | | |
| 01:30 | | 19 | 268 | | |
| 01:45 | | 16 | 269 | 95 | 987 |
| 02:00 | | 10 | 255 | | |
| 02:15 | | 16 | 306 | | |
| 02:30 | | 24 | 258 | | |
| 02:45 | | 24 | 294 | 74 | 1113 |
| 03:00 | | 16 | 292 | | |
| 03:15 | | 30 | 283 | | |
| 03:30 | | 38 | 315 | | |
| 03:45 | | 20 | 278 | 104 | 1168 |
| 04:00 | | 34 | 314 | | |
| 04:15 | | 46 | 302 | | |
| 04:30 | | 62 | 312 | | |
| 04:45 | | 62 | 294 | 204 | 1222 |
| 05:00 | | 66 | 290 | | |
| 05:15 | | 108 | 291 | | |
| 05:30 | | 189 | 250 | | |
| 05:45 | | 246 | 274 | 609 | 1105 |
| 06:00 | | 262 | 276 | | |
| 06:15 | | 390 | 269 | | |
| 06:30 | | 397 | 258 | | |
| 06:45 | | 310 | 246 | 1359 | 1049 |
| 07:00 | | 288 | 213 | | |
| 07:15 | | 280 | 198 | | |
| 07:30 | | 277 | 172 | | |
| 07:45 | | 258 | 180 | 1103 | 763 |
| 08:00 | | 260 | 160 | | |
| 08:15 | | 237 | 142 | | |
| 08:30 | | 132 | 176 | | |
| 08:45 | | 220 | 147 | 849 | 625 |
| 09:00 | | 238 | 163 | | |
| 09:15 | | 232 | 141 | | |
| 09:30 | | 266 | 130 | | |
| 09:45 | | 302 | 126 | 1038 | 560 |
| 10:00 | | 312 | 103 | | |
| 10:15 | | 274 | 100 | | |
| 10:30 | | 210 | 84 | | |
| 10:45 | | 306 | 84 | 1102 | 371 |
| 11:00 | | 268 | 67 | | |
| 11:15 | | 293 | 58 | | |
| 11:30 | | 292 | 59 | | |
| 11:45 | | 310 | 30 | 1163 | 214 |
| Total | | 7806 | 10349 | | |
| Percent | | 43.0% | 57.0% | | |

# *All Traffic Data Services, Inc*

1336 Farmer Road
Conyers, GA 30012
***alltrafficdata.net***


Site Code: 86
Station ID: 86
ASHLEY PHOSPATE ROAD ON RAMP TO I-26 EB

Latitude: 0' 0.0000 Undefined

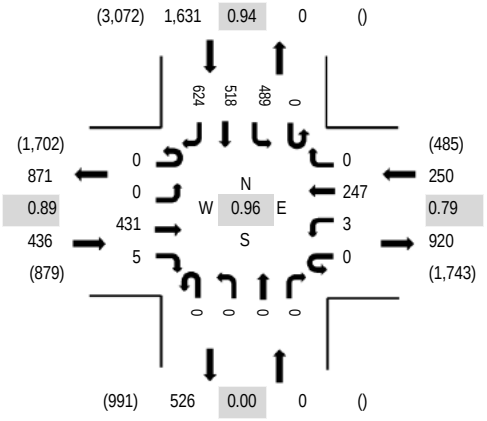
| Start Time | 06-May-15 Wed | EB Morning | EB Afternoon | Hour Totals Morning | Hour Totals Afternoon |
|---|---|---|---|---|---|
| 12:00 | | 39 | 294 | | |
| 12:15 | | 32 | 310 | | |
| 12:30 | | 33 | 315 | | |
| 12:45 | | 29 | 295 | 133 | 1214 |
| 01:00 | | 24 | 303 | | |
| 01:15 | | 32 | 324 | | |
| 01:30 | | 19 | 301 | | |
| 01:45 | | 22 | 328 | 97 | 1256 |
| 02:00 | | 25 | 277 | | |
| 02:15 | | 17 | 320 | | |
| 02:30 | | 20 | 285 | | |
| 02:45 | | 22 | 324 | 84 | 1206 |
| 03:00 | | 20 | 323 | | |
| 03:15 | | 20 | 314 | | |
| 03:30 | | 28 | 312 | | |
| 03:45 | | 38 | 311 | 106 | 1260 |
| 04:00 | | 29 | 321 | | |
| 04:15 | | 65 | 332 | | |
| 04:30 | | 66 | 312 | | |
| 04:45 | | 70 | 333 | 230 | 1298 |
| 05:00 | | 72 | 278 | | |
| 05:15 | | 112 | 274 | | |
| 05:30 | | 176 | 299 | | |
| 05:45 | | 198 | 270 | 558 | 1121 |
| 06:00 | | 294 | 260 | | |
| 06:15 | | 363 | 268 | | |
| 06:30 | | 440 | 314 | | |
| 06:45 | | 368 | 275 | 1465 | 1117 |
| 07:00 | | 392 | 218 | | |
| 07:15 | | 384 | 205 | | |
| 07:30 | | 402 | 206 | | |
| 07:45 | | 330 | 172 | 1508 | 801 |
| 08:00 | | 368 | 162 | | |
| 08:15 | | 368 | 176 | | |
| 08:30 | | 344 | 180 | | |
| 08:45 | | 316 | 136 | 1396 | 654 |
| 09:00 | | 288 | 136 | | |
| 09:15 | | 288 | 129 | | |
| 09:30 | | 303 | 125 | | |
| 09:45 | | 314 | 130 | 1193 | 520 |
| 10:00 | | 299 | 89 | | |
| 10:15 | | 324 | 110 | | |
| 10:30 | | 302 | 124 | | |
| 10:45 | | 286 | 84 | 1211 | 407 |
| 11:00 | | 240 | 68 | | |
| 11:15 | | 326 | 56 | | |
| 11:30 | | 320 | 48 | | |
| 11:45 | | 332 | 41 | 1218 | 213 |
| Total | | 9199 | 11067 | | |
| Percent | | 45.4% | 54.6% | | |
| Grand Total | | 17005 | 21416 | | |
| Percent | | 44.3% | 55.7% | | |
| ADT | | ADT 19,210 | | AADT 19,210 | |

## 2.3 Peak Hour Intersection Turning Movement Counts

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

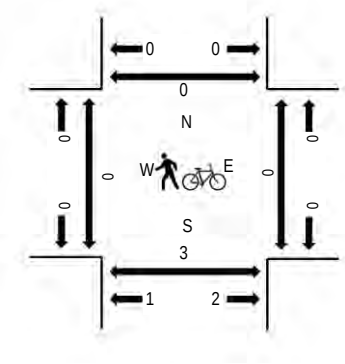
**Location:** 1 I-526 WB Ramps & Sam Rittenberg Blvd AM
**Date and Start Time:** Wednesday, April 06, 2016
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:30 AM - 08:45 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | Sam Rittenberg Blvd Eastbound | | | | Sam Rittenberg Blvd Westbound | | | | I-526 WB Ramps Northbound | | | | I-526 WB Ramps Southbound | | | | | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 7:00:00 AM | 0 | 0 | 89 | 1 | 0 | 2 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 102 | 140 | 468 | 2,119 | 0 | 0 | 0 | 0 |
| 7:15:00 AM | 0 | 0 | 111 | 0 | 0 | 1 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 100 | 153 | 495 | 2,219 | 0 | 0 | 0 | 0 |
| 7:30:00 AM | 0 | 0 | 113 | 1 | 1 | 4 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 129 | 170 | 582 | 2,288 | 0 | 0 | 0 | 0 |
| 7:45:00 AM | 0 | 0 | 127 | 1 | 0 | 5 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 110 | 119 | 146 | 574 | 2,310 | 0 | 0 | 0 | 0 |
| 8:00:00 AM | 0 | 0 | 80 | 4 | 0 | 0 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 141 | 132 | 162 | 568 | 2,317 | 0 | 0 | 0 | 0 |
| 8:15:00 AM | 0 | 0 | 122 | 0 | 0 | 1 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 130 | 144 | 564 | | 0 | 0 | 1 | 0 |
| 8:30:00 AM | 0 | 0 | 111 | 0 | 0 | 0 | 79 | 0 | 0 | 0 | 0 | 0 | 0 | 135 | 115 | 164 | 604 | | 0 | 0 | 1 | 0 |
| 8:45:00 AM | 0 | 0 | 118 | 1 | 0 | 2 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 141 | 154 | 581 | | 0 | 0 | 1 | 0 |

## Peak Rolling Hour Flow Rates

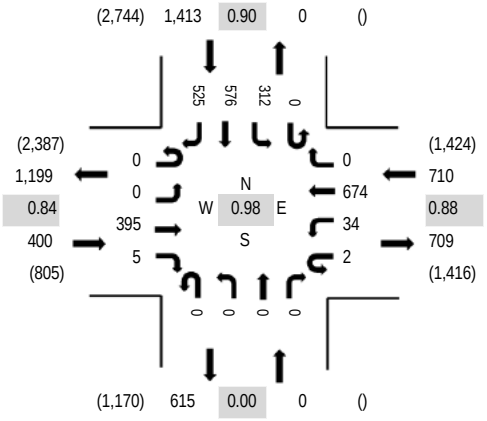
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 28 | 39 |
| Lights | 0 | 0 | 399 | 5 | 0 | 3 | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 482 | 505 | 535 | 2,129 |
| Mediums | 0 | 0 | 28 | 0 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 9 | 61 | 149 |
| Total | 0 | 0 | 431 | 5 | 0 | 3 | 247 | 0 | 0 | 0 | 0 | 0 | 0 | 489 | 518 | 624 | 2,317 |

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

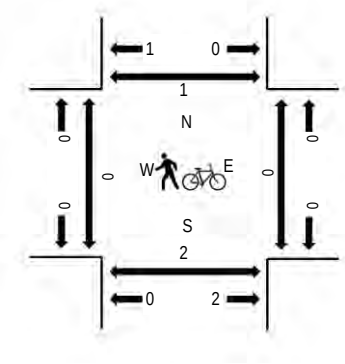
**Location:** 1 I-526 WB Ramps & Sam Rittenberg Blvd PM
**Date and Start Time:** Wednesday, April 06, 2016
**Peak Hour:** 04:45 PM - 05:45 PM
**Peak 15-Minutes:** 05:00 PM - 05:15 PM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | Sam Rittenberg Blvd Eastbound | | | | Sam Rittenberg Blvd Westbound | | | | I-526 WB Ramps Northbound | | | | I-526 WB Ramps Southbound | | | | | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 4:00:00 PM | 0 | 0 | 93 | 1 | 1 | 6 | 157 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 158 | 116 | 613 | 2,481 | 0 | 0 | 0 | 2 |
| 4:15:00 PM | 0 | 0 | 113 | 5 | 1 | 7 | 181 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 133 | 132 | 659 | 2,509 | 0 | 0 | 0 | 1 |
| 4:30:00 PM | 0 | 0 | 95 | 1 | 1 | 8 | 166 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 108 | 140 | 587 | 2,480 | 0 | 0 | 0 | 0 |
| 4:45:00 PM | 0 | 0 | 109 | 3 | 0 | 5 | 169 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 113 | 143 | 622 | 2,523 | 0 | 0 | 0 | 1 |
| 5:00:00 PM | 0 | 0 | 76 | 2 | 0 | 8 | 162 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 151 | 156 | 641 | 2,492 | 0 | 0 | 0 | 0 |
| 5:15:00 PM | 0 | 0 | 119 | 0 | 1 | 7 | 194 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 132 | 110 | 630 | | 0 | 0 | 1 | 0 |
| 5:30:00 PM | 0 | 0 | 91 | 0 | 1 | 14 | 149 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 180 | 116 | 630 | | 0 | 0 | 0 | 0 |
| 5:45:00 PM | 0 | 0 | 95 | 2 | 0 | 15 | 171 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 111 | 125 | 591 | | 0 | 0 | 0 | 1 |

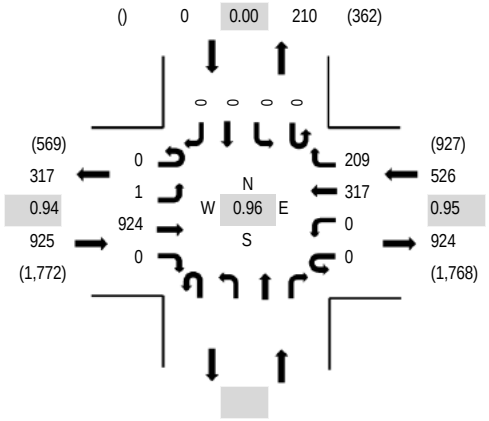
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 20 | 26 |
| Lights | 0 | 0 | 391 | 5 | 2 | 33 | 663 | 0 | 0 | 0 | 0 | 0 | 0 | 310 | 571 | 483 | 2,458 |
| Mediums | 0 | 0 | 3 | 0 | 0 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 22 | 39 |
| Total | 0 | 0 | 395 | 5 | 2 | 34 | 674 | 0 | 0 | 0 | 0 | 0 | 0 | 312 | 576 | 525 | 2,523 |

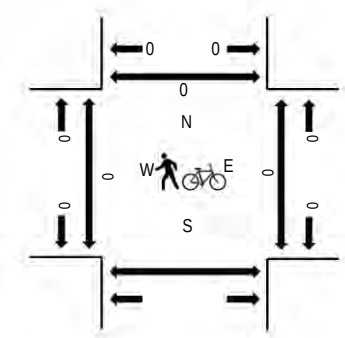
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

**Location:** 2 I-526 EB Ramps & Sam Rittenberg Blvd AM
**Date and Start Time:** Wednesday, April 06, 2016
**Peak Hour:** 07:45 AM - 08:45 AM
**Peak 15-Minutes:** 08:30 AM - 08:45 AM

## Peak Hour - All Vehicles




## Peak Hour - Pedestrians/Bicycles in Crosswalk




Note: Total study counts contained in parentheses.

## Traffic Counts

| Interval Start Time | Sam Rittenberg Blvd Eastbound | | | | Sam Rittenberg Blvd Westbound | | | | Northbound | | | | I-526 EB Ramps Southbound | | | | | Rolling Hour | Pedestrain Crossings | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South North |
| 7:00:00 AM | 0 | 1 | 193 | 0 | 0 | 0 | 61 | 38 | | | | | 0 | 0 | 0 | 0 | 293 | 1,258 | 0 | 0 | 0 |
| 7:15:00 AM | 0 | 0 | 206 | 0 | 0 | 0 | 53 | 28 | | | | | 0 | 0 | 0 | 0 | 287 | 1,317 | 0 | 0 | 0 |
| 7:30:00 AM | 0 | 1 | 219 | 0 | 0 | 0 | 54 | 38 | | | | | 0 | 0 | 0 | 0 | 312 | 1,386 | 0 | 0 | 1 |
| 7:45:00 AM | 0 | 0 | 228 | 0 | 0 | 0 | 82 | 56 | | | | | 0 | 0 | 0 | 0 | 366 | 1,451 | 0 | 0 | 0 |
| 8:00:00 AM | 0 | 0 | 220 | 0 | 0 | 0 | 75 | 57 | | | | | 0 | 0 | 0 | 0 | 352 | 1,441 | 0 | 0 | 0 |
| 8:15:00 AM | 0 | 1 | 230 | 0 | 0 | 0 | 85 | 40 | | | | | 0 | 0 | 0 | 0 | 356 | | 0 | 0 | 0 |
| 8:30:00 AM | 0 | 0 | 246 | 0 | 0 | 0 | 75 | 56 | | | | | 0 | 0 | 0 | 0 | 377 | | 0 | 0 | 0 |
| 8:45:00 AM | 0 | 1 | 226 | 0 | 0 | 0 | 84 | 45 | | | | | 0 | 0 | 0 | 0 | 356 | | 0 | 0 | 0 |

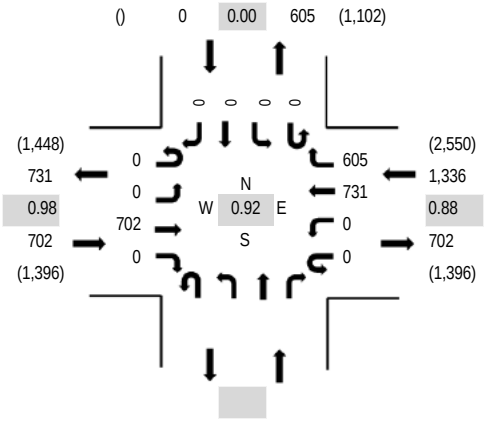
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 7 | 0 | 0 | 0 | 5 | 0 | | | | | 0 | 0 | 0 | 0 | 12 |
| Lights | 0 | 1 | 884 | 0 | 0 | 0 | 277 | 206 | | | | | 0 | 0 | 0 | 0 | 1,368 |
| Mediums | 0 | 0 | 33 | 0 | 0 | 0 | 35 | 3 | | | | | 0 | 0 | 0 | 0 | 71 |
| Total | 0 | 1 | 924 | 0 | 0 | 0 | 317 | 209 | | | | | 0 | 0 | 0 | 0 | 1,451 |

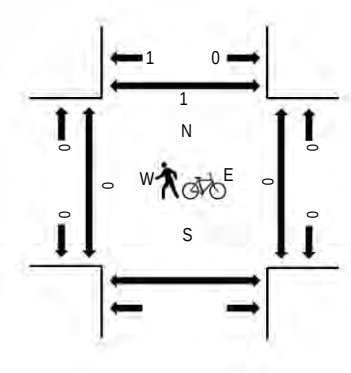
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**Location:** 2 I-526 EB Ramps & Sam Rittenberg Blvd PM
**Date and Start Time:** Wednesday, April 06, 2016
**Peak Hour:** 04:30 PM - 05:30 PM
**Peak 15-Minutes:** 05:00 PM - 05:15 PM

## Peak Hour - All Vehicles




## Peak Hour - Pedestrians/Bicycles in Crosswalk




Note: Total study counts contained in parentheses.

## Traffic Counts

| Interval Start Time | Sam Rittenberg Blvd Eastbound | | | | Sam Rittenberg Blvd Westbound | | | | Northbound | | | | I-526 EB Ramps Southbound | | | | | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 4:00:00 PM | 0 | 0 | 184 | 0 | 0 | 0 | 185 | 147 | | | | | 0 | 0 | 0 | 0 | 516 | 1,962 | 0 | 0 | | 2 |
| 4:15:00 PM | 0 | 0 | 180 | 0 | 0 | 0 | 175 | 112 | | | | | 0 | 0 | 0 | 0 | 467 | 1,999 | 0 | 0 | | 1 |
| 4:30:00 PM | 0 | 0 | 179 | 0 | 0 | 0 | 182 | 141 | | | | | 0 | 0 | 0 | 0 | 502 | 2,038 | 0 | 0 | | 0 |
| 4:45:00 PM | 0 | 0 | 174 | 0 | 0 | 0 | 165 | 138 | | | | | 0 | 0 | 0 | 0 | 477 | 1,989 | 0 | 0 | | 1 |
| 5:00:00 PM | 0 | 0 | 172 | 0 | 0 | 0 | 188 | 193 | | | | | 0 | 0 | 0 | 0 | 553 | 1,984 | 0 | 0 | | 0 |
| 5:15:00 PM | 0 | 0 | 177 | 0 | 0 | 0 | 196 | 133 | | | | | 0 | 0 | 0 | 0 | 506 | | 0 | 0 | | 0 |
| 5:30:00 PM | 0 | 0 | 159 | 0 | 0 | 0 | 169 | 125 | | | | | 0 | 0 | 0 | 0 | 453 | | 0 | 0 | | 0 |
| 5:45:00 PM | 0 | 0 | 171 | 0 | 0 | 0 | 188 | 113 | | | | | 0 | 0 | 0 | 0 | 472 | | 0 | 0 | | 1 |

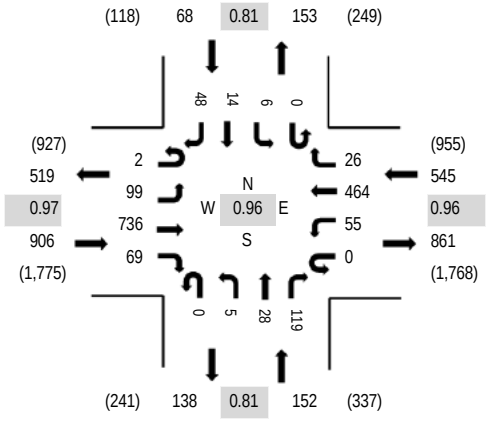
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | | | | | 0 | 0 | 0 | 0 | 4 |
| Lights | 0 | 0 | 692 | 0 | 0 | 0 | 716 | 597 | | | | | 0 | 0 | 0 | 0 | 2,005 |
| Mediums | 0 | 0 | 9 | 0 | 0 | 0 | 13 | 7 | | | | | 0 | 0 | 0 | 0 | 29 |
| Total | 0 | 0 | 702 | 0 | 0 | 0 | 731 | 605 | | | | | 0 | 0 | 0 | 0 | 2,038 |

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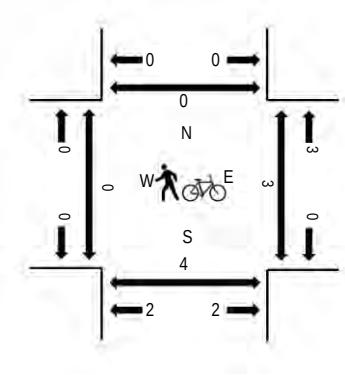
**Location:** 3 Sam Rittenberg Blvd & Sam Rittenberg Blvd AM
**Date and Start Time:** Wednesday, April 06, 2016
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:45 AM - 09:00 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | Skylark Eastbound | | | | Sam Rittenberg Blvd Westbound | | | | Sam Rittenberg Blvd Northbound | | | | Skylark Dr Southbound | | | | | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 7:00:00 AM | 0 | 12 | 160 | 14 | 0 | 3 | 86 | 7 | 0 | 0 | 4 | 44 | 0 | 0 | 4 | 13 | 347 | 1,514 | 0 | 0 | 0 | 0 |
| 7:15:00 AM | 0 | 15 | 179 | 19 | 0 | 5 | 78 | 3 | 0 | 0 | 7 | 43 | 0 | 1 | 3 | 6 | 359 | 1,571 | 0 | 0 | 0 | 0 |
| 7:30:00 AM | 0 | 16 | 204 | 14 | 0 | 12 | 89 | 1 | 0 | 0 | 7 | 43 | 0 | 0 | 0 | 12 | 398 | 1,634 | 0 | 0 | 0 | 0 |
| 7:45:00 AM | 0 | 20 | 198 | 18 | 0 | 6 | 118 | 2 | 0 | 0 | 2 | 35 | 0 | 0 | 5 | 6 | 410 | 1,647 | 0 | 0 | 0 | 1 |
| 8:00:00 AM | 1 | 19 | 182 | 18 | 0 | 15 | 120 | 7 | 0 | 0 | 7 | 23 | 0 | 0 | 4 | 8 | 404 | 1,671 | 0 | 0 | 0 | 0 |
| 8:15:00 AM | 0 | 28 | 190 | 13 | 0 | 10 | 110 | 8 | 0 | 1 | 7 | 39 | 0 | 1 | 4 | 11 | 422 | | 0 | 0 | 0 | 0 |
| 8:30:00 AM | 1 | 19 | 181 | 20 | 0 | 16 | 114 | 4 | 0 | 1 | 6 | 28 | 0 | 4 | 4 | 13 | 411 | | 0 | 2 | 2 | 0 |
| 8:45:00 AM | 0 | 33 | 183 | 18 | 0 | 14 | 120 | 7 | 0 | 3 | 8 | 29 | 0 | 1 | 2 | 16 | 434 | | 0 | 1 | 2 | 0 |

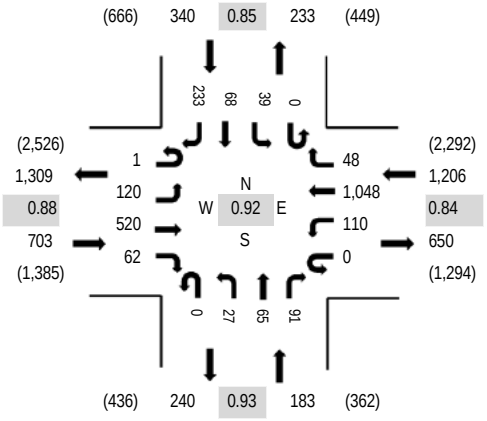
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 6 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 |
| Lights | 2 | 97 | 707 | 68 | 0 | 55 | 416 | 25 | 0 | 4 | 24 | 118 | 0 | 6 | 11 | 46 | 1,579 |
| Mediums | 0 | 2 | 23 | 1 | 0 | 0 | 44 | 1 | 0 | 1 | 4 | 1 | 0 | 0 | 3 | 1 | 81 |
| Total | 2 | 99 | 736 | 69 | 0 | 55 | 464 | 26 | 0 | 5 | 28 | 119 | 0 | 6 | 14 | 48 | 1,671 |

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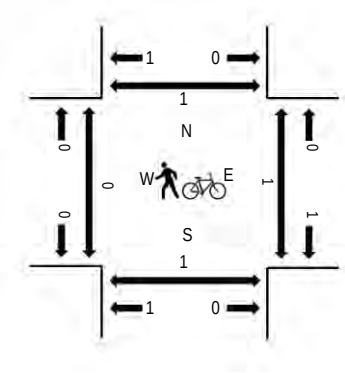
**Location:** 3 Sam Rittenberg Blvd & Sam Rittenberg Blvd PM
**Date and Start Time:** Wednesday, April 06, 2016
**Peak Hour:** 04:15 PM - 05:15 PM
**Peak 15-Minutes:** 05:00 PM - 05:15 PM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | Skylark Eastbound | | | | Sam Rittenberg Blvd Westbound | | | | Sam Rittenberg Blvd Northbound | | | | Skylark Dr Southbound | | | | | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 4:00:00 PM | 0 | 31 | 148 | 11 | 0 | 21 | 245 | 10 | 0 | 4 | 16 | 29 | 0 | 9 | 20 | 68 | 612 | 2,382 | 0 | 0 | 0 | 1 |
| 4:15:00 PM | 0 | 29 | 145 | 11 | 0 | 29 | 236 | 9 | 0 | 5 | 19 | 23 | 0 | 8 | 15 | 53 | 582 | 2,432 | 0 | 1 | 0 | 1 |
| 4:30:00 PM | 0 | 25 | 125 | 11 | 0 | 32 | 274 | 16 | 0 | 6 | 13 | 21 | 0 | 9 | 15 | 52 | 599 | 2,430 | 0 | 0 | 1 | 0 |
| 4:45:00 PM | 1 | 41 | 138 | 19 | 0 | 22 | 223 | 8 | 0 | 8 | 17 | 24 | 0 | 11 | 21 | 56 | 589 | 2,418 | 0 | 0 | 0 | 0 |
| 5:00:00 PM | 0 | 25 | 112 | 21 | 0 | 27 | 315 | 15 | 0 | 8 | 16 | 23 | 0 | 11 | 17 | 72 | 662 | 2,323 | 0 | 0 | 0 | 0 |
| 5:15:00 PM | 0 | 22 | 140 | 18 | 1 | 14 | 245 | 9 | 0 | 8 | 15 | 25 | 0 | 15 | 13 | 55 | 580 | | 0 | 0 | 0 | 0 |
| 5:30:00 PM | 0 | 35 | 129 | 16 | 0 | 21 | 255 | 10 | 0 | 2 | 10 | 22 | 0 | 11 | 21 | 55 | 587 | | 0 | 0 | 0 | 0 |
| 5:45:00 PM | 0 | 26 | 88 | 18 | 0 | 15 | 227 | 13 | 0 | 6 | 19 | 23 | 0 | 4 | 8 | 47 | 494 | | 0 | 0 | 0 | 0 |

## Peak Rolling Hour Flow Rates

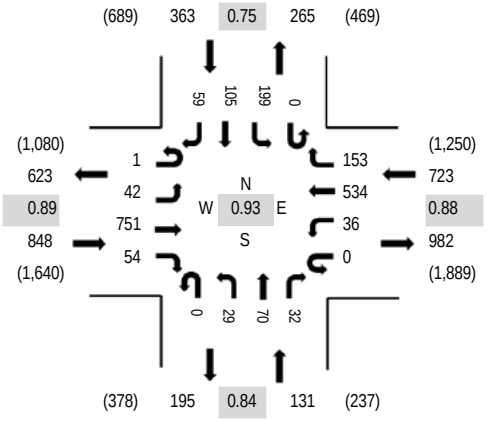
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 7 |
| Lights | 1 | 117 | 511 | 61 | 0 | 109 | 1,029 | 48 | 0 | 27 | 61 | 90 | 0 | 39 | 66 | 231 | 2,390 |
| Mediums | 0 | 2 | 7 | 1 | 0 | 1 | 17 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 1 | 35 |
| Total | 1 | 120 | 520 | 62 | 0 | 110 | 1,048 | 48 | 0 | 27 | 65 | 91 | 0 | 39 | 68 | 233 | 2,432 |

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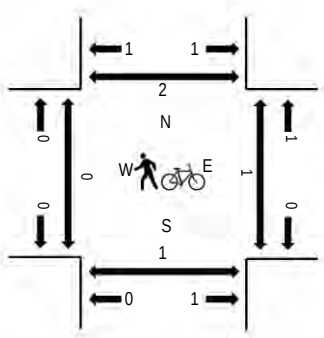
**Location:** 4 Orleans Rd & Sam Rittenberg Blvd AM
**Date and Start Time:** Wednesday, April 06, 2016
**Peak Hour:** 07:45 AM - 08:45 AM
**Peak 15-Minutes:** 08:30 AM - 08:45 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | Sam Rittenberg Blvd Eastbound | | | | Sam Rittenberg Blvd Westbound | | | | Orleans Rd Northbound | | | | Orleans Rd Southbound | | | | | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 7:00:00 AM | 0 | 7 | 158 | 14 | 0 | 0 | 81 | 14 | 0 | 6 | 14 | 4 | 0 | 35 | 19 | 6 | 358 | 1,763 | 0 | 0 | 0 | 0 |
| 7:15:00 AM | 1 | 4 | 203 | 14 | 0 | 6 | 86 | 24 | 0 | 5 | 13 | 6 | 0 | 36 | 27 | 15 | 440 | 1,870 | 0 | 0 | 1 | 1 |
| 7:30:00 AM | 0 | 7 | 171 | 18 | 0 | 9 | 96 | 29 | 0 | 3 | 8 | 7 | 0 | 44 | 29 | 16 | 437 | 1,945 | 0 | 0 | 0 | 0 |
| 7:45:00 AM | 0 | 7 | 195 | 13 | 0 | 9 | 138 | 44 | 0 | 12 | 18 | 9 | 0 | 50 | 18 | 15 | 528 | 2,065 | 0 | 0 | 0 | 1 |
| 8:00:00 AM | 0 | 7 | 159 | 16 | 0 | 10 | 129 | 41 | 0 | 8 | 18 | 7 | 0 | 38 | 19 | 13 | 465 | 2,053 | 0 | 0 | 0 | 0 |
| 8:15:00 AM | 0 | 19 | 183 | 12 | 0 | 7 | 106 | 33 | 0 | 6 | 19 | 9 | 0 | 63 | 42 | 16 | 515 | | 0 | 1 | 0 | 1 |
| 8:30:00 AM | 1 | 9 | 214 | 13 | 0 | 10 | 161 | 35 | 0 | 3 | 15 | 7 | 0 | 48 | 26 | 15 | 557 | | 0 | 0 | 0 | 0 |
| 8:45:00 AM | 0 | 11 | 176 | 8 | 0 | 6 | 127 | 49 | 0 | 5 | 24 | 11 | 0 | 56 | 33 | 10 | 516 | | 0 | 0 | 0 | 0 |

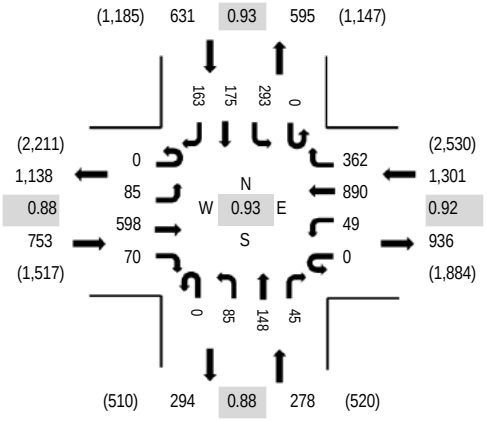
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 10 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 15 |
| Lights | 1 | 42 | 704 | 54 | 0 | 36 | 495 | 150 | 0 | 29 | 69 | 32 | 0 | 194 | 101 | 58 | 1,965 |
| Mediums | 0 | 0 | 37 | 0 | 0 | 0 | 35 | 3 | 0 | 0 | 1 | 0 | 0 | 4 | 4 | 1 | 85 |
| Total | 1 | 42 | 751 | 54 | 0 | 36 | 534 | 153 | 0 | 29 | 70 | 32 | 0 | 199 | 105 | 59 | 2,065 |

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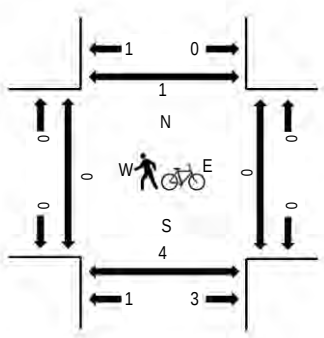
**Location:** 4 Orleans Rd & Sam Rittenberg Blvd PM
**Date and Start Time:** Wednesday, April 06, 2016
**Peak Hour:** 04:15 PM - 05:15 PM
**Peak 15-Minutes:** 04:15 PM - 04:30 PM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | Sam Rittenberg Blvd Eastbound | | | | Sam Rittenberg Blvd Westbound | | | | Orleans Rd Northbound | | | | Orleans Rd Southbound | | | | | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 4:00:00 PM | 0 | 25 | 158 | 12 | 0 | 12 | 216 | 75 | 0 | 23 | 35 | 6 | 0 | 57 | 31 | 30 | 680 | 2,940 | 0 | 0 | 0 | 2 |
| 4:15:00 PM | 0 | 24 | 172 | 18 | 0 | 16 | 236 | 103 | 0 | 15 | 41 | 11 | 0 | 64 | 52 | 42 | 794 | 2,963 | 0 | 0 | 0 | 1 |
| 4:30:00 PM | 0 | 21 | 132 | 16 | 0 | 13 | 217 | 85 | 0 | 25 | 42 | 12 | 0 | 73 | 37 | 40 | 713 | 2,918 | 0 | 0 | 0 | 0 |
| 4:45:00 PM | 0 | 18 | 170 | 20 | 0 | 9 | 226 | 94 | 0 | 19 | 31 | 13 | 0 | 83 | 34 | 36 | 753 | 2,890 | 0 | 0 | 1 | 0 |
| 5:00:00 PM | 0 | 22 | 124 | 16 | 0 | 11 | 211 | 80 | 0 | 26 | 34 | 9 | 0 | 73 | 52 | 45 | 703 | 2,812 | 0 | 0 | 2 | 0 |
| 5:15:00 PM | 0 | 26 | 170 | 10 | 0 | 11 | 224 | 92 | 0 | 20 | 29 | 8 | 0 | 85 | 29 | 45 | 749 | | 1 | 0 | 0 | 1 |
| 5:30:00 PM | 0 | 16 | 162 | 11 | 0 | 17 | 199 | 81 | 0 | 13 | 33 | 8 | 0 | 86 | 29 | 30 | 685 | | 0 | 0 | 2 | 0 |
| 5:45:00 PM | 0 | 21 | 146 | 7 | 0 | 11 | 206 | 85 | 0 | 24 | 34 | 9 | 0 | 53 | 36 | 43 | 675 | | 0 | 0 | 1 | 1 |

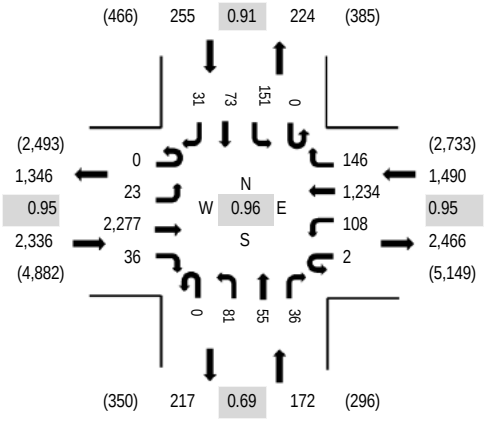
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Lights | 0 | 84 | 588 | 70 | 0 | 49 | 878 | 355 | 0 | 85 | 147 | 45 | 0 | 291 | 174 | 160 | 2,926 |
| Mediums | 0 | 1 | 9 | 0 | 0 | 0 | 10 | 7 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 3 | 34 |
| Total | 0 | 85 | 598 | 70 | 0 | 49 | 890 | 362 | 0 | 85 | 148 | 45 | 0 | 293 | 175 | 163 | 2,963 |

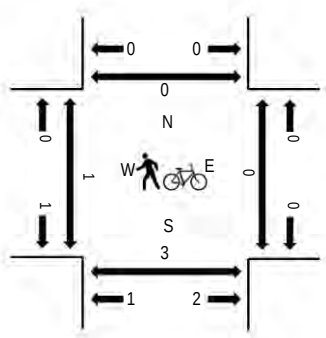
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

**Location:** 5 Ashley Town Center & US 17 AM
**Date and Start Time:** Wednesday, April 06, 2016
**Peak Hour:** 07:45 AM - 08:45 AM
**Peak 15-Minutes:** 08:30 AM - 08:45 AM

## Peak Hour - All Vehicles




## Peak Hour - Pedestrians/Bicycles in Crosswalk




Note: Total study counts contained in parentheses.

## Traffic Counts

| Interval Start Time | US 17 Eastbound | | | | US 17 Westbound | | | | Ashley Town Center Northbound | | | | Ashley Town Center Southbound | | | | | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 7:00:00 AM | 0 | 3 | 676 | 3 | 0 | 13 | 252 | 10 | 0 | 12 | 5 | 7 | 0 | 45 | 8 | 3 | 1,037 | 4,186 | 0 | 0 | 0 | 0 |
| 7:15:00 AM | 0 | 7 | 725 | 7 | 0 | 15 | 265 | 26 | 0 | 6 | 8 | 6 | 0 | 28 | 6 | 7 | 1,106 | 4,134 | 0 | 0 | 0 | 0 |
| 7:30:00 AM | 0 | 4 | 582 | 6 | 1 | 28 | 250 | 23 | 0 | 18 | 12 | 8 | 0 | 40 | 10 | 4 | 986 | 4,130 | 0 | 0 | 0 | 0 |
| 7:45:00 AM | 0 | 5 | 600 | 7 | 1 | 30 | 296 | 36 | 0 | 13 | 10 | 6 | 0 | 30 | 15 | 8 | 1,057 | 4,253 | 0 | 0 | 0 | 0 |
| 8:00:00 AM | 0 | 5 | 536 | 7 | 0 | 25 | 287 | 35 | 0 | 12 | 11 | 4 | 0 | 39 | 21 | 3 | 985 | 4,191 | 0 | 0 | 1 | 0 |
| 8:15:00 AM | 0 | 5 | 563 | 10 | 0 | 27 | 328 | 37 | 0 | 30 | 19 | 13 | 0 | 40 | 22 | 8 | 1,102 | | 0 | 0 | 1 | 0 |
| 8:30:00 AM | 0 | 8 | 578 | 12 | 1 | 26 | 323 | 38 | 0 | 26 | 15 | 13 | 0 | 42 | 15 | 12 | 1,109 | | 0 | 0 | 0 | 0 |
| 8:45:00 AM | 0 | 9 | 521 | 3 | 2 | 25 | 295 | 38 | 0 | 23 | 16 | 3 | 0 | 39 | 9 | 12 | 995 | | 0 | 0 | 1 | 0 |

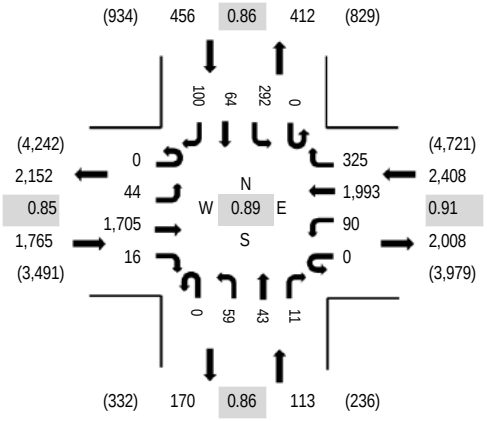
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 1 | 29 | 0 | 0 | 2 | 46 | 2 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 83 |
| Lights | 0 | 22 | 2,126 | 33 | 2 | 101 | 1,085 | 143 | 0 | 77 | 55 | 34 | 0 | 149 | 73 | 30 | 3,930 |
| Mediums | 0 | 0 | 122 | 3 | 0 | 5 | 103 | 1 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 1 | 240 |
| Total | 0 | 23 | 2,277 | 36 | 2 | 108 | 1,234 | 146 | 0 | 81 | 55 | 36 | 0 | 151 | 73 | 31 | 4,253 |

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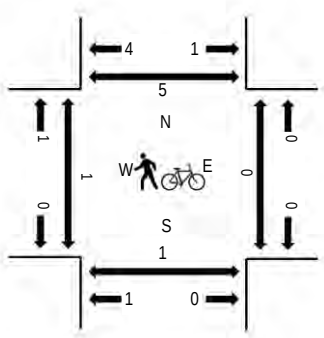
**Location:** 5 Ashley Town Center & US 17 PM
**Date and Start Time:** Wednesday, April 06, 2016
**Peak Hour:** 04:45 PM - 05:45 PM
**Peak 15-Minutes:** 05:15 PM - 05:30 PM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | US 17 Eastbound | | | | US 17 Westbound | | | | Ashley Town Center Northbound | | | | Ashley Town Center Southbound | | | | | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 4:00:00 PM | 0 | 15 | 424 | 3 | 2 | 22 | 452 | 98 | 0 | 18 | 15 | 1 | 0 | 94 | 18 | 38 | 1,200 | 4,656 | 0 | 0 | 1 | 1 |
| 4:15:00 PM | 0 | 11 | 435 | 5 | 0 | 16 | 498 | 72 | 0 | 14 | 8 | 1 | 0 | 62 | 6 | 29 | 1,157 | 4,561 | 0 | 0 | 0 | 2 |
| 4:30:00 PM | 0 | 9 | 427 | 4 | 1 | 24 | 478 | 80 | 0 | 19 | 11 | 3 | 0 | 64 | 17 | 46 | 1,183 | 4,738 | 0 | 0 | 0 | 1 |
| 4:45:00 PM | 0 | 9 | 396 | 3 | 0 | 19 | 490 | 76 | 0 | 18 | 7 | 2 | 0 | 54 | 11 | 31 | 1,116 | 4,742 | 0 | 0 | 0 | 1 |
| 5:00:00 PM | 0 | 18 | 337 | 3 | 0 | 19 | 477 | 87 | 0 | 18 | 10 | 3 | 0 | 89 | 17 | 27 | 1,105 | 4,726 | 0 | 0 | 0 | 2 |
| 5:15:00 PM | 0 | 7 | 511 | 4 | 0 | 25 | 546 | 93 | 0 | 9 | 8 | 5 | 0 | 81 | 22 | 23 | 1,334 | | 1 | 0 | 1 | 0 |
| 5:30:00 PM | 0 | 10 | 461 | 6 | 0 | 27 | 480 | 69 | 0 | 14 | 18 | 1 | 0 | 68 | 14 | 19 | 1,187 | | 0 | 0 | 0 | 2 |
| 5:45:00 PM | 0 | 7 | 384 | 2 | 1 | 32 | 454 | 83 | 0 | 23 | 8 | 2 | 0 | 70 | 13 | 21 | 1,100 | | 0 | 0 | 0 | 0 |

## Peak Rolling Hour Flow Rates

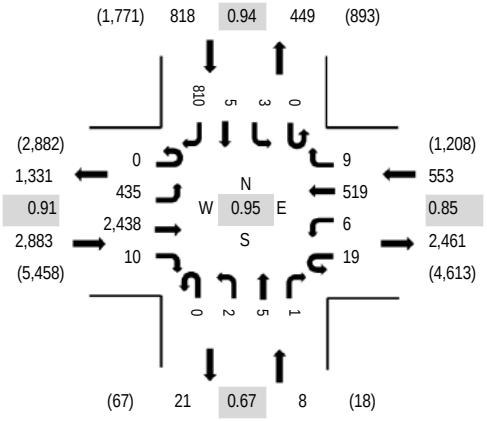
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 25 | 0 | 0 | 0 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 56 |
| Lights | 0 | 44 | 1,641 | 16 | 0 | 90 | 1,930 | 323 | 0 | 59 | 43 | 11 | 0 | 289 | 64 | 100 | 4,610 |
| Mediums | 0 | 0 | 39 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| Total | 0 | 44 | 1,705 | 16 | 0 | 90 | 1,993 | 325 | 0 | 59 | 43 | 11 | 0 | 292 | 64 | 100 | 4,742 |

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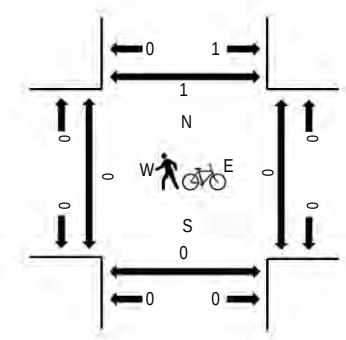
**Location:** 6 Driveway & US 17 AM
**Date and Start Time:** Wednesday, April 06, 2016
**Peak Hour:** 07:00 AM - 08:00 AM
**Peak 15-Minutes:** 07:00 AM - 07:15 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | US 17 Eastbound | | | | US 17 Westbound | | | | Driveway Northbound | | | | Sam Rittenberg Blvd Southbound | | | | | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 7:00:00 AM | 0 | 95 | 691 | 3 | 0 | 0 | 113 | 2 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 217 | 1,125 | 4,262 | 0 | 0 | 0 | 0 |
| 7:15:00 AM | 0 | 135 | 636 | 3 | 3 | 1 | 117 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 177 | 1,080 | 4,146 | 0 | 0 | 0 | 1 |
| 7:30:00 AM | 0 | 108 | 565 | 3 | 13 | 3 | 144 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 201 | 1,041 | 4,152 | 0 | 0 | 0 | 0 |
| 7:45:00 AM | 0 | 97 | 546 | 1 | 3 | 2 | 145 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 215 | 1,016 | 4,180 | 0 | 0 | 0 | 0 |
| 8:00:00 AM | 0 | 92 | 506 | 5 | 0 | 1 | 155 | 3 | 0 | 3 | 1 | 0 | 0 | 1 | 7 | 235 | 1,009 | 4,193 | 0 | 0 | 0 | 0 |
| 8:15:00 AM | 0 | 101 | 558 | 2 | 2 | 4 | 181 | 4 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 228 | 1,086 | | 0 | 0 | 0 | 0 |
| 8:30:00 AM | 0 | 116 | 554 | 2 | 1 | 1 | 144 | 4 | 0 | 0 | 0 | 1 | 0 | 7 | 5 | 234 | 1,069 | | 0 | 0 | 0 | 0 |
| 8:45:00 AM | 0 | 118 | 517 | 4 | 2 | 7 | 142 | 4 | 0 | 1 | 1 | 1 | 0 | 0 | 6 | 226 | 1,029 | | 0 | 0 | 0 | 0 |

## Peak Rolling Hour Flow Rates

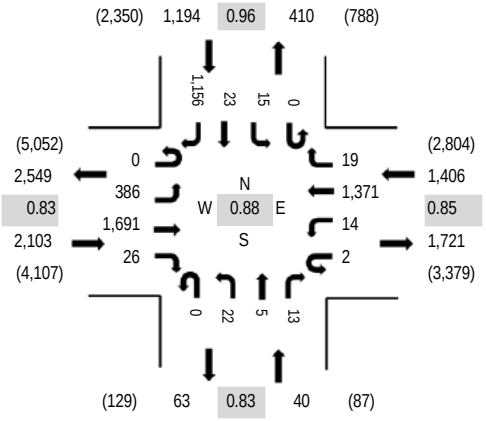
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 6 | 33 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 67 |
| Lights | 0 | 379 | 2,335 | 7 | 19 | 5 | 506 | 9 | 0 | 2 | 4 | 1 | 0 | 3 | 5 | 719 | 3,994 |
| Mediums | 0 | 50 | 70 | 3 | 0 | 1 | 11 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 65 | 201 |
| Total | 0 | 435 | 2,438 | 10 | 19 | 6 | 519 | 9 | 0 | 2 | 5 | 1 | 0 | 3 | 5 | 810 | 4,262 |

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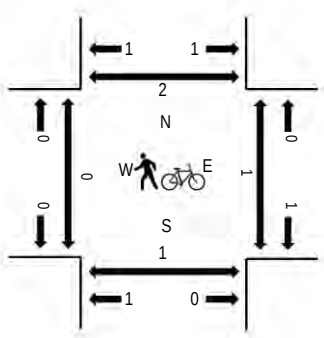
**Location:** 6 Driveway & US 17 PM
**Date and Start Time:** Wednesday, April 06, 2016
**Peak Hour:** 04:30 PM - 05:30 PM
**Peak 15-Minutes:** 05:15 PM - 05:30 PM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | US 17 Eastbound | | | | US 17 Westbound | | | | Driveway Northbound | | | | Sam Rittenberg Blvd Southbound | | | | | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 4:00:00 PM | 0 | 98 | 424 | 4 | 0 | 7 | 386 | 4 | 0 | 10 | 1 | 6 | 0 | 3 | 1 | 277 | 1,221 | 4,643 | 0 | 0 | 0 | 0 |
| 4:15:00 PM | 0 | 84 | 388 | 4 | 1 | 6 | 335 | 6 | 0 | 3 | 5 | 2 | 0 | 4 | 2 | 293 | 1,133 | 4,532 | 0 | 0 | 0 | 0 |
| 4:30:00 PM | 0 | 108 | 436 | 13 | 0 | 5 | 328 | 7 | 0 | 5 | 1 | 3 | 0 | 3 | 5 | 287 | 1,201 | 4,743 | 0 | 0 | 0 | 0 |
| 4:45:00 PM | 0 | 73 | 364 | 5 | 0 | 4 | 313 | 6 | 0 | 8 | 1 | 3 | 0 | 5 | 6 | 300 | 1,088 | 4,648 | 0 | 0 | 0 | 0 |
| 5:00:00 PM | 0 | 95 | 370 | 3 | 1 | 3 | 324 | 0 | 0 | 3 | 2 | 2 | 0 | 6 | 3 | 298 | 1,110 | 4,705 | 0 | 0 | 0 | 1 |
| 5:15:00 PM | 0 | 110 | 521 | 5 | 1 | 2 | 406 | 6 | 0 | 6 | 1 | 5 | 0 | 1 | 9 | 271 | 1,344 | | 0 | 0 | 0 | 1 |
| 5:30:00 PM | 0 | 94 | 402 | 7 | 0 | 8 | 319 | 3 | 0 | 5 | 3 | 2 | 0 | 4 | 9 | 250 | 1,106 | | 0 | 0 | 0 | 2 |
| 5:45:00 PM | 0 | 77 | 415 | 7 | 3 | 5 | 313 | 2 | 0 | 6 | 1 | 3 | 0 | 1 | 6 | 306 | 1,145 | | 0 | 0 | 0 | 0 |

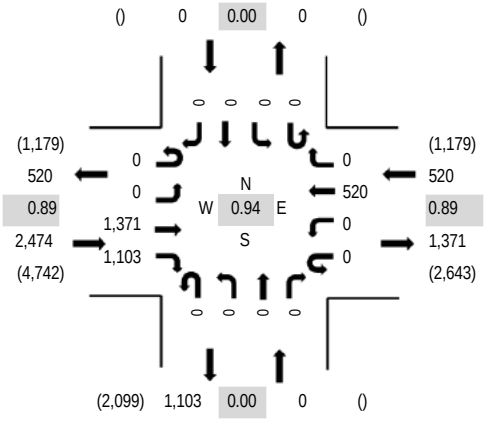
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 1 | 29 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 55 |
| Lights | 0 | 381 | 1,613 | 26 | 2 | 13 | 1,359 | 18 | 0 | 22 | 5 | 13 | 0 | 14 | 22 | 1,106 | 4,594 |
| Mediums | 0 | 4 | 49 | 0 | 0 | 1 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 29 | 94 |
| Total | 0 | 386 | 1,691 | 26 | 2 | 14 | 1,371 | 19 | 0 | 22 | 5 | 13 | 0 | 15 | 23 | 1,156 | 4,743 |

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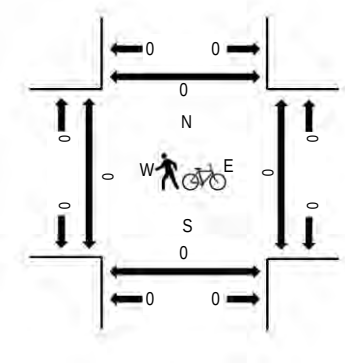
**Location:** 7 I-526 EB Ramps & US 17 AM
**Date and Start Time:** Wednesday, April 06, 2016
**Peak Hour:** 07:00 AM - 08:00 AM
**Peak 15-Minutes:** 07:00 AM - 07:15 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | US 17 Eastbound | | | | US 17 Westbound | | | | I-526 EB Ramps Northbound | | | | Southbound | | | | | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 7:00:00 AM | 0 | 0 | 426 | 268 | 0 | 0 | 106 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 800 | 2,994 | 0 | 0 | 0 | 0 |
| 7:15:00 AM | 0 | 0 | 347 | 294 | 0 | 0 | 124 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 765 | 2,920 | 0 | 0 | 0 | 0 |
| 7:30:00 AM | 0 | 0 | 315 | 277 | 0 | 0 | 144 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 736 | 2,925 | 0 | 0 | 0 | 0 |
| 7:45:00 AM | 0 | 0 | 283 | 264 | 0 | 0 | 146 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 693 | 2,946 | 0 | 0 | 0 | 0 |
| 8:00:00 AM | 0 | 0 | 303 | 244 | 0 | 0 | 179 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 726 | 2,927 | 0 | 0 | 0 | 0 |
| 8:15:00 AM | 0 | 0 | 348 | 243 | 0 | 0 | 179 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 770 | | 0 | 0 | 0 | 0 |
| 8:30:00 AM | 0 | 0 | 325 | 271 | 0 | 0 | 161 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 757 | | 0 | 0 | 0 | 0 |
| 8:45:00 AM | 0 | 0 | 296 | 238 | 0 | 0 | 140 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 674 | | 0 | 0 | 0 | 0 |

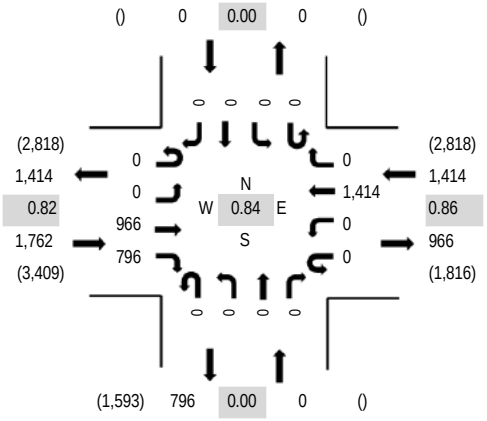
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 2 | 31 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| Lights | 0 | 0 | 1,345 | 1,022 | 0 | 0 | 506 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,873 |
| Mediums | 0 | 0 | 24 | 50 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| Total | 0 | 0 | 1,371 | 1,103 | 0 | 0 | 520 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,994 |

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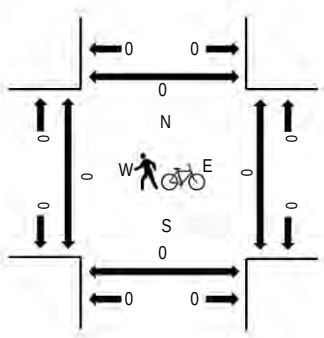
**Location:** 7 I-526 EB Ramps & US 17 PM
**Date and Start Time:** Wednesday, April 06, 2016
**Peak Hour:** 05:00 PM - 06:00 PM
**Peak 15-Minutes:** 05:15 PM - 05:30 PM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | US 17 Eastbound | | | | US 17 Westbound | | | | I-526 EB Ramps Northbound | | | | Southbound | | | | | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 4:00:00 PM | 0 | 0 | 224 | 208 | 0 | 0 | 390 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 822 | 3,051 | 0 | 0 | 0 | 0 |
| 4:15:00 PM | 0 | 0 | 197 | 199 | 0 | 0 | 353 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 749 | 2,953 | 0 | 0 | 0 | 0 |
| 4:30:00 PM | 0 | 0 | 226 | 218 | 0 | 0 | 335 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 779 | 3,147 | 0 | 0 | 0 | 0 |
| 4:45:00 PM | 0 | 0 | 203 | 172 | 0 | 0 | 326 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 701 | 3,106 | 0 | 0 | 0 | 0 |
| 5:00:00 PM | 0 | 0 | 205 | 180 | 0 | 0 | 339 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 724 | 3,176 | 0 | 0 | 0 | 0 |
| 5:15:00 PM | 0 | 0 | 289 | 245 | 0 | 0 | 409 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 943 | | 0 | 0 | 0 | 0 |
| 5:30:00 PM | 0 | 0 | 210 | 205 | 0 | 0 | 323 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 738 | | 0 | 0 | 0 | 0 |
| 5:45:00 PM | 0 | 0 | 262 | 166 | 0 | 0 | 343 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 771 | | 0 | 0 | 0 | 0 |

## Peak Rolling Hour Flow Rates

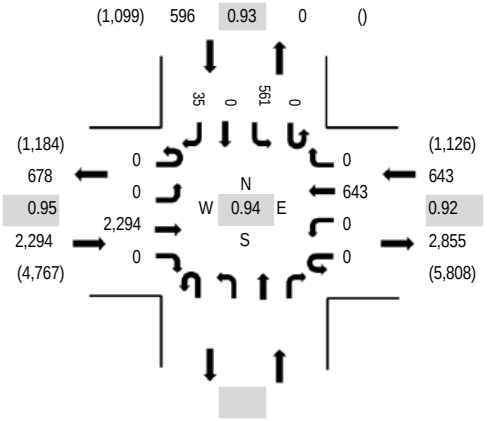
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 2 | 20 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| Lights | 0 | 0 | 956 | 748 | 0 | 0 | 1,400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,104 |
| Mediums | 0 | 0 | 8 | 28 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| Total | 0 | 0 | 966 | 796 | 0 | 0 | 1,414 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,176 |

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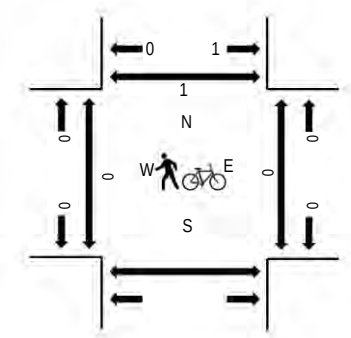
(303) 216-2439
www.alltrafficdata.net

**Location:** 8 I-526 WB Ramps & US 17 AM
**Date and Start Time:** Wednesday, April 06, 2016
**Peak Hour:** 07:45 AM - 08:45 AM
**Peak 15-Minutes:** 08:15 AM - 08:30 AM

## Peak Hour - All Vehicles




## Peak Hour - Pedestrians/Bicycles in Crosswalk




Note: Total study counts contained in parentheses.

## Traffic Counts

| Interval Start Time | US 17 Eastbound | | | | US 17 Westbound | | | | Northbound | | | | I-526 WB Ramps Southbound | | | | | Rolling Hour | Pedestrain Crossings | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South North |
| 7:00:00 AM | 0 | 0 | 699 | 0 | 0 | 0 | 93 | 0 | | | | | 0 | 87 | 0 | 3 | 882 | 3,464 | 0 | 0 | 0 |
| 7:15:00 AM | 0 | 0 | 640 | 0 | 0 | 0 | 125 | 0 | | | | | 0 | 127 | 0 | 6 | 898 | 3,408 | 0 | 0 | 1 |
| 7:30:00 AM | 0 | 0 | 591 | 0 | 0 | 0 | 128 | 0 | | | | | 0 | 100 | 0 | 8 | 827 | 3,450 | 1 | 0 | 1 |
| 7:45:00 AM | 0 | 0 | 556 | 0 | 0 | 0 | 140 | 0 | | | | | 0 | 151 | 0 | 10 | 857 | 3,533 | 0 | 0 | 0 |
| 8:00:00 AM | 0 | 0 | 533 | 0 | 0 | 0 | 160 | 0 | | | | | 0 | 120 | 0 | 13 | 826 | 3,528 | 0 | 0 | 0 |
| 8:15:00 AM | 0 | 0 | 606 | 0 | 0 | 0 | 174 | 0 | | | | | 0 | 153 | 0 | 7 | 940 | | 0 | 0 | 0 |
| 8:30:00 AM | 0 | 0 | 599 | 0 | 0 | 0 | 169 | 0 | | | | | 0 | 137 | 0 | 5 | 910 | | 0 | 0 | 1 |
| 8:45:00 AM | 0 | 0 | 543 | 0 | 0 | 0 | 137 | 0 | | | | | 0 | 166 | 0 | 6 | 852 | | 0 | 0 | 2 |

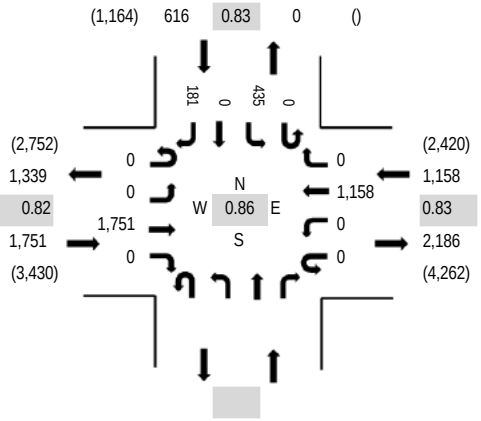
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 30 | 0 | 0 | 0 | 3 | 0 | | | | | 0 | 4 | 0 | 1 | 38 |
| Lights | 0 | 0 | 2,174 | 0 | 0 | 0 | 623 | 0 | | | | | 0 | 552 | 0 | 31 | 3,380 |
| Mediums | 0 | 0 | 90 | 0 | 0 | 0 | 17 | 0 | | | | | 0 | 5 | 0 | 3 | 115 |
| Total | 0 | 0 | 2,294 | 0 | 0 | 0 | 643 | 0 | | | | | 0 | 561 | 0 | 35 | 3,533 |

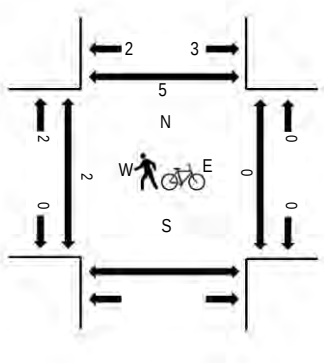
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

**Location:** 8 I-526 WB Ramps & US 17 PM
**Date and Start Time:** Wednesday, April 06, 2016
**Peak Hour:** 05:00 PM - 06:00 PM
**Peak 15-Minutes:** 05:15 PM - 05:30 PM

## Peak Hour - All Vehicles




## Peak Hour - Pedestrians/Bicycles in Crosswalk




Note: Total study counts contained in parentheses.

## Traffic Counts

| Interval Start Time | US 17 Eastbound | | | | US 17 Westbound | | | | Northbound | | | | I-526 WB Ramps Southbound | | | | | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 4:00:00 PM | 0 | 0 | 456 | 0 | 0 | 0 | 347 | 0 | | | | | 0 | 107 | 0 | 58 | 968 | 3,489 | 0 | 0 | | 0 |
| 4:15:00 PM | 0 | 0 | 387 | 0 | 0 | 0 | 297 | 0 | | | | | 0 | 108 | 0 | 41 | 833 | 3,302 | 0 | 0 | | 2 |
| 4:30:00 PM | 0 | 0 | 444 | 0 | 0 | 0 | 313 | 0 | | | | | 0 | 87 | 0 | 26 | 870 | 3,494 | 0 | 0 | | 3 |
| 4:45:00 PM | 0 | 0 | 392 | 0 | 0 | 0 | 305 | 0 | | | | | 0 | 95 | 0 | 26 | 818 | 3,502 | 0 | 0 | | 0 |
| 5:00:00 PM | 0 | 0 | 365 | 0 | 0 | 0 | 255 | 0 | | | | | 0 | 138 | 0 | 23 | 781 | 3,525 | 1 | 0 | | 0 |
| 5:15:00 PM | 0 | 0 | 531 | 0 | 0 | 0 | 349 | 0 | | | | | 0 | 93 | 0 | 52 | 1,025 | | 1 | 0 | | 3 |
| 5:30:00 PM | 0 | 0 | 427 | 0 | 0 | 0 | 265 | 0 | | | | | 0 | 120 | 0 | 66 | 878 | | 0 | 0 | | 2 |
| 5:45:00 PM | 0 | 0 | 428 | 0 | 0 | 0 | 289 | 0 | | | | | 0 | 84 | 0 | 40 | 841 | | 0 | 0 | | 0 |

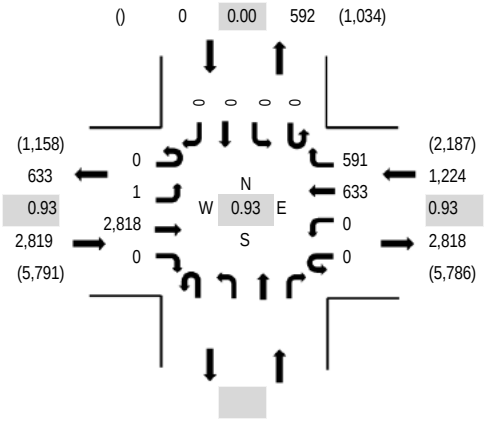
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 20 | 0 | 0 | 0 | 2 | 0 | | | | | 0 | 0 | 0 | 1 | 23 |
| Lights | 0 | 0 | 1,703 | 0 | 0 | 0 | 1,140 | 0 | | | | | 0 | 433 | 0 | 179 | 3,455 |
| Mediums | 0 | 0 | 28 | 0 | 0 | 0 | 16 | 0 | | | | | 0 | 2 | 0 | 1 | 47 |
| Total | 0 | 0 | 1,751 | 0 | 0 | 0 | 1,158 | 0 | | | | | 0 | 435 | 0 | 181 | 3,525 |

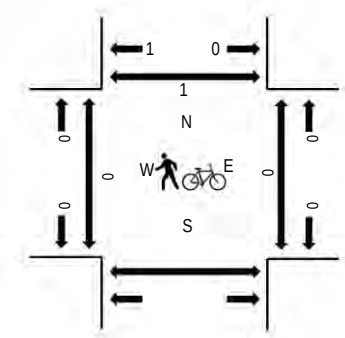
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

**Location:** #9 I-526 EB Ramps & US 17 AM
**Date and Start Time:** Wednesday, April 06, 2016
**Peak Hour:** 07:30 AM - 08:30 AM
**Peak 15-Minutes:** 08:15 AM - 08:30 AM

## Peak Hour - All Vehicles




## Peak Hour - Pedestrians/Bicycles in Crosswalk




Note: Total study counts contained in parentheses.

## Traffic Counts

| Interval Start Time | US 17 Eastbound | | | | US 17 Westbound | | | | Northbound | | | | I-526 EB Ramps Southbound | | | | | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 7:00:00 AM | 0 | 1 | 779 | 0 | 0 | 0 | 104 | 91 | | | | | 0 | 0 | 0 | 0 | 975 | 3,941 | 0 | 0 | | 0 |
| 7:15:00 AM | 0 | 2 | 744 | 0 | 0 | 0 | 115 | 127 | | | | | 0 | 0 | 0 | 0 | 988 | 3,944 | 0 | 0 | | 1 |
| 7:30:00 AM | 0 | 0 | 712 | 0 | 0 | 0 | 141 | 172 | | | | | 0 | 0 | 0 | 0 | 1,025 | 4,043 | 0 | 0 | | 1 |
| 7:45:00 AM | 0 | 0 | 662 | 0 | 0 | 0 | 154 | 137 | | | | | 0 | 0 | 0 | 0 | 953 | 4,003 | 0 | 0 | | 0 |
| 8:00:00 AM | 0 | 0 | 687 | 0 | 0 | 0 | 150 | 141 | | | | | 0 | 0 | 0 | 0 | 978 | 4,037 | 0 | 0 | | 0 |
| 8:15:00 AM | 0 | 1 | 757 | 0 | 0 | 0 | 188 | 141 | | | | | 0 | 0 | 0 | 0 | 1,087 | | 0 | 0 | | 0 |
| 8:30:00 AM | 1 | 0 | 741 | 0 | 0 | 0 | 130 | 113 | | | | | 0 | 0 | 0 | 0 | 985 | | 0 | 0 | | 1 |
| 8:45:00 AM | 0 | 0 | 704 | 0 | 0 | 0 | 175 | 108 | | | | | 0 | 0 | 0 | 0 | 987 | | 0 | 0 | | 2 |

## Peak Rolling Hour Flow Rates

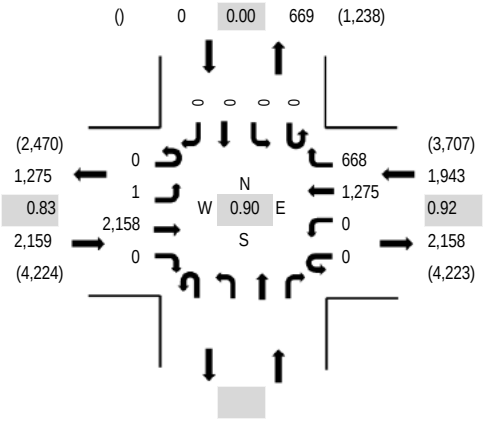
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 35 | 0 | 0 | 0 | 2 | 7 | | | | | 0 | 0 | 0 | 0 | 44 |
| Lights | 0 | 1 | 2,687 | 0 | 0 | 0 | 618 | 573 | | | | | 0 | 0 | 0 | 0 | 3,879 |
| Mediums | 0 | 0 | 96 | 0 | 0 | 0 | 13 | 11 | | | | | 0 | 0 | 0 | 0 | 120 |
| Total | 0 | 1 | 2,818 | 0 | 0 | 0 | 633 | 591 | | | | | 0 | 0 | 0 | 0 | 4,043 |

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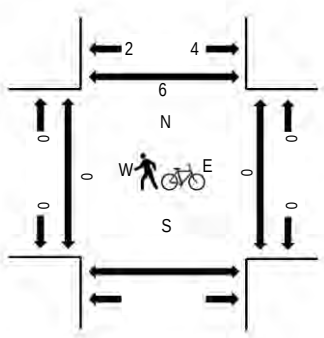
(303) 216-2439
www.alltrafficdata.net

**Location:** #9 I-526 EB Ramps & US 17 PM
**Date and Start Time:** Wednesday, April 06, 2016
**Peak Hour:** 04:30 PM - 05:30 PM
**Peak 15-Minutes:** 05:15 PM - 05:30 PM

## Peak Hour - All Vehicles




## Peak Hour - Pedestrians/Bicycles in Crosswalk




Note: Total study counts contained in parentheses.

## Traffic Counts

| Interval Start Time | US 17 Eastbound | | | | US 17 Westbound | | | | I-526 EB Ramps Northbound | | | | I-526 EB Ramps Southbound | | | | | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 4:00:00 PM | 0 | 0 | 517 | 0 | 0 | 0 | 305 | 144 | | | | | 0 | 0 | 0 | 0 | 966 | 3,883 | 1 | 0 | | 0 |
| 4:15:00 PM | 0 | 0 | 517 | 0 | 0 | 0 | 332 | 134 | | | | | 0 | 0 | 0 | 0 | 983 | 3,940 | 0 | 0 | | 1 |
| 4:30:00 PM | 0 | 0 | 532 | 0 | 0 | 0 | 308 | 174 | | | | | 0 | 0 | 0 | 0 | 1,014 | 4,102 | 0 | 0 | | 3 |
| 4:45:00 PM | 0 | 0 | 481 | 0 | 0 | 0 | 299 | 140 | | | | | 0 | 0 | 0 | 0 | 920 | 4,017 | 0 | 0 | | 0 |
| 5:00:00 PM | 0 | 0 | 494 | 0 | 0 | 0 | 330 | 199 | | | | | 0 | 0 | 0 | 0 | 1,023 | 4,048 | 0 | 0 | | 1 |
| 5:15:00 PM | 0 | 1 | 651 | 0 | 0 | 0 | 338 | 155 | | | | | 0 | 0 | 0 | 0 | 1,145 | | 0 | 0 | | 2 |
| 5:30:00 PM | 0 | 0 | 522 | 0 | 0 | 0 | 261 | 146 | | | | | 0 | 0 | 0 | 0 | 929 | | 0 | 0 | | 1 |
| 5:45:00 PM | 0 | 0 | 509 | 0 | 0 | 0 | 297 | 145 | | | | | 0 | 0 | 0 | 0 | 951 | | 0 | 0 | | 0 |

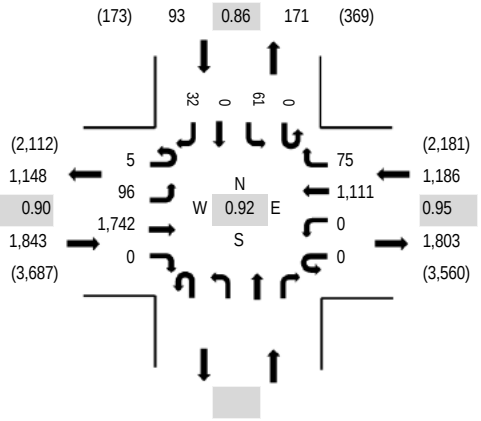
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total |
| Articulated Trucks | 0 | 0 | 28 | 0 | 0 | 0 | 2 | 2 | | | | | 0 | 0 | 0 | 0 | 32 |
| Lights | 0 | 1 | 2,075 | 0 | 0 | 0 | 1,263 | 662 | | | | | 0 | 0 | 0 | 0 | 4,001 |
| Mediums | 0 | 0 | 55 | 0 | 0 | 0 | 10 | 4 | | | | | 0 | 0 | 0 | 0 | 69 |
| Total | 0 | 1 | 2,158 | 0 | 0 | 0 | 1,275 | 668 | | | | | 0 | 0 | 0 | 0 | 4,102 |

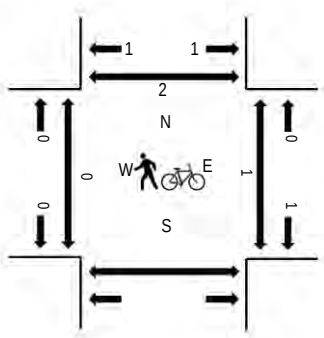
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

**Location:** #10 Skylark Dr & US 17 AM
**Date and Start Time:** Wednesday, April 06, 2016
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:15 AM - 08:30 AM

## Peak Hour - All Vehicles




## Peak Hour - Pedestrians/Bicycles in Crosswalk




Note: Total study counts contained in parentheses.

## Traffic Counts

| Interval Start Time | US 17 Eastbound | | | | US 17 Westbound | | | | Northbound | | | | Skylark Dr Southbound | | | | | Rolling Hour | Pedestrain Crossings | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South North |
| 7:00:00 AM | 0 | 45 | 436 | 0 | 0 | 0 | 156 | 14 | | | | | 0 | 12 | 0 | 4 | 667 | 2,919 | 0 | 0 | 0 |
| 7:15:00 AM | 0 | 36 | 472 | 0 | 0 | 0 | 253 | 14 | | | | | 0 | 11 | 0 | 10 | 796 | 2,972 | 0 | 0 | 0 |
| 7:30:00 AM | 0 | 27 | 401 | 0 | 0 | 0 | 253 | 15 | | | | | 0 | 7 | 0 | 11 | 714 | 3,020 | 0 | 0 | 0 |
| 7:45:00 AM | 0 | 29 | 398 | 0 | 0 | 0 | 272 | 18 | | | | | 0 | 20 | 0 | 5 | 742 | 3,082 | 0 | 0 | 0 |
| 8:00:00 AM | 1 | 19 | 373 | 0 | 0 | 0 | 285 | 20 | | | | | 0 | 17 | 0 | 5 | 720 | 3,122 | 0 | 0 | 0 |
| 8:15:00 AM | 0 | 26 | 485 | 0 | 0 | 0 | 289 | 22 | | | | | 0 | 11 | 0 | 11 | 844 | | 0 | 0 | 0 |
| 8:30:00 AM | 2 | 25 | 429 | 0 | 0 | 0 | 279 | 19 | | | | | 0 | 16 | 0 | 6 | 776 | | 0 | 1 | 1 |
| 8:45:00 AM | 2 | 26 | 455 | 0 | 0 | 0 | 258 | 14 | | | | | 0 | 17 | 0 | 10 | 782 | | 0 | 0 | 1 |

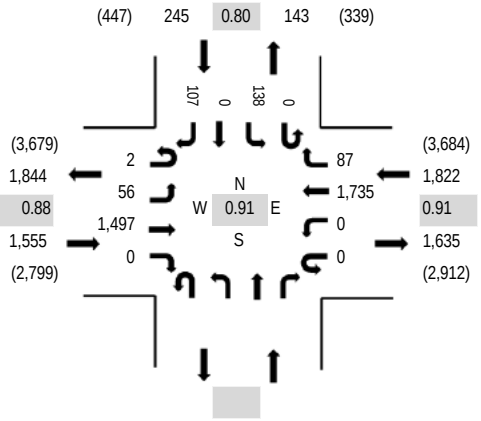
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 8 | 0 | 0 | 0 | 12 | 0 | | | | | 0 | 0 | 0 | 1 | 21 |
| Lights | 5 | 94 | 1,708 | 0 | 0 | 0 | 1,068 | 71 | | | | | 0 | 58 | 0 | 30 | 3,034 |
| Mediums | 0 | 2 | 26 | 0 | 0 | 0 | 31 | 4 | | | | | 0 | 3 | 0 | 1 | 67 |
| Total | 5 | 96 | 1,742 | 0 | 0 | 0 | 1,111 | 75 | | | | | 0 | 61 | 0 | 32 | 3,122 |

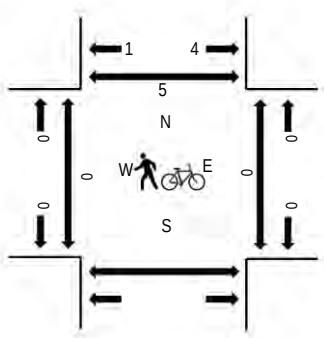
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

**Location:** #10 Skylark Dr & US 17 PM
**Date and Start Time:** Wednesday, April 06, 2016
**Peak Hour:** 05:00 PM - 06:00 PM
**Peak 15-Minutes:** 05:15 PM - 05:30 PM

## Peak Hour - All Vehicles




## Peak Hour - Pedestrians/Bicycles in Crosswalk




Note: Total study counts contained in parentheses.

## Traffic Counts

| Interval Start Time | US 17 Eastbound | | | | US 17 Westbound | | | | Northbound | | | | Skylark Dr Southbound | | | | | Rolling Hour | Pedestrain Crossings | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South North |
| 4:00:00 PM | 1 | 21 | 311 | 0 | 0 | 0 | 473 | 39 | | | | | 0 | 22 | 0 | 15 | 882 | 3,308 | 0 | 0 | 0 |
| 4:15:00 PM | 0 | 20 | 288 | 0 | 0 | 0 | 393 | 33 | | | | | 0 | 25 | 0 | 25 | 784 | 3,367 | 0 | 0 | 0 |
| 4:30:00 PM | 2 | 18 | 290 | 0 | 0 | 0 | 458 | 24 | | | | | 0 | 29 | 0 | 30 | 851 | 3,574 | 0 | 0 | 3 |
| 4:45:00 PM | 1 | 14 | 278 | 0 | 0 | 0 | 415 | 27 | | | | | 0 | 34 | 0 | 22 | 791 | 3,605 | 0 | 0 | 0 |
| 5:00:00 PM | 1 | 16 | 356 | 0 | 0 | 0 | 479 | 20 | | | | | 0 | 43 | 0 | 26 | 941 | 3,622 | 0 | 0 | 1 |
| 5:15:00 PM | 0 | 15 | 428 | 0 | 0 | 0 | 479 | 22 | | | | | 0 | 22 | 0 | 25 | 991 | | 0 | 0 | 3 |
| 5:30:00 PM | 1 | 13 | 365 | 0 | 0 | 0 | 412 | 14 | | | | | 0 | 42 | 0 | 35 | 882 | | 0 | 0 | 0 |
| 5:45:00 PM | 0 | 12 | 348 | 0 | 0 | 0 | 365 | 31 | | | | | 0 | 31 | 0 | 21 | 808 | | 0 | 0 | 1 |

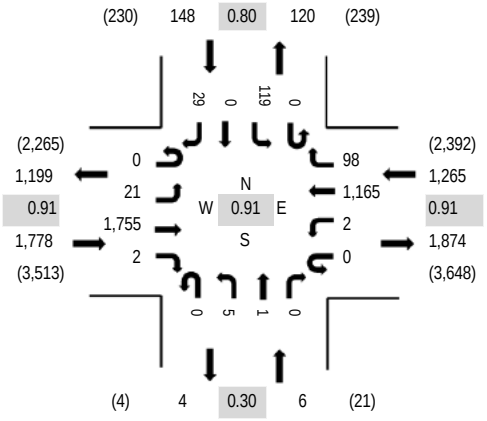
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | | | | | 0 | 0 | 0 | 0 | 4 |
| Lights | 2 | 54 | 1,487 | 0 | 0 | 0 | 1,717 | 86 | | | | | 0 | 135 | 0 | 106 | 3,587 |
| Mediums | 0 | 2 | 8 | 0 | 0 | 0 | 16 | 1 | | | | | 0 | 3 | 0 | 1 | 31 |
| Total | 2 | 56 | 1,497 | 0 | 0 | 0 | 1,735 | 87 | | | | | 0 | 138 | 0 | 107 | 3,622 |

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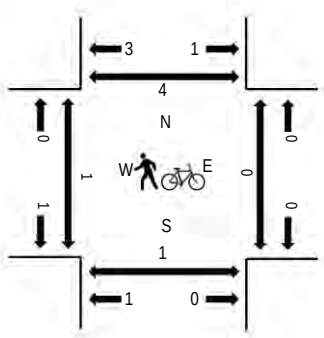
**Location:** #11 Orleans Rd & US 17 AM
**Date and Start Time:** Wednesday, April 06, 2016
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:15 AM - 08:30 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | US 17 Eastbound | | | | US 17 Westbound | | | | Orleans Rd Northbound | | | | Orleans Rd Southbound | | | | | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 7:00:00 AM | 0 | 9 | 476 | 0 | 0 | 0 | 188 | 24 | 0 | 0 | 2 | 0 | 0 | 14 | 0 | 0 | 713 | 2,959 | 0 | 0 | 0 | 0 |
| 7:15:00 AM | 0 | 2 | 427 | 0 | 0 | 0 | 241 | 17 | 0 | 4 | 3 | 1 | 0 | 17 | 0 | 3 | 715 | 2,981 | 0 | 0 | 0 | 0 |
| 7:30:00 AM | 0 | 10 | 397 | 0 | 0 | 0 | 314 | 18 | 0 | 1 | 0 | 0 | 0 | 19 | 0 | 7 | 766 | 3,144 | 0 | 0 | 0 | 1 |
| 7:45:00 AM | 0 | 7 | 407 | 0 | 0 | 0 | 299 | 26 | 0 | 1 | 1 | 2 | 0 | 14 | 0 | 8 | 765 | 3,147 | 0 | 0 | 0 | 0 |
| 8:00:00 AM | 0 | 2 | 392 | 0 | 0 | 0 | 287 | 22 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 8 | 735 | 3,197 | 0 | 0 | 0 | 1 |
| 8:15:00 AM | 0 | 6 | 481 | 0 | 0 | 0 | 321 | 28 | 0 | 4 | 1 | 0 | 0 | 29 | 0 | 8 | 878 | | 1 | 0 | 0 | 0 |
| 8:30:00 AM | 0 | 8 | 427 | 2 | 0 | 1 | 263 | 21 | 0 | 1 | 0 | 0 | 0 | 37 | 0 | 9 | 769 | | 0 | 0 | 1 | 2 |
| 8:45:00 AM | 0 | 5 | 455 | 0 | 0 | 1 | 294 | 27 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 4 | 815 | | 0 | 0 | 0 | 1 |

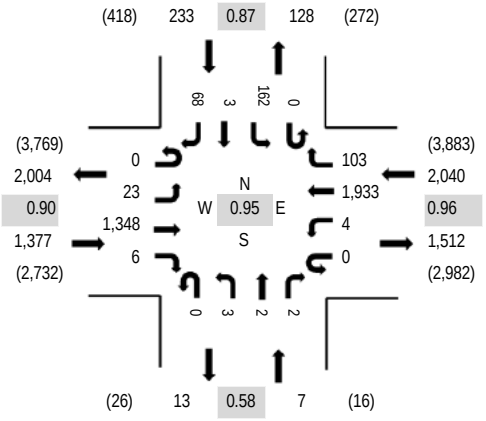
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 6 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 17 |
| Lights | 0 | 21 | 1,719 | 2 | 0 | 2 | 1,119 | 97 | 0 | 5 | 1 | 0 | 0 | 116 | 0 | 29 | 3,111 |
| Mediums | 0 | 0 | 30 | 0 | 0 | 0 | 36 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 69 |
| Total | 0 | 21 | 1,755 | 2 | 0 | 2 | 1,165 | 98 | 0 | 5 | 1 | 0 | 0 | 119 | 0 | 29 | 3,197 |

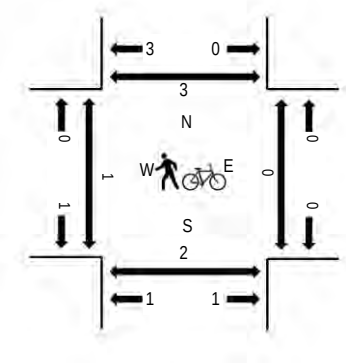
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

**Location:** #11 Orleans Rd & US 17 PM
**Date and Start Time:** Wednesday, April 06, 2016
**Peak Hour:** 04:30 PM - 05:30 PM
**Peak 15-Minutes:** 05:15 PM - 05:30 PM

## Peak Hour - All Vehicles




## Peak Hour - Pedestrians/Bicycles in Crosswalk




Note: Total study counts contained in parentheses.

## Traffic Counts

| Interval Start Time | US 17 Eastbound | | | | US 17 Westbound | | | | Orleans Rd Northbound | | | | Orleans Rd Southbound | | | | | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 4:00:00 PM | 0 | 8 | 355 | 2 | 0 | 2 | 456 | 38 | 0 | 1 | 0 | 1 | 0 | 30 | 1 | 6 | 900 | 3,455 | 0 | 0 | 2 | 1 |
| 4:15:00 PM | 0 | 7 | 288 | 1 | 0 | 2 | 426 | 37 | 0 | 1 | 0 | 3 | 0 | 46 | 0 | 3 | 814 | 3,504 | 0 | 0 | 0 | 0 |
| 4:30:00 PM | 0 | 4 | 322 | 4 | 0 | 1 | 498 | 29 | 0 | 1 | 0 | 0 | 0 | 38 | 0 | 15 | 912 | 3,657 | 0 | 0 | 0 | 1 |
| 4:45:00 PM | 0 | 6 | 309 | 1 | 0 | 1 | 428 | 22 | 0 | 0 | 1 | 0 | 0 | 44 | 0 | 17 | 829 | 3,583 | 0 | 0 | 0 | 0 |
| 5:00:00 PM | 0 | 5 | 341 | 1 | 0 | 2 | 513 | 18 | 0 | 1 | 0 | 1 | 0 | 45 | 2 | 20 | 949 | 3,594 | 0 | 0 | 0 | 0 |
| 5:15:00 PM | 0 | 8 | 376 | 0 | 0 | 0 | 494 | 34 | 0 | 1 | 1 | 1 | 0 | 35 | 1 | 16 | 967 | | 0 | 0 | 1 | 2 |
| 5:30:00 PM | 0 | 6 | 330 | 1 | 0 | 0 | 414 | 21 | 0 | 2 | 1 | 0 | 0 | 41 | 0 | 22 | 838 | | 1 | 0 | 1 | 0 |
| 5:45:00 PM | 0 | 2 | 352 | 3 | 0 | 0 | 423 | 24 | 0 | 0 | 0 | 0 | 0 | 24 | 1 | 11 | 840 | | 0 | 0 | 0 | 0 |

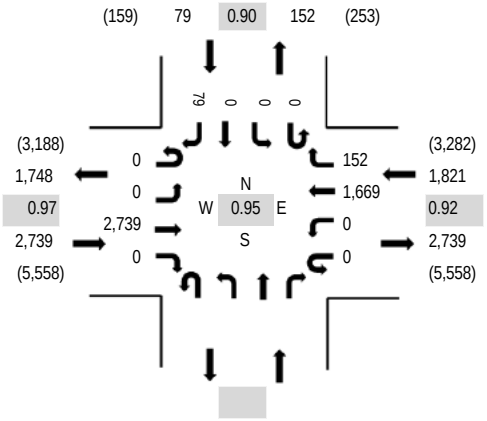
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Lights | 0 | 23 | 1,331 | 6 | 0 | 4 | 1,918 | 102 | 0 | 3 | 2 | 2 | 0 | 161 | 3 | 66 | 3,621 |
| Mediums | 0 | 0 | 17 | 0 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 32 |
| Total | 0 | 23 | 1,348 | 6 | 0 | 4 | 1,933 | 103 | 0 | 3 | 2 | 2 | 0 | 162 | 3 | 68 | 3,657 |

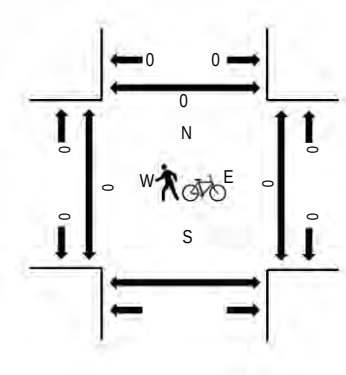
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

**Location:** #12 Frontage Rd & Paul Cantrell Blvd AM
**Date and Start Time:** Wednesday, April 06, 2016
**Peak Hour:** 07:45 AM - 08:45 AM
**Peak 15-Minutes:** 08:15 AM - 08:30 AM

## Peak Hour - All Vehicles




## Peak Hour - Pedestrians/Bicycles in Crosswalk




Note: Total study counts contained in parentheses.

## Traffic Counts

| Interval Start Time | Paul Cantrell Blvd Eastbound | | | | Paul Cantrell Blvd Westbound | | | | Northbound | | | | Frontage Rd Southbound | | | | | Rolling Hour | Pedestrain Crossings | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South North |
| 7:00:00 AM | 0 | 0 | 763 | 0 | 0 | 0 | 281 | 11 | | | | | 0 | 0 | 0 | 15 | 1,070 | 4,436 | 0 | 0 | 0 |
| 7:15:00 AM | 0 | 0 | 774 | 0 | 0 | 0 | 296 | 27 | | | | | 0 | 0 | 0 | 27 | 1,124 | 4,479 | 0 | 0 | 0 |
| 7:30:00 AM | 0 | 0 | 690 | 0 | 0 | 0 | 339 | 30 | | | | | 0 | 0 | 0 | 22 | 1,081 | 4,572 | 0 | 0 | 0 |
| 7:45:00 AM | 0 | 0 | 688 | 0 | 0 | 0 | 414 | 38 | | | | | 0 | 0 | 0 | 21 | 1,161 | 4,639 | 0 | 0 | 0 |
| 8:00:00 AM | 0 | 0 | 677 | 0 | 0 | 0 | 378 | 40 | | | | | 0 | 0 | 0 | 18 | 1,113 | 4,563 | 0 | 0 | 0 |
| 8:15:00 AM | 0 | 0 | 706 | 0 | 0 | 0 | 457 | 36 | | | | | 0 | 0 | 0 | 18 | 1,217 | | 0 | 0 | 0 |
| 8:30:00 AM | 0 | 0 | 668 | 0 | 0 | 0 | 420 | 38 | | | | | 0 | 0 | 0 | 22 | 1,148 | | 0 | 0 | 0 |
| 8:45:00 AM | 0 | 0 | 592 | 0 | 0 | 0 | 444 | 33 | | | | | 0 | 0 | 0 | 16 | 1,085 | | 0 | 0 | 0 |

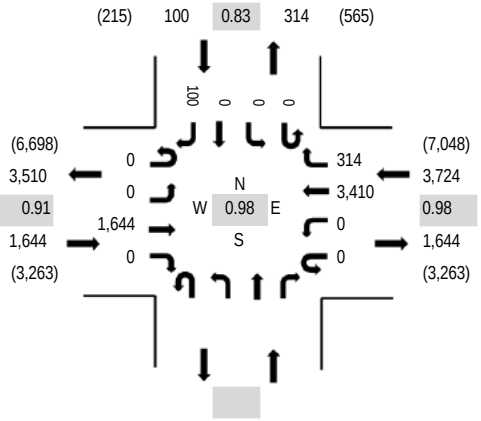
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 19 | 0 | 0 | 0 | 22 | 3 | | | | | 0 | 0 | 0 | 1 | 45 |
| Lights | 0 | 0 | 2,647 | 0 | 0 | 0 | 1,577 | 145 | | | | | 0 | 0 | 0 | 78 | 4,447 |
| Mediums | 0 | 0 | 73 | 0 | 0 | 0 | 70 | 4 | | | | | 0 | 0 | 0 | 0 | 147 |
| Total | 0 | 0 | 2,739 | 0 | 0 | 0 | 1,669 | 152 | | | | | 0 | 0 | 0 | 79 | 4,639 |

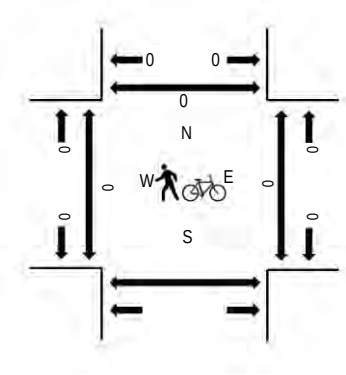
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

**Location:** #12 Frontage Rd & Paul Cantrell Blvd PM
**Date and Start Time:** Wednesday, April 06, 2016
**Peak Hour:** 05:00 PM - 06:00 PM
**Peak 15-Minutes:** 05:00 PM - 05:15 PM

## Peak Hour - All Vehicles




## Peak Hour - Pedestrians/Bicycles in Crosswalk




Note: Total study counts contained in parentheses.

## Traffic Counts

| Interval Start Time | Paul Cantrell Blvd Eastbound | | | | Paul Cantrell Blvd Westbound | | | | Northbound | | | | Frontage Rd Southbound | | | | | Rolling Hour | Pedestrain Crossings | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South North |
| 4:00:00 PM | 0 | 0 | 449 | 0 | 0 | 0 | 750 | 68 | | | | | 0 | 0 | 0 | 26 | 1,293 | 5,058 | 0 | 0 | 0 |
| 4:15:00 PM | 0 | 0 | 385 | 0 | 0 | 0 | 733 | 60 | | | | | 0 | 0 | 0 | 32 | 1,210 | 5,166 | 0 | 0 | 0 |
| 4:30:00 PM | 0 | 0 | 374 | 0 | 0 | 0 | 801 | 64 | | | | | 0 | 0 | 0 | 26 | 1,265 | 5,299 | 0 | 0 | 0 |
| 4:45:00 PM | 0 | 0 | 411 | 0 | 0 | 0 | 789 | 59 | | | | | 0 | 0 | 0 | 31 | 1,290 | 5,380 | 0 | 0 | 0 |
| 5:00:00 PM | 0 | 0 | 450 | 0 | 0 | 0 | 848 | 76 | | | | | 0 | 0 | 0 | 27 | 1,401 | 5,468 | 0 | 0 | 0 |
| 5:15:00 PM | 0 | 0 | 368 | 0 | 0 | 0 | 879 | 75 | | | | | 0 | 0 | 0 | 21 | 1,343 | | 0 | 0 | 0 |
| 5:30:00 PM | 0 | 0 | 427 | 0 | 0 | 0 | 817 | 80 | | | | | 0 | 0 | 0 | 22 | 1,346 | | 0 | 0 | 0 |
| 5:45:00 PM | 0 | 0 | 399 | 0 | 0 | 0 | 866 | 83 | | | | | 0 | 0 | 0 | 30 | 1,378 | | 0 | 0 | 0 |

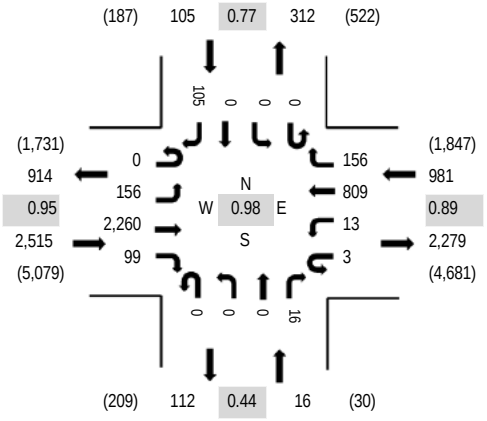
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 4 | 0 | 0 | 0 | 5 | 0 | | | | | 0 | 0 | 0 | 0 | 9 |
| Lights | 0 | 0 | 1,627 | 0 | 0 | 0 | 3,382 | 313 | | | | | 0 | 0 | 0 | 100 | 5,422 |
| Mediums | 0 | 0 | 13 | 0 | 0 | 0 | 23 | 1 | | | | | 0 | 0 | 0 | 0 | 37 |
| Total | 0 | 0 | 1,644 | 0 | 0 | 0 | 3,410 | 314 | | | | | 0 | 0 | 0 | 100 | 5,468 |

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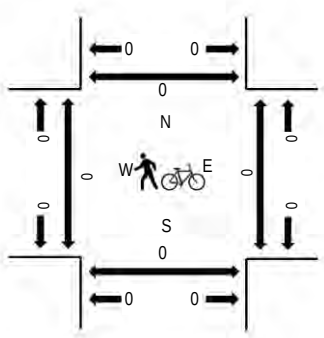
**Location:** #13 Lowes Drwy & Paul Cantrell Blvd AM
**Date and Start Time:** Wednesday, April 06, 2016
**Peak Hour:** 07:45 AM - 08:45 AM
**Peak 15-Minutes:** 08:30 AM - 08:45 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | Pal Cantrell Blvd Eastbound | | | | Paul Cantrell Blvd Westbound | | | | Lowes Drwy Northbound | | | | Charlie Hall Blvd Southbound | | | | | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 7:00:00 AM | 0 | 24 | 663 | 17 | 0 | 0 | 175 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 920 | 3,563 | 0 | 0 | 0 | 0 |
| 7:15:00 AM | 1 | 18 | 653 | 16 | 0 | 3 | 144 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 883 | 3,549 | 0 | 0 | 0 | 0 |
| 7:30:00 AM | 0 | 22 | 584 | 28 | 0 | 1 | 193 | 19 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 13 | 862 | 3,557 | 0 | 0 | 0 | 0 |
| 7:45:00 AM | 0 | 43 | 594 | 25 | 1 | 3 | 183 | 27 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 20 | 898 | 3,617 | 0 | 0 | 0 | 0 |
| 8:00:00 AM | 0 | 37 | 597 | 20 | 0 | 2 | 190 | 39 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 20 | 906 | 3,580 | 0 | 0 | 0 | 0 |
| 8:15:00 AM | 0 | 40 | 536 | 21 | 1 | 3 | 218 | 37 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 31 | 891 | | 0 | 0 | 0 | 0 |
| 8:30:00 AM | 0 | 36 | 533 | 33 | 1 | 5 | 218 | 53 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 34 | 922 | | 0 | 0 | 0 | 0 |
| 8:45:00 AM | 1 | 34 | 484 | 19 | 4 | 13 | 221 | 43 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 30 | 861 | | 0 | 0 | 0 | 0 |

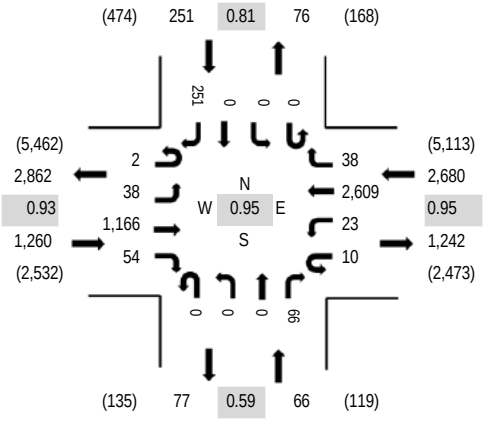
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 9 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| Lights | 0 | 155 | 2,179 | 99 | 3 | 13 | 730 | 154 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 102 | 3,451 |
| Mediums | 0 | 1 | 72 | 0 | 0 | 0 | 74 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 152 |
| Total | 0 | 156 | 2,260 | 99 | 3 | 13 | 809 | 156 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 105 | 3,617 |

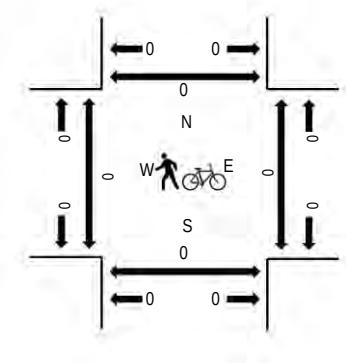
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

**Location:** #13 Lowes Drwy & Paul Cantrell Blvd PM
**Date and Start Time:** Wednesday, April 06, 2016
**Peak Hour:** 05:00 PM - 06:00 PM
**Peak 15-Minutes:** 05:00 PM - 05:15 PM

## Peak Hour - All Vehicles




## Peak Hour - Pedestrians/Bicycles in Crosswalk




Note: Total study counts contained in parentheses.

## Traffic Counts

| Interval Start Time | Pal Cantrell Blvd Eastbound | | | | Paul Cantrell Blvd Westbound | | | | Lowes Drwy Northbound | | | | Charlie Hall Blvd Southbound | | | | | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 4:00:00 PM | 1 | 17 | 299 | 15 | 4 | 1 | 565 | 14 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 62 | 994 | 3,981 | 0 | 0 | 0 | 0 |
| 4:15:00 PM | 0 | 12 | 300 | 13 | 1 | 3 | 588 | 10 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 51 | 990 | 4,110 | 0 | 0 | 0 | 0 |
| 4:30:00 PM | 0 | 12 | 289 | 12 | 0 | 5 | 605 | 10 | 0 | 0 | 1 | 14 | 1 | 0 | 0 | 48 | 997 | 4,110 | 0 | 0 | 0 | 0 |
| 4:45:00 PM | 0 | 10 | 285 | 7 | 1 | 2 | 619 | 5 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 61 | 1,000 | 4,218 | 0 | 0 | 0 | 0 |
| 5:00:00 PM | 2 | 14 | 293 | 9 | 0 | 4 | 691 | 5 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 77 | 1,123 | 4,257 | 0 | 0 | 0 | 0 |
| 5:15:00 PM | 0 | 7 | 265 | 17 | 2 | 5 | 620 | 6 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 55 | 990 | | 0 | 0 | 0 | 0 |
| 5:30:00 PM | 0 | 8 | 313 | 16 | 4 | 3 | 682 | 14 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 50 | 1,105 | | 0 | 0 | 0 | 0 |
| 5:45:00 PM | 0 | 9 | 295 | 12 | 4 | 11 | 616 | 13 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 69 | 1,039 | | 0 | 0 | 0 | 0 |

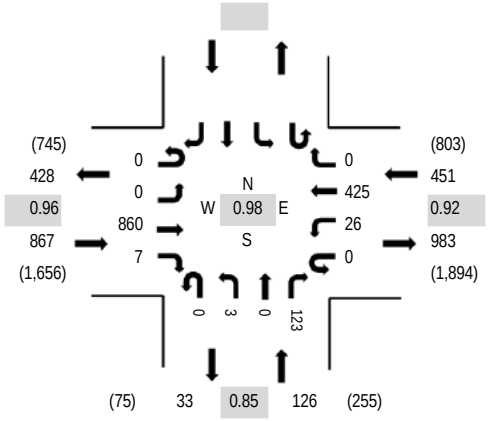
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Lights | 2 | 37 | 1,152 | 54 | 10 | 23 | 2,589 | 38 | 0 | 0 | 0 | 66 | 0 | 0 | 0 | 248 | 4,219 |
| Mediums | 0 | 1 | 10 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 30 |
| Total | 2 | 38 | 1,166 | 54 | 10 | 23 | 2,609 | 38 | 0 | 0 | 0 | 66 | 0 | 0 | 0 | 251 | 4,257 |

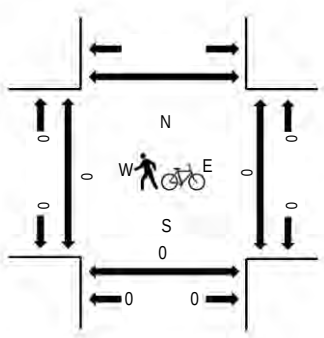
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

**Location:** #14 Frontage Rd & Ashley River Rd AM
**Date and Start Time:** Wednesday, April 06, 2016
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:45 AM - 09:00 AM

## Peak Hour - All Vehicles




## Peak Hour - Pedestrians/Bicycles in Crosswalk




Note: Total study counts contained in parentheses.

## Traffic Counts

| Interval Start Time | Ashley River Rd Eastbound | | | | Ashley River Rd Westbound | | | | Frontage Rd Northbound | | | | Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00:00 AM | 0 | 0 | 193 | 0 | 0 | 12 | 40 | 0 | 0 | 1 | 0 | 16 | | | | | 262 | 1,270 | 0 | 0 | 0 | |
| 7:15:00 AM | 0 | 0 | 198 | 0 | 0 | 8 | 65 | 0 | 0 | 1 | 0 | 45 | | | | | 317 | 1,370 | 0 | 0 | 0 | |
| 7:30:00 AM | 0 | 0 | 211 | 1 | 0 | 5 | 96 | 0 | 0 | 2 | 0 | 35 | | | | | 350 | 1,416 | 0 | 0 | 0 | |
| 7:45:00 AM | 0 | 0 | 186 | 0 | 0 | 16 | 110 | 0 | 0 | 2 | 0 | 27 | | | | | 341 | 1,418 | 0 | 0 | 0 | |
| 8:00:00 AM | 0 | 0 | 202 | 1 | 0 | 6 | 116 | 0 | 0 | 0 | 0 | 37 | | | | | 362 | 1,444 | 0 | 0 | 0 | |
| 8:15:00 AM | 0 | 0 | 212 | 1 | 0 | 6 | 108 | 0 | 0 | 2 | 0 | 34 | | | | | 363 | | 0 | 0 | 0 | |
| 8:30:00 AM | 0 | 0 | 225 | 1 | 0 | 11 | 86 | 0 | 0 | 0 | 0 | 29 | | | | | 352 | | 0 | 0 | 0 | |
| 8:45:00 AM | 0 | 0 | 221 | 4 | 0 | 3 | 115 | 0 | 0 | 1 | 0 | 23 | | | | | 367 | | 0 | 0 | 0 | |

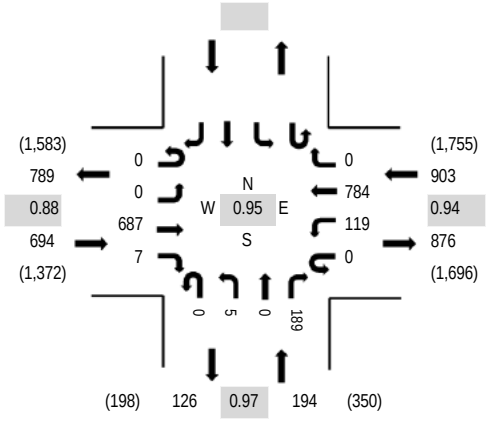
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | | | | | 6 |
| Lights | 0 | 0 | 842 | 7 | 0 | 25 | 397 | 0 | 0 | 2 | 0 | 121 | | | | | 1,394 |
| Mediums | 0 | 0 | 16 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 1 | | | | | 44 |
| Total | 0 | 0 | 860 | 7 | 0 | 26 | 425 | 0 | 0 | 3 | 0 | 123 | | | | | 1,444 |

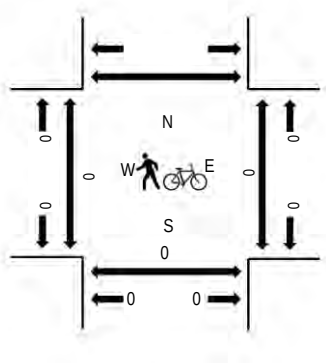
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

**Location:** #14 Frontage Rd & Ashley River Rd PM
**Date and Start Time:** Wednesday, April 06, 2016
**Peak Hour:** 04:30 PM - 05:30 PM
**Peak 15-Minutes:** 04:30 PM - 04:45 PM

## Peak Hour - All Vehicles




## Peak Hour - Pedestrians/Bicycles in Crosswalk




Note: Total study counts contained in parentheses.

## Traffic Counts

| Interval Start Time | Ashley River Rd Eastbound | | | | Ashley River Rd Westbound | | | | Frontage Rd Northbound | | | | Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00:00 PM | 0 | 0 | 182 | 1 | 0 | 10 | 202 | 0 | 0 | 0 | 0 | 34 | | | | | 429 | 1,747 | 0 | 0 | 0 | |
| 4:15:00 PM | 0 | 0 | 162 | 1 | 0 | 11 | 188 | 0 | 0 | 2 | 0 | 39 | | | | | 403 | 1,750 | 0 | 0 | 0 | |
| 4:30:00 PM | 0 | 0 | 196 | 1 | 0 | 27 | 198 | 0 | 0 | 1 | 0 | 49 | | | | | 472 | 1,791 | 0 | 0 | 0 | |
| 4:45:00 PM | 0 | 0 | 155 | 3 | 0 | 33 | 206 | 0 | 0 | 2 | 0 | 44 | | | | | 443 | 1,775 | 0 | 0 | 0 | |
| 5:00:00 PM | 0 | 0 | 169 | 3 | 0 | 30 | 181 | 0 | 0 | 0 | 0 | 49 | | | | | 432 | 1,730 | 0 | 0 | 0 | |
| 5:15:00 PM | 0 | 0 | 167 | 0 | 0 | 29 | 199 | 0 | 0 | 2 | 0 | 47 | | | | | 444 | | 0 | 0 | 0 | |
| 5:30:00 PM | 0 | 0 | 169 | 1 | 0 | 19 | 233 | 0 | 0 | 3 | 0 | 31 | | | | | 456 | | 0 | 0 | 0 | |
| 5:45:00 PM | 0 | 0 | 159 | 3 | 0 | 26 | 163 | 0 | 0 | 3 | 0 | 44 | | | | | 398 | | 0 | 0 | 0 | |

## Peak Rolling Hour Flow Rates

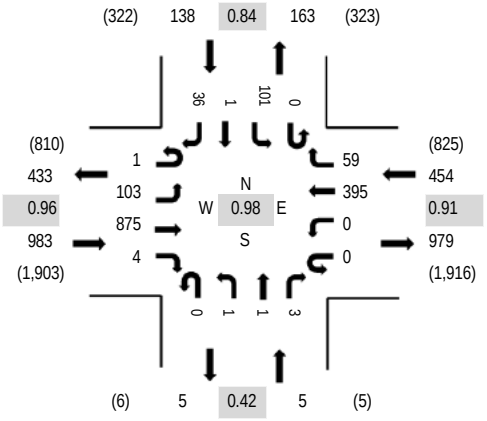
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | | | | | 1 |
| Lights | 0 | 0 | 675 | 7 | 0 | 118 | 773 | 0 | 0 | 5 | 0 | 189 | | | | | 1,767 |
| Mediums | 0 | 0 | 12 | 0 | 0 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | | | | | 23 |
| Total | 0 | 0 | 687 | 7 | 0 | 119 | 784 | 0 | 0 | 5 | 0 | 189 | | | | | 1,791 |

All Traffic Data Services Inc.

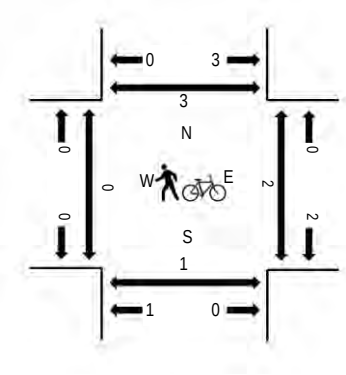
(303) 216-2439
www.alltrafficdata.net

**Location:** #15 Ashley Hall Plantation Rd & Ashley River Rd AM
**Date and Start Time:** Wednesday, April 06, 2016
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:00 AM - 08:15 AM

## Peak Hour - All Vehicles




## Peak Hour - Pedestrians/Bicycles in Crosswalk




Note: Total study counts contained in parentheses.

## Traffic Counts

| Interval Start Time | Ashley River Rd Eastbound | | | | Ashley River Rd Westbound | | | | Ashley Hall Plantation Rd Northbound | | | | Ashley Hall Plantation Rd Southbound | | | | | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 7:00:00 AM | 0 | 22 | 206 | 0 | 0 | 0 | 52 | 13 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 12 | 339 | 1,475 | 0 | 1 | 0 | 0 |
| 7:15:00 AM | 1 | 33 | 190 | 0 | 0 | 0 | 70 | 14 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 6 | 352 | 1,538 | 0 | 0 | 0 | 0 |
| 7:30:00 AM | 0 | 37 | 207 | 0 | 0 | 0 | 101 | 4 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 12 | 394 | 1,571 | 1 | 0 | 0 | 0 |
| 7:45:00 AM | 0 | 27 | 196 | 1 | 0 | 0 | 107 | 10 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 16 | 390 | 1,578 | 0 | 0 | 0 | 0 |
| 8:00:00 AM | 0 | 24 | 217 | 0 | 0 | 0 | 110 | 15 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 16 | 402 | 1,580 | 0 | 1 | 1 | 0 |
| 8:15:00 AM | 1 | 31 | 203 | 0 | 0 | 0 | 99 | 17 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 6 | 385 | | 0 | 1 | 0 | 0 |
| 8:30:00 AM | 0 | 23 | 225 | 3 | 0 | 0 | 90 | 17 | 0 | 1 | 0 | 1 | 0 | 33 | 0 | 8 | 401 | | 0 | 0 | 0 | 2 |
| 8:45:00 AM | 0 | 25 | 230 | 1 | 0 | 0 | 96 | 10 | 0 | 0 | 1 | 2 | 0 | 20 | 1 | 6 | 392 | | 0 | 0 | 0 | 0 |

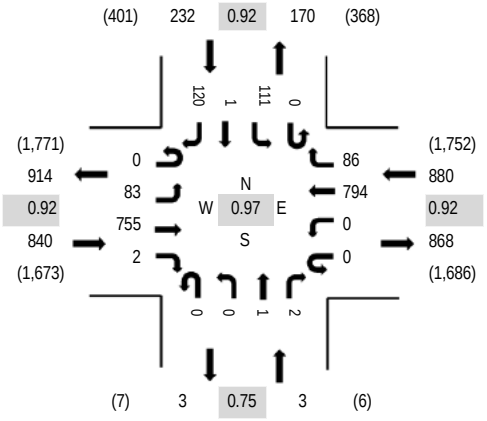
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Lights | 0 | 100 | 852 | 4 | 0 | 0 | 371 | 54 | 0 | 1 | 1 | 3 | 0 | 100 | 1 | 34 | 1,521 |
| Mediums | 0 | 3 | 21 | 0 | 0 | 0 | 23 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 55 |
| Total | 1 | 103 | 875 | 4 | 0 | 0 | 395 | 59 | 0 | 1 | 1 | 3 | 0 | 101 | 1 | 36 | 1,580 |

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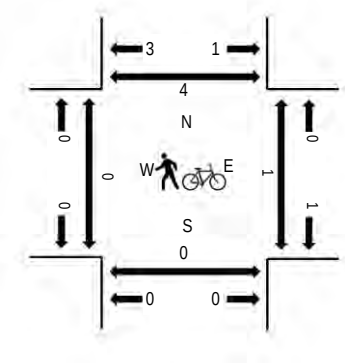
**Location:** #15 Ashley Hall Plantation Rd & Ashley River Rd PM
**Date and Start Time:** Wednesday, April 06, 2016
**Peak Hour:** 04:30 PM - 05:30 PM
**Peak 15-Minutes:** 05:00 PM - 05:15 PM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | Ashley River Rd Eastbound | | | | Ashley River Rd Westbound | | | | Ashley Hall Plantation Rd Northbound | | | | Ashley Hall Plantation Rd Southbound | | | | | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 4:00:00 PM | 0 | 29 | 180 | 0 | 0 | 0 | 211 | 29 | 0 | 0 | 0 | 2 | 0 | 19 | 1 | 18 | 489 | 1,922 | 0 | 0 | 0 | 2 |
| 4:15:00 PM | 0 | 28 | 209 | 0 | 0 | 0 | 165 | 27 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 18 | 469 | 1,937 | 0 | 0 | 0 | 0 |
| 4:30:00 PM | 0 | 24 | 183 | 0 | 0 | 0 | 211 | 27 | 0 | 0 | 1 | 0 | 0 | 23 | 1 | 29 | 499 | 1,955 | 0 | 0 | 0 | 0 |
| 4:45:00 PM | 0 | 15 | 184 | 1 | 0 | 0 | 191 | 19 | 0 | 0 | 0 | 1 | 0 | 26 | 0 | 28 | 465 | 1,950 | 0 | 0 | 0 | 0 |
| 5:00:00 PM | 0 | 27 | 200 | 1 | 0 | 0 | 199 | 13 | 0 | 0 | 0 | 1 | 0 | 32 | 0 | 31 | 504 | 1,910 | 0 | 0 | 0 | 2 |
| 5:15:00 PM | 0 | 17 | 188 | 0 | 0 | 0 | 193 | 27 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 32 | 487 | | 0 | 1 | 0 | 0 |
| 5:30:00 PM | 0 | 16 | 184 | 0 | 0 | 0 | 216 | 27 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 33 | 494 | | 0 | 1 | 0 | 0 |
| 5:45:00 PM | 0 | 19 | 168 | 0 | 0 | 2 | 173 | 22 | 0 | 0 | 1 | 0 | 0 | 16 | 1 | 23 | 425 | | 0 | 0 | 0 | 0 |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 83 | 748 | 2 | 0 | 0 | 781 | 84 | 0 | 0 | 1 | 2 | 0 | 107 | 1 | 120 | 1,929 |
| Mediums | 0 | 0 | 7 | 0 | 0 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 26 |
| Total | 0 | 83 | 755 | 2 | 0 | 0 | 794 | 86 | 0 | 0 | 1 | 2 | 0 | 111 | 1 | 120 | 1,955 |

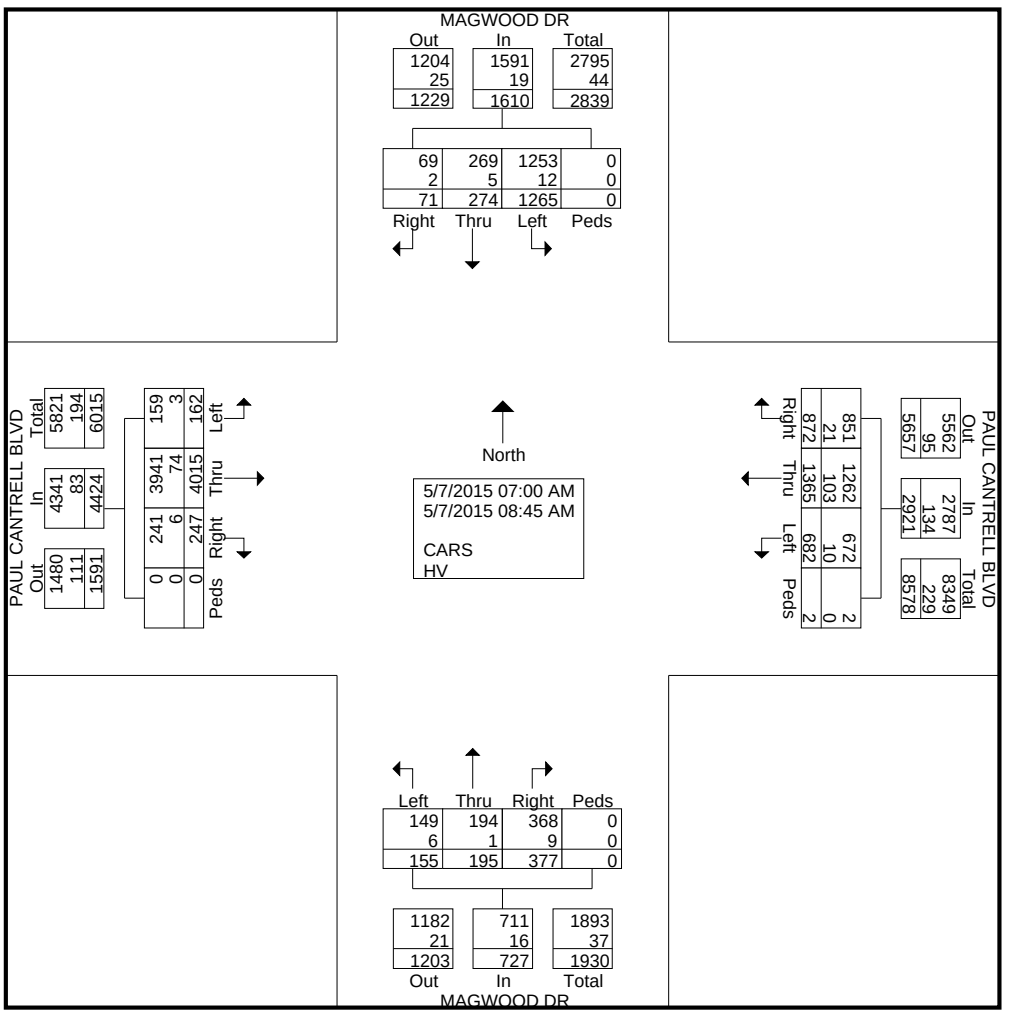
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #1 MAGWOOD&PAULCANTRELLAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | MAGWOOD DR Southbound | | | | | PAUL CANTRELL BLVD Westbound | | | | | MAGWOOD DR Northbound | | | | | PAUL CANTRELL BLVD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 5 | 32 | 168 | 0 | 205 | 72 | 148 | 61 | 0 | 281 | 49 | 18 | 19 | 0 | 86 | 21 | 551 | 24 | 0 | 596 | 1168 |
| 07:15 AM | 6 | 17 | 167 | 0 | 190 | 103 | 141 | 76 | 0 | 320 | 43 | 25 | 17 | 0 | 85 | 19 | 627 | 16 | 0 | 662 | 1257 |
| 07:30 AM | 6 | 28 | 179 | 0 | 213 | 122 | 155 | 85 | 1 | 363 | 49 | 29 | 24 | 0 | 102 | 14 | 554 | 10 | 0 | 578 | 1256 |
| 07:45 AM | 1 | 39 | 160 | 0 | 200 | 112 | 212 | 94 | 1 | 419 | 68 | 24 | 13 | 0 | 105 | 42 | 516 | 27 | 0 | 585 | 1309 |
| Total | 18 | 116 | 674 | 0 | 808 | 409 | 656 | 316 | 2 | 1383 | 209 | 96 | 73 | 0 | 378 | 96 | 2248 | 77 | 0 | 2421 | 4990 |
| 08:00 AM | 9 | 45 | 176 | 0 | 230 | 115 | 173 | 85 | 0 | 373 | 48 | 21 | 21 | 0 | 90 | 28 | 556 | 18 | 0 | 602 | 1295 |
| 08:15 AM | 12 | 31 | 141 | 0 | 184 | 115 | 186 | 106 | 0 | 407 | 34 | 25 | 18 | 0 | 77 | 52 | 402 | 21 | 0 | 475 | 1143 |
| 08:30 AM | 14 | 49 | 139 | 0 | 202 | 104 | 185 | 84 | 0 | 373 | 46 | 30 | 23 | 0 | 99 | 36 | 444 | 18 | 0 | 498 | 1172 |
| 08:45 AM | 18 | 33 | 135 | 0 | 186 | 129 | 165 | 91 | 0 | 385 | 40 | 23 | 20 | 0 | 83 | 35 | 365 | 28 | 0 | 428 | 1082 |
| Total | 53 | 158 | 591 | 0 | 802 | 463 | 709 | 366 | 0 | 1538 | 168 | 99 | 82 | 0 | 349 | 151 | 1767 | 85 | 0 | 2003 | 4692 |
| Grand Total | 71 | 274 | 1265 | 0 | 1610 | 872 | 1365 | 682 | 2 | 2921 | 377 | 195 | 155 | 0 | 727 | 247 | 4015 | 162 | 0 | 4424 | 9682 |
| Apprch % | 4.4 | 17 | 78.6 | 0 | | 29.9 | 46.7 | 23.3 | 0.1 | | 51.9 | 26.8 | 21.3 | 0 | | 5.6 | 90.8 | 3.7 | 0 | | |
| Total % | 0.7 | 2.8 | 13.1 | 0 | 16.6 | 9 | 14.1 | 7 | 0 | 30.2 | 3.9 | 2 | 1.6 | 0 | 7.5 | 2.6 | 41.5 | 1.7 | 0 | 45.7 | |
| CARS | 69 | 269 | 1253 | | | | 1262 | | | | | | | | | | 3941 | | | | |
| % CARS | 97.2 | 98.2 | 99.1 | 0 | 98.8 | 97.6 | 92.5 | 98.5 | 100 | 95.4 | 97.6 | 99.5 | 96.1 | 0 | 97.8 | 97.6 | 98.2 | 98.1 | 0 | 98.1 | 97.4 |
| HV | 2 | 5 | 12 | 0 | 19 | 21 | 103 | 10 | 0 | 134 | 9 | 1 | 6 | 0 | 16 | 6 | 74 | 3 | 0 | 83 | 252 |
| % HV | 2.8 | 1.8 | 0.9 | 0 | 1.2 | 2.4 | 7.5 | 1.5 | 0 | 4.6 | 2.4 | 0.5 | 3.9 | 0 | 2.2 | 2.4 | 1.8 | 1.9 | 0 | 1.9 | 2.6 |

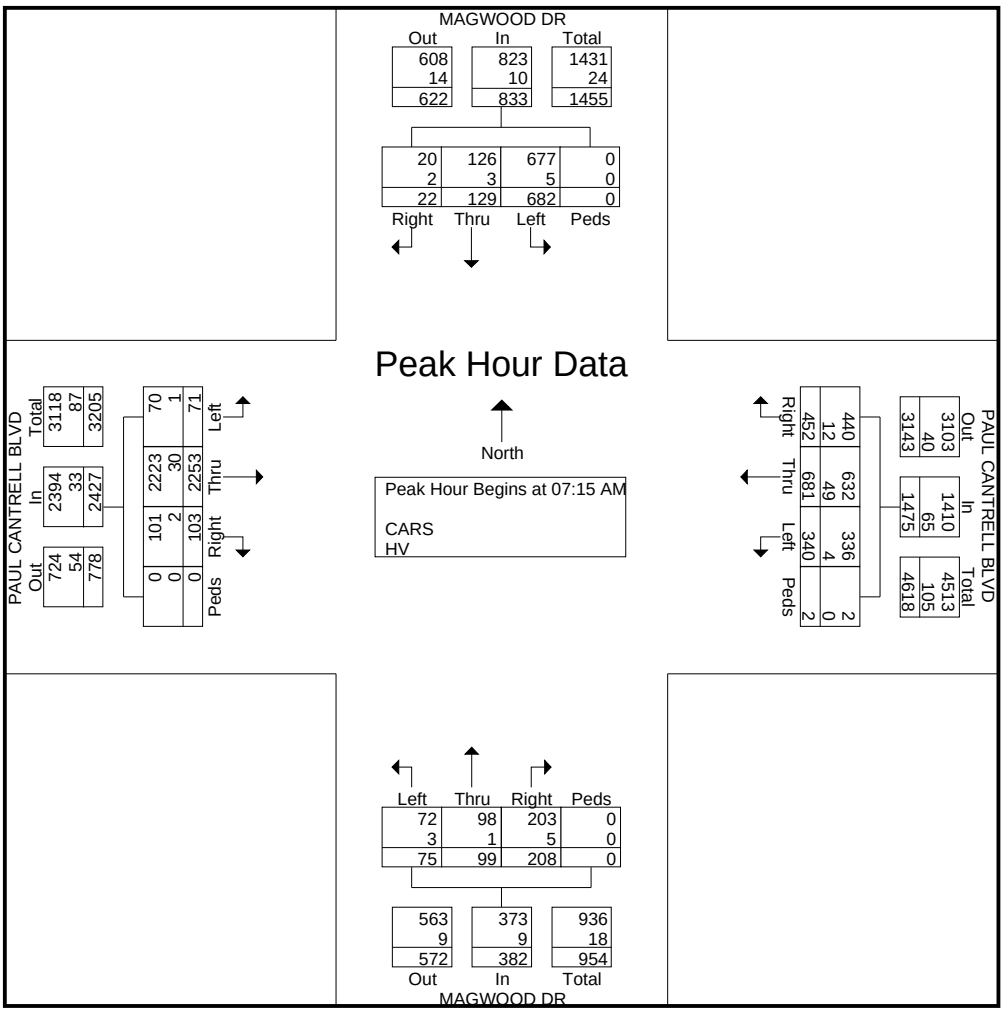


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #1 MAGWOOD&PAULCANTRELLAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | MAGWOOD DR Southbound | | | | | PAUL CANTRELL BLVD Westbound | | | | | MAGWOOD DR Northbound | | | | | PAUL CANTRELL BLVD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 6 | 17 | 167 | 0 | 190 | 103 | 141 | 76 | 0 | 320 | 43 | 25 | 17 | 0 | 85 | 19 | **627** | 16 | 0 | **662** | 1257 |
| 07:30 AM | 6 | 28 | **179** | 0 | 213 | **122** | 155 | 85 | **1** | 363 | 49 | **29** | **24** | 0 | 102 | 14 | 554 | 10 | 0 | 578 | 1256 |
| 07:45 AM | 1 | 39 | 160 | 0 | 200 | 112 | **212** | **94** | 1 | **419** | **68** | 24 | 13 | 0 | **105** | **42** | 516 | **27** | 0 | 585 | **1309** |
| 08:00 AM | **9** | **45** | 176 | 0 | **230** | 115 | 173 | 85 | 0 | 373 | 48 | 21 | 21 | 0 | 90 | 28 | 556 | 18 | 0 | 602 | 1295 |
| Total Volume | 22 | 129 | 682 | 0 | 833 | 452 | 681 | 340 | 2 | 1475 | 208 | 99 | 75 | 0 | 382 | 103 | 2253 | 71 | 0 | 2427 | 5117 |
| % App. Total | 2.6 | 15.5 | 81.9 | 0 | | 30.6 | 46.2 | 23.1 | 0.1 | | 54.5 | 25.9 | 19.6 | 0 | | 4.2 | 92.8 | 2.9 | 0 | | |
| PHF | .611 | .717 | .953 | .000 | .905 | .926 | .803 | .904 | .500 | .880 | .765 | .853 | .781 | .000 | .910 | .613 | .898 | .657 | .000 | .917 | .977 |
| CARS | 20 | 126 | 677 | 0 | 823 | 440 | 632 | 336 | 2 | 1410 | 203 | 98 | 72 | 0 | 373 | 101 | 2223 | | | | |
| % CARS | 90.9 | 97.7 | 99.3 | 0 | 98.8 | 97.3 | 92.8 | 98.8 | 100 | 95.6 | 97.6 | 99.0 | 96.0 | 0 | 97.6 | 98.1 | 98.7 | 98.6 | 0 | 98.6 | 97.7 |
| HV | 2 | 3 | 5 | 0 | 10 | 12 | 49 | 4 | 0 | 65 | 5 | 1 | 3 | 0 | 9 | 2 | 30 | 1 | 0 | 33 | 117 |
| % HV | 9.1 | 2.3 | 0.7 | 0 | 1.2 | 2.7 | 7.2 | 1.2 | 0 | 4.4 | 2.4 | 1.0 | 4.0 | 0 | 2.4 | 1.9 | 1.3 | 1.4 | 0 | 1.4 | 2.3 |



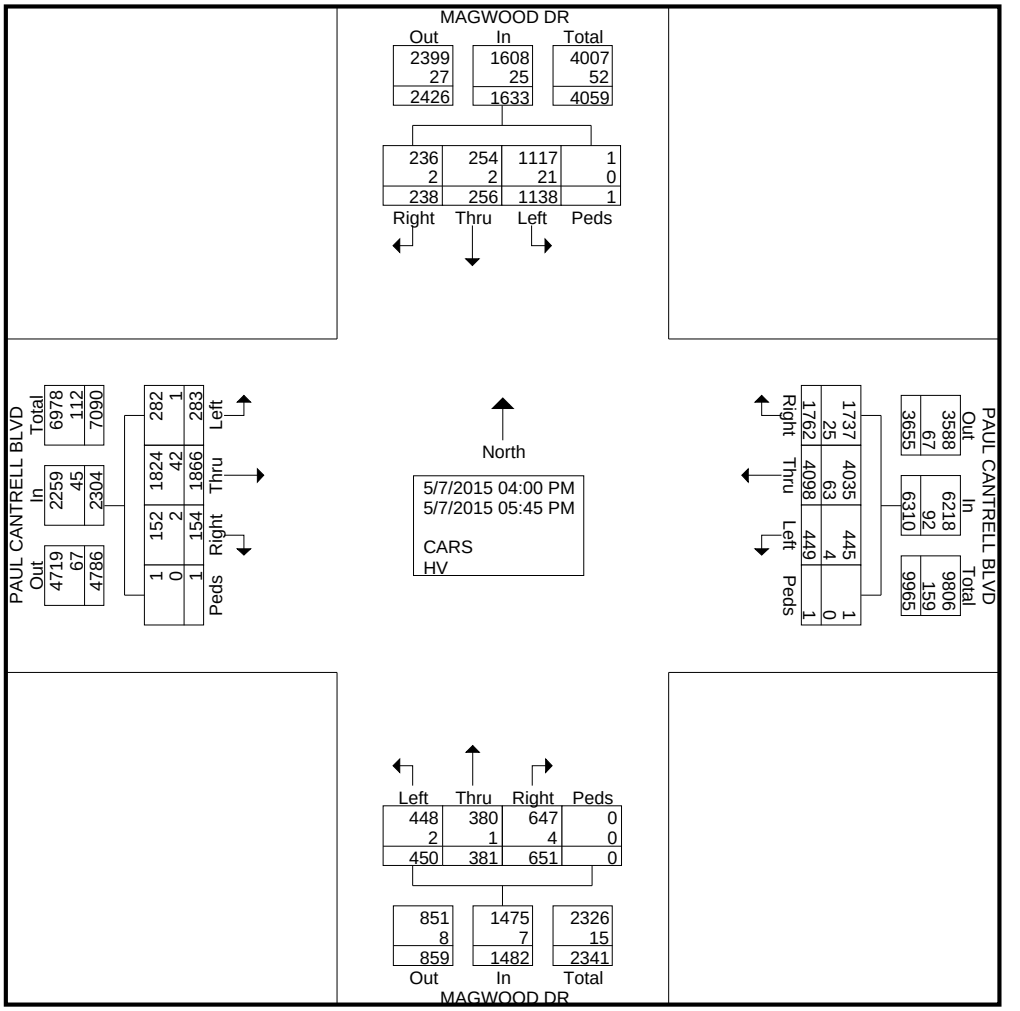
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #1 MAGWOOD&PAULCANTRELLPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | MAGWOOD DR Southbound | | | | | PAUL CANTRELL BLVD Westbound | | | | | MAGWOOD DR Northbound | | | | | PAUL CANTRELL BLVD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 26 | 32 | 159 | 0 | 217 | 197 | 430 | 65 | 0 | 692 | 99 | 49 | 65 | 0 | 213 | 21 | 238 | 29 | 0 | 288 | 1410 |
| 04:15 PM | 38 | 32 | 126 | 0 | 196 | 202 | 478 | 70 | 1 | 751 | 89 | 41 | 52 | 0 | 182 | 27 | 230 | 47 | 0 | 304 | 1433 |
| 04:30 PM | 26 | 27 | 151 | 0 | 204 | 227 | 517 | 44 | 0 | 788 | 99 | 48 | 61 | 0 | 208 | 18 | 227 | 43 | 0 | 288 | 1488 |
| 04:45 PM | 33 | 30 | 147 | 0 | 210 | 206 | 518 | 46 | 0 | 770 | 90 | 57 | 49 | 0 | 196 | 30 | 238 | 36 | 0 | 304 | 1480 |
| Total | 123 | 121 | 583 | 0 | 827 | 832 | 1943 | 225 | 1 | 3001 | 377 | 195 | 227 | 0 | 799 | 96 | 933 | 155 | 0 | 1184 | 5811 |
| | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 19 | 31 | 156 | 1 | 207 | 229 | 600 | 65 | 0 | 894 | 101 | 46 | 64 | 0 | 211 | 13 | 255 | 32 | 1 | 301 | 1613 |
| 05:15 PM | 33 | 43 | 166 | 0 | 242 | 221 | 513 | 59 | 0 | 793 | 59 | 54 | 63 | 0 | 176 | 13 | 245 | 29 | 0 | 287 | 1498 |
| 05:30 PM | 32 | 29 | 118 | 0 | 179 | 228 | 566 | 44 | 0 | 838 | 67 | 45 | 42 | 0 | 154 | 13 | 237 | 32 | 0 | 282 | 1453 |
| 05:45 PM | 31 | 32 | 115 | 0 | 178 | 252 | 476 | 56 | 0 | 784 | 47 | 41 | 54 | 0 | 142 | 19 | 196 | 35 | 0 | 250 | 1354 |
| Total | 115 | 135 | 555 | 1 | 806 | 930 | 2155 | 224 | 0 | 3309 | 274 | 186 | 223 | 0 | 683 | 58 | 933 | 128 | 1 | 1120 | 5918 |
| | | | | | | | | | | | | | | | | | | | | | |
| Grand Total | 238 | 256 | 1138 | 1 | 1633 | 1762 | 4098 | 449 | 1 | 6310 | 651 | 381 | 450 | 0 | 1482 | 154 | 1866 | 283 | 1 | 2304 | 11729 |
| Apprch % | 14.6 | 15.7 | 69.7 | 0.1 | | 27.9 | 64.9 | 7.1 | 0 | | 43.9 | 25.7 | 30.4 | 0 | | 6.7 | 81 | 12.3 | 0 | | |
| Total % | 2 | 2.2 | 9.7 | 0 | 13.9 | 15 | 34.9 | 3.8 | 0 | 53.8 | 5.6 | 3.2 | 3.8 | 0 | 12.6 | 1.3 | 15.9 | 2.4 | 0 | 19.6 | |
| CARS | 236 | 254 | 1117 | | | 1737 | 4035 | | | | | | | | | | 1824 | | | | 11560 |
| % CARS | 99.2 | 99.2 | 98.2 | 100 | 98.5 | 98.6 | 98.5 | 99.1 | 100 | 98.5 | 99.4 | 99.7 | 99.6 | 0 | 99.5 | 98.7 | 97.7 | 99.6 | 100 | 98 | 98.6 |
| HV | 2 | 2 | 21 | 0 | 25 | 25 | 63 | 4 | 0 | 92 | 4 | 1 | 2 | 0 | 7 | 2 | 42 | 1 | 0 | 45 | 169 |
| % HV | 0.8 | 0.8 | 1.8 | 0 | 1.5 | 1.4 | 1.5 | 0.9 | 0 | 1.5 | 0.6 | 0.3 | 0.4 | 0 | 0.5 | 1.3 | 2.3 | 0.4 | 0 | 2 | 1.4 |

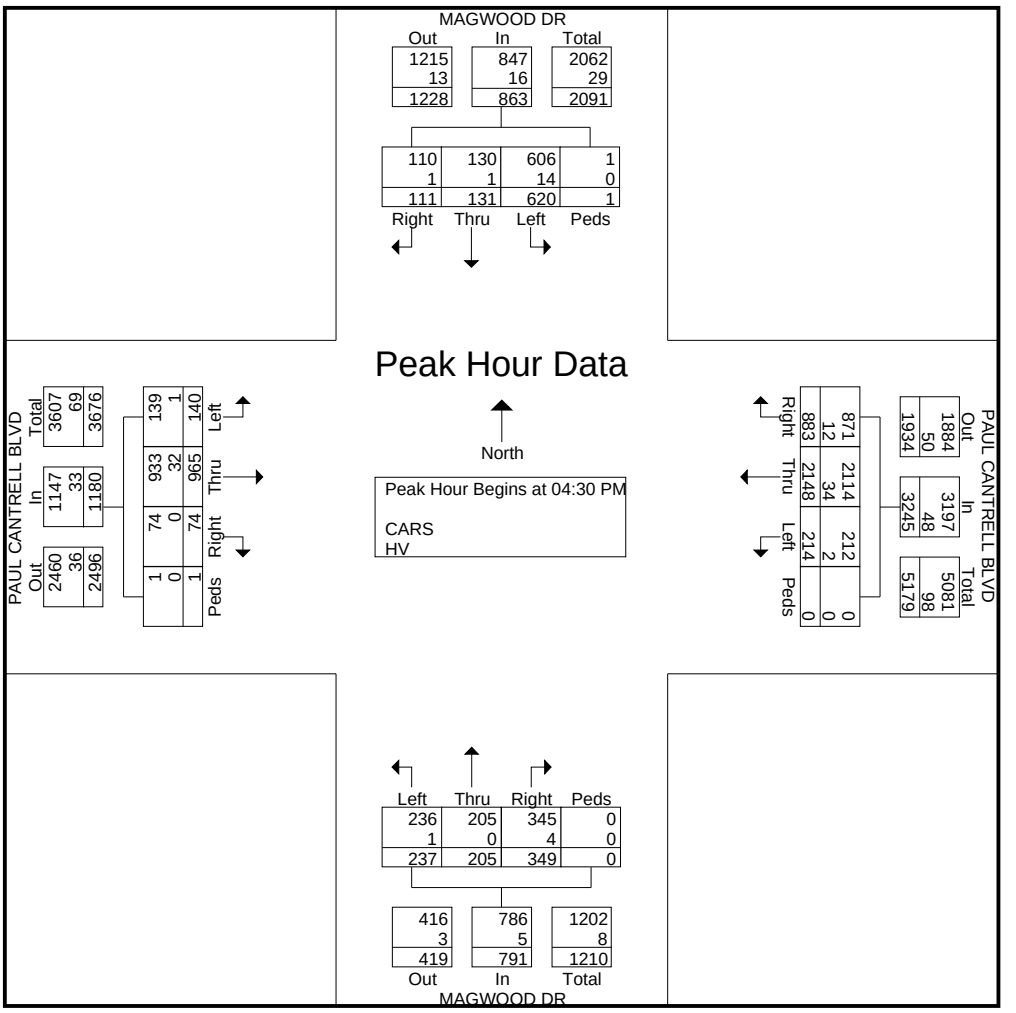


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #1 MAGWOOD&PAULCANTRELLPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | MAGWOOD DR Southbound | | | | | PAUL CANTRELL BLVD Westbound | | | | | MAGWOOD DR Northbound | | | | | PAUL CANTRELL BLVD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 26 | 27 | 151 | 0 | 204 | 227 | 517 | 44 | 0 | 788 | 99 | 48 | 61 | 0 | 208 | 18 | 227 | **43** | 0 | 288 | 1488 |
| 04:45 PM | **33** | 30 | 147 | 0 | 210 | 206 | 518 | 46 | 0 | 770 | 90 | **57** | 49 | 0 | 196 | **30** | 238 | 36 | 0 | **304** | 1480 |
| 05:00 PM | 19 | 31 | 156 | **1** | 207 | **229** | **600** | **65** | 0 | **894** | **101** | 46 | **64** | 0 | **211** | 13 | **255** | 32 | **1** | 301 | **1613** |
| 05:15 PM | 33 | **43** | **166** | 0 | **242** | 221 | 513 | 59 | 0 | 793 | 59 | 54 | 63 | 0 | 176 | 13 | 245 | 29 | 0 | 287 | 1498 |
| Total Volume | 111 | 131 | 620 | 1 | 863 | 883 | 2148 | 214 | 0 | 3245 | 349 | 205 | 237 | 0 | 791 | 74 | 965 | 140 | 1 | 1180 | 6079 |
| % App. Total | 12.9 | 15.2 | 71.8 | 0.1 | | 27.2 | 66.2 | 6.6 | 0 | | 44.1 | 25.9 | 30 | 0 | | 6.3 | 81.8 | 11.9 | 0.1 | | |
| PHF | .841 | .762 | .934 | .250 | .892 | .964 | .895 | .823 | .000 | .907 | .864 | .899 | .926 | .000 | .937 | .617 | .946 | .814 | .250 | .970 | .942 |
| CARS | 110 | 130 | 606 | 1 | 847 | 871 | 2114 | | | | | | | | | | | | | | |
| % CARS | 99.1 | 99.2 | 97.7 | 100 | 98.1 | 98.6 | 98.4 | 99.1 | 0 | 98.5 | 98.9 | 100 | 99.6 | 0 | 99.4 | 100 | 96.7 | 99.3 | 100 | 97.2 | 98.3 |
| HV | 1 | 1 | 14 | 0 | 16 | 12 | 34 | 2 | 0 | 48 | 4 | 0 | 1 | 0 | 5 | 0 | 32 | 1 | 0 | 33 | 102 |
| % HV | 0.9 | 0.8 | 2.3 | 0 | 1.9 | 1.4 | 1.6 | 0.9 | 0 | 1.5 | 1.1 | 0 | 0.4 | 0 | 0.6 | 0 | 3.3 | 0.7 | 0 | 2.8 | 1.7 |



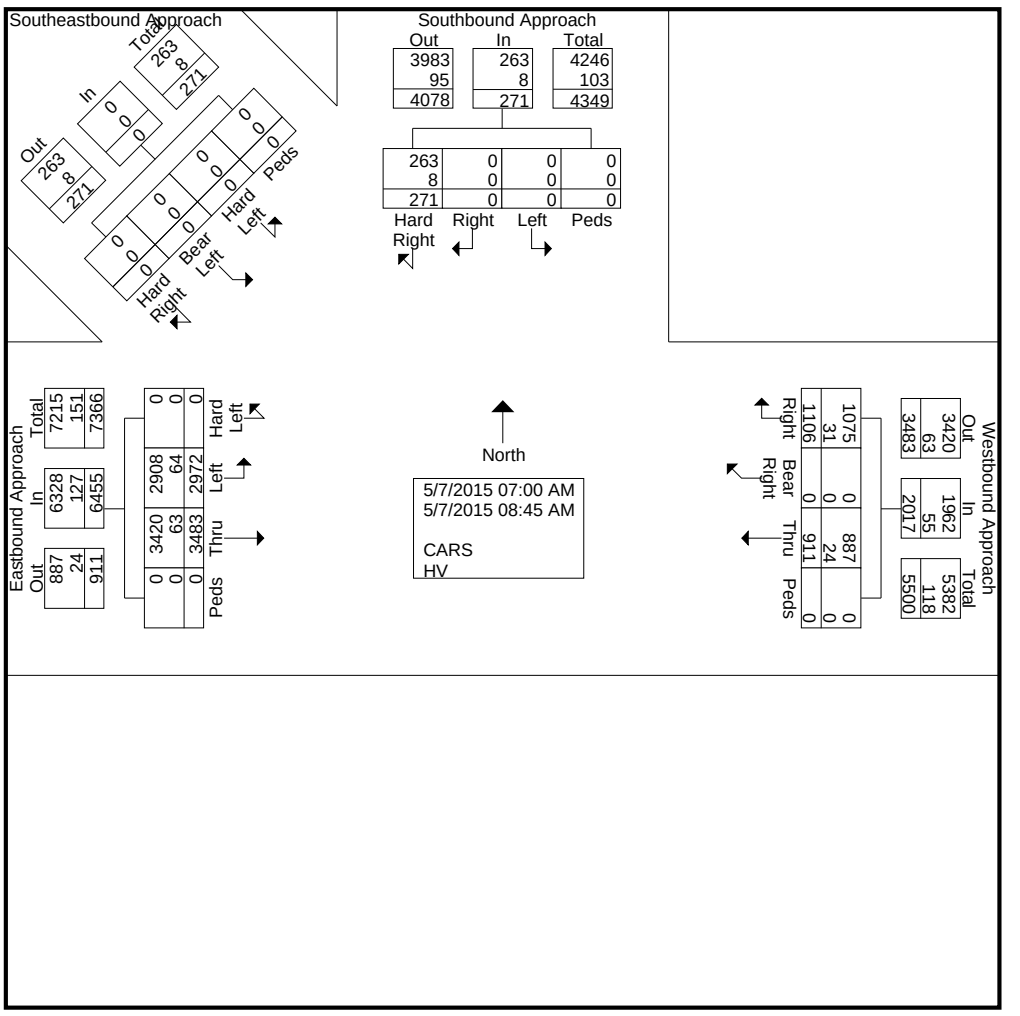
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #2 I526EBRAMPS&PAULAM
Site Code : 9513 - CHARLESTON 2
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | Southbound Approach Southbound | | | | | Westbound Approach Westbound | | | | | Eastbound Approach Eastbound | | | | | Southeastbound Approach Southeastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Hard Right | Right | Left | Peds | App. Total | Right | Bear Right | Thru | Peds | App. Total | Thru | Left | Hard Left | Peds | App. Total | Hard Right | Bear Left | Hard Left | Peds | App. Total | Int. Total |
| 07:00 AM | 30 | 0 | 0 | 0 | 30 | 122 | 0 | 51 | 0 | 173 | 444 | 417 | 0 | 0 | 861 | 0 | 0 | 0 | 0 | 0 | 1064 |
| 07:15 AM | 23 | 0 | 0 | 0 | 23 | 156 | 0 | 95 | 0 | 251 | 485 | 433 | 0 | 0 | 918 | 0 | 0 | 0 | 0 | 0 | 1192 |
| 07:30 AM | 33 | 0 | 0 | 0 | 33 | 150 | 0 | 110 | 0 | 260 | 448 | 481 | 0 | 0 | 929 | 0 | 0 | 0 | 0 | 0 | 1222 |
| 07:45 AM | 36 | 0 | 0 | 0 | 36 | 130 | 0 | 128 | 0 | 258 | 437 | 432 | 0 | 0 | 869 | 0 | 0 | 0 | 0 | 0 | 1163 |
| Total | 122 | 0 | 0 | 0 | 122 | 558 | 0 | 384 | 0 | 942 | 1814 | 1763 | 0 | 0 | 3577 | 0 | 0 | 0 | 0 | 0 | 4641 |
| 08:00 AM | 38 | 0 | 0 | 0 | 38 | 117 | 0 | 116 | 0 | 233 | 470 | 417 | 0 | 0 | 887 | 0 | 0 | 0 | 0 | 0 | 1158 |
| 08:15 AM | 44 | 0 | 0 | 0 | 44 | 137 | 0 | 152 | 0 | 289 | 407 | 271 | 0 | 0 | 678 | 0 | 0 | 0 | 0 | 0 | 1011 |
| 08:30 AM | 38 | 0 | 0 | 0 | 38 | 147 | 0 | 92 | 0 | 239 | 401 | 314 | 0 | 0 | 715 | 0 | 0 | 0 | 0 | 0 | 992 |
| 08:45 AM | 29 | 0 | 0 | 0 | 29 | 147 | 0 | 167 | 0 | 314 | 391 | 207 | 0 | 0 | 598 | 0 | 0 | 0 | 0 | 0 | 941 |
| Total | 149 | 0 | 0 | 0 | 149 | 548 | 0 | 527 | 0 | 1075 | 1669 | 1209 | 0 | 0 | 2878 | 0 | 0 | 0 | 0 | 0 | 4102 |
| Grand Total | 271 | 0 | 0 | 0 | 271 | 1106 | 0 | 911 | 0 | 2017 | 3483 | 2972 | 0 | 0 | 6455 | 0 | 0 | 0 | 0 | 0 | 8743 |
| Apprch % | 100 | 0 | 0 | 0 | | 54.8 | 0 | 45.2 | 0 | | 54 | 46 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| Total % | 3.1 | 0 | 0 | 0 | 3.1 | 12.7 | 0 | 10.4 | 0 | 23.1 | 39.8 | 34 | 0 | 0 | 73.8 | 0 | 0 | 0 | 0 | 0 | |
| CARS | 263 | 0 | 0 | 0 | 263 | 1075 | | | | | 3420 | 2908 | | | | | | | | | |
| % CARS | 97 | 0 | 0 | 0 | 97 | 97.2 | 0 | 97.4 | 0 | 97.3 | 98.2 | 97.8 | 0 | 0 | 98 | 0 | 0 | 0 | 0 | 0 | 97.8 |
| HV | 8 | 0 | 0 | 0 | 8 | 31 | 0 | 24 | 0 | 55 | 63 | 64 | 0 | 0 | 127 | 0 | 0 | 0 | 0 | 0 | 190 |
| % HV | 3 | 0 | 0 | 0 | 3 | 2.8 | 0 | 2.6 | 0 | 2.7 | 1.8 | 2.2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2.2 |

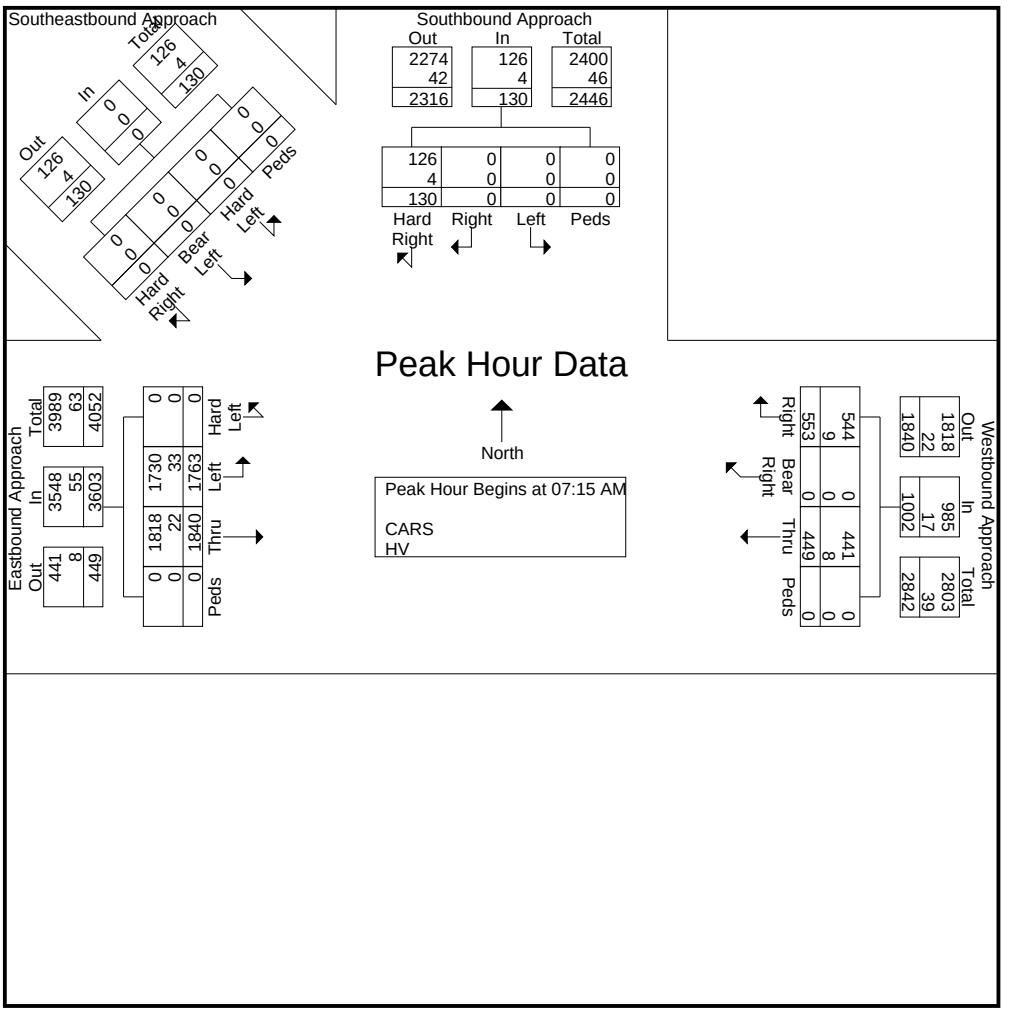


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #2 I526EBRAMPS&PAULAM
Site Code : 9513 - CHARLESTON 2
Start Date : 5/7/2015
Page No : 2

| | Southbound Approach Southbound | | | | | Westbound Approach Westbound | | | | | Eastbound Approach Eastbound | | | | | Southeastbound Approach Southeastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Hard Right | Right | Left | Peds | App. Total | Right | Bear Right | Thru | Peds | App. Total | Thru | Left | Hard Left | Peds | App. Total | Hard Right | Bear Left | Hard Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 23 | 0 | 0 | 0 | 23 | **156** | 0 | 95 | 0 | 251 | **485** | 433 | 0 | 0 | 918 | 0 | 0 | 0 | 0 | 0 | 1192 |
| 07:30 AM | 33 | 0 | 0 | 0 | 33 | 150 | 0 | 110 | 0 | **260** | 448 | **481** | 0 | 0 | **929** | 0 | 0 | 0 | 0 | 0 | **1222** |
| 07:45 AM | 36 | 0 | 0 | 0 | 36 | 130 | 0 | **128** | 0 | 258 | 437 | 432 | 0 | 0 | 869 | 0 | 0 | 0 | 0 | 0 | 1163 |
| 08:00 AM | **38** | 0 | 0 | 0 | **38** | 117 | 0 | 116 | 0 | 233 | 470 | 417 | 0 | 0 | 887 | 0 | 0 | 0 | 0 | 0 | 1158 |
| Total Volume | 130 | 0 | 0 | 0 | 130 | 553 | 0 | 449 | 0 | 1002 | 1840 | 1763 | 0 | 0 | 3603 | 0 | 0 | 0 | 0 | 0 | 4735 |
| % App. Total | 100 | 0 | 0 | 0 | | 55.2 | 0 | 44.8 | 0 | | 51.1 | 48.9 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .855 | .000 | .000 | .000 | .855 | .886 | .000 | .877 | .000 | .963 | .948 | .916 | .000 | .000 | .970 | .000 | .000 | .000 | .000 | .000 | .969 |
| CARS | 126 | 0 | 0 | 0 | 126 | 544 | 0 | 441 | 0 | 985 | 1818 | 1730 | | | | | | | | | |
| % CARS | 96.9 | 0 | 0 | 0 | 96.9 | 98.4 | 0 | 98.2 | 0 | 98.3 | 98.8 | 98.1 | 0 | 0 | 98.5 | 0 | 0 | 0 | 0 | 0 | 98.4 |
| HV | 4 | 0 | 0 | 0 | 4 | 9 | 0 | 8 | 0 | 17 | 22 | 33 | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 76 |
| % HV | 3.1 | 0 | 0 | 0 | 3.1 | 1.6 | 0 | 1.8 | 0 | 1.7 | 1.2 | 1.9 | 0 | 0 | 1.5 | 0 | 0 | 0 | 0 | 0 | 1.6 |



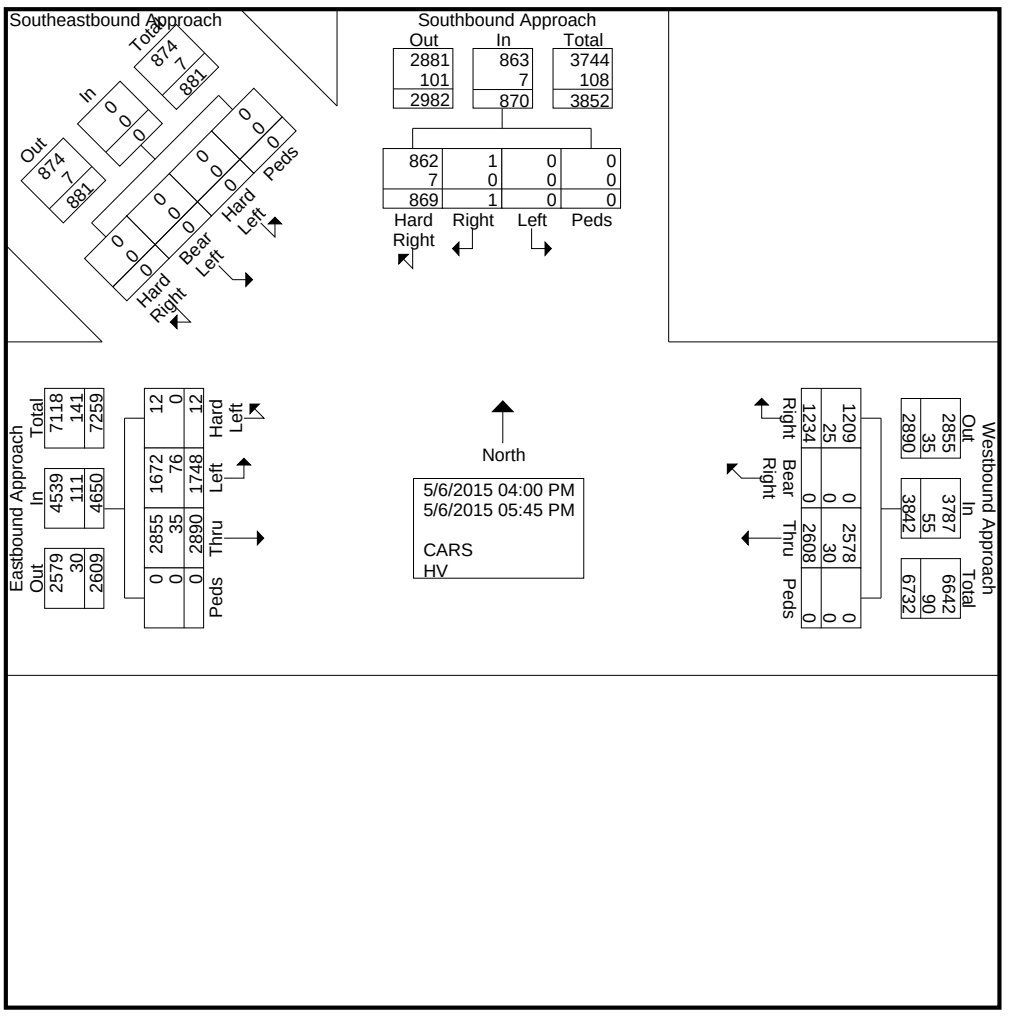
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #2 I526EBRAMPS&PAULPM
Site Code : 9513 - CHARLESTON 2
Start Date : 5/6/2015
Page No : 1

Groups Printed- CARS - HV

| | Southbound Approach Southbound | | | | | Westbound Approach Westbound | | | | | Eastbound Approach Eastbound | | | | | Southeastbound Approach Southeastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Hard Right | Right | Left | Peds | App. Total | Right | Bear Right | Thru | Peds | App. Total | Thru | Left | Hard Left | Peds | App. Total | Hard Right | Bear Left | Hard Left | Peds | App. Total | Int. Total |
| 04:00 PM | 92 | 1 | 0 | 0 | 93 | 145 | 0 | 293 | 0 | 438 | 366 | 245 | 0 | 0 | 611 | 0 | 0 | 0 | 0 | 0 | 1142 |
| 04:15 PM | 94 | 0 | 0 | 0 | 94 | 132 | 0 | 273 | 0 | 405 | 363 | 198 | 0 | 0 | 561 | 0 | 0 | 0 | 0 | 0 | 1060 |
| 04:30 PM | 102 | 0 | 0 | 0 | 102 | 144 | 0 | 331 | 0 | 475 | 344 | 242 | 0 | 0 | 586 | 0 | 0 | 0 | 0 | 0 | 1163 |
| 04:45 PM | 103 | 0 | 0 | 0 | 103 | 165 | 0 | 332 | 0 | 497 | 379 | 203 | 0 | 0 | 582 | 0 | 0 | 0 | 0 | 0 | 1182 |
| Total | 391 | 1 | 0 | 0 | 392 | 586 | 0 | 1229 | 0 | 1815 | 1452 | 888 | 0 | 0 | 2340 | 0 | 0 | 0 | 0 | 0 | 4547 |
| 05:00 PM | 142 | 0 | 0 | 0 | 142 | 177 | 0 | 334 | 0 | 511 | 384 | 295 | 3 | 0 | 682 | 0 | 0 | 0 | 0 | 0 | 1335 |
| 05:15 PM | 109 | 0 | 0 | 0 | 109 | 179 | 0 | 377 | 0 | 556 | 391 | 191 | 4 | 0 | 586 | 0 | 0 | 0 | 0 | 0 | 1251 |
| 05:30 PM | 106 | 0 | 0 | 0 | 106 | 153 | 0 | 318 | 0 | 471 | 350 | 223 | 2 | 0 | 575 | 0 | 0 | 0 | 0 | 0 | 1152 |
| 05:45 PM | 121 | 0 | 0 | 0 | 121 | 139 | 0 | 350 | 0 | 489 | 313 | 151 | 3 | 0 | 467 | 0 | 0 | 0 | 0 | 0 | 1077 |
| Total | 478 | 0 | 0 | 0 | 478 | 648 | 0 | 1379 | 0 | 2027 | 1438 | 860 | 12 | 0 | 2310 | 0 | 0 | 0 | 0 | 0 | 4815 |
| Grand Total | 869 | 1 | 0 | 0 | 870 | 1234 | 0 | 2608 | 0 | 3842 | 2890 | 1748 | 12 | 0 | 4650 | 0 | 0 | 0 | 0 | 0 | 9362 |
| Apprch % | 99.9 | 0.1 | 0 | 0 | | 32.1 | 0 | 67.9 | 0 | | 62.2 | 37.6 | 0.3 | 0 | | 0 | 0 | 0 | 0 | | |
| Total % | 9.3 | 0 | 0 | 0 | 9.3 | 13.2 | 0 | 27.9 | 0 | 41 | 30.9 | 18.7 | 0.1 | 0 | 49.7 | 0 | 0 | 0 | 0 | 0 | |
| CARS | 862 | 1 | 0 | 0 | 863 | 1209 | | 2578 | | | 2855 | 1672 | | | | | | | | | |
| % CARS | 99.2 | 100 | 0 | 0 | 99.2 | 98 | 0 | 98.8 | 0 | 98.6 | 98.8 | 95.7 | 100 | 0 | 97.6 | 0 | 0 | 0 | 0 | 0 | 98.2 |
| HV | 7 | 0 | 0 | 0 | 7 | 25 | 0 | 30 | 0 | 55 | 35 | 76 | 0 | 0 | 111 | 0 | 0 | 0 | 0 | 0 | 173 |
| % HV | 0.8 | 0 | 0 | 0 | 0.8 | 2 | 0 | 1.2 | 0 | 1.4 | 1.2 | 4.3 | 0 | 0 | 2.4 | 0 | 0 | 0 | 0 | 0 | 1.8 |

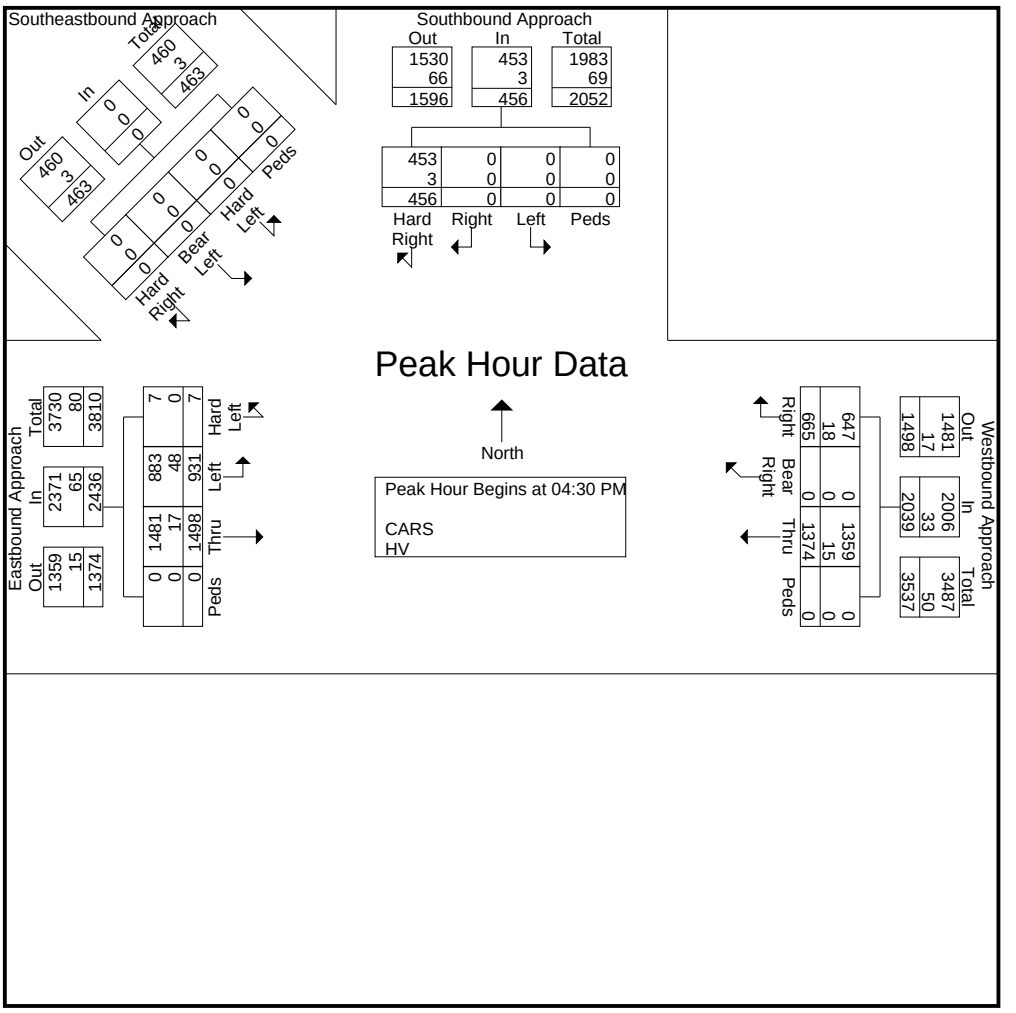


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #2 I526EBRAMPS&PAULPM
Site Code : 9513 - CHARLESTON 2
Start Date : 5/6/2015
Page No : 2

| | Southbound Approach Southbound | | | | | Westbound Approach Westbound | | | | | Eastbound Approach Eastbound | | | | | Southeastbound Approach Southeastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Hard Right | Right | Left | Peds | App. Total | Right | Bear Right | Thru | Peds | App. Total | Thru | Left | Hard Left | Peds | App. Total | Hard Right | Bear Left | Hard Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 102 | 0 | 0 | 0 | 102 | 144 | 0 | 331 | 0 | 475 | 344 | 242 | 0 | 0 | 586 | 0 | 0 | 0 | 0 | 0 | 1163 |
| 04:45 PM | 103 | 0 | 0 | 0 | 103 | 165 | 0 | 332 | 0 | 497 | 379 | 203 | 0 | 0 | 582 | 0 | 0 | 0 | 0 | 0 | 1182 |
| 05:00 PM | **142** | 0 | 0 | 0 | **142** | 177 | 0 | 334 | 0 | 511 | 384 | **295** | 3 | 0 | **682** | 0 | 0 | 0 | 0 | 0 | **1335** |
| 05:15 PM | 109 | 0 | 0 | 0 | 109 | **179** | 0 | **377** | 0 | **556** | **391** | 191 | **4** | 0 | 586 | 0 | 0 | 0 | 0 | 0 | 1251 |
| Total Volume | 456 | 0 | 0 | 0 | 456 | 665 | 0 | 1374 | 0 | 2039 | 1498 | 931 | 7 | 0 | 2436 | 0 | 0 | 0 | 0 | 0 | 4931 |
| % App. Total | 100 | 0 | 0 | 0 | | 32.6 | 0 | 67.4 | 0 | | 61.5 | 38.2 | 0.3 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .803 | .000 | .000 | .000 | .803 | .929 | .000 | .911 | .000 | .917 | .958 | .789 | .438 | .000 | .893 | .000 | .000 | .000 | .000 | .000 | .923 |
| CARS | 453 | 0 | 0 | 0 | 453 | 647 | 0 | 1359 | | | 1481 | | | | | | | | | | |
| % CARS | 99.3 | 0 | 0 | 0 | 99.3 | 97.3 | 0 | 98.9 | 0 | 98.4 | 98.9 | 94.8 | 100 | 0 | 97.3 | 0 | 0 | 0 | 0 | 0 | 98.0 |
| HV | 3 | 0 | 0 | 0 | 3 | 18 | 0 | 15 | 0 | 33 | 17 | 48 | 0 | 0 | 65 | 0 | 0 | 0 | 0 | 0 | 101 |
| % HV | 0.7 | 0 | 0 | 0 | 0.7 | 2.7 | 0 | 1.1 | 0 | 1.6 | 1.1 | 5.2 | 0 | 0 | 2.7 | 0 | 0 | 0 | 0 | 0 | 2.0 |



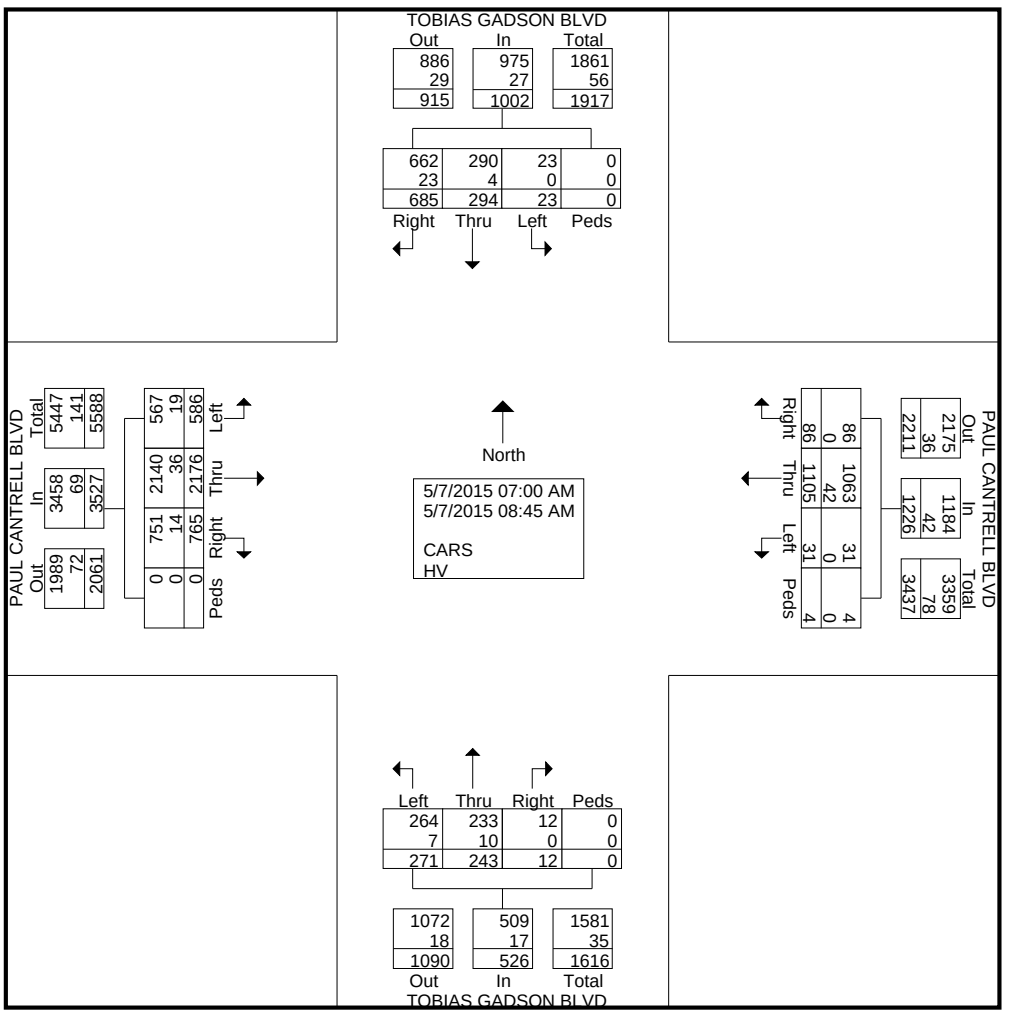
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #3 TOBIAS&PAULAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | TOBIAS GADSON BLVD Southbound | | | | | PAUL CANTRELL BLVD Westbound | | | | | TOBIAS GADSON BLVD Northbound | | | | | PAUL CANTRELL BLVD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 75 | 26 | 0 | 0 | 101 | 4 | 94 | 1 | 0 | 99 | 1 | 13 | 25 | 0 | 39 | 71 | 304 | 53 | 0 | 428 | 667 |
| 07:15 AM | 91 | 32 | 0 | 0 | 123 | 6 | 109 | 0 | 0 | 115 | 2 | 19 | 38 | 0 | 59 | 86 | 338 | 65 | 0 | 489 | 786 |
| 07:30 AM | 106 | 31 | 4 | 0 | 141 | 10 | 140 | 4 | 0 | 154 | 3 | 29 | 26 | 0 | 58 | 91 | 318 | 53 | 0 | 462 | 815 |
| 07:45 AM | 68 | 45 | 1 | 0 | 114 | 15 | 142 | 10 | 1 | 168 | 3 | 40 | 34 | 0 | 77 | 116 | 252 | 76 | 0 | 444 | 803 |
| Total | 340 | 134 | 5 | 0 | 479 | 35 | 485 | 15 | 1 | 536 | 9 | 101 | 123 | 0 | 233 | 364 | 1212 | 247 | 0 | 1823 | 3071 |
| 08:00 AM | 73 | 32 | 5 | 0 | 110 | 12 | 148 | 6 | 2 | 168 | 2 | 34 | 32 | 0 | 68 | 120 | 277 | 81 | 0 | 478 | 824 |
| 08:15 AM | 83 | 45 | 1 | 0 | 129 | 17 | 164 | 3 | 0 | 184 | 0 | 30 | 40 | 0 | 70 | 91 | 230 | 78 | 0 | 399 | 782 |
| 08:30 AM | 96 | 43 | 3 | 0 | 142 | 12 | 143 | 3 | 1 | 159 | 1 | 36 | 34 | 0 | 71 | 99 | 246 | 89 | 0 | 434 | 806 |
| 08:45 AM | 93 | 40 | 9 | 0 | 142 | 10 | 165 | 4 | 0 | 179 | 0 | 42 | 42 | 0 | 84 | 91 | 211 | 91 | 0 | 393 | 798 |
| Total | 345 | 160 | 18 | 0 | 523 | 51 | 620 | 16 | 3 | 690 | 3 | 142 | 148 | 0 | 293 | 401 | 964 | 339 | 0 | 1704 | 3210 |
| Grand Total | 685 | 294 | 23 | 0 | 1002 | 86 | 1105 | 31 | 4 | 1226 | 12 | 243 | 271 | 0 | 526 | 765 | 2176 | 586 | 0 | 3527 | 6281 |
| Apprch % | 68.4 | 29.3 | 2.3 | 0 | | 7 | 90.1 | 2.5 | 0.3 | | 2.3 | 46.2 | 51.5 | 0 | | 21.7 | 61.7 | 16.6 | 0 | | |
| Total % | 10.9 | 4.7 | 0.4 | 0 | 16 | 1.4 | 17.6 | 0.5 | 0.1 | 19.5 | 0.2 | 3.9 | 4.3 | 0 | 8.4 | 12.2 | 34.6 | 9.3 | 0 | 56.2 | |
| CARS | 662 | 290 | 23 | 0 | 975 | 86 | 1063 | | | | | | | | | | 2140 | | | | |
| % CARS | 96.6 | 98.6 | 100 | 0 | 97.3 | 100 | 96.2 | 100 | 100 | 96.6 | 100 | 95.9 | 97.4 | 0 | 96.8 | 98.2 | 98.3 | 96.8 | 0 | 98 | 97.5 |
| HV | 23 | 4 | 0 | 0 | 27 | 0 | 42 | 0 | 0 | 42 | 0 | 10 | 7 | 0 | 17 | 14 | 36 | 19 | 0 | 69 | 155 |
| % HV | 3.4 | 1.4 | 0 | 0 | 2.7 | 0 | 3.8 | 0 | 0 | 3.4 | 0 | 4.1 | 2.6 | 0 | 3.2 | 1.8 | 1.7 | 3.2 | 0 | 2 | 2.5 |

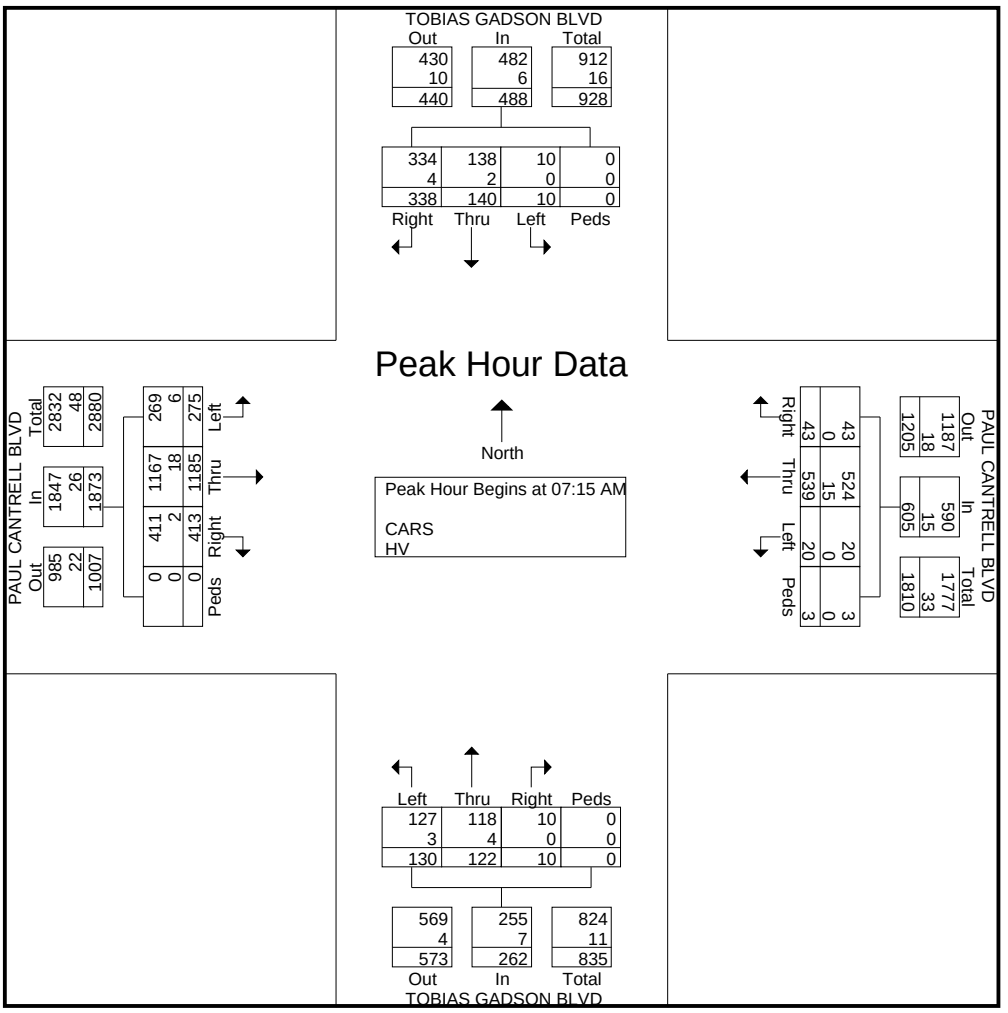


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #3 TOBIAS&PAULAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | TOBIAS GADSON BLVD Southbound | | | | | PAUL CANTRELL BLVD Westbound | | | | | TOBIAS GADSON BLVD Northbound | | | | | PAUL CANTRELL BLVD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 91 | 32 | 0 | 0 | 123 | 6 | 109 | 0 | 0 | 115 | 2 | 19 | **38** | 0 | 59 | 86 | **338** | 65 | 0 | **489** | 786 |
| 07:30 AM | **106** | 31 | 4 | 0 | **141** | 10 | 140 | 4 | 0 | 154 | **3** | 29 | 26 | 0 | 58 | 91 | 318 | 53 | 0 | 462 | 815 |
| 07:45 AM | 68 | **45** | 1 | 0 | 114 | **15** | 142 | **10** | 1 | **168** | 3 | **40** | 34 | 0 | **77** | 116 | 252 | 76 | 0 | 444 | 803 |
| 08:00 AM | 73 | 32 | **5** | 0 | 110 | 12 | **148** | 6 | **2** | 168 | 2 | 34 | 32 | 0 | 68 | **120** | 277 | **81** | 0 | 478 | **824** |
| Total Volume | 338 | 140 | 10 | 0 | 488 | 43 | 539 | 20 | 3 | 605 | 10 | 122 | 130 | 0 | 262 | 413 | 1185 | 275 | 0 | 1873 | 3228 |
| % App. Total | 69.3 | 28.7 | 2 | 0 | | 7.1 | 89.1 | 3.3 | 0.5 | | 3.8 | 46.6 | 49.6 | 0 | | 22.1 | 63.3 | 14.7 | 0 | | |
| PHF | .797 | .778 | .500 | .000 | .865 | .717 | .910 | .500 | .375 | .900 | .833 | .763 | .855 | .000 | .851 | .860 | .876 | .849 | .000 | .958 | .979 |
| CARS | 334 | 138 | 10 | 0 | 482 | 43 | 524 | 20 | 3 | 590 | 10 | 118 | 127 | 0 | 255 | 411 | 1167 | | | | |
| % CARS | 98.8 | 98.6 | 100 | 0 | 98.8 | 100 | 97.2 | 100 | 100 | 97.5 | 100 | 96.7 | 97.7 | 0 | 97.3 | 99.5 | 98.5 | 97.8 | 0 | 98.6 | 98.3 |
| HV | 4 | 2 | 0 | 0 | 6 | 0 | 15 | 0 | 0 | 15 | 0 | 4 | 3 | 0 | 7 | 2 | 18 | 6 | 0 | 26 | 54 |
| % HV | 1.2 | 1.4 | 0 | 0 | 1.2 | 0 | 2.8 | 0 | 0 | 2.5 | 0 | 3.3 | 2.3 | 0 | 2.7 | 0.5 | 1.5 | 2.2 | 0 | 1.4 | 1.7 |



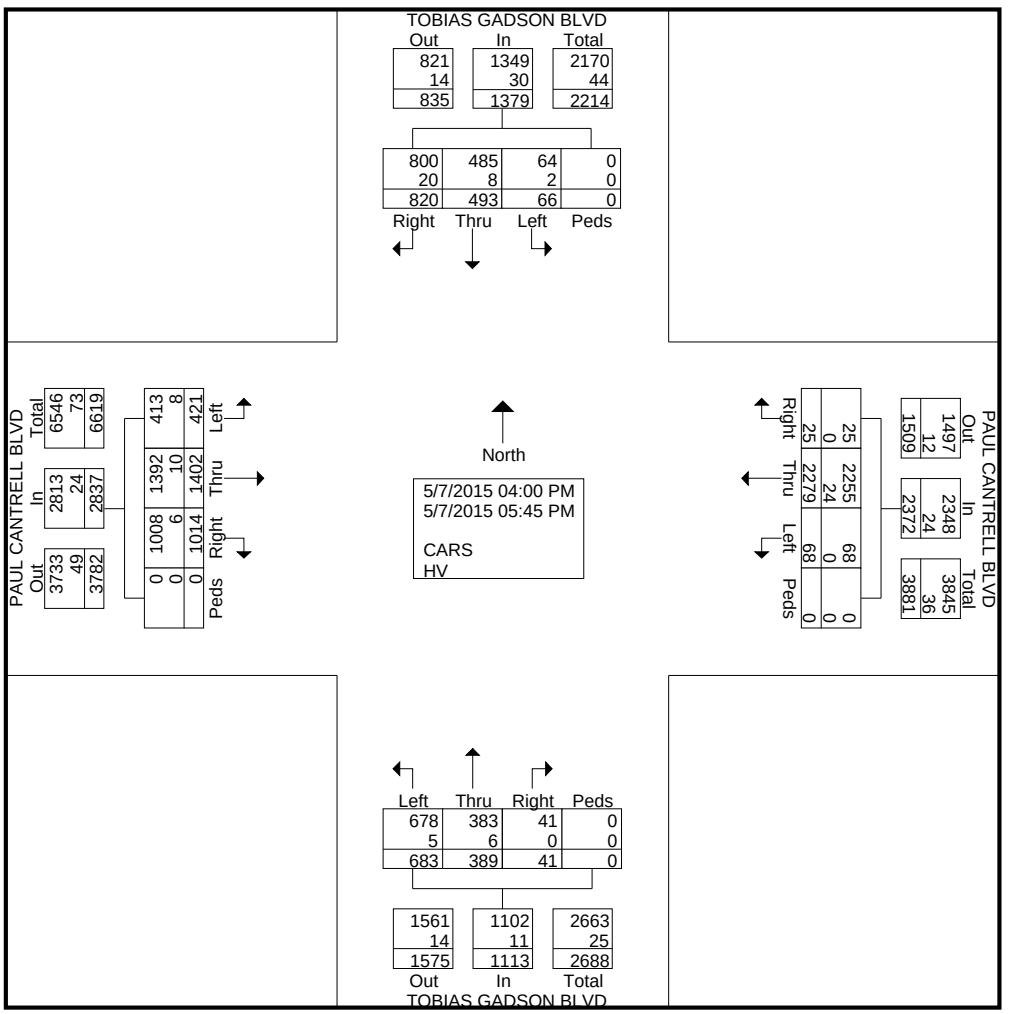
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #3 TOBIAS&PAULPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | TOBIAS GADSON BLVD Southbound | | | | | PAUL CANTRELL BLVD Westbound | | | | | TOBIAS GADSON BLVD Northbound | | | | | PAUL CANTRELL BLVD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 94 | 48 | 9 | 0 | 151 | 4 | 259 | 7 | 0 | 270 | 2 | 59 | 82 | 0 | 143 | 121 | 186 | 69 | 0 | 376 | 940 |
| 04:15 PM | 91 | 54 | 9 | 0 | 154 | 4 | 226 | 9 | 0 | 239 | 4 | 70 | 84 | 0 | 158 | 125 | 161 | 61 | 0 | 347 | 898 |
| 04:30 PM | 111 | 64 | 5 | 0 | 180 | 4 | 293 | 12 | 0 | 309 | 5 | 45 | 84 | 0 | 134 | 105 | 168 | 51 | 0 | 324 | 947 |
| 04:45 PM | 115 | 58 | 13 | 0 | 186 | 3 | 256 | 12 | 0 | 271 | 13 | 43 | 86 | 0 | 142 | 122 | 169 | 52 | 0 | 343 | 942 |
| Total | 411 | 224 | 36 | 0 | 671 | 15 | 1034 | 40 | 0 | 1089 | 24 | 217 | 336 | 0 | 577 | 473 | 684 | 233 | 0 | 1390 | 3727 |
| 05:00 PM | 124 | 60 | 9 | 0 | 193 | 2 | 319 | 9 | 0 | 330 | 8 | 43 | 94 | 0 | 145 | 150 | 213 | 43 | 0 | 406 | 1074 |
| 05:15 PM | 111 | 60 | 8 | 0 | 179 | 2 | 328 | 4 | 0 | 334 | 2 | 45 | 92 | 0 | 139 | 133 | 177 | 56 | 0 | 366 | 1018 |
| 05:30 PM | 95 | 69 | 9 | 0 | 173 | 5 | 261 | 3 | 0 | 269 | 6 | 40 | 89 | 0 | 135 | 142 | 182 | 34 | 0 | 358 | 935 |
| 05:45 PM | 79 | 80 | 4 | 0 | 163 | 1 | 337 | 12 | 0 | 350 | 1 | 44 | 72 | 0 | 117 | 116 | 146 | 55 | 0 | 317 | 947 |
| Total | 409 | 269 | 30 | 0 | 708 | 10 | 1245 | 28 | 0 | 1283 | 17 | 172 | 347 | 0 | 536 | 541 | 718 | 188 | 0 | 1447 | 3974 |
| Grand Total | 820 | 493 | 66 | 0 | 1379 | 25 | 2279 | 68 | 0 | 2372 | 41 | 389 | 683 | 0 | 1113 | 1014 | 1402 | 421 | 0 | 2837 | 7701 |
| Apprch % | 59.5 | 35.8 | 4.8 | 0 | | 1.1 | 96.1 | 2.9 | 0 | | 3.7 | 35 | 61.4 | 0 | | 35.7 | 49.4 | 14.8 | 0 | | |
| Total % | 10.6 | 6.4 | 0.9 | 0 | 17.9 | 0.3 | 29.6 | 0.9 | 0 | 30.8 | 0.5 | 5.1 | 8.9 | 0 | 14.5 | 13.2 | 18.2 | 5.5 | 0 | 36.8 | |
| CARS | 800 | 485 | 64 | 0 | 1349 | 25 | 2255 | | | | | | | | | 1008 | 1392 | | | | |
| % CARS | 97.6 | 98.4 | 97 | 0 | 97.8 | 100 | 98.9 | 100 | 0 | 99 | 100 | 98.5 | 99.3 | 0 | 99 | 99.4 | 99.3 | 98.1 | 0 | 99.2 | 98.8 |
| HV | 20 | 8 | 2 | 0 | 30 | 0 | 24 | 0 | 0 | 24 | 0 | 6 | 5 | 0 | 11 | 6 | 10 | 8 | 0 | 24 | 89 |
| % HV | 2.4 | 1.6 | 3 | 0 | 2.2 | 0 | 1.1 | 0 | 0 | 1 | 0 | 1.5 | 0.7 | 0 | 1 | 0.6 | 0.7 | 1.9 | 0 | 0.8 | 1.2 |

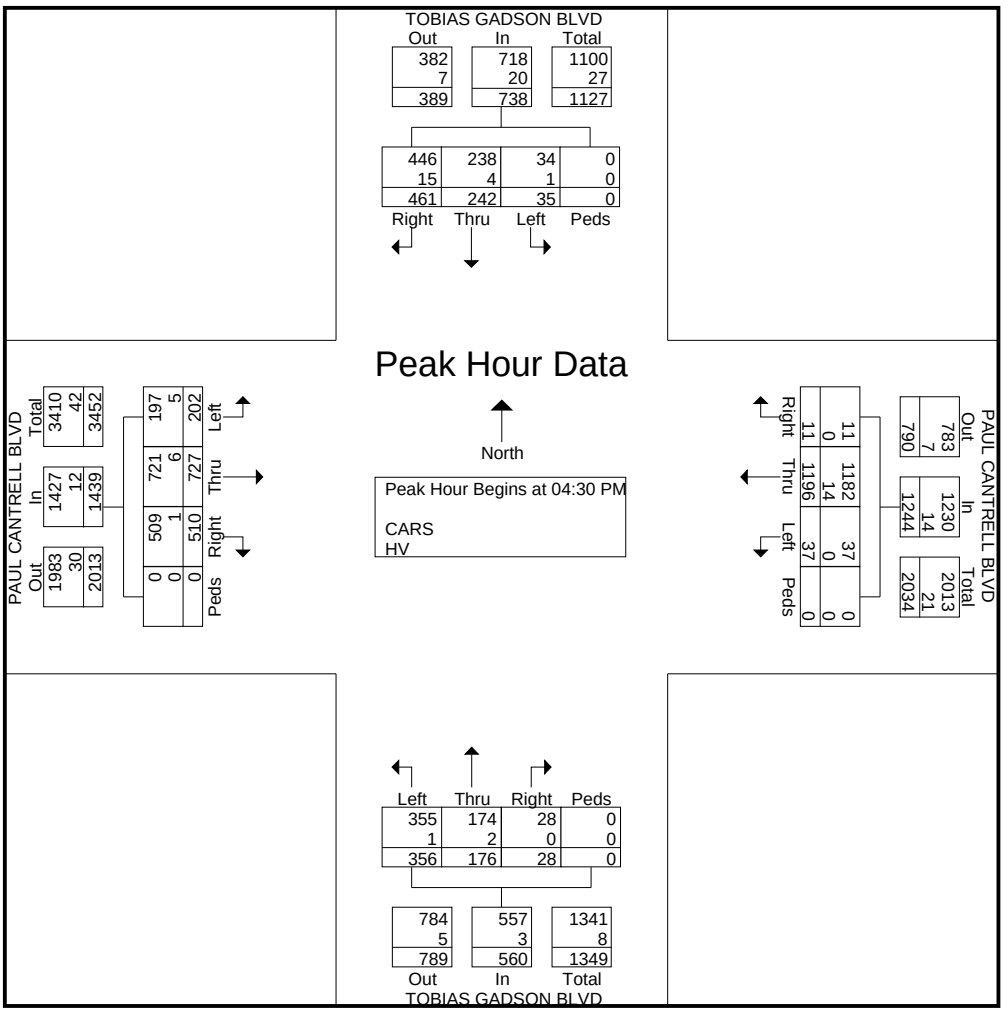


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #3 TOBIAS&PAULPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | TOBIAS GADSON BLVD Southbound | | | | | PAUL CANTRELL BLVD Westbound | | | | | TOBIAS GADSON BLVD Northbound | | | | | PAUL CANTRELL BLVD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 111 | **64** | 5 | 0 | 180 | **4** | 293 | **12** | 0 | 309 | 5 | **45** | 84 | 0 | 134 | 105 | 168 | 51 | 0 | 324 | 947 |
| 04:45 PM | 115 | 58 | **13** | 0 | 186 | 3 | 256 | 12 | 0 | 271 | **13** | 43 | 86 | 0 | 142 | 122 | 169 | 52 | 0 | 343 | 942 |
| 05:00 PM | **124** | 60 | 9 | 0 | **193** | 2 | 319 | 9 | 0 | 330 | 8 | 43 | **94** | 0 | **145** | **150** | **213** | 43 | 0 | **406** | **1074** |
| 05:15 PM | 111 | 60 | 8 | 0 | 179 | 2 | **328** | 4 | 0 | **334** | 2 | 45 | 92 | 0 | 139 | 133 | 177 | **56** | 0 | 366 | 1018 |
| Total Volume | 461 | 242 | 35 | 0 | 738 | 11 | 1196 | 37 | 0 | 1244 | 28 | 176 | 356 | 0 | 560 | 510 | 727 | 202 | 0 | 1439 | 3981 |
| % App. Total | 62.5 | 32.8 | 4.7 | 0 | | 0.9 | 96.1 | 3 | 0 | | 5 | 31.4 | 63.6 | 0 | | 35.4 | 50.5 | 14 | 0 | | |
| PHF | .929 | .945 | .673 | .000 | .956 | .688 | .912 | .771 | .000 | .931 | .538 | .978 | .947 | .000 | .966 | .850 | .853 | .902 | .000 | .886 | .927 |
| CARS | 446 | 238 | 34 | 0 | 718 | 11 | 1182 | | | | | | | | | | | | | | |
| % CARS | 96.7 | 98.3 | 97.1 | 0 | 97.3 | 100 | 98.8 | 100 | 0 | 98.9 | 100 | 98.9 | 99.7 | 0 | 99.5 | 99.8 | 99.2 | 97.5 | 0 | 99.2 | 98.8 |
| HV | 15 | 4 | 1 | 0 | 20 | 0 | 14 | 0 | 0 | 14 | 0 | 2 | 1 | 0 | 3 | 1 | 6 | 5 | 0 | 12 | 49 |
| % HV | 3.3 | 1.7 | 2.9 | 0 | 2.7 | 0 | 1.2 | 0 | 0 | 1.1 | 0 | 1.1 | 0.3 | 0 | 0.5 | 0.2 | 0.8 | 2.5 | 0 | 0.8 | 1.2 |



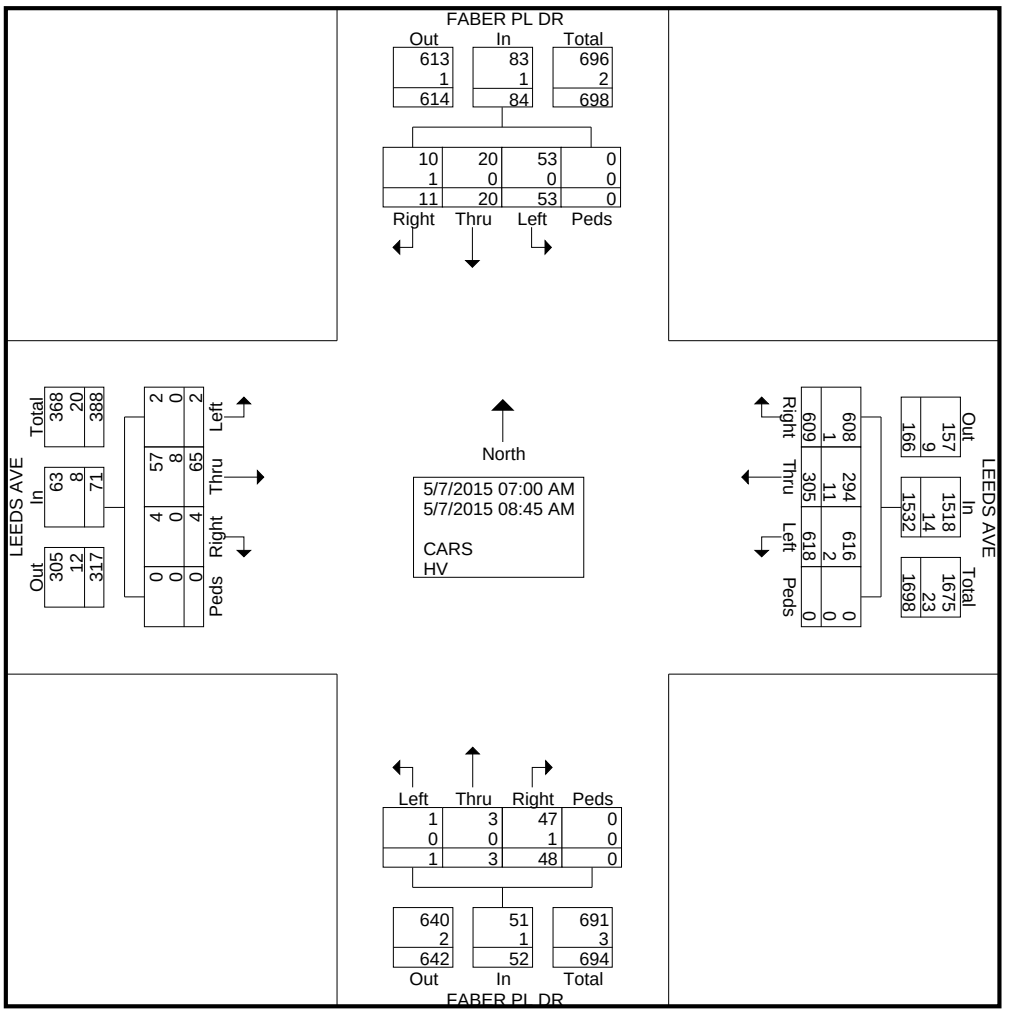
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #4 FABER&LEEDSAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | FABER PL DR Southbound | | | | | LEEDS AVE Westbound | | | | | FABER PL DR Northbound | | | | | LEEDS AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 1 | 4 | 0 | 5 | 38 | 35 | 47 | 0 | 120 | 2 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 4 | 131 |
| 07:15 AM | 3 | 1 | 2 | 0 | 6 | 63 | 45 | 68 | 0 | 176 | 2 | 0 | 0 | 0 | 2 | 0 | 10 | 0 | 0 | 10 | 194 |
| 07:30 AM | 1 | 6 | 5 | 0 | 12 | 77 | 50 | 91 | 0 | 218 | 7 | 0 | 0 | 0 | 7 | 1 | 12 | 0 | 0 | 13 | 250 |
| 07:45 AM | 1 | 2 | 8 | 0 | 11 | 107 | 54 | 101 | 0 | 262 | 2 | 0 | 0 | 0 | 2 | 0 | 6 | 1 | 0 | 7 | 282 |
| Total | 5 | 10 | 19 | 0 | 34 | 285 | 184 | 307 | 0 | 776 | 13 | 0 | 0 | 0 | 13 | 1 | 32 | 1 | 0 | 34 | 857 |
| 08:00 AM | 2 | 2 | 5 | 0 | 9 | 93 | 50 | 91 | 0 | 234 | 6 | 0 | 0 | 0 | 6 | 1 | 9 | 0 | 0 | 10 | 259 |
| 08:15 AM | 1 | 0 | 5 | 0 | 6 | 110 | 30 | 104 | 0 | 244 | 9 | 0 | 0 | 0 | 9 | 1 | 12 | 0 | 0 | 13 | 272 |
| 08:30 AM | 2 | 3 | 15 | 0 | 20 | 60 | 23 | 76 | 0 | 159 | 8 | 2 | 0 | 0 | 10 | 1 | 4 | 1 | 0 | 6 | 195 |
| 08:45 AM | 1 | 5 | 9 | 0 | 15 | 61 | 18 | 40 | 0 | 119 | 12 | 1 | 1 | 0 | 14 | 0 | 8 | 0 | 0 | 8 | 156 |
| Total | 6 | 10 | 34 | 0 | 50 | 324 | 121 | 311 | 0 | 756 | 35 | 3 | 1 | 0 | 39 | 3 | 33 | 1 | 0 | 37 | 882 |
| Grand Total | 11 | 20 | 53 | 0 | 84 | 609 | 305 | 618 | 0 | 1532 | 48 | 3 | 1 | 0 | 52 | 4 | 65 | 2 | 0 | 71 | 1739 |
| Apprch % | 13.1 | 23.8 | 63.1 | 0 | | 39.8 | 19.9 | 40.3 | 0 | | 92.3 | 5.8 | 1.9 | 0 | | 5.6 | 91.5 | 2.8 | 0 | | |
| Total % | 0.6 | 1.2 | 3 | 0 | 4.8 | 35 | 17.5 | 35.5 | 0 | 88.1 | 2.8 | 0.2 | 0.1 | 0 | 3 | 0.2 | 3.7 | 0.1 | 0 | 4.1 | |
| CARS | 10 | 20 | 53 | 0 | 83 | 608 | 294 | 616 | 0 | 1518 | 47 | 3 | 1 | 0 | 51 | 4 | 57 | 2 | 0 | 63 | 1715 |
| % CARS | 90.9 | 100 | 100 | 0 | 98.8 | 99.8 | 96.4 | 99.7 | 0 | 99.1 | 97.9 | 100 | 100 | 0 | 98.1 | 100 | 87.7 | 100 | 0 | 88.7 | 98.6 |
| HV | 1 | 0 | 0 | 0 | 1 | 1 | 11 | 2 | 0 | 14 | 1 | 0 | 0 | 0 | 1 | 0 | 8 | 0 | 0 | 8 | 24 |
| % HV | 9.1 | 0 | 0 | 0 | 1.2 | 0.2 | 3.6 | 0.3 | 0 | 0.9 | 2.1 | 0 | 0 | 0 | 1.9 | 0 | 12.3 | 0 | 0 | 11.3 | 1.4 |

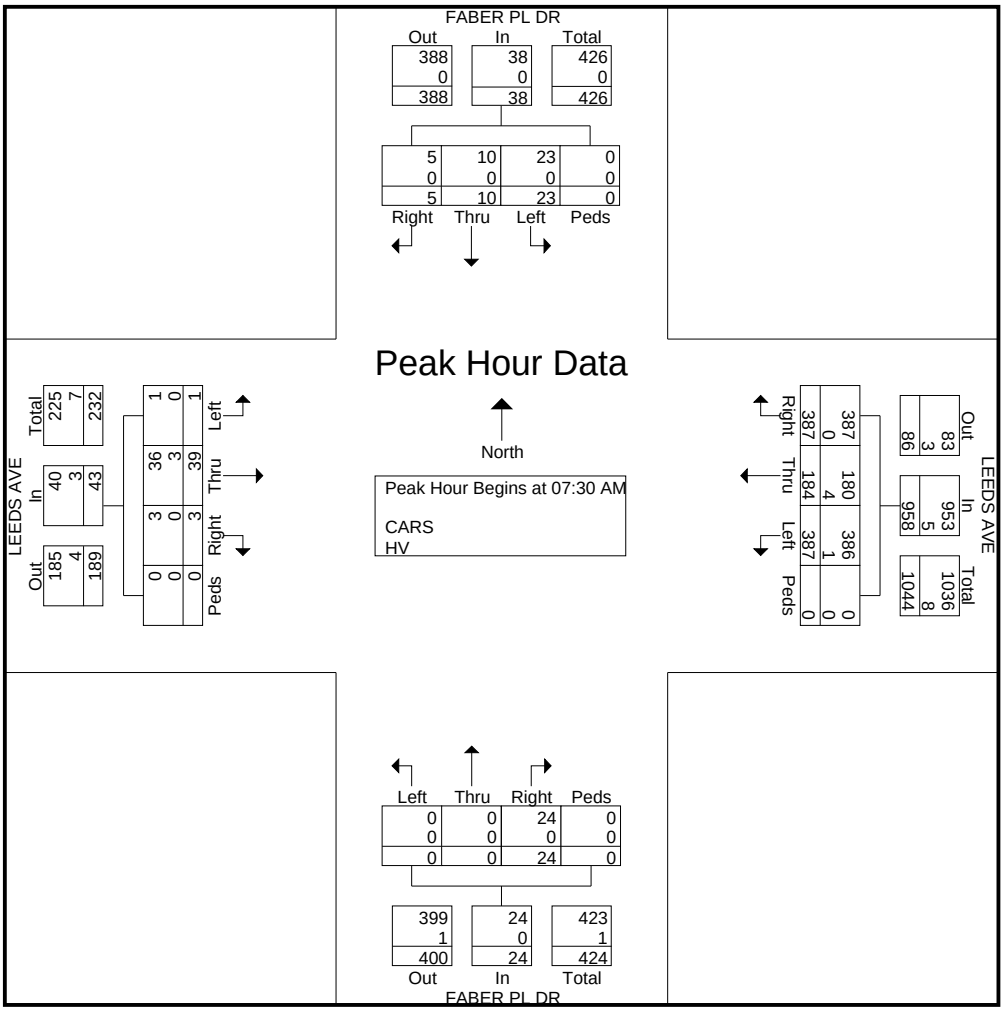


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #4 FABER&LEEDSAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | FABER PL DR Southbound | | | | | LEEDS AVE Westbound | | | | | FABER PL DR Northbound | | | | | LEEDS AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 1 | **6** | 5 | 0 | **12** | 77 | 50 | 91 | 0 | 218 | 7 | 0 | 0 | 0 | 7 | **1** | **12** | 0 | 0 | **13** | 250 |
| 07:45 AM | 1 | 2 | **8** | 0 | 11 | 107 | **54** | 101 | 0 | **262** | 2 | 0 | 0 | 0 | 2 | 0 | 6 | **1** | 0 | 7 | **282** |
| 08:00 AM | **2** | 2 | 5 | 0 | 9 | 93 | 50 | 91 | 0 | 234 | 6 | 0 | 0 | 0 | 6 | 1 | 9 | 0 | 0 | 10 | 259 |
| 08:15 AM | 1 | 0 | 5 | 0 | 6 | **110** | 30 | **104** | 0 | 244 | **9** | 0 | 0 | 0 | **9** | 1 | 12 | 0 | 0 | 13 | 272 |
| Total Volume | 5 | 10 | 23 | 0 | 38 | 387 | 184 | 387 | 0 | 958 | 24 | 0 | 0 | 0 | 24 | 3 | 39 | 1 | 0 | 43 | 1063 |
| % App. Total | 13.2 | 26.3 | 60.5 | 0 | | 40.4 | 19.2 | 40.4 | 0 | | 100 | 0 | 0 | 0 | | 7 | 90.7 | 2.3 | 0 | | |
| PHF | .625 | .417 | .719 | .000 | .792 | .880 | .852 | .930 | .000 | .914 | .667 | .000 | .000 | .000 | .667 | .750 | .813 | .250 | .000 | .827 | .942 |
| CARS | 5 | 10 | 23 | 0 | 38 | 387 | 180 | 386 | 0 | 953 | 24 | 0 | 0 | 0 | 24 | 3 | 36 | 1 | 0 | 40 | 1055 |
| % CARS | 100 | 100 | 100 | 0 | 100 | 100 | 97.8 | 99.7 | 0 | 99.5 | 100 | 0 | 0 | 0 | 100 | 100 | 92.3 | 100 | 0 | 93.0 | 99.2 |
| HV | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 8 |
| % HV | 0 | 0 | 0 | 0 | 0 | 0 | 2.2 | 0.3 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 7.7 | 0 | 0 | 7.0 | 0.8 |



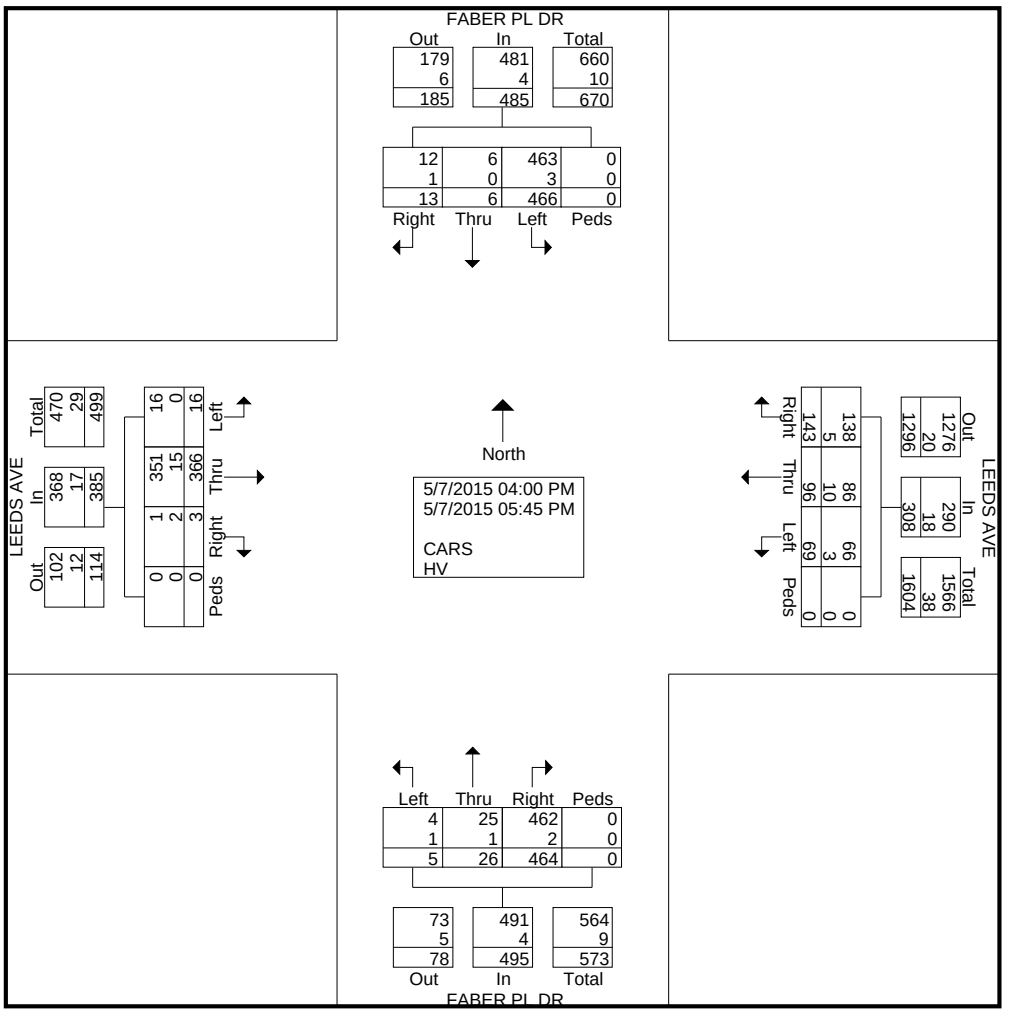
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #4 FABER&LEEDSPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | FABER PL DR Southbound | | | | | LEEDS AVE Westbound | | | | | FABER PL DR Northbound | | | | | LEEDS AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 2 | 1 | 46 | 0 | 49 | 15 | 10 | 5 | 0 | 30 | 30 | 2 | 1 | 0 | 33 | 2 | 58 | 1 | 0 | 61 | 173 |
| 04:15 PM | 1 | 0 | 42 | 0 | 43 | 17 | 9 | 10 | 0 | 36 | 38 | 2 | 0 | 0 | 40 | 1 | 29 | 3 | 0 | 33 | 152 |
| 04:30 PM | 0 | 0 | 51 | 0 | 51 | 19 | 13 | 11 | 0 | 43 | 93 | 3 | 1 | 0 | 97 | 0 | 47 | 3 | 0 | 50 | 241 |
| 04:45 PM | 1 | 0 | 59 | 0 | 60 | 18 | 11 | 7 | 0 | 36 | 56 | 4 | 0 | 0 | 60 | 0 | 47 | 2 | 0 | 49 | 205 |
| Total | 4 | 1 | 198 | 0 | 203 | 69 | 43 | 33 | 0 | 145 | 217 | 11 | 2 | 0 | 230 | 3 | 181 | 9 | 0 | 193 | 771 |
| 05:00 PM | 5 | 2 | 108 | 0 | 115 | 22 | 13 | 11 | 0 | 46 | 99 | 8 | 1 | 0 | 108 | 0 | 75 | 2 | 0 | 77 | 346 |
| 05:15 PM | 3 | 3 | 73 | 0 | 79 | 23 | 9 | 8 | 0 | 40 | 68 | 2 | 0 | 0 | 70 | 0 | 48 | 3 | 0 | 51 | 240 |
| 05:30 PM | 0 | 0 | 47 | 0 | 47 | 14 | 15 | 7 | 0 | 36 | 52 | 4 | 0 | 0 | 56 | 0 | 28 | 1 | 0 | 29 | 168 |
| 05:45 PM | 1 | 0 | 40 | 0 | 41 | 15 | 16 | 10 | 0 | 41 | 28 | 1 | 2 | 0 | 31 | 0 | 34 | 1 | 0 | 35 | 148 |
| Total | 9 | 5 | 268 | 0 | 282 | 74 | 53 | 36 | 0 | 163 | 247 | 15 | 3 | 0 | 265 | 0 | 185 | 7 | 0 | 192 | 902 |
| Grand Total | 13 | 6 | 466 | 0 | 485 | 143 | 96 | 69 | 0 | 308 | 464 | 26 | 5 | 0 | 495 | 3 | 366 | 16 | 0 | 385 | 1673 |
| Apprch % | 2.7 | 1.2 | 96.1 | 0 | | 46.4 | 31.2 | 22.4 | 0 | | 93.7 | 5.3 | 1 | 0 | | 0.8 | 95.1 | 4.2 | 0 | | |
| Total % | 0.8 | 0.4 | 27.9 | 0 | 29 | 8.5 | 5.7 | 4.1 | 0 | 18.4 | 27.7 | 1.6 | 0.3 | 0 | 29.6 | 0.2 | 21.9 | 1 | 0 | 23 | |
| CARS | 12 | 6 | 463 | 0 | 481 | 138 | 86 | 66 | 0 | 290 | 462 | 25 | 4 | 0 | 491 | 1 | 351 | 16 | 0 | 368 | 1630 |
| % CARS | 92.3 | 100 | 99.4 | 0 | 99.2 | 96.5 | 89.6 | 95.7 | 0 | 94.2 | 99.6 | 96.2 | 80 | 0 | 99.2 | 33.3 | 95.9 | 100 | 0 | 95.6 | 97.4 |
| HV | 1 | 0 | 3 | 0 | 4 | 5 | 10 | 3 | 0 | 18 | 2 | 1 | 1 | 0 | 4 | 2 | 15 | 0 | 0 | 17 | 43 |
| % HV | 7.7 | 0 | 0.6 | 0 | 0.8 | 3.5 | 10.4 | 4.3 | 0 | 5.8 | 0.4 | 3.8 | 20 | 0 | 0.8 | 66.7 | 4.1 | 0 | 0 | 4.4 | 2.6 |

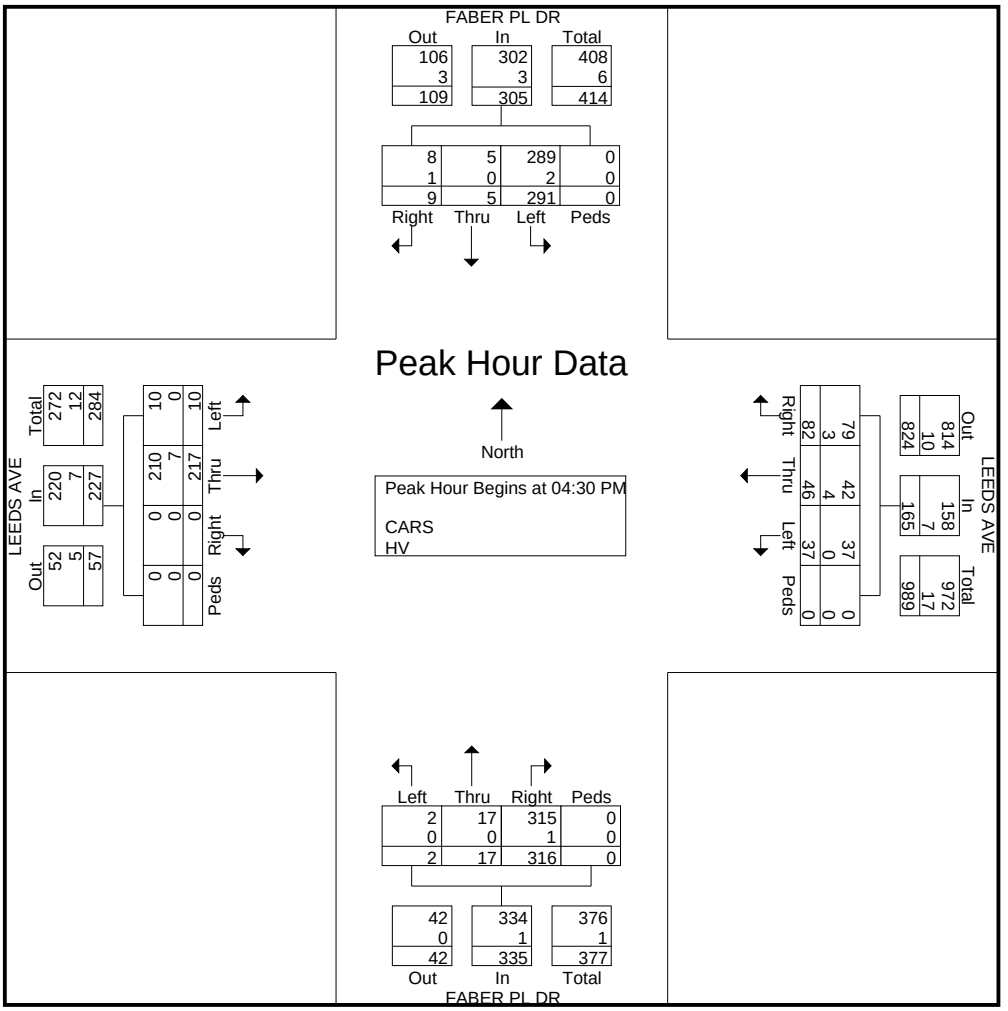


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #4 FABER&LEEDSPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | FABER PL DR Southbound | | | | | LEEDS AVE Westbound | | | | | FABER PL DR Northbound | | | | | LEEDS AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 0 | 0 | 51 | 0 | 51 | 19 | **13** | **11** | 0 | 43 | 93 | 3 | **1** | 0 | 97 | 0 | 47 | **3** | 0 | 50 | 241 |
| 04:45 PM | 1 | 0 | 59 | 0 | 60 | 18 | 11 | 7 | 0 | 36 | 56 | 4 | 0 | 0 | 60 | 0 | 47 | 2 | 0 | 49 | 205 |
| 05:00 PM | **5** | 2 | **108** | 0 | **115** | 22 | 13 | 11 | 0 | **46** | **99** | **8** | 1 | 0 | **108** | 0 | **75** | 2 | 0 | **77** | **346** |
| 05:15 PM | 3 | **3** | 73 | 0 | 79 | **23** | 9 | 8 | 0 | 40 | 68 | 2 | 0 | 0 | 70 | 0 | 48 | 3 | 0 | 51 | 240 |
| Total Volume | 9 | 5 | 291 | 0 | 305 | 82 | 46 | 37 | 0 | 165 | 316 | 17 | 2 | 0 | 335 | 0 | 217 | 10 | 0 | 227 | 1032 |
| % App. Total | 3 | 1.6 | 95.4 | 0 | | 49.7 | 27.9 | 22.4 | 0 | | 94.3 | 5.1 | 0.6 | 0 | | 0 | 95.6 | 4.4 | 0 | | |
| PHF | .450 | .417 | .674 | .000 | .663 | .891 | .885 | .841 | .000 | .897 | .798 | .531 | .500 | .000 | .775 | .000 | .723 | .833 | .000 | .737 | .746 |
| CARS | 8 | 5 | 289 | 0 | 302 | 79 | 42 | 37 | 0 | 158 | 315 | 17 | 2 | 0 | 334 | 0 | 210 | 10 | 0 | 220 | 1014 |
| % CARS | 88.9 | 100 | 99.3 | 0 | 99.0 | 96.3 | 91.3 | 100 | 0 | 95.8 | 99.7 | 100 | 100 | 0 | 99.7 | 0 | 96.8 | 100 | 0 | 96.9 | 98.3 |
| HV | 1 | 0 | 2 | 0 | 3 | 3 | 4 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 0 | 7 | 18 |
| % HV | 11.1 | 0 | 0.7 | 0 | 1.0 | 3.7 | 8.7 | 0 | 0 | 4.2 | 0.3 | 0 | 0 | 0 | 0.3 | 0 | 3.2 | 0 | 0 | 3.1 | 1.7 |



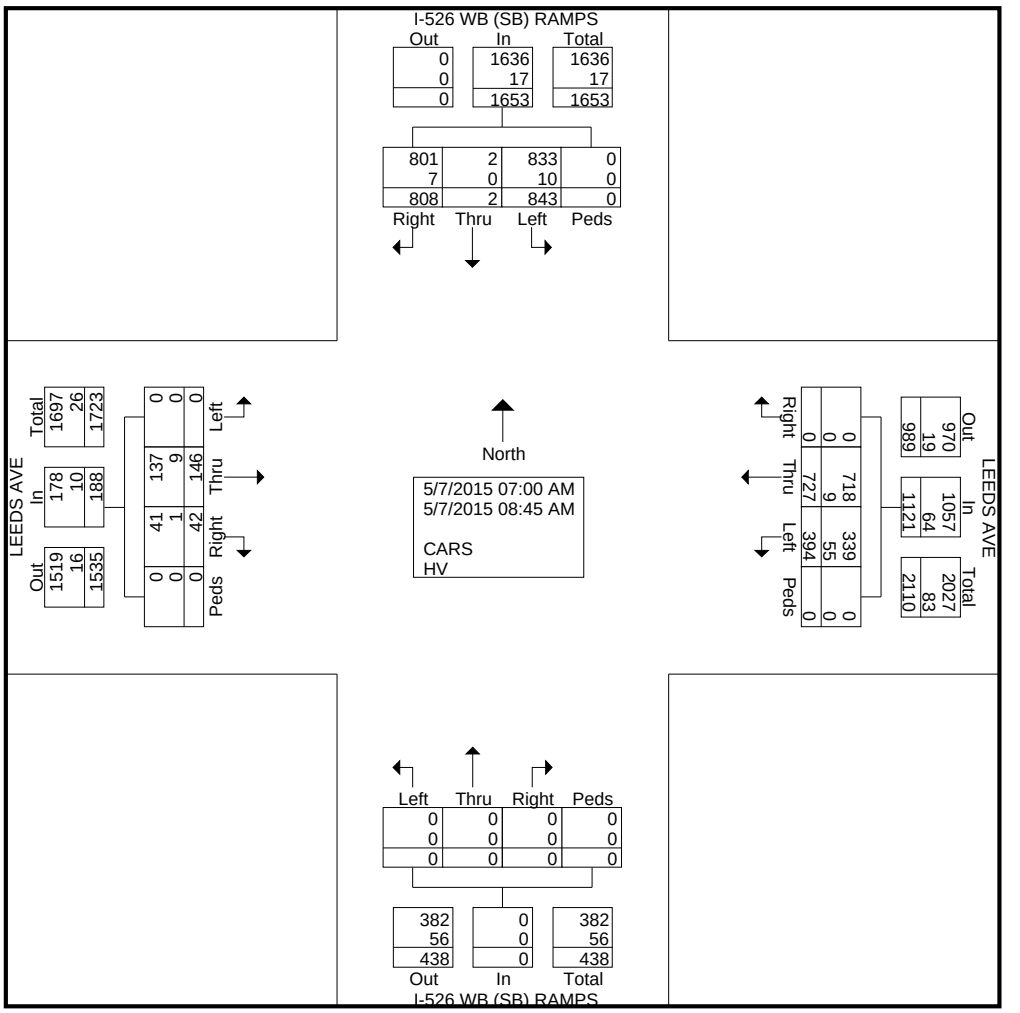
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #5 I526WBSB&LEEDSAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | I-526 WB (SB) RAMPS Southbound | | | | | LEEDS AVE Westbound | | | | | I-526 WB (SB) RAMPS Northbound | | | | | LEEDS AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 74 | 0 | 72 | 0 | 146 | 0 | 43 | 35 | 0 | 78 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 0 | 0 | 11 | 235 |
| 07:15 AM | 102 | 0 | 104 | 0 | 206 | 0 | 75 | 47 | 0 | 122 | 0 | 0 | 0 | 0 | 0 | 4 | 12 | 0 | 0 | 16 | 344 |
| 07:30 AM | 123 | 0 | 109 | 0 | 232 | 0 | 97 | 46 | 0 | 143 | 0 | 0 | 0 | 0 | 0 | 6 | 20 | 0 | 0 | 26 | 401 |
| 07:45 AM | 130 | 0 | 136 | 0 | 266 | 0 | 142 | 52 | 0 | 194 | 0 | 0 | 0 | 0 | 0 | 4 | 15 | 0 | 0 | 19 | 479 |
| Total | 429 | 0 | 421 | 0 | 850 | 0 | 357 | 180 | 0 | 537 | 0 | 0 | 0 | 0 | 0 | 16 | 56 | 0 | 0 | 72 | 1459 |
| 08:00 AM | 103 | 0 | 100 | 0 | 203 | 0 | 123 | 43 | 0 | 166 | 0 | 0 | 0 | 0 | 0 | 7 | 18 | 0 | 0 | 25 | 394 |
| 08:15 AM | 124 | 0 | 116 | 0 | 240 | 0 | 116 | 63 | 0 | 179 | 0 | 0 | 0 | 0 | 0 | 8 | 20 | 0 | 0 | 28 | 447 |
| 08:30 AM | 98 | 1 | 129 | 0 | 228 | 0 | 64 | 45 | 0 | 109 | 0 | 0 | 0 | 0 | 0 | 3 | 30 | 0 | 0 | 33 | 370 |
| 08:45 AM | 54 | 1 | 77 | 0 | 132 | 0 | 67 | 63 | 0 | 130 | 0 | 0 | 0 | 0 | 0 | 8 | 22 | 0 | 0 | 30 | 292 |
| Total | 379 | 2 | 422 | 0 | 803 | 0 | 370 | 214 | 0 | 584 | 0 | 0 | 0 | 0 | 0 | 26 | 90 | 0 | 0 | 116 | 1503 |
| Grand Total | 808 | 2 | 843 | 0 | 1653 | 0 | 727 | 394 | 0 | 1121 | 0 | 0 | 0 | 0 | 0 | 42 | 146 | 0 | 0 | 188 | 2962 |
| Apprch % | 48.9 | 0.1 | 51 | 0 | | 0 | 64.9 | 35.1 | 0 | | 0 | 0 | 0 | 0 | | 22.3 | 77.7 | 0 | 0 | | |
| Total % | 27.3 | 0.1 | 28.5 | 0 | 55.8 | 0 | 24.5 | 13.3 | 0 | 37.8 | 0 | 0 | 0 | 0 | 0 | 1.4 | 4.9 | 0 | 0 | 6.3 | |
| CARS | 801 | 2 | 833 | 0 | 1636 | 0 | 718 | 339 | 0 | 1057 | 0 | 0 | 0 | 0 | 0 | 41 | 137 | 0 | 0 | 178 | 2871 |
| % CARS | 99.1 | 100 | 98.8 | 0 | 99 | 0 | 98.8 | 86 | 0 | 94.3 | 0 | 0 | 0 | 0 | 0 | 97.6 | 93.8 | 0 | 0 | 94.7 | 96.9 |
| HV | 7 | 0 | 10 | 0 | 17 | 0 | 9 | 55 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 0 | 0 | 10 | 91 |
| % HV | 0.9 | 0 | 1.2 | 0 | 1 | 0 | 1.2 | 14 | 0 | 5.7 | 0 | 0 | 0 | 0 | 0 | 2.4 | 6.2 | 0 | 0 | 5.3 | 3.1 |

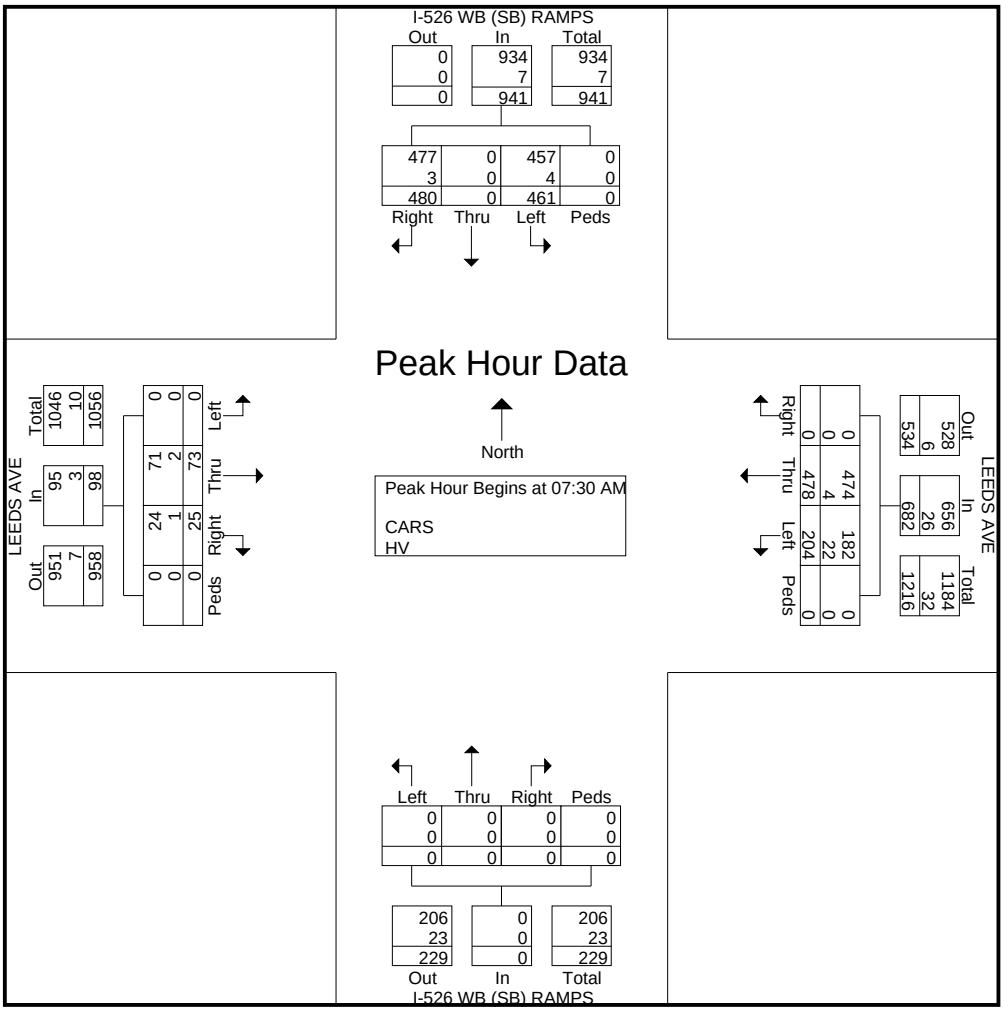


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #5 I526WBSB&LEEDSAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | I-526 WB (SB) RAMPS Southbound | | | | | LEEDS AVE Westbound | | | | | I-526 WB (SB) RAMPS Northbound | | | | | LEEDS AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 123 | 0 | 109 | 0 | 232 | 0 | 97 | 46 | 0 | 143 | 0 | 0 | 0 | 0 | 0 | 6 | **20** | 0 | 0 | 26 | 401 |
| 07:45 AM | **130** | 0 | **136** | 0 | **266** | 0 | **142** | 52 | 0 | **194** | 0 | 0 | 0 | 0 | 0 | 4 | 15 | 0 | 0 | 19 | **479** |
| 08:00 AM | 103 | 0 | 100 | 0 | 203 | 0 | 123 | 43 | 0 | 166 | 0 | 0 | 0 | 0 | 0 | 7 | 18 | 0 | 0 | 25 | 394 |
| 08:15 AM | 124 | 0 | 116 | 0 | 240 | 0 | 116 | **63** | 0 | 179 | 0 | 0 | 0 | 0 | 0 | **8** | 20 | 0 | 0 | **28** | 447 |
| Total Volume | 480 | 0 | 461 | 0 | 941 | 0 | 478 | 204 | 0 | 682 | 0 | 0 | 0 | 0 | 0 | 25 | 73 | 0 | 0 | 98 | 1721 |
| % App. Total | 51 | 0 | 49 | 0 | | 0 | 70.1 | 29.9 | 0 | | 0 | 0 | 0 | 0 | | 25.5 | 74.5 | 0 | 0 | | |
| PHF | .923 | .000 | .847 | .000 | .884 | .000 | .842 | .810 | .000 | .879 | .000 | .000 | .000 | .000 | .000 | .781 | .913 | .000 | .000 | .875 | .898 |
| CARS | 477 | 0 | 457 | 0 | 934 | 0 | 474 | 182 | 0 | 656 | 0 | 0 | 0 | 0 | 0 | 24 | 71 | 0 | 0 | 95 | 1685 |
| % CARS | 99.4 | 0 | 99.1 | 0 | 99.3 | 0 | 99.2 | 89.2 | 0 | 96.2 | 0 | 0 | 0 | 0 | 0 | 96.0 | 97.3 | 0 | 0 | 96.9 | 97.9 |
| HV | 3 | 0 | 4 | 0 | 7 | 0 | 4 | 22 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 36 |
| % HV | 0.6 | 0 | 0.9 | 0 | 0.7 | 0 | 0.8 | 10.8 | 0 | 3.8 | 0 | 0 | 0 | 0 | 0 | 4.0 | 2.7 | 0 | 0 | 3.1 | 2.1 |



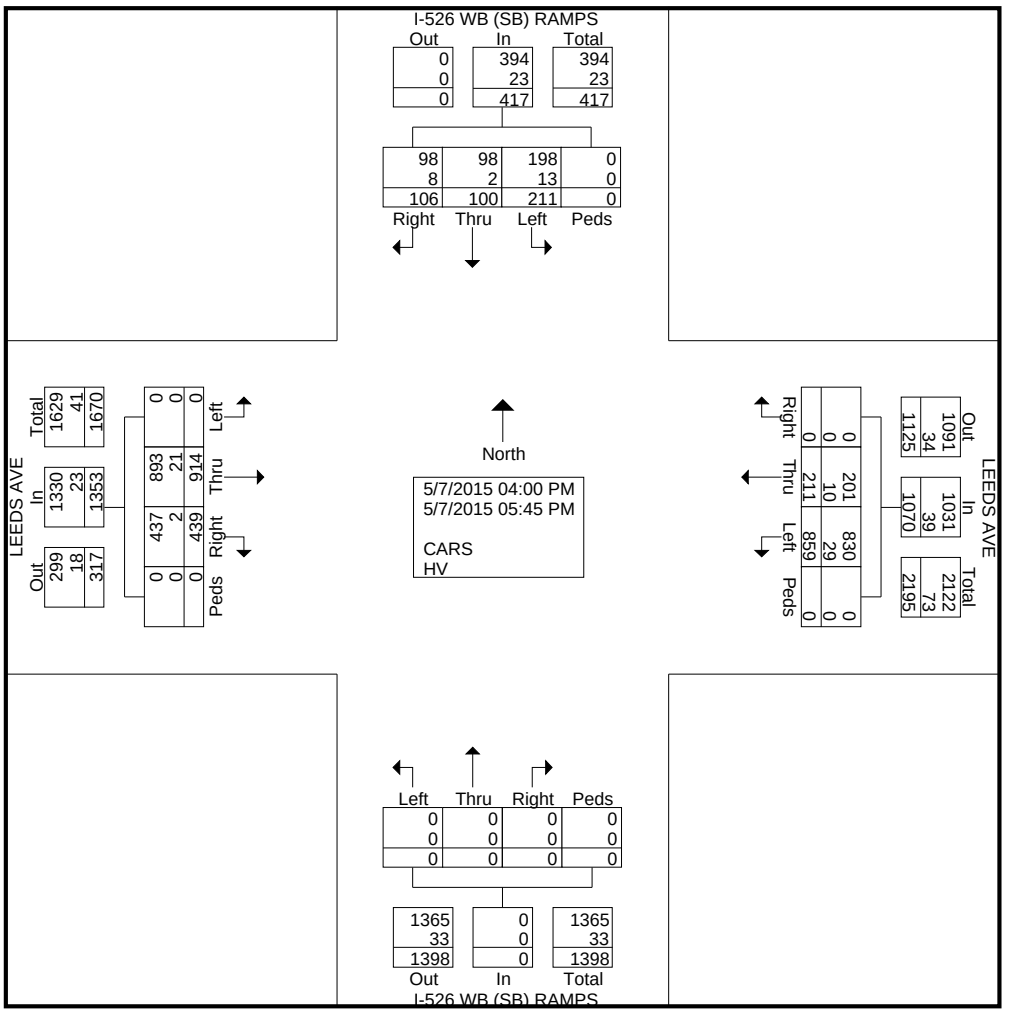
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #5 I526WBSB&LEEDSPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | I-526 WB (SB) RAMPS Southbound | | | | | LEEDS AVE Westbound | | | | | I-526 WB (SB) RAMPS Northbound | | | | | LEEDS AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 14 | 1 | 40 | 0 | 55 | 0 | 19 | 111 | 0 | 130 | 0 | 0 | 0 | 0 | 0 | 35 | 104 | 0 | 0 | 139 | 324 |
| 04:15 PM | 11 | 0 | 29 | 0 | 40 | 0 | 25 | 107 | 0 | 132 | 0 | 0 | 0 | 0 | 0 | 38 | 85 | 0 | 0 | 123 | 295 |
| 04:30 PM | 17 | 0 | 27 | 0 | 44 | 0 | 24 | 130 | 0 | 154 | 0 | 0 | 0 | 0 | 0 | 49 | 147 | 0 | 0 | 196 | 394 |
| 04:45 PM | 12 | 0 | 24 | 0 | 36 | 0 | 26 | 124 | 0 | 150 | 0 | 0 | 0 | 0 | 0 | 58 | 108 | 0 | 0 | 166 | 352 |
| Total | 54 | 1 | 120 | 0 | 175 | 0 | 94 | 472 | 0 | 566 | 0 | 0 | 0 | 0 | 0 | 180 | 444 | 0 | 0 | 624 | 1365 |
| 05:00 PM | 13 | 7 | 26 | 0 | 46 | 0 | 41 | 115 | 0 | 156 | 0 | 0 | 0 | 0 | 0 | 111 | 160 | 0 | 0 | 271 | 473 |
| 05:15 PM | 8 | 47 | 22 | 0 | 77 | 0 | 29 | 111 | 0 | 140 | 0 | 0 | 0 | 0 | 0 | 80 | 126 | 0 | 0 | 206 | 423 |
| 05:30 PM | 14 | 35 | 23 | 0 | 72 | 0 | 24 | 96 | 0 | 120 | 0 | 0 | 0 | 0 | 0 | 29 | 113 | 0 | 0 | 142 | 334 |
| 05:45 PM | 17 | 10 | 20 | 0 | 47 | 0 | 23 | 65 | 0 | 88 | 0 | 0 | 0 | 0 | 0 | 39 | 71 | 0 | 0 | 110 | 245 |
| Total | 52 | 99 | 91 | 0 | 242 | 0 | 117 | 387 | 0 | 504 | 0 | 0 | 0 | 0 | 0 | 259 | 470 | 0 | 0 | 729 | 1475 |
| Grand Total | 106 | 100 | 211 | 0 | 417 | 0 | 211 | 859 | 0 | 1070 | 0 | 0 | 0 | 0 | 0 | 439 | 914 | 0 | 0 | 1353 | 2840 |
| Apprch % | 25.4 | 24 | 50.6 | 0 | | 0 | 19.7 | 80.3 | 0 | | 0 | 0 | 0 | 0 | | 32.4 | 67.6 | 0 | 0 | | |
| Total % | 3.7 | 3.5 | 7.4 | 0 | 14.7 | 0 | 7.4 | 30.2 | 0 | 37.7 | 0 | 0 | 0 | 0 | 0 | 15.5 | 32.2 | 0 | 0 | 47.6 | |
| CARS | 98 | 98 | 198 | 0 | 394 | 0 | 201 | 830 | 0 | 1031 | 0 | 0 | 0 | 0 | 0 | 437 | 893 | 0 | 0 | 1330 | 2755 |
| % CARS | 92.5 | 98 | 93.8 | 0 | 94.5 | 0 | 95.3 | 96.6 | 0 | 96.4 | 0 | 0 | 0 | 0 | 0 | 99.5 | 97.7 | 0 | 0 | 98.3 | 97 |
| HV | 8 | 2 | 13 | 0 | 23 | 0 | 10 | 29 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 2 | 21 | 0 | 0 | 23 | 85 |
| % HV | 7.5 | 2 | 6.2 | 0 | 5.5 | 0 | 4.7 | 3.4 | 0 | 3.6 | 0 | 0 | 0 | 0 | 0 | 0.5 | 2.3 | 0 | 0 | 1.7 | 3 |

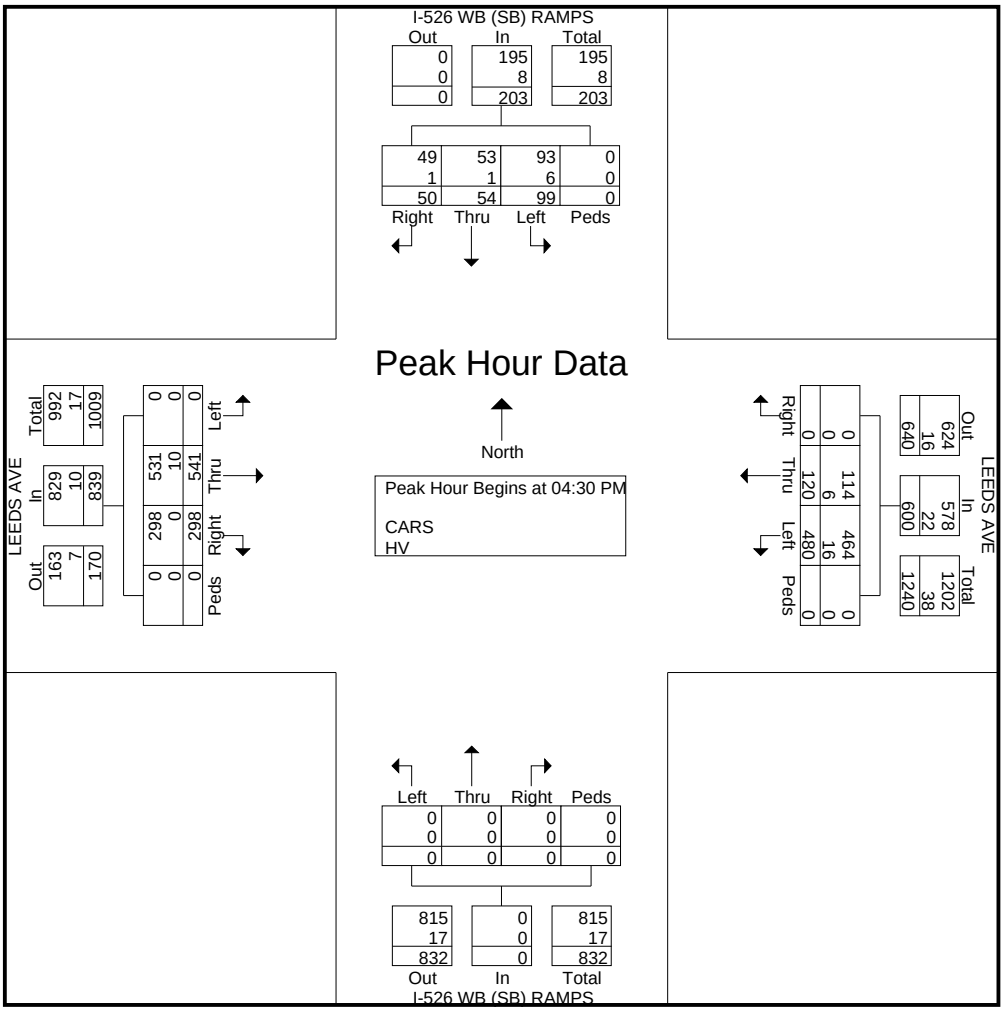


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #5 I526WBSB&LEEDSPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | I-526 WB (SB) RAMPS Southbound | | | | | LEEDS AVE Westbound | | | | | I-526 WB (SB) RAMPS Northbound | | | | | LEEDS AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | **17** | 0 | **27** | 0 | 44 | 0 | 24 | **130** | 0 | 154 | 0 | 0 | 0 | 0 | 0 | 49 | 147 | 0 | 0 | 196 | 394 |
| 04:45 PM | 12 | 0 | 24 | 0 | 36 | 0 | 26 | 124 | 0 | 150 | 0 | 0 | 0 | 0 | 0 | 58 | 108 | 0 | 0 | 166 | 352 |
| 05:00 PM | 13 | 7 | 26 | 0 | 46 | 0 | **41** | 115 | 0 | **156** | 0 | 0 | 0 | 0 | 0 | **111** | **160** | 0 | 0 | **271** | **473** |
| 05:15 PM | 8 | **47** | 22 | 0 | **77** | 0 | 29 | 111 | 0 | 140 | 0 | 0 | 0 | 0 | 0 | 80 | 126 | 0 | 0 | 206 | 423 |
| Total Volume | 50 | 54 | 99 | 0 | 203 | 0 | 120 | 480 | 0 | 600 | 0 | 0 | 0 | 0 | 0 | 298 | 541 | 0 | 0 | 839 | 1642 |
| % App. Total | 24.6 | 26.6 | 48.8 | 0 | | 0 | 20 | 80 | 0 | | 0 | 0 | 0 | 0 | | 35.5 | 64.5 | 0 | 0 | | |
| PHF | .735 | .287 | .917 | .000 | .659 | .000 | .732 | .923 | .000 | .962 | .000 | .000 | .000 | .000 | .000 | .671 | .845 | .000 | .000 | .774 | .868 |
| CARS | 49 | 53 | 93 | 0 | 195 | 0 | 114 | 464 | 0 | 578 | 0 | 0 | 0 | 0 | 0 | 298 | 531 | 0 | 0 | 829 | 1602 |
| % CARS | 98.0 | 98.1 | 93.9 | 0 | 96.1 | 0 | 95.0 | 96.7 | 0 | 96.3 | 0 | 0 | 0 | 0 | 0 | 100 | 98.2 | 0 | 0 | 98.8 | 97.6 |
| HV | 1 | 1 | 6 | 0 | 8 | 0 | 6 | 16 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 40 |
| % HV | 2.0 | 1.9 | 6.1 | 0 | 3.9 | 0 | 5.0 | 3.3 | 0 | 3.7 | 0 | 0 | 0 | 0 | 0 | 0 | 1.8 | 0 | 0 | 1.2 | 2.4 |



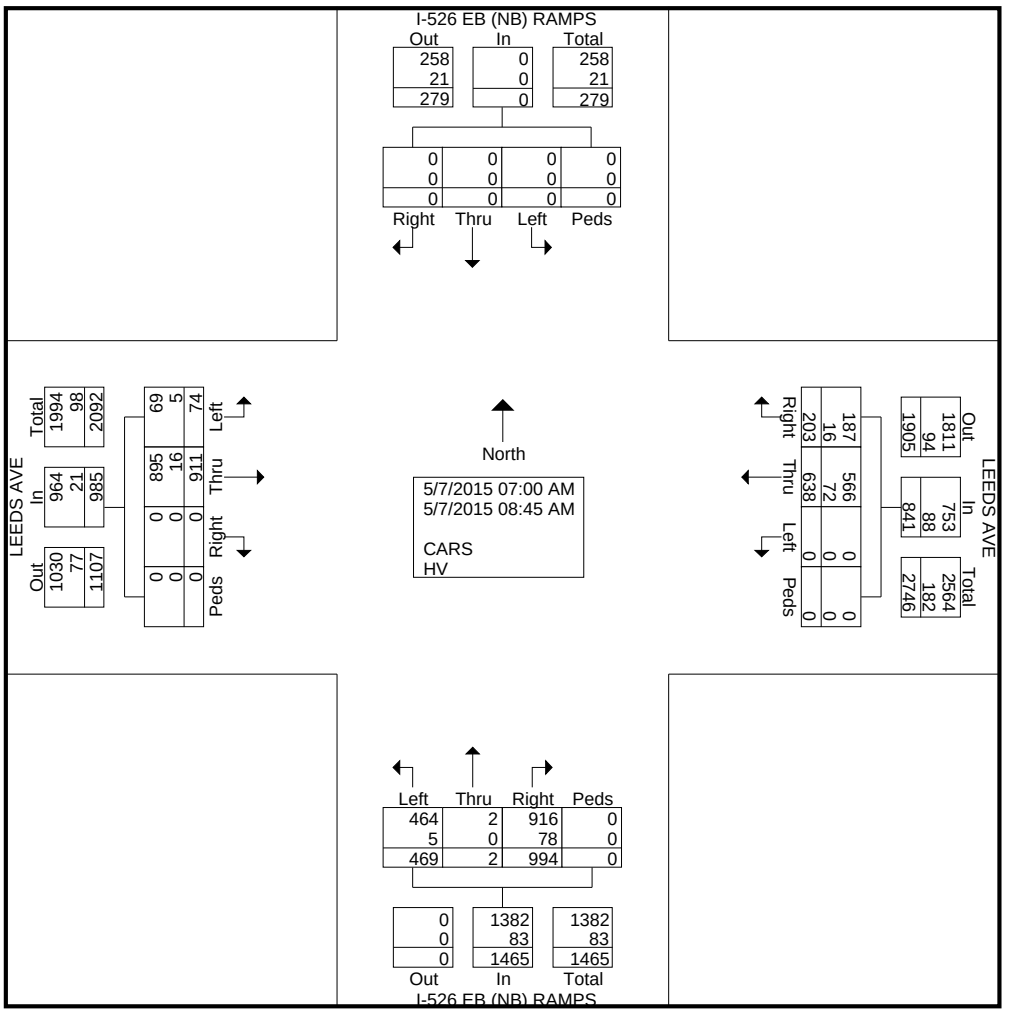
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #6 I526EBNB&LEEDSAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | I-526 EB (NB) RAMPS Southbound | | | | | LEEDS AVE Westbound | | | | | I-526 EB (NB) RAMPS Northbound | | | | | LEEDS AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 14 | 46 | 0 | 0 | 60 | 99 | 0 | 31 | 0 | 130 | 0 | 77 | 3 | 0 | 80 | 270 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 17 | 69 | 0 | 0 | 86 | 106 | 0 | 52 | 0 | 158 | 0 | 108 | 7 | 0 | 115 | 359 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 16 | 76 | 0 | 0 | 92 | 127 | 0 | 66 | 0 | 193 | 0 | 122 | 8 | 0 | 130 | 415 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 21 | 104 | 0 | 0 | 125 | 150 | 0 | 89 | 0 | 239 | 0 | 147 | 3 | 0 | 150 | 514 |
| Total | 0 | 0 | 0 | 0 | 0 | 68 | 295 | 0 | 0 | 363 | 482 | 0 | 238 | 0 | 720 | 0 | 454 | 21 | 0 | 475 | 1558 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 30 | 81 | 0 | 0 | 111 | 154 | 2 | 81 | 0 | 237 | 0 | 106 | 10 | 0 | 116 | 464 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 34 | 111 | 0 | 0 | 145 | 134 | 0 | 65 | 0 | 199 | 0 | 122 | 11 | 0 | 133 | 477 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 34 | 67 | 0 | 0 | 101 | 118 | 0 | 47 | 0 | 165 | 0 | 147 | 15 | 0 | 162 | 428 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 37 | 84 | 0 | 0 | 121 | 106 | 0 | 38 | 0 | 144 | 0 | 82 | 17 | 0 | 99 | 364 |
| Total | 0 | 0 | 0 | 0 | 0 | 135 | 343 | 0 | 0 | 478 | 512 | 2 | 231 | 0 | 745 | 0 | 457 | 53 | 0 | 510 | 1733 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 203 | 638 | 0 | 0 | 841 | 994 | 2 | 469 | 0 | 1465 | 0 | 911 | 74 | 0 | 985 | 3291 |
| Apprch % | 0 | 0 | 0 | 0 | | 24.1 | 75.9 | 0 | 0 | | 67.8 | 0.1 | 32 | 0 | | 0 | 92.5 | 7.5 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 6.2 | 19.4 | 0 | 0 | 25.6 | 30.2 | 0.1 | 14.3 | 0 | 44.5 | 0 | 27.7 | 2.2 | 0 | 29.9 | |
| CARS | 0 | 0 | 0 | 0 | 0 | 187 | 566 | 0 | 0 | 753 | 916 | 2 | 464 | 0 | 1382 | 0 | 895 | 69 | 0 | 964 | 3099 |
| % CARS | 0 | 0 | 0 | 0 | 0 | 92.1 | 88.7 | 0 | 0 | 89.5 | 92.2 | 100 | 98.9 | 0 | 94.3 | 0 | 98.2 | 93.2 | 0 | 97.9 | 94.2 |
| HV | 0 | 0 | 0 | 0 | 0 | 16 | 72 | 0 | 0 | 88 | 78 | 0 | 5 | 0 | 83 | 0 | 16 | 5 | 0 | 21 | 192 |
| % HV | 0 | 0 | 0 | 0 | 0 | 7.9 | 11.3 | 0 | 0 | 10.5 | 7.8 | 0 | 1.1 | 0 | 5.7 | 0 | 1.8 | 6.8 | 0 | 2.1 | 5.8 |

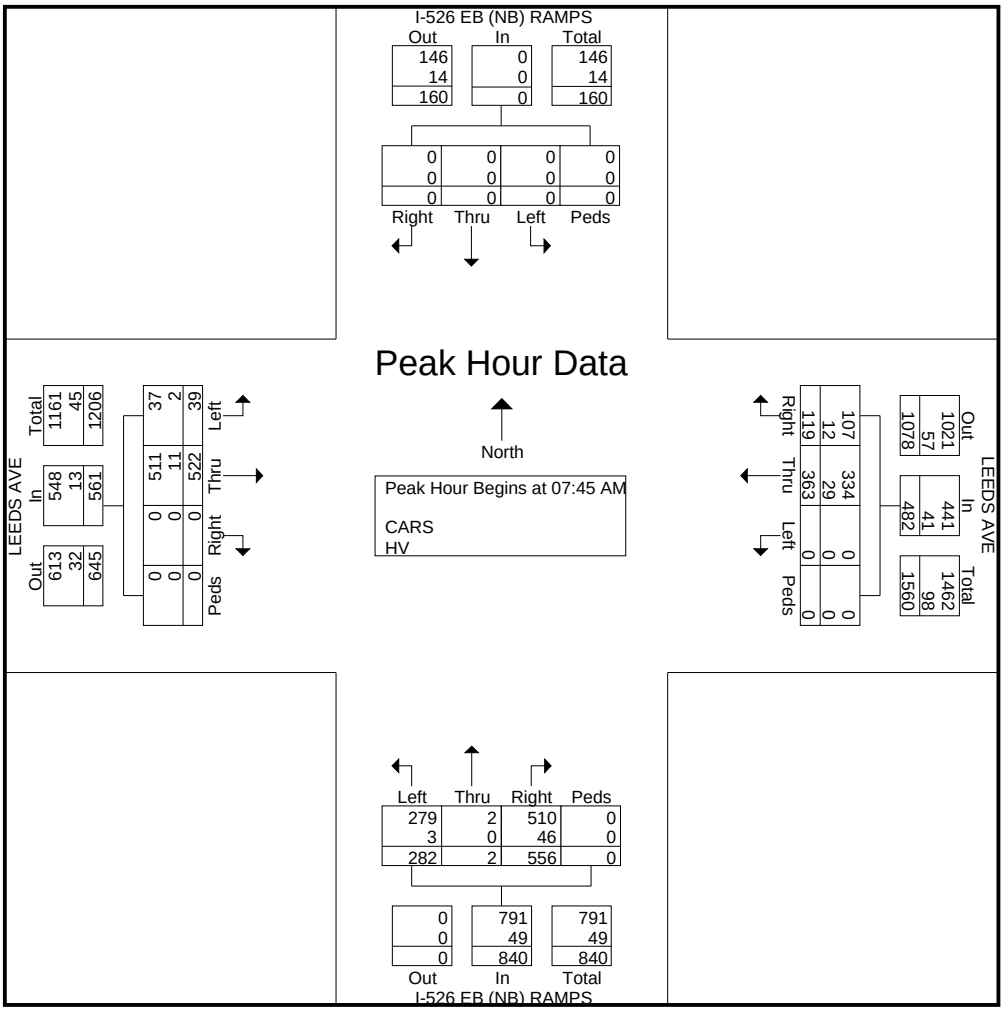


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #6 I526EBNB&LEEDSAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | I-526 EB (NB) RAMPS Southbound | | | | | LEEDS AVE Westbound | | | | | I-526 EB (NB) RAMPS Northbound | | | | | LEEDS AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 21 | 104 | 0 | 0 | 125 | 150 | 0 | **89** | 0 | **239** | 0 | **147** | 3 | 0 | 150 | **514** |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 30 | 81 | 0 | 0 | 111 | **154** | **2** | 81 | 0 | 237 | 0 | 106 | 10 | 0 | 116 | 464 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | **34** | **111** | 0 | 0 | **145** | 134 | 0 | 65 | 0 | 199 | 0 | 122 | 11 | 0 | 133 | 477 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 34 | 67 | 0 | 0 | 101 | 118 | 0 | 47 | 0 | 165 | 0 | 147 | **15** | 0 | **162** | 428 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 119 | 363 | 0 | 0 | 482 | 556 | 2 | 282 | 0 | 840 | 0 | 522 | 39 | 0 | 561 | 1883 |
| % App. Total | 0 | 0 | 0 | 0 | | 24.7 | 75.3 | 0 | 0 | | 66.2 | 0.2 | 33.6 | 0 | | 0 | 93 | 7 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .875 | .818 | .000 | .000 | .831 | .903 | .250 | .792 | .000 | .879 | .000 | .888 | .650 | .000 | .866 | .916 |
| CARS | 0 | 0 | 0 | 0 | 0 | 107 | 334 | 0 | 0 | 441 | 510 | 2 | 279 | 0 | 791 | 0 | 511 | 37 | 0 | 548 | 1780 |
| % CARS | 0 | 0 | 0 | 0 | 0 | 89.9 | 92.0 | 0 | 0 | 91.5 | 91.7 | 100 | 98.9 | 0 | 94.2 | 0 | 97.9 | 94.9 | 0 | 97.7 | 94.5 |
| HV | 0 | 0 | 0 | 0 | 0 | 12 | 29 | 0 | 0 | 41 | 46 | 0 | 3 | 0 | 49 | 0 | 11 | 2 | 0 | 13 | 103 |
| % HV | 0 | 0 | 0 | 0 | 0 | 10.1 | 8.0 | 0 | 0 | 8.5 | 8.3 | 0 | 1.1 | 0 | 5.8 | 0 | 2.1 | 5.1 | 0 | 2.3 | 5.5 |



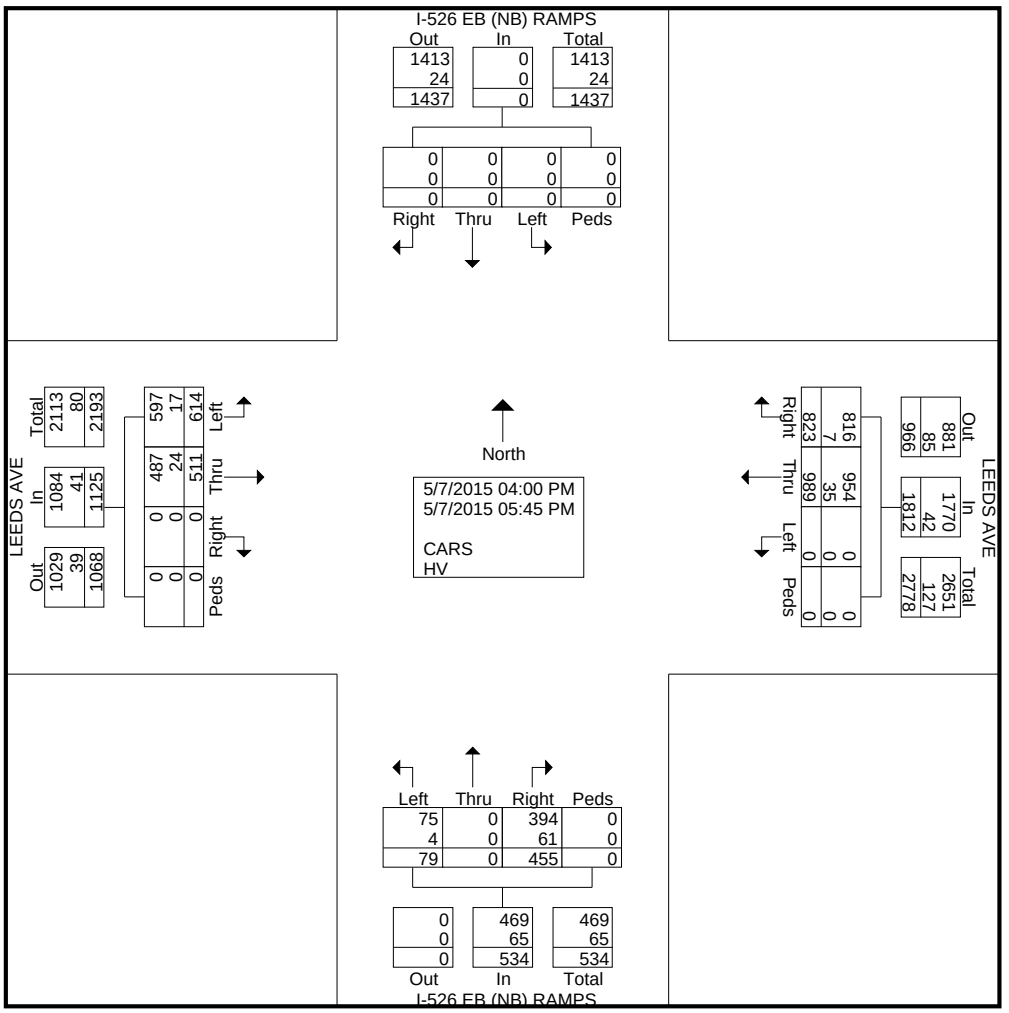
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #6 I526EBNB&LEEDSPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | I-526 EB (NB) RAMPS Southbound | | | | | LEEDS AVE Westbound | | | | | I-526 EB (NB) RAMPS Northbound | | | | | LEEDS AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 102 | 121 | 0 | 0 | 223 | 52 | 0 | 10 | 0 | 62 | 0 | 75 | 70 | 0 | 145 | 430 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 106 | 120 | 0 | 0 | 226 | 52 | 0 | 14 | 0 | 66 | 0 | 48 | 61 | 0 | 109 | 401 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 121 | 143 | 0 | 0 | 264 | 60 | 0 | 10 | 0 | 70 | 0 | 73 | 104 | 0 | 177 | 511 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 111 | 143 | 0 | 0 | 254 | 63 | 0 | 8 | 0 | 71 | 0 | 54 | 76 | 0 | 130 | 455 |
| Total | 0 | 0 | 0 | 0 | 0 | 440 | 527 | 0 | 0 | 967 | 227 | 0 | 42 | 0 | 269 | 0 | 250 | 311 | 0 | 561 | 1797 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 166 | 145 | 0 | 0 | 311 | 77 | 0 | 13 | 0 | 90 | 0 | 88 | 101 | 0 | 189 | 590 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 90 | 125 | 0 | 0 | 215 | 59 | 0 | 6 | 0 | 65 | 0 | 78 | 70 | 0 | 148 | 428 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 69 | 110 | 0 | 0 | 179 | 49 | 0 | 9 | 0 | 58 | 0 | 62 | 75 | 0 | 137 | 374 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 58 | 82 | 0 | 0 | 140 | 43 | 0 | 9 | 0 | 52 | 0 | 33 | 57 | 0 | 90 | 282 |
| Total | 0 | 0 | 0 | 0 | 0 | 383 | 462 | 0 | 0 | 845 | 228 | 0 | 37 | 0 | 265 | 0 | 261 | 303 | 0 | 564 | 1674 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 823 | 989 | 0 | 0 | 1812 | 455 | 0 | 79 | 0 | 534 | 0 | 511 | 614 | 0 | 1125 | 3471 |
| Apprch % | 0 | 0 | 0 | 0 | | 45.4 | 54.6 | 0 | 0 | | 85.2 | 0 | 14.8 | 0 | | 0 | 45.4 | 54.6 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 23.7 | 28.5 | 0 | 0 | 52.2 | 13.1 | 0 | 2.3 | 0 | 15.4 | 0 | 14.7 | 17.7 | 0 | 32.4 | |
| CARS | 0 | 0 | 0 | 0 | 0 | 816 | 954 | 0 | 0 | 1770 | 394 | 0 | 75 | 0 | 469 | 0 | 487 | 597 | 0 | 1084 | 3323 |
| % CARS | 0 | 0 | 0 | 0 | 0 | 99.1 | 96.5 | 0 | 0 | 97.7 | 86.6 | 0 | 94.9 | 0 | 87.8 | 0 | 95.3 | 97.2 | 0 | 96.4 | 95.7 |
| HV | 0 | 0 | 0 | 0 | 0 | 7 | 35 | 0 | 0 | 42 | 61 | 0 | 4 | 0 | 65 | 0 | 24 | 17 | 0 | 41 | 148 |
| % HV | 0 | 0 | 0 | 0 | 0 | 0.9 | 3.5 | 0 | 0 | 2.3 | 13.4 | 0 | 5.1 | 0 | 12.2 | 0 | 4.7 | 2.8 | 0 | 3.6 | 4.3 |

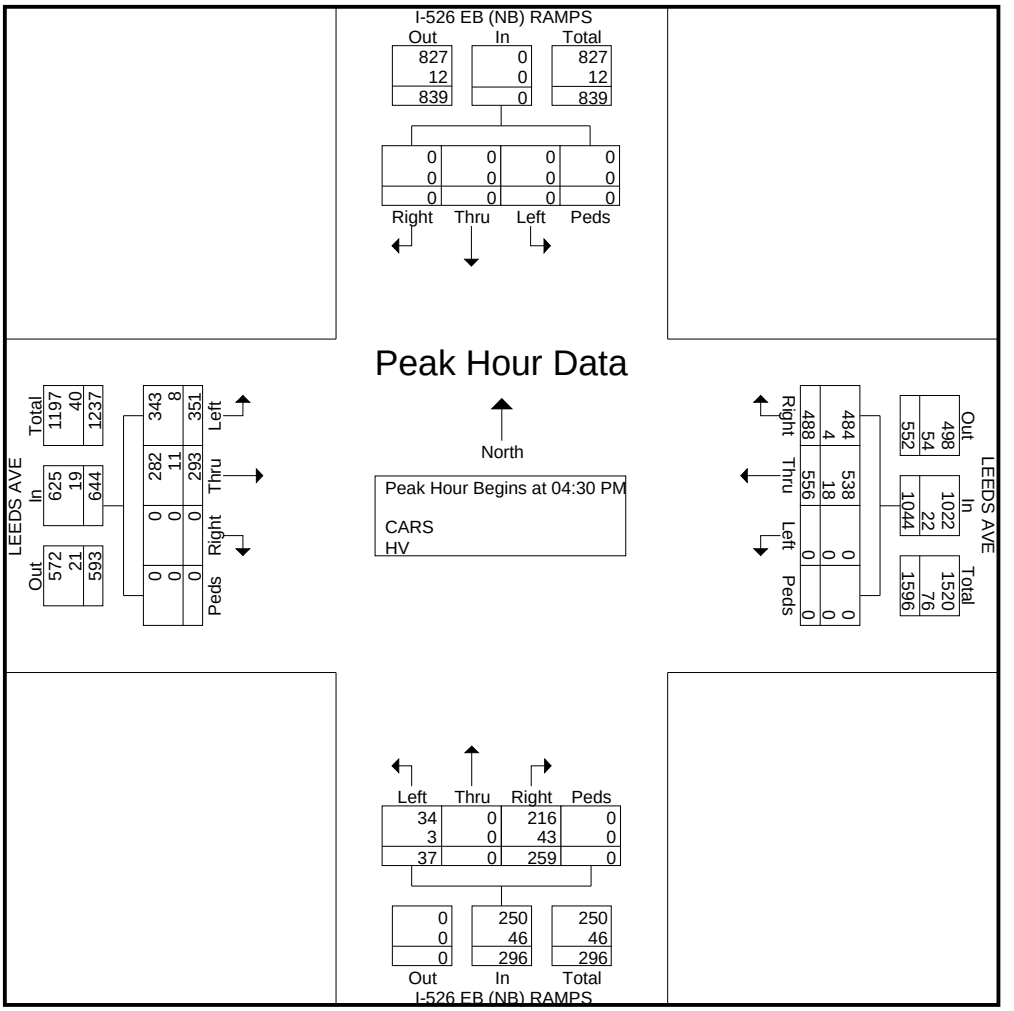


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #6 I526EBNB&LEEDSPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | I-526 EB (NB) RAMPS Southbound | | | | | LEEDS AVE Westbound | | | | | I-526 EB (NB) RAMPS Northbound | | | | | LEEDS AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 121 | 143 | 0 | 0 | 264 | 60 | 0 | 10 | 0 | 70 | 0 | 73 | **104** | 0 | 177 | 511 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 111 | 143 | 0 | 0 | 254 | 63 | 0 | 8 | 0 | 71 | 0 | 54 | 76 | 0 | 130 | 455 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | **166** | **145** | 0 | 0 | **311** | **77** | 0 | **13** | 0 | **90** | 0 | **88** | 101 | 0 | **189** | **590** |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 90 | 125 | 0 | 0 | 215 | 59 | 0 | 6 | 0 | 65 | 0 | 78 | 70 | 0 | 148 | 428 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 488 | 556 | 0 | 0 | 1044 | 259 | 0 | 37 | 0 | 296 | 0 | 293 | 351 | 0 | 644 | 1984 |
| % App. Total | 0 | 0 | 0 | 0 | | 46.7 | 53.3 | 0 | 0 | | 87.5 | 0 | 12.5 | 0 | | 0 | 45.5 | 54.5 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .735 | .959 | .000 | .000 | .839 | .841 | .000 | .712 | .000 | .822 | .000 | .832 | .844 | .000 | .852 | .841 |
| CARS | 0 | 0 | 0 | 0 | 0 | 484 | 538 | 0 | 0 | 1022 | 216 | 0 | 34 | 0 | 250 | 0 | 282 | 343 | 0 | 625 | 1897 |
| % CARS | 0 | 0 | 0 | 0 | 0 | 99.2 | 96.8 | 0 | 0 | 97.9 | 83.4 | 0 | 91.9 | 0 | 84.5 | 0 | 96.2 | 97.7 | 0 | 97.0 | 95.6 |
| HV | 0 | 0 | 0 | 0 | 0 | 4 | 18 | 0 | 0 | 22 | 43 | 0 | 3 | 0 | 46 | 0 | 11 | 8 | 0 | 19 | 87 |
| % HV | 0 | 0 | 0 | 0 | 0 | 0.8 | 3.2 | 0 | 0 | 2.1 | 16.6 | 0 | 8.1 | 0 | 15.5 | 0 | 3.8 | 2.3 | 0 | 3.0 | 4.4 |



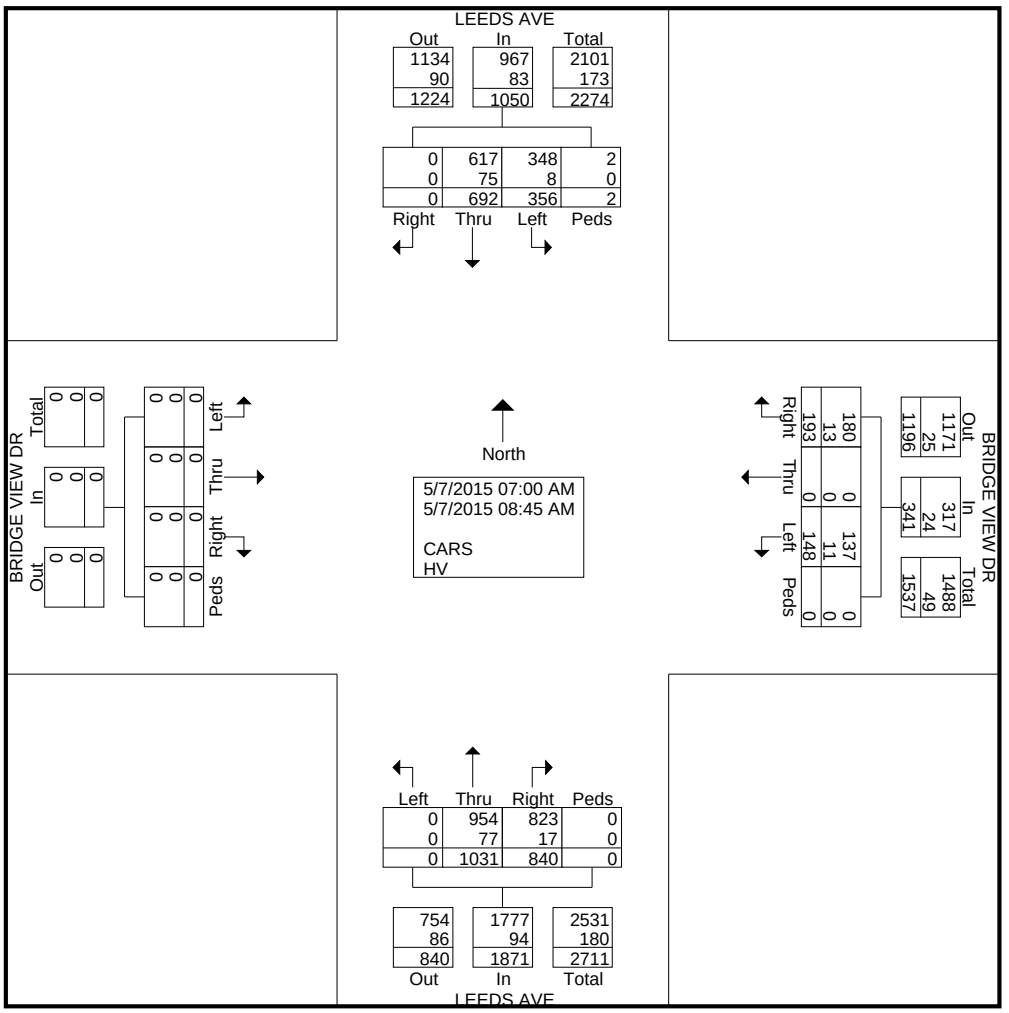
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #7 LEEDS&BRIDGEVIEWAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | LEEDS AVE Southbound | | | | | BRIDGE VIEW DR Westbound | | | | | LEEDS AVE Northbound | | | | | BRIDGE VIEW DR Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 49 | 21 | 0 | 70 | 16 | 0 | 10 | 0 | 26 | 77 | 108 | 0 | 0 | 185 | 0 | 0 | 0 | 0 | 0 | 281 |
| 07:15 AM | 0 | 71 | 33 | 0 | 104 | 15 | 0 | 12 | 0 | 27 | 93 | 108 | 0 | 0 | 201 | 0 | 0 | 0 | 0 | 0 | 332 |
| 07:30 AM | 0 | 75 | 27 | 0 | 102 | 14 | 0 | 13 | 0 | 27 | 105 | 129 | 0 | 0 | 234 | 0 | 0 | 0 | 0 | 0 | 363 |
| 07:45 AM | 0 | 113 | 55 | 0 | 168 | 27 | 0 | 21 | 0 | 48 | 133 | 140 | 0 | 0 | 273 | 0 | 0 | 0 | 0 | 0 | 489 |
| Total | 0 | 308 | 136 | 0 | 444 | 72 | 0 | 56 | 0 | 128 | 408 | 485 | 0 | 0 | 893 | 0 | 0 | 0 | 0 | 0 | 1465 |
| 08:00 AM | 0 | 107 | 55 | 0 | 162 | 21 | 0 | 19 | 0 | 40 | 106 | 151 | 0 | 0 | 257 | 0 | 0 | 0 | 0 | 0 | 459 |
| 08:15 AM | 0 | 110 | 43 | 1 | 154 | 29 | 0 | 25 | 0 | 54 | 111 | 156 | 0 | 0 | 267 | 0 | 0 | 0 | 0 | 0 | 475 |
| 08:30 AM | 0 | 86 | 61 | 1 | 148 | 32 | 0 | 20 | 0 | 52 | 128 | 131 | 0 | 0 | 259 | 0 | 0 | 0 | 0 | 0 | 459 |
| 08:45 AM | 0 | 81 | 61 | 0 | 142 | 39 | 0 | 28 | 0 | 67 | 87 | 108 | 0 | 0 | 195 | 0 | 0 | 0 | 0 | 0 | 404 |
| Total | 0 | 384 | 220 | 2 | 606 | 121 | 0 | 92 | 0 | 213 | 432 | 546 | 0 | 0 | 978 | 0 | 0 | 0 | 0 | 0 | 1797 |
| Grand Total | 0 | 692 | 356 | 2 | 1050 | 193 | 0 | 148 | 0 | 341 | 840 | 1031 | 0 | 0 | 1871 | 0 | 0 | 0 | 0 | 0 | 3262 |
| Apprch % | 0 | 65.9 | 33.9 | 0.2 | | 56.6 | 0 | 43.4 | 0 | | 44.9 | 55.1 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| Total % | 0 | 21.2 | 10.9 | 0.1 | 32.2 | 5.9 | 0 | 4.5 | 0 | 10.5 | 25.8 | 31.6 | 0 | 0 | 57.4 | 0 | 0 | 0 | 0 | 0 | |
| CARS | 0 | 617 | 348 | 2 | 967 | 180 | 0 | 137 | 0 | 317 | 823 | 954 | 0 | 0 | 1777 | 0 | 0 | 0 | 0 | 0 | 3061 |
| % CARS | 0 | 89.2 | 97.8 | 100 | 92.1 | 93.3 | 0 | 92.6 | 0 | 93 | 98 | 92.5 | 0 | 0 | 95 | 0 | 0 | 0 | 0 | 0 | 93.8 |
| HV | 0 | 75 | 8 | 0 | 83 | 13 | 0 | 11 | 0 | 24 | 17 | 77 | 0 | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 201 |
| % HV | 0 | 10.8 | 2.2 | 0 | 7.9 | 6.7 | 0 | 7.4 | 0 | 7 | 2 | 7.5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 6.2 |

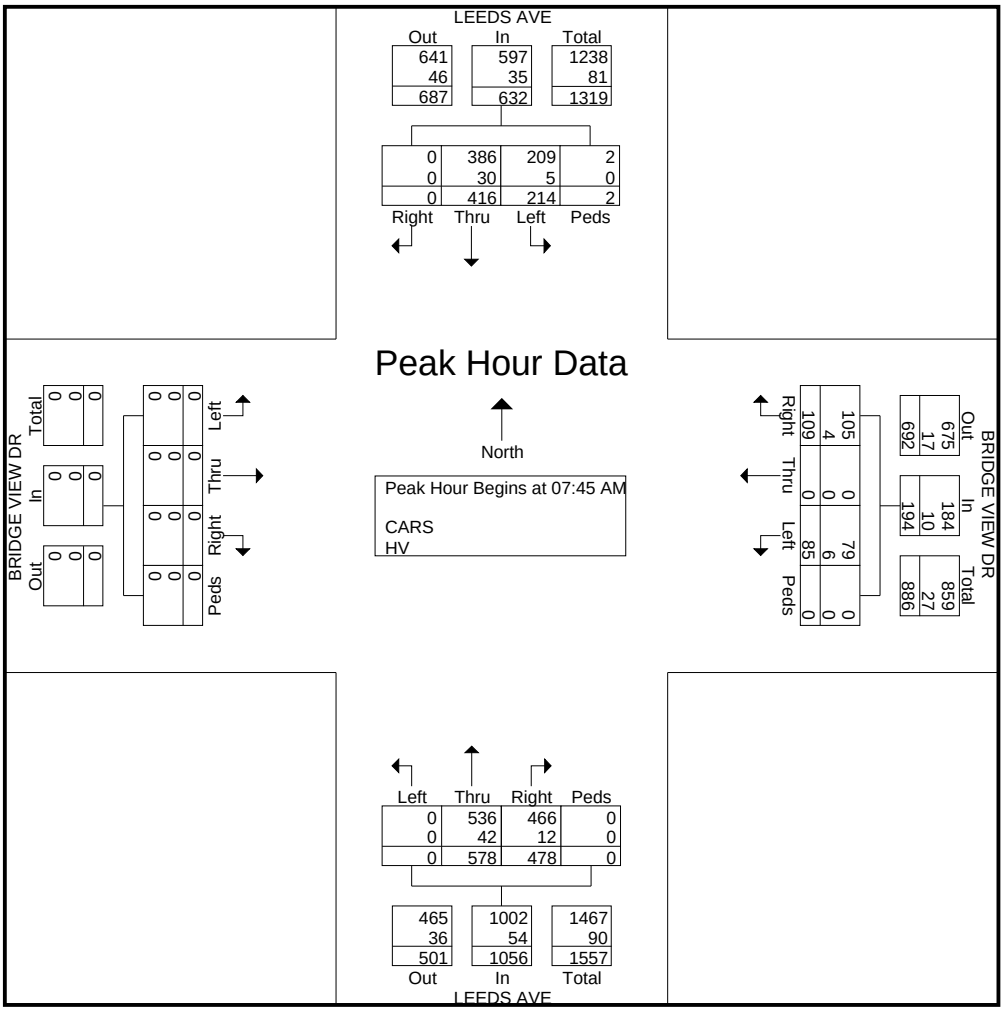


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #7 LEEDS&BRIDGEVIEWAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | LEEDS AVE Southbound | | | | | BRIDGE VIEW DR Westbound | | | | | LEEDS AVE Northbound | | | | | BRIDGE VIEW DR Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 0 | **113** | 55 | 0 | **168** | 27 | 0 | 21 | 0 | 48 | **133** | 140 | 0 | 0 | **273** | 0 | 0 | 0 | 0 | 0 | **489** |
| 08:00 AM | 0 | 107 | 55 | 0 | 162 | 21 | 0 | 19 | 0 | 40 | 106 | 151 | 0 | 0 | 257 | 0 | 0 | 0 | 0 | 0 | 459 |
| 08:15 AM | 0 | 110 | 43 | **1** | 154 | 29 | 0 | **25** | 0 | **54** | 111 | **156** | 0 | 0 | 267 | 0 | 0 | 0 | 0 | 0 | 475 |
| 08:30 AM | 0 | 86 | **61** | 1 | 148 | **32** | 0 | 20 | 0 | 52 | 128 | 131 | 0 | 0 | 259 | 0 | 0 | 0 | 0 | 0 | 459 |
| Total Volume | 0 | 416 | 214 | 2 | 632 | 109 | 0 | 85 | 0 | 194 | 478 | 578 | 0 | 0 | 1056 | 0 | 0 | 0 | 0 | 0 | 1882 |
| % App. Total | 0 | 65.8 | 33.9 | 0.3 | | 56.2 | 0 | 43.8 | 0 | | 45.3 | 54.7 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .920 | .877 | .500 | .940 | .852 | .000 | .850 | .000 | .898 | .898 | .926 | .000 | .000 | .967 | .000 | .000 | .000 | .000 | .000 | .962 |
| CARS | 0 | 386 | 209 | 2 | 597 | 105 | 0 | 79 | 0 | 184 | 466 | 536 | 0 | 0 | 1002 | 0 | 0 | 0 | 0 | 0 | 1783 |
| % CARS | 0 | 92.8 | 97.7 | 100 | 94.5 | 96.3 | 0 | 92.9 | 0 | 94.8 | 97.5 | 92.7 | 0 | 0 | 94.9 | 0 | 0 | 0 | 0 | 0 | 94.7 |
| HV | 0 | 30 | 5 | 0 | 35 | 4 | 0 | 6 | 0 | 10 | 12 | 42 | 0 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 99 |
| % HV | 0 | 7.2 | 2.3 | 0 | 5.5 | 3.7 | 0 | 7.1 | 0 | 5.2 | 2.5 | 7.3 | 0 | 0 | 5.1 | 0 | 0 | 0 | 0 | 0 | 5.3 |



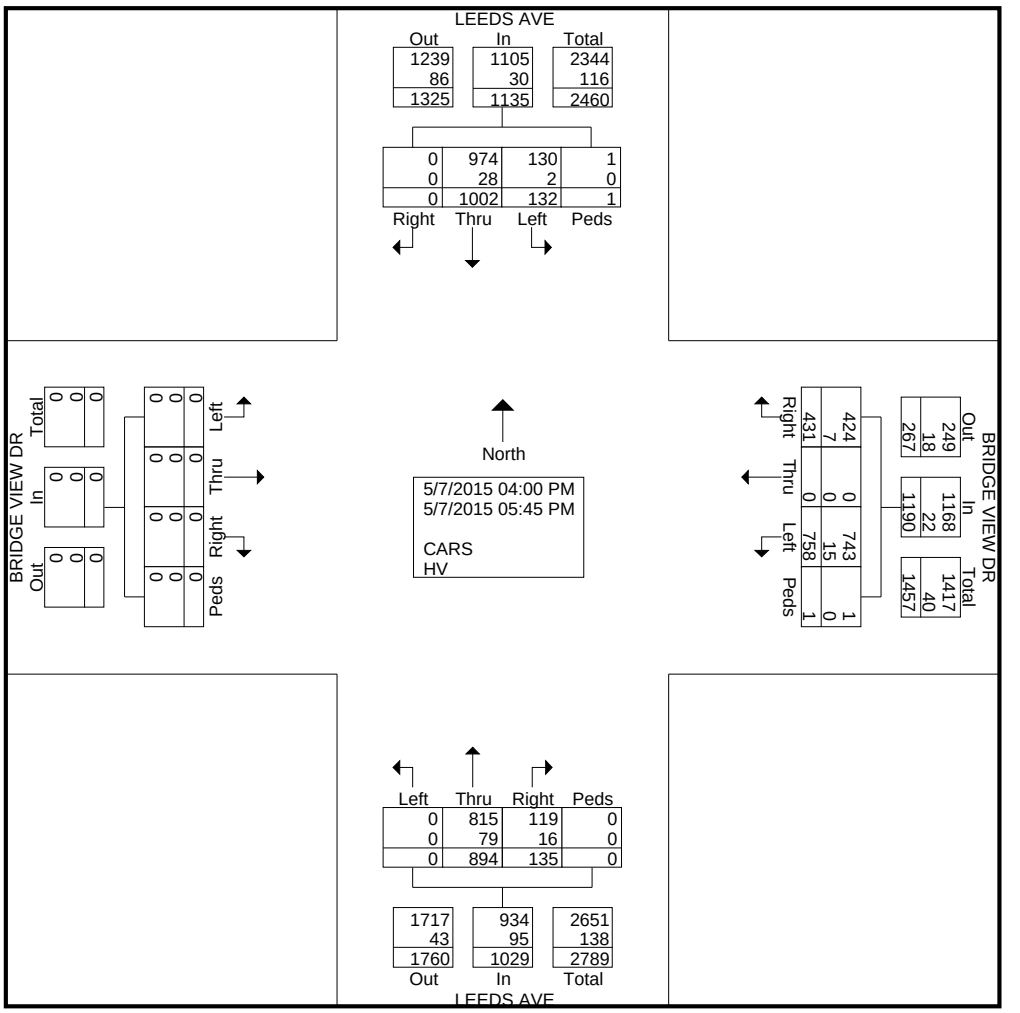
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #7 LEEDS&BRIDGEVIEWPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | LEEDS AVE Southbound | | | | | BRIDGE VIEW DR Westbound | | | | | LEEDS AVE Northbound | | | | | BRIDGE VIEW DR Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 121 | 22 | 0 | 143 | 58 | 0 | 98 | 0 | 156 | 29 | 117 | 0 | 0 | 146 | 0 | 0 | 0 | 0 | 0 | 445 |
| 04:15 PM | 0 | 125 | 31 | 0 | 156 | 56 | 0 | 94 | 1 | 151 | 24 | 80 | 0 | 0 | 104 | 0 | 0 | 0 | 0 | 0 | 411 |
| 04:30 PM | 0 | 147 | 15 | 0 | 162 | 78 | 0 | 122 | 0 | 200 | 18 | 121 | 0 | 0 | 139 | 0 | 0 | 0 | 0 | 0 | 501 |
| 04:45 PM | 0 | 138 | 18 | 1 | 157 | 51 | 0 | 101 | 0 | 152 | 15 | 103 | 0 | 0 | 118 | 0 | 0 | 0 | 0 | 0 | 427 |
| Total | 0 | 531 | 86 | 1 | 618 | 243 | 0 | 415 | 1 | 659 | 86 | 421 | 0 | 0 | 507 | 0 | 0 | 0 | 0 | 0 | 1784 |
| 05:00 PM | 0 | 151 | 15 | 0 | 166 | 78 | 0 | 166 | 0 | 244 | 14 | 146 | 0 | 0 | 160 | 0 | 0 | 0 | 0 | 0 | 570 |
| 05:15 PM | 0 | 123 | 12 | 0 | 135 | 34 | 0 | 67 | 0 | 101 | 14 | 139 | 0 | 0 | 153 | 0 | 0 | 0 | 0 | 0 | 389 |
| 05:30 PM | 0 | 114 | 12 | 0 | 126 | 57 | 0 | 68 | 0 | 125 | 11 | 111 | 0 | 0 | 122 | 0 | 0 | 0 | 0 | 0 | 373 |
| 05:45 PM | 0 | 83 | 7 | 0 | 90 | 19 | 0 | 42 | 0 | 61 | 10 | 77 | 0 | 0 | 87 | 0 | 0 | 0 | 0 | 0 | 238 |
| Total | 0 | 471 | 46 | 0 | 517 | 188 | 0 | 343 | 0 | 531 | 49 | 473 | 0 | 0 | 522 | 0 | 0 | 0 | 0 | 0 | 1570 |
| Grand Total | 0 | 1002 | 132 | 1 | 1135 | 431 | 0 | 758 | 1 | 1190 | 135 | 894 | 0 | 0 | 1029 | 0 | 0 | 0 | 0 | 0 | 3354 |
| Apprch % | 0 | 88.3 | 11.6 | 0.1 | | 36.2 | 0 | 63.7 | 0.1 | | 13.1 | 86.9 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| Total % | 0 | 29.9 | 3.9 | 0 | 33.8 | 12.9 | 0 | 22.6 | 0 | 35.5 | 4 | 26.7 | 0 | 0 | 30.7 | 0 | 0 | 0 | 0 | 0 | |
| CARS | 0 | 974 | 130 | 1 | 1105 | 424 | 0 | 743 | 1 | 1168 | 119 | 815 | 0 | 0 | 934 | 0 | 0 | 0 | 0 | 0 | 3207 |
| % CARS | 0 | 97.2 | 98.5 | 100 | 97.4 | 98.4 | 0 | 98 | 100 | 98.2 | 88.1 | 91.2 | 0 | 0 | 90.8 | 0 | 0 | 0 | 0 | 0 | 95.6 |
| HV | 0 | 28 | 2 | 0 | 30 | 7 | 0 | 15 | 0 | 22 | 16 | 79 | 0 | 0 | 95 | 0 | 0 | 0 | 0 | 0 | 147 |
| % HV | 0 | 2.8 | 1.5 | 0 | 2.6 | 1.6 | 0 | 2 | 0 | 1.8 | 11.9 | 8.8 | 0 | 0 | 9.2 | 0 | 0 | 0 | 0 | 0 | 4.4 |

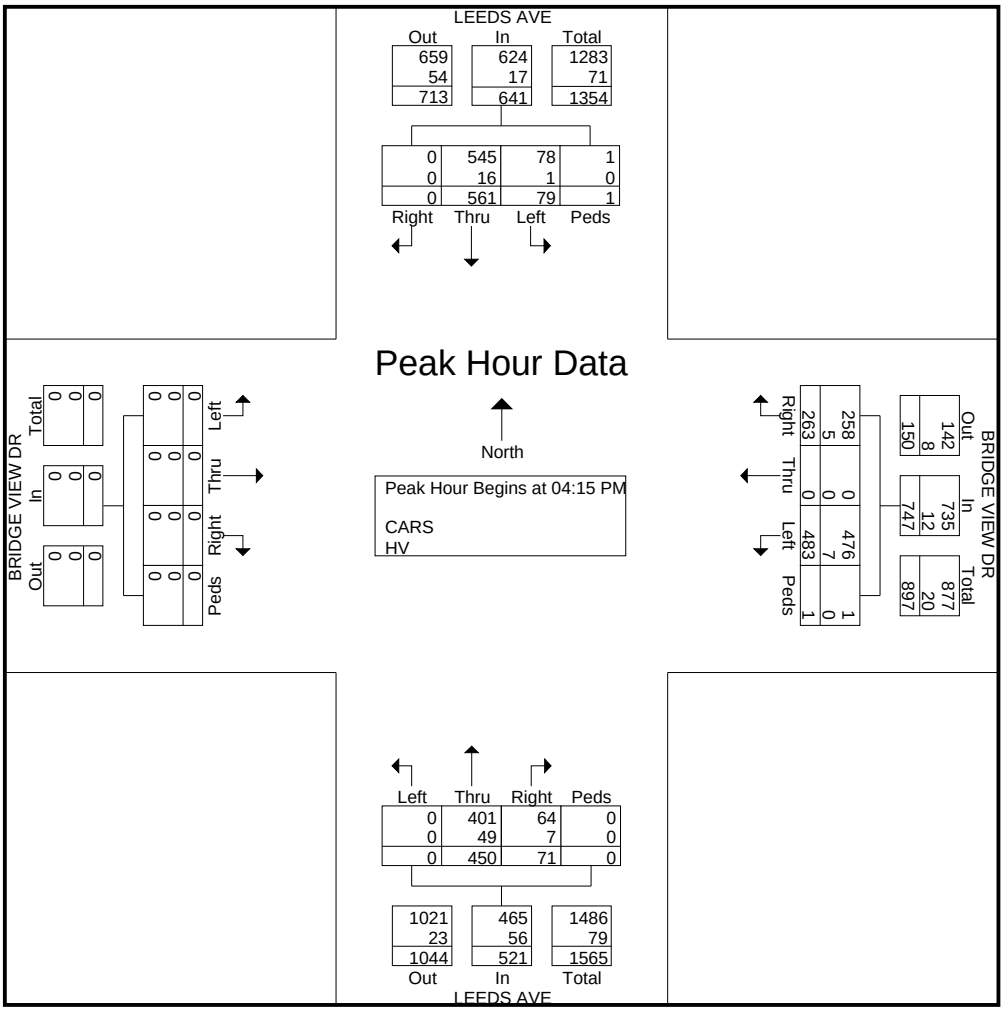


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #7 LEEDS&BRIDGEVIEWPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
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| | LEEDS AVE Southbound | | | | | BRIDGE VIEW DR Westbound | | | | | LEEDS AVE Northbound | | | | | BRIDGE VIEW DR Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 125 | **31** | 0 | 156 | 56 | 0 | 94 | **1** | 151 | **24** | 80 | 0 | 0 | 104 | 0 | 0 | 0 | 0 | 0 | 411 |
| 04:30 PM | 0 | 147 | 15 | 0 | 162 | **78** | 0 | 122 | 0 | 200 | 18 | 121 | 0 | 0 | 139 | 0 | 0 | 0 | 0 | 0 | 501 |
| 04:45 PM | 0 | 138 | 18 | **1** | 157 | 51 | 0 | 101 | 0 | 152 | 15 | 103 | 0 | 0 | 118 | 0 | 0 | 0 | 0 | 0 | 427 |
| 05:00 PM | 0 | **151** | 15 | 0 | **166** | 78 | 0 | **166** | 0 | **244** | 14 | **146** | 0 | 0 | **160** | 0 | 0 | 0 | 0 | 0 | **570** |
| Total Volume | 0 | 561 | 79 | 1 | 641 | 263 | 0 | 483 | 1 | 747 | 71 | 450 | 0 | 0 | 521 | 0 | 0 | 0 | 0 | 0 | 1909 |
| % App. Total | 0 | 87.5 | 12.3 | 0.2 | | 35.2 | 0 | 64.7 | 0.1 | | 13.6 | 86.4 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .929 | .637 | .250 | .965 | .843 | .000 | .727 | .250 | .765 | .740 | .771 | .000 | .000 | .814 | .000 | .000 | .000 | .000 | .000 | .837 |
| CARS | 0 | 545 | 78 | 1 | 624 | 258 | 0 | 476 | 1 | 735 | 64 | 401 | 0 | 0 | 465 | 0 | 0 | 0 | 0 | 0 | 1824 |
| % CARS | 0 | 97.1 | 98.7 | 100 | 97.3 | 98.1 | 0 | 98.6 | 100 | 98.4 | 90.1 | 89.1 | 0 | 0 | 89.3 | 0 | 0 | 0 | 0 | 0 | 95.5 |
| HV | 0 | 16 | 1 | 0 | 17 | 5 | 0 | 7 | 0 | 12 | 7 | 49 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 85 |
| % HV | 0 | 2.9 | 1.3 | 0 | 2.7 | 1.9 | 0 | 1.4 | 0 | 1.6 | 9.9 | 10.9 | 0 | 0 | 10.7 | 0 | 0 | 0 | 0 | 0 | 4.5 |



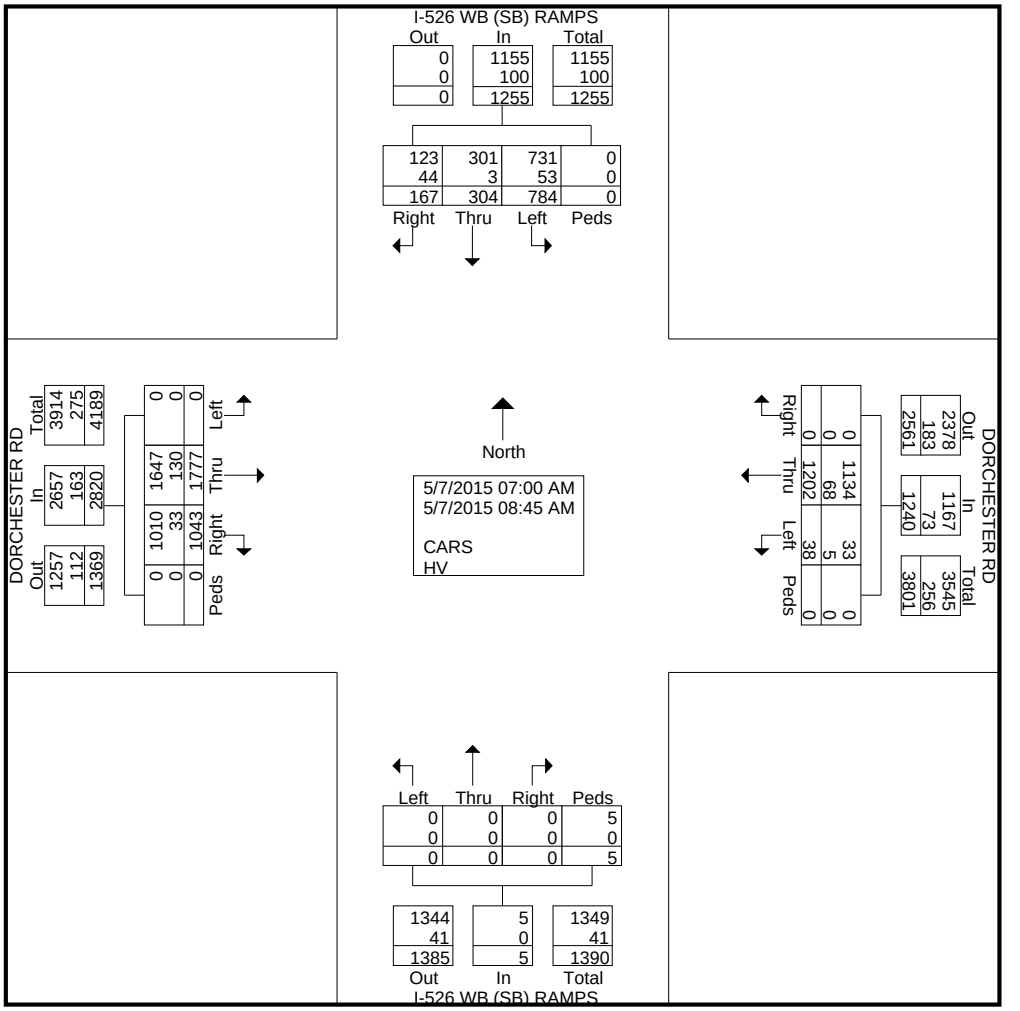
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #8 I526WBSB&DORCHESTERAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | I-526 WB (SB) RAMPS Southbound | | | | | DORCHESTER RD Westbound | | | | | I-526 WB (SB) RAMPS Northbound | | | | | DORCHESTER RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 30 | 21 | 112 | 0 | 163 | 0 | 154 | 1 | 0 | 155 | 0 | 0 | 0 | 0 | 0 | 106 | 204 | 0 | 0 | 310 | 628 |
| 07:15 AM | 18 | 32 | 96 | 0 | 146 | 0 | 165 | 6 | 0 | 171 | 0 | 0 | 0 | 0 | 0 | 104 | 238 | 0 | 0 | 342 | 659 |
| 07:30 AM | 15 | 40 | 103 | 0 | 158 | 0 | 132 | 3 | 0 | 135 | 0 | 0 | 0 | 0 | 0 | 139 | 265 | 0 | 0 | 404 | 697 |
| 07:45 AM | 23 | 47 | 96 | 0 | 166 | 0 | 172 | 4 | 0 | 176 | 0 | 0 | 0 | 0 | 0 | 169 | 251 | 0 | 0 | 420 | 762 |
| Total | 86 | 140 | 407 | 0 | 633 | 0 | 623 | 14 | 0 | 637 | 0 | 0 | 0 | 0 | 0 | 518 | 958 | 0 | 0 | 1476 | 2746 |
| 08:00 AM | 17 | 55 | 111 | 0 | 183 | 0 | 159 | 2 | 0 | 161 | 0 | 0 | 0 | 1 | 1 | 141 | 234 | 0 | 0 | 375 | 720 |
| 08:15 AM | 20 | 46 | 82 | 0 | 148 | 0 | 144 | 2 | 0 | 146 | 0 | 0 | 0 | 0 | 0 | 126 | 226 | 0 | 0 | 352 | 646 |
| 08:30 AM | 24 | 27 | 97 | 0 | 148 | 0 | 143 | 9 | 0 | 152 | 0 | 0 | 0 | 2 | 2 | 137 | 177 | 0 | 0 | 314 | 616 |
| 08:45 AM | 20 | 36 | 87 | 0 | 143 | 0 | 133 | 11 | 0 | 144 | 0 | 0 | 0 | 2 | 2 | 121 | 182 | 0 | 0 | 303 | 592 |
| Total | 81 | 164 | 377 | 0 | 622 | 0 | 579 | 24 | 0 | 603 | 0 | 0 | 0 | 5 | 5 | 525 | 819 | 0 | 0 | 1344 | 2574 |
| Grand Total | 167 | 304 | 784 | 0 | 1255 | 0 | 1202 | 38 | 0 | 1240 | 0 | 0 | 0 | 5 | 5 | 1043 | 1777 | 0 | 0 | 2820 | 5320 |
| Apprch % | 13.3 | 24.2 | 62.5 | 0 | | 0 | 96.9 | 3.1 | 0 | | 0 | 0 | 0 | 100 | | 37 | 63 | 0 | 0 | | |
| Total % | 3.1 | 5.7 | 14.7 | 0 | 23.6 | 0 | 22.6 | 0.7 | 0 | 23.3 | 0 | 0 | 0 | 0.1 | 0.1 | 19.6 | 33.4 | 0 | 0 | 53 | |
| CARS | 123 | 301 | 731 | 0 | 1155 | 0 | 1134 | | | | | | | | | 1010 | 1647 | | | | |
| % CARS | 73.7 | 99 | 93.2 | 0 | 92 | 0 | 94.3 | 86.8 | 0 | 94.1 | 0 | 0 | 0 | 100 | 100 | 96.8 | 92.7 | 0 | 0 | 94.2 | 93.7 |
| HV | 44 | 3 | 53 | 0 | 100 | 0 | 68 | 5 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 33 | 130 | 0 | 0 | 163 | 336 |
| % HV | 26.3 | 1 | 6.8 | 0 | 8 | 0 | 5.7 | 13.2 | 0 | 5.9 | 0 | 0 | 0 | 0 | 0 | 3.2 | 7.3 | 0 | 0 | 5.8 | 6.3 |

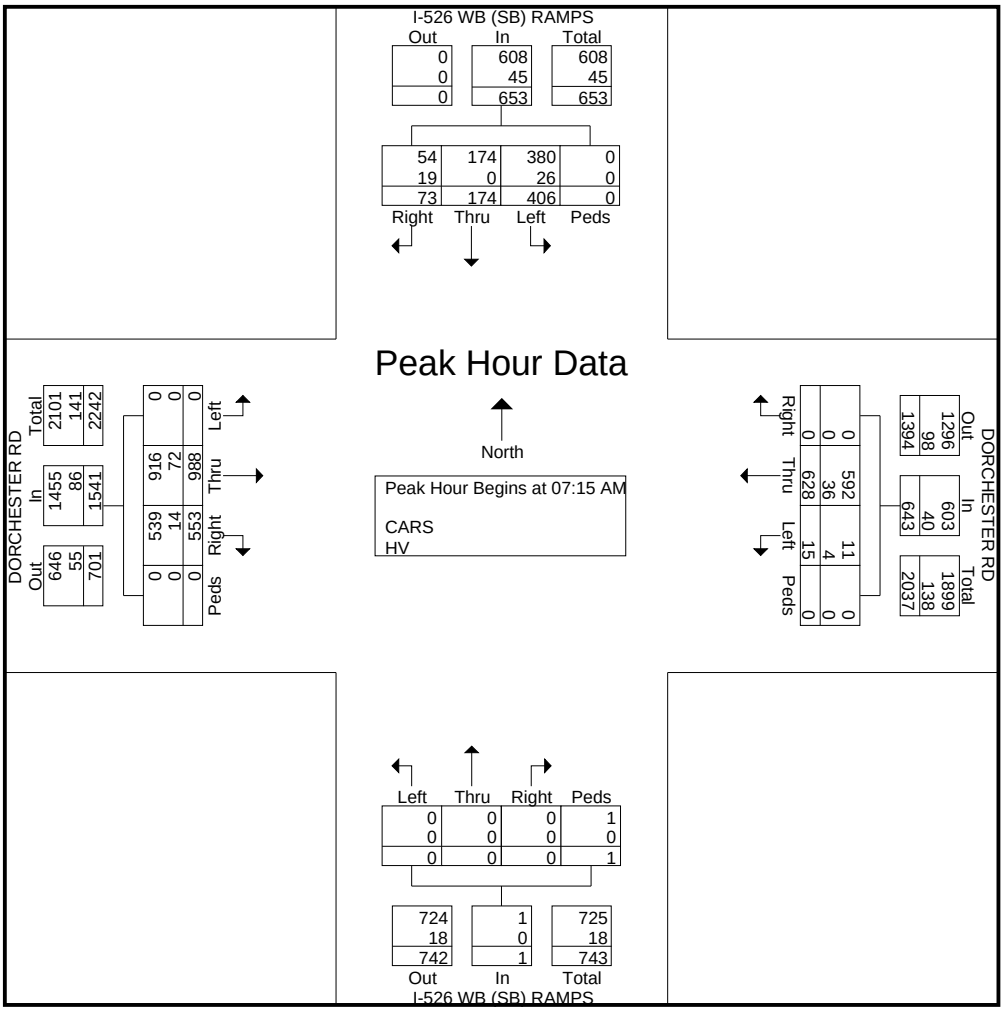


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #8 I526WBSB&DORCHESTERAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | I-526 WB (SB) RAMPS Southbound | | | | | DORCHESTER RD Westbound | | | | | I-526 WB (SB) RAMPS Northbound | | | | | DORCHESTER RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 18 | 32 | 96 | 0 | 146 | 0 | 165 | **6** | 0 | 171 | 0 | 0 | 0 | 0 | 0 | 104 | 238 | 0 | 0 | 342 | 659 |
| 07:30 AM | 15 | 40 | 103 | 0 | 158 | 0 | 132 | 3 | 0 | 135 | 0 | 0 | 0 | 0 | 0 | 139 | **265** | 0 | 0 | 404 | 697 |
| 07:45 AM | **23** | 47 | 96 | 0 | 166 | 0 | **172** | 4 | 0 | **176** | 0 | 0 | 0 | 0 | 0 | **169** | 251 | 0 | 0 | **420** | **762** |
| 08:00 AM | 17 | **55** | **111** | 0 | **183** | 0 | 159 | 2 | 0 | 161 | 0 | 0 | 0 | **1** | **1** | 141 | 234 | 0 | 0 | 375 | 720 |
| Total Volume | 73 | 174 | 406 | 0 | 653 | 0 | 628 | 15 | 0 | 643 | 0 | 0 | 0 | 1 | 1 | 553 | 988 | 0 | 0 | 1541 | 2838 |
| % App. Total | 11.2 | 26.6 | 62.2 | 0 | | 0 | 97.7 | 2.3 | 0 | | 0 | 0 | 0 | 100 | | 35.9 | 64.1 | 0 | 0 | | |
| PHF | .793 | .791 | .914 | .000 | .892 | .000 | .913 | .625 | .000 | .913 | .000 | .000 | .000 | .250 | .250 | .818 | .932 | .000 | .000 | .917 | .931 |
| CARS | 54 | 174 | 380 | 0 | 608 | 0 | 592 | 11 | 0 | 603 | 0 | 0 | 0 | 1 | 1 | 539 | 916 | 0 | 0 | 1455 | 2667 |
| % CARS | 74.0 | 100 | 93.6 | 0 | 93.1 | 0 | 94.3 | 73.3 | 0 | 93.8 | 0 | 0 | 0 | 100 | 100 | 97.5 | 92.7 | 0 | 0 | 94.4 | 94.0 |
| HV | 19 | 0 | 26 | 0 | 45 | 0 | 36 | 4 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 14 | 72 | 0 | 0 | 86 | 171 |
| % HV | 26.0 | 0 | 6.4 | 0 | 6.9 | 0 | 5.7 | 26.7 | 0 | 6.2 | 0 | 0 | 0 | 0 | 0 | 2.5 | 7.3 | 0 | 0 | 5.6 | 6.0 |



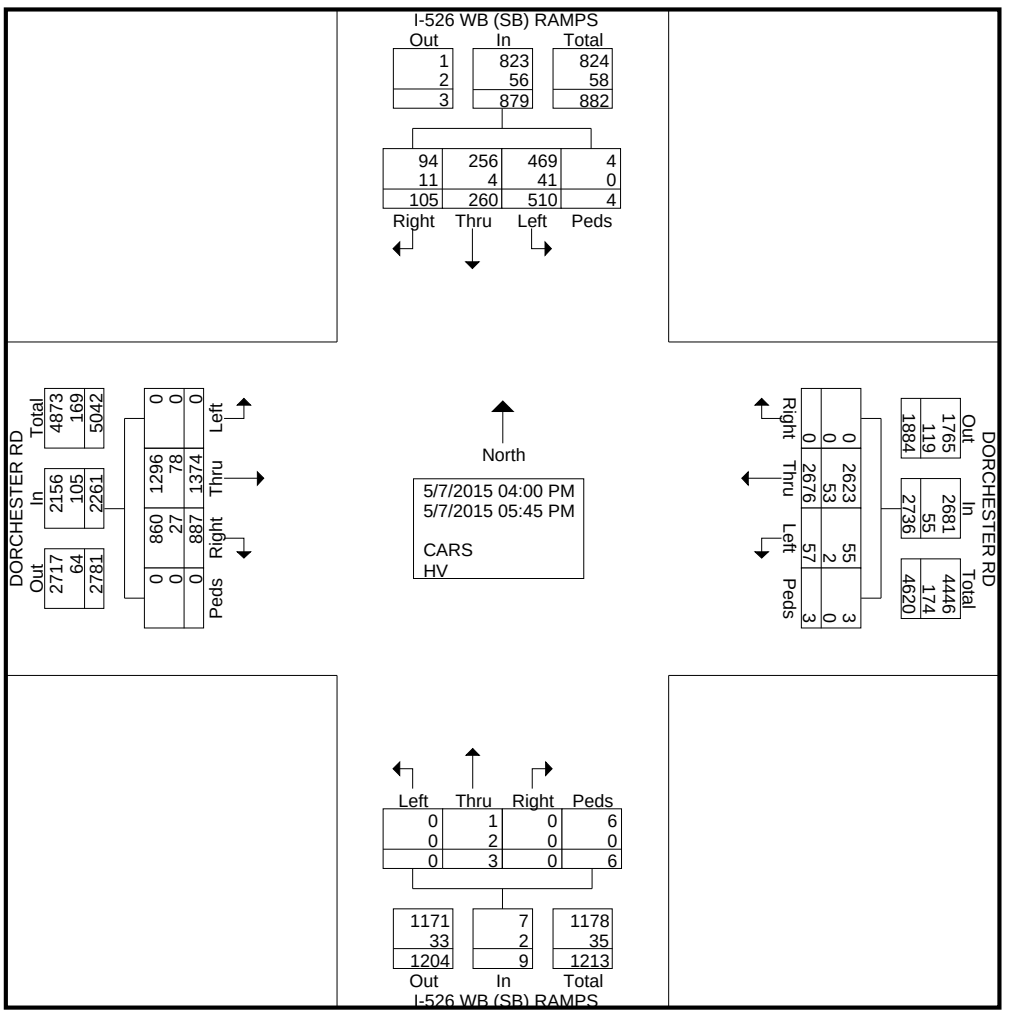
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #8 I526WBSB&DORCHESTERPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | I-526 WB (SB) RAMPS Southbound | | | | | DORCHESTER RD Westbound | | | | | I-526 WB (SB) RAMPS Northbound | | | | | DORCHESTER RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 17 | 19 | 61 | 0 | 97 | 0 | 344 | 10 | 1 | 355 | 0 | 0 | 0 | 2 | 2 | 117 | 187 | 0 | 0 | 304 | 758 |
| 04:15 PM | 13 | 24 | 71 | 0 | 108 | 0 | 313 | 7 | 0 | 320 | 0 | 1 | 0 | 3 | 4 | 106 | 175 | 0 | 0 | 281 | 713 |
| 04:30 PM | 17 | 15 | 77 | 0 | 109 | 0 | 299 | 7 | 2 | 308 | 0 | 2 | 0 | 0 | 2 | 128 | 168 | 0 | 0 | 296 | 715 |
| 04:45 PM | 10 | 28 | 60 | 0 | 98 | 0 | 324 | 12 | 0 | 336 | 0 | 0 | 0 | 0 | 0 | 122 | 190 | 0 | 0 | 312 | 746 |
| Total | 57 | 86 | 269 | 0 | 412 | 0 | 1280 | 36 | 3 | 1319 | 0 | 3 | 0 | 5 | 8 | 473 | 720 | 0 | 0 | 1193 | 2932 |
| 05:00 PM | 8 | 24 | 61 | 0 | 93 | 0 | 371 | 6 | 0 | 377 | 0 | 0 | 0 | 0 | 0 | 127 | 188 | 0 | 0 | 315 | 785 |
| 05:15 PM | 12 | 66 | 55 | 2 | 135 | 0 | 431 | 8 | 0 | 439 | 0 | 0 | 0 | 0 | 0 | 130 | 180 | 0 | 0 | 310 | 884 |
| 05:30 PM | 9 | 60 | 76 | 0 | 145 | 0 | 318 | 6 | 0 | 324 | 0 | 0 | 0 | 1 | 1 | 79 | 147 | 0 | 0 | 226 | 696 |
| 05:45 PM | 19 | 24 | 49 | 2 | 94 | 0 | 276 | 1 | 0 | 277 | 0 | 0 | 0 | 0 | 0 | 78 | 139 | 0 | 0 | 217 | 588 |
| Total | 48 | 174 | 241 | 4 | 467 | 0 | 1396 | 21 | 0 | 1417 | 0 | 0 | 0 | 1 | 1 | 414 | 654 | 0 | 0 | 1068 | 2953 |
| Grand Total | 105 | 260 | 510 | 4 | 879 | 0 | 2676 | 57 | 3 | 2736 | 0 | 3 | 0 | 6 | 9 | 887 | 1374 | 0 | 0 | 2261 | 5885 |
| Apprch % | 11.9 | 29.6 | 58 | 0.5 | | 0 | 97.8 | 2.1 | 0.1 | | 0 | 33.3 | 0 | 66.7 | | 39.2 | 60.8 | 0 | 0 | | |
| Total % | 1.8 | 4.4 | 8.7 | 0.1 | 14.9 | 0 | 45.5 | 1 | 0.1 | 46.5 | 0 | 0.1 | 0 | 0.1 | 0.2 | 15.1 | 23.3 | 0 | 0 | 38.4 | |
| CARS | 94 | 256 | 469 | 4 | 823 | 0 | 2623 | | | | | | | | | | 1296 | | | | |
| % CARS | 89.5 | 98.5 | 92 | 100 | 93.6 | 0 | 98 | 96.5 | 100 | 98 | 0 | 33.3 | 0 | 100 | 77.8 | 97 | 94.3 | 0 | 0 | 95.4 | 96.3 |
| HV | 11 | 4 | 41 | 0 | 56 | 0 | 53 | 2 | 0 | 55 | 0 | 2 | 0 | 0 | 2 | 27 | 78 | 0 | 0 | 105 | 218 |
| % HV | 10.5 | 1.5 | 8 | 0 | 6.4 | 0 | 2 | 3.5 | 0 | 2 | 0 | 66.7 | 0 | 0 | 22.2 | 3 | 5.7 | 0 | 0 | 4.6 | 3.7 |

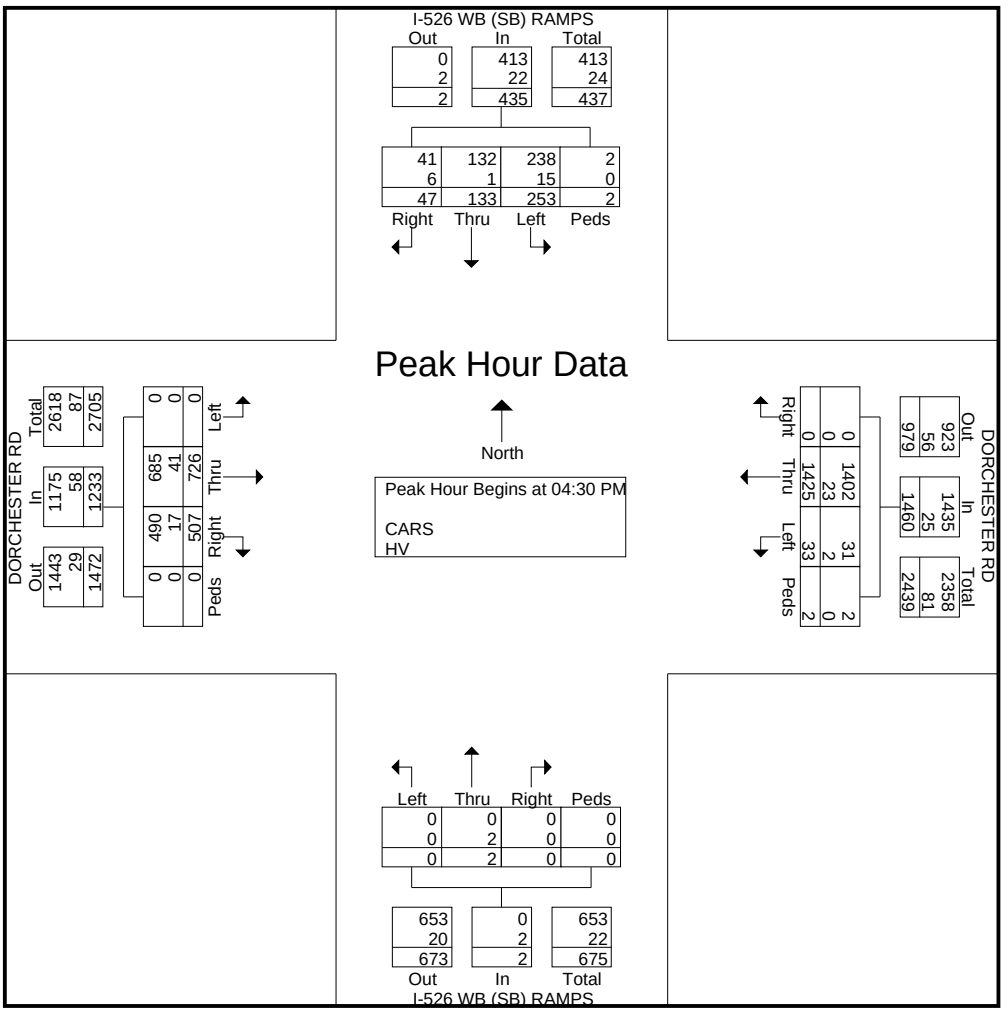


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #8 I526WBSB&DORCHESTERPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | I-526 WB (SB) RAMPS Southbound | | | | | DORCHESTER RD Westbound | | | | | I-526 WB (SB) RAMPS Northbound | | | | | DORCHESTER RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | **17** | 15 | **77** | 0 | 109 | 0 | 299 | 7 | **2** | 308 | 0 | **2** | 0 | 0 | **2** | 128 | 168 | 0 | 0 | 296 | 715 |
| 04:45 PM | 10 | 28 | 60 | 0 | 98 | 0 | 324 | **12** | 0 | 336 | 0 | 0 | 0 | 0 | 0 | 122 | **190** | 0 | 0 | 312 | 746 |
| 05:00 PM | 8 | 24 | 61 | 0 | 93 | 0 | 371 | 6 | 0 | 377 | 0 | 0 | 0 | 0 | 0 | 127 | 188 | 0 | 0 | **315** | 785 |
| 05:15 PM | 12 | **66** | 55 | **2** | **135** | 0 | **431** | 8 | 0 | **439** | 0 | 0 | 0 | 0 | 0 | **130** | 180 | 0 | 0 | 310 | **884** |
| Total Volume | 47 | 133 | 253 | 2 | 435 | 0 | 1425 | 33 | 2 | 1460 | 0 | 2 | 0 | 0 | 2 | 507 | 726 | 0 | 0 | 1233 | 3130 |
| % App. Total | 10.8 | 30.6 | 58.2 | 0.5 | | 0 | 97.6 | 2.3 | 0.1 | | 0 | 100 | 0 | 0 | | 41.1 | 58.9 | 0 | 0 | | |
| PHF | .691 | .504 | .821 | .250 | .806 | .000 | .827 | .688 | .250 | .831 | .000 | .250 | .000 | .000 | .250 | .975 | .955 | .000 | .000 | .979 | .885 |
| CARS | 41 | 132 | 238 | 2 | 413 | 0 | 1402 | | | | | | | | | | | | | | |
| % CARS | 87.2 | 99.2 | 94.1 | 100 | 94.9 | 0 | 98.4 | 93.9 | 100 | 98.3 | 0 | 0 | 0 | 0 | 0 | 96.6 | 94.4 | 0 | 0 | 95.3 | 96.6 |
| HV | 6 | 1 | 15 | 0 | 22 | 0 | 23 | 2 | 0 | 25 | 0 | 2 | 0 | 0 | 2 | 17 | 41 | 0 | 0 | 58 | 107 |
| % HV | 12.8 | 0.8 | 5.9 | 0 | 5.1 | 0 | 1.6 | 6.1 | 0 | 1.7 | 0 | 100 | 0 | 0 | 100 | 3.4 | 5.6 | 0 | 0 | 4.7 | 3.4 |



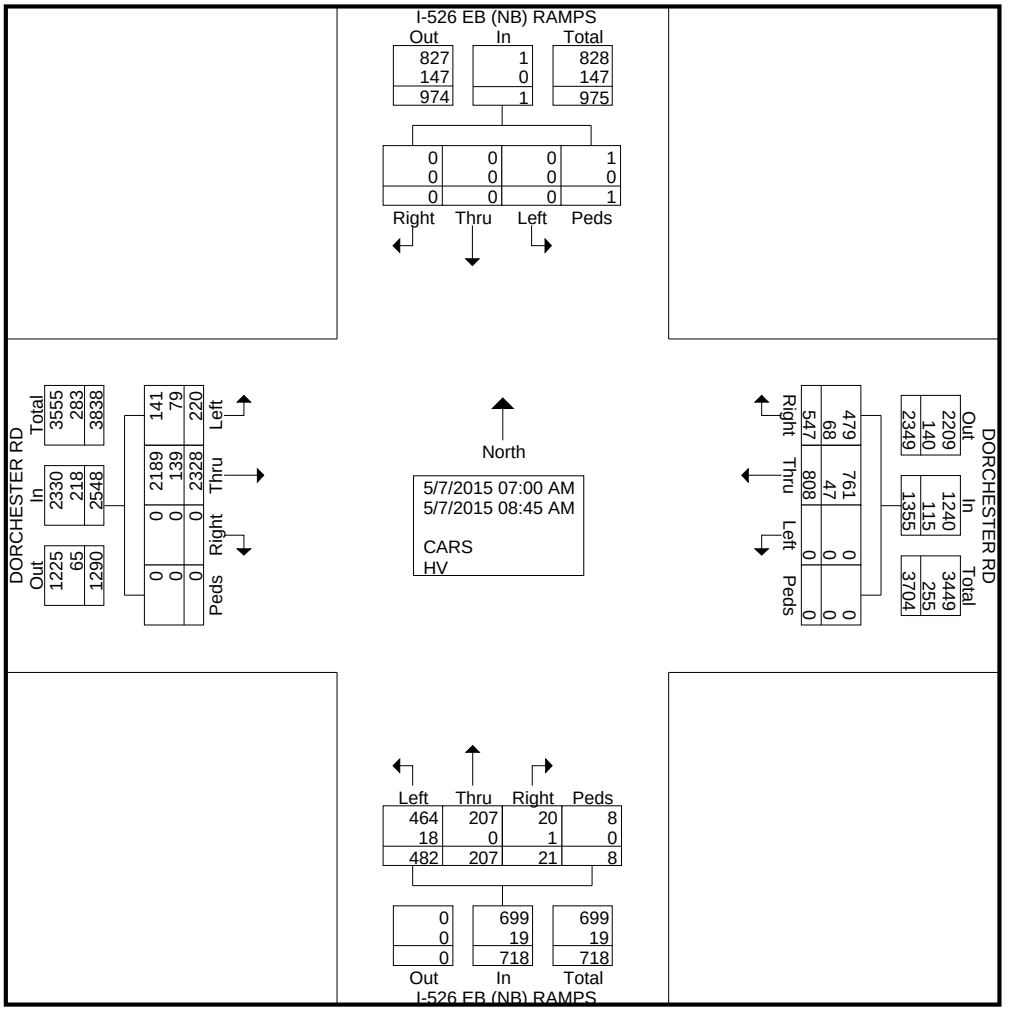
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #9 I526EBNB&DORCHESTERAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | I-526 EB (NB) RAMPS Southbound | | | | | DORCHESTER RD Westbound | | | | | I-526 EB (NB) RAMPS Northbound | | | | | DORCHESTER RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 56 | 86 | 0 | 0 | 142 | 0 | 22 | 69 | 0 | 91 | 0 | 301 | 29 | 0 | 330 | 563 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 48 | 132 | 0 | 0 | 180 | 2 | 15 | 60 | 2 | 79 | 0 | 346 | 44 | 0 | 390 | 649 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 59 | 94 | 0 | 0 | 153 | 3 | 42 | 58 | 1 | 104 | 0 | 353 | 33 | 0 | 386 | 643 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 78 | 109 | 0 | 0 | 187 | 2 | 26 | 82 | 0 | 110 | 0 | 317 | 28 | 0 | 345 | 642 |
| Total | 0 | 0 | 0 | 0 | 0 | 241 | 421 | 0 | 0 | 662 | 7 | 105 | 269 | 3 | 384 | 0 | 1317 | 134 | 0 | 1451 | 2497 |
| 08:00 AM | 0 | 0 | 0 | 1 | 1 | 76 | 99 | 0 | 0 | 175 | 5 | 34 | 58 | 0 | 97 | 0 | 289 | 20 | 0 | 309 | 582 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 74 | 101 | 0 | 0 | 175 | 5 | 22 | 51 | 1 | 79 | 0 | 255 | 20 | 0 | 275 | 529 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 77 | 101 | 0 | 0 | 178 | 2 | 21 | 51 | 3 | 77 | 0 | 253 | 21 | 0 | 274 | 529 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 79 | 86 | 0 | 0 | 165 | 2 | 25 | 53 | 1 | 81 | 0 | 214 | 25 | 0 | 239 | 485 |
| Total | 0 | 0 | 0 | 1 | 1 | 306 | 387 | 0 | 0 | 693 | 14 | 102 | 213 | 5 | 334 | 0 | 1011 | 86 | 0 | 1097 | 2125 |
| Grand Total | 0 | 0 | 0 | 1 | 1 | 547 | 808 | 0 | 0 | 1355 | 21 | 207 | 482 | 8 | 718 | 0 | 2328 | 220 | 0 | 2548 | 4622 |
| Apprch % | 0 | 0 | 0 | 100 | | 40.4 | 59.6 | 0 | 0 | | 2.9 | 28.8 | 67.1 | 1.1 | | 0 | 91.4 | 8.6 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 11.8 | 17.5 | 0 | 0 | 29.3 | 0.5 | 4.5 | 10.4 | 0.2 | 15.5 | 0 | 50.4 | 4.8 | 0 | 55.1 | |
| CARS | 0 | 0 | 0 | 1 | 1 | 479 | 761 | 0 | 0 | 1240 | 20 | 207 | 464 | 8 | 699 | 0 | 2189 | | | | |
| % CARS | 0 | 0 | 0 | 100 | 100 | 87.6 | 94.2 | 0 | 0 | 91.5 | 95.2 | 100 | 96.3 | 100 | 97.4 | 0 | 94 | 64.1 | 0 | 91.4 | 92.4 |
| HV | 0 | 0 | 0 | 0 | 0 | 68 | 47 | 0 | 0 | 115 | 1 | 0 | 18 | 0 | 19 | 0 | 139 | 79 | 0 | 218 | 352 |
| % HV | 0 | 0 | 0 | 0 | 0 | 12.4 | 5.8 | 0 | 0 | 8.5 | 4.8 | 0 | 3.7 | 0 | 2.6 | 0 | 6 | 35.9 | 0 | 8.6 | 7.6 |

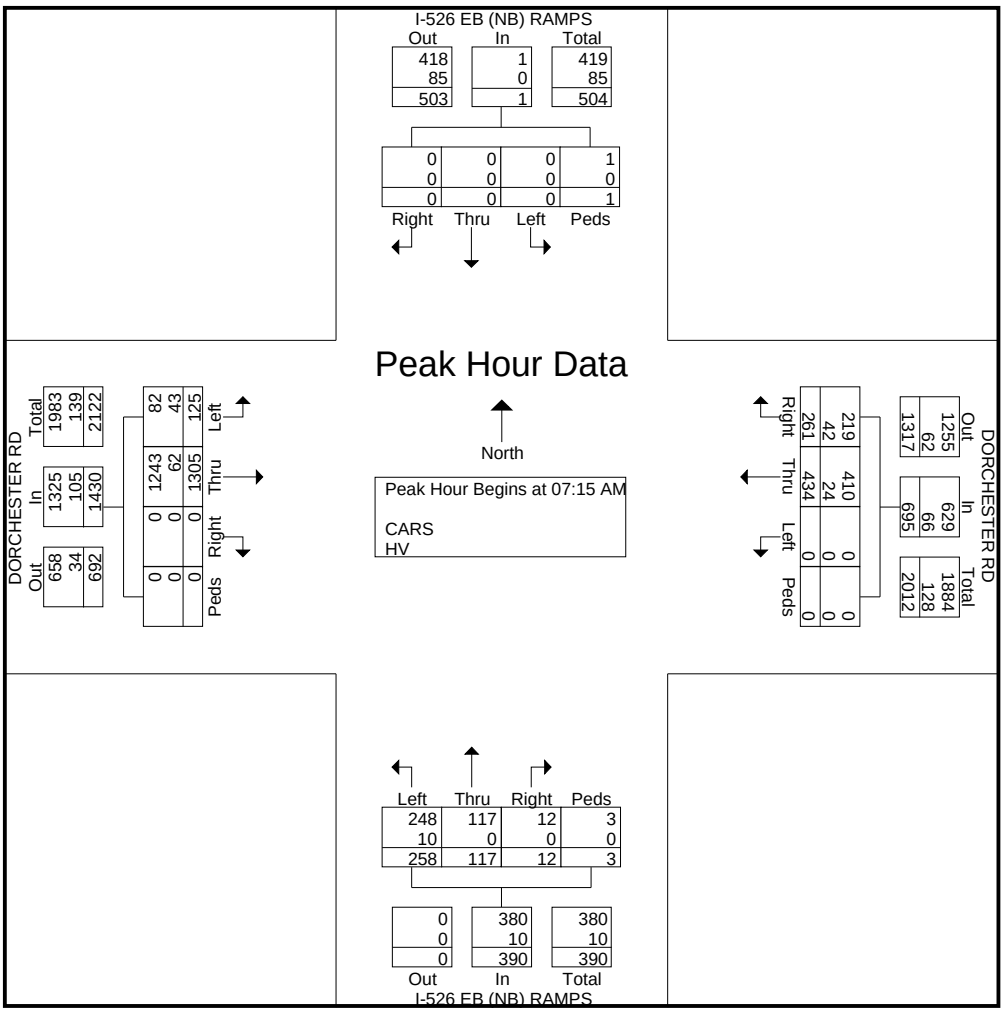


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #9 I526EBNB&DORCHESTERAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | I-526 EB (NB) RAMPS Southbound | | | | | DORCHESTER RD Westbound | | | | | I-526 EB (NB) RAMPS Northbound | | | | | DORCHESTER RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 48 | **132** | 0 | 0 | 180 | 2 | 15 | 60 | **2** | 79 | 0 | 346 | **44** | 0 | **390** | **649** |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 59 | 94 | 0 | 0 | 153 | 3 | **42** | 58 | 1 | 104 | 0 | **353** | 33 | 0 | 386 | 643 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | **78** | 109 | 0 | 0 | **187** | 2 | 26 | **82** | 0 | **110** | 0 | 317 | 28 | 0 | 345 | 642 |
| 08:00 AM | 0 | 0 | 0 | **1** | **1** | 76 | 99 | 0 | 0 | 175 | **5** | 34 | 58 | 0 | 97 | 0 | 289 | 20 | 0 | 309 | 582 |
| Total Volume | 0 | 0 | 0 | 1 | 1 | 261 | 434 | 0 | 0 | 695 | 12 | 117 | 258 | 3 | 390 | 0 | 1305 | 125 | 0 | 1430 | 2516 |
| % App. Total | 0 | 0 | 0 | 100 | | 37.6 | 62.4 | 0 | 0 | | 3.1 | 30 | 66.2 | 0.8 | | 0 | 91.3 | 8.7 | 0 | | |
| PHF | .000 | .000 | .000 | .250 | .250 | .837 | .822 | .000 | .000 | .929 | .600 | .696 | .787 | .375 | .886 | .000 | .924 | .710 | .000 | .917 | .969 |
| CARS | 0 | 0 | 0 | 1 | 1 | 219 | 410 | 0 | 0 | 629 | 12 | 117 | 248 | 3 | 380 | 0 | 1243 | | | | |
| % CARS | 0 | 0 | 0 | 100 | 100 | 83.9 | 94.5 | 0 | 0 | 90.5 | 100 | 100 | 96.1 | 100 | 97.4 | 0 | 95.2 | 65.6 | 0 | 92.7 | 92.8 |
| HV | 0 | 0 | 0 | 0 | 0 | 42 | 24 | 0 | 0 | 66 | 0 | 0 | 10 | 0 | 10 | 0 | 62 | 43 | 0 | 105 | 181 |
| % HV | 0 | 0 | 0 | 0 | 0 | 16.1 | 5.5 | 0 | 0 | 9.5 | 0 | 0 | 3.9 | 0 | 2.6 | 0 | 4.8 | 34.4 | 0 | 7.3 | 7.2 |



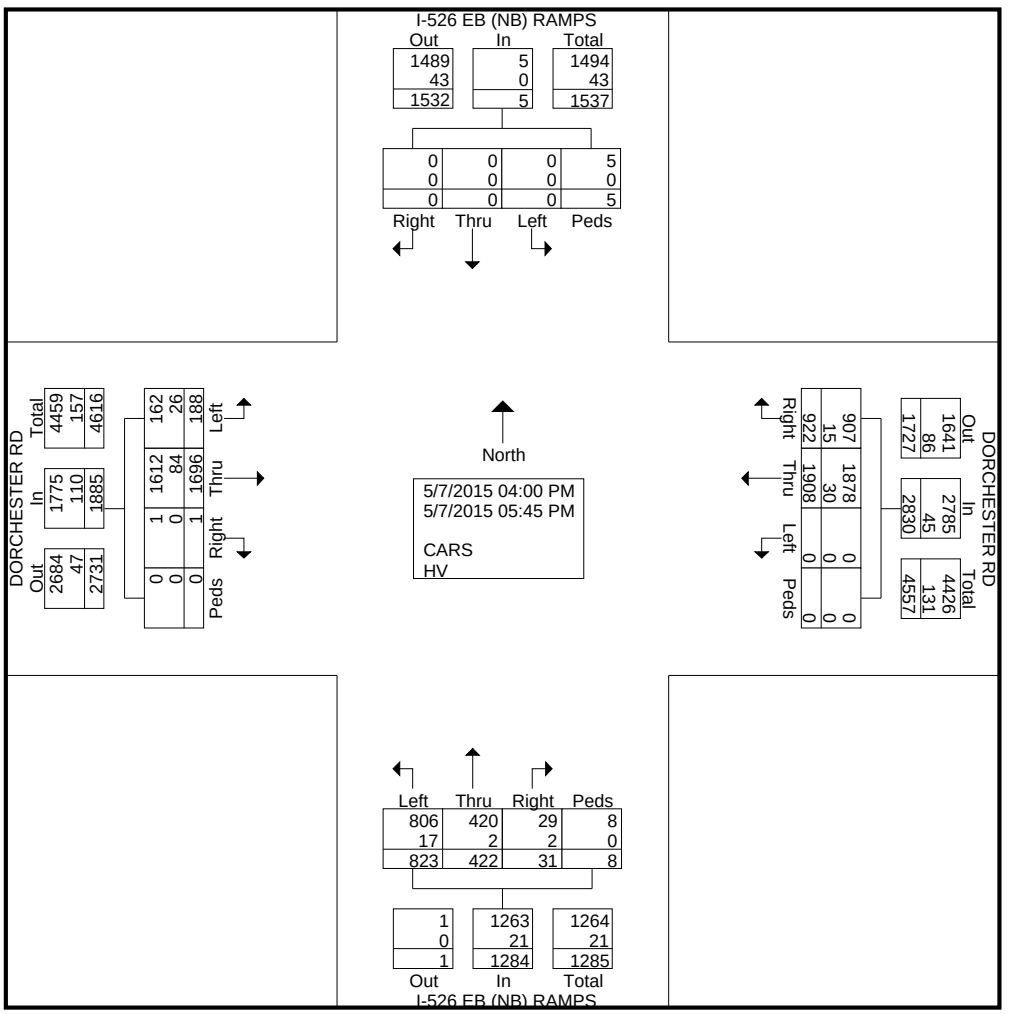
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #9 I526EBNB&DORCHESTERPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | I-526 EB (NB) RAMPS Southbound | | | | | DORCHESTER RD Westbound | | | | | I-526 EB (NB) RAMPS Northbound | | | | | DORCHESTER RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 96 | 221 | 0 | 0 | 317 | 6 | 39 | 103 | 2 | 150 | 0 | 215 | 27 | 0 | 242 | 709 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 106 | 215 | 0 | 0 | 321 | 8 | 33 | 85 | 3 | 129 | 0 | 216 | 32 | 0 | 248 | 698 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 106 | 218 | 0 | 0 | 324 | 4 | 75 | 91 | 2 | 172 | 0 | 223 | 21 | 0 | 244 | 740 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 106 | 213 | 0 | 0 | 319 | 2 | 45 | 104 | 0 | 151 | 0 | 231 | 24 | 0 | 255 | 725 |
| Total | 0 | 0 | 0 | 0 | 0 | 414 | 867 | 0 | 0 | 1281 | 20 | 192 | 383 | 7 | 602 | 0 | 885 | 104 | 0 | 989 | 2872 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 170 | 299 | 0 | 0 | 469 | 3 | 71 | 125 | 0 | 199 | 0 | 226 | 29 | 0 | 255 | 923 |
| 05:15 PM | 0 | 0 | 0 | 3 | 3 | 128 | 290 | 0 | 0 | 418 | 5 | 69 | 149 | 0 | 223 | 0 | 210 | 17 | 0 | 227 | 871 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 116 | 241 | 0 | 0 | 357 | 1 | 53 | 94 | 1 | 149 | 1 | 209 | 16 | 0 | 226 | 732 |
| 05:45 PM | 0 | 0 | 0 | 2 | 2 | 94 | 211 | 0 | 0 | 305 | 2 | 37 | 72 | 0 | 111 | 0 | 166 | 22 | 0 | 188 | 606 |
| Total | 0 | 0 | 0 | 5 | 5 | 508 | 1041 | 0 | 0 | 1549 | 11 | 230 | 440 | 1 | 682 | 1 | 811 | 84 | 0 | 896 | 3132 |
| Grand Total | 0 | 0 | 0 | 5 | 5 | 922 | 1908 | 0 | 0 | 2830 | 31 | 422 | 823 | 8 | 1284 | 1 | 1696 | 188 | 0 | 1885 | 6004 |
| Apprch % | 0 | 0 | 0 | 100 | | 32.6 | 67.4 | 0 | 0 | | 2.4 | 32.9 | 64.1 | 0.6 | | 0.1 | 90 | 10 | 0 | | |
| Total % | 0 | 0 | 0 | 0.1 | 0.1 | 15.4 | 31.8 | 0 | 0 | 47.1 | 0.5 | 7 | 13.7 | 0.1 | 21.4 | 0 | 28.2 | 3.1 | 0 | 31.4 | |
| CARS | 0 | 0 | 0 | 5 | 5 | 907 | 1878 | | | | | | | | | | 1612 | | | | |
| % CARS | 0 | 0 | 0 | 100 | 100 | 98.4 | 98.4 | 0 | 0 | 98.4 | 93.5 | 99.5 | 97.9 | 100 | 98.4 | 100 | 95 | 86.2 | 0 | 94.2 | 97.1 |
| HV | 0 | 0 | 0 | 0 | 0 | 15 | 30 | 0 | 0 | 45 | 2 | 2 | 17 | 0 | 21 | 0 | 84 | 26 | 0 | 110 | 176 |
| % HV | 0 | 0 | 0 | 0 | 0 | 1.6 | 1.6 | 0 | 0 | 1.6 | 6.5 | 0.5 | 2.1 | 0 | 1.6 | 0 | 5 | 13.8 | 0 | 5.8 | 2.9 |

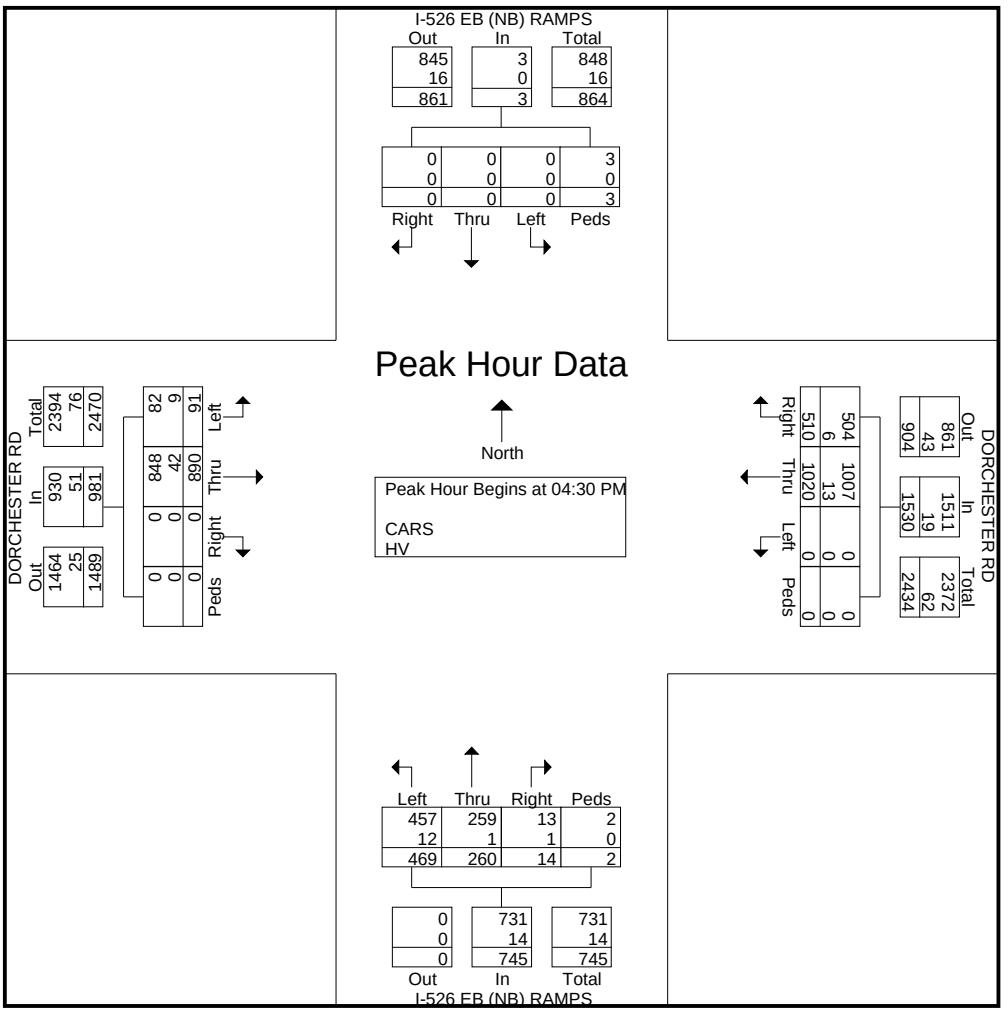


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #9 I526EBNB&DORCHESTERPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | I-526 EB (NB) RAMPS Southbound | | | | | DORCHESTER RD Westbound | | | | | I-526 EB (NB) RAMPS Northbound | | | | | DORCHESTER RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 106 | 218 | 0 | 0 | 324 | 4 | **75** | 91 | **2** | 172 | 0 | 223 | 21 | 0 | 244 | 740 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 106 | 213 | 0 | 0 | 319 | 2 | 45 | 104 | 0 | 151 | 0 | **231** | 24 | 0 | **255** | 725 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | **170** | **299** | 0 | 0 | **469** | 3 | 71 | 125 | 0 | 199 | 0 | 226 | **29** | 0 | 255 | **923** |
| 05:15 PM | 0 | 0 | 0 | **3** | **3** | 128 | 290 | 0 | 0 | 418 | **5** | 69 | **149** | 0 | **223** | 0 | 210 | 17 | 0 | 227 | 871 |
| Total Volume | 0 | 0 | 0 | 3 | 3 | 510 | 1020 | 0 | 0 | 1530 | 14 | 260 | 469 | 2 | 745 | 0 | 890 | 91 | 0 | 981 | 3259 |
| % App. Total | 0 | 0 | 0 | 100 | | 33.3 | 66.7 | 0 | 0 | | 1.9 | 34.9 | 63 | 0.3 | | 0 | 90.7 | 9.3 | 0 | | |
| PHF | .000 | .000 | .000 | .250 | .250 | .750 | .853 | .000 | .000 | .816 | .700 | .867 | .787 | .250 | .835 | .000 | .963 | .784 | .000 | .962 | .883 |
| CARS | 0 | 0 | 0 | 3 | 3 | 504 | 1007 | | | | | | | | | | | | | | |
| % CARS | 0 | 0 | 0 | 100 | 100 | 98.8 | 98.7 | 0 | 0 | 98.8 | 92.9 | 99.6 | 97.4 | 100 | 98.1 | 0 | 95.3 | 90.1 | 0 | 94.8 | 97.4 |
| HV | 0 | 0 | 0 | 0 | 0 | 6 | 13 | 0 | 0 | 19 | 1 | 1 | 12 | 0 | 14 | 0 | 42 | 9 | 0 | 51 | 84 |
| % HV | 0 | 0 | 0 | 0 | 0 | 1.2 | 1.3 | 0 | 0 | 1.2 | 7.1 | 0.4 | 2.6 | 0 | 1.9 | 0 | 4.7 | 9.9 | 0 | 5.2 | 2.6 |



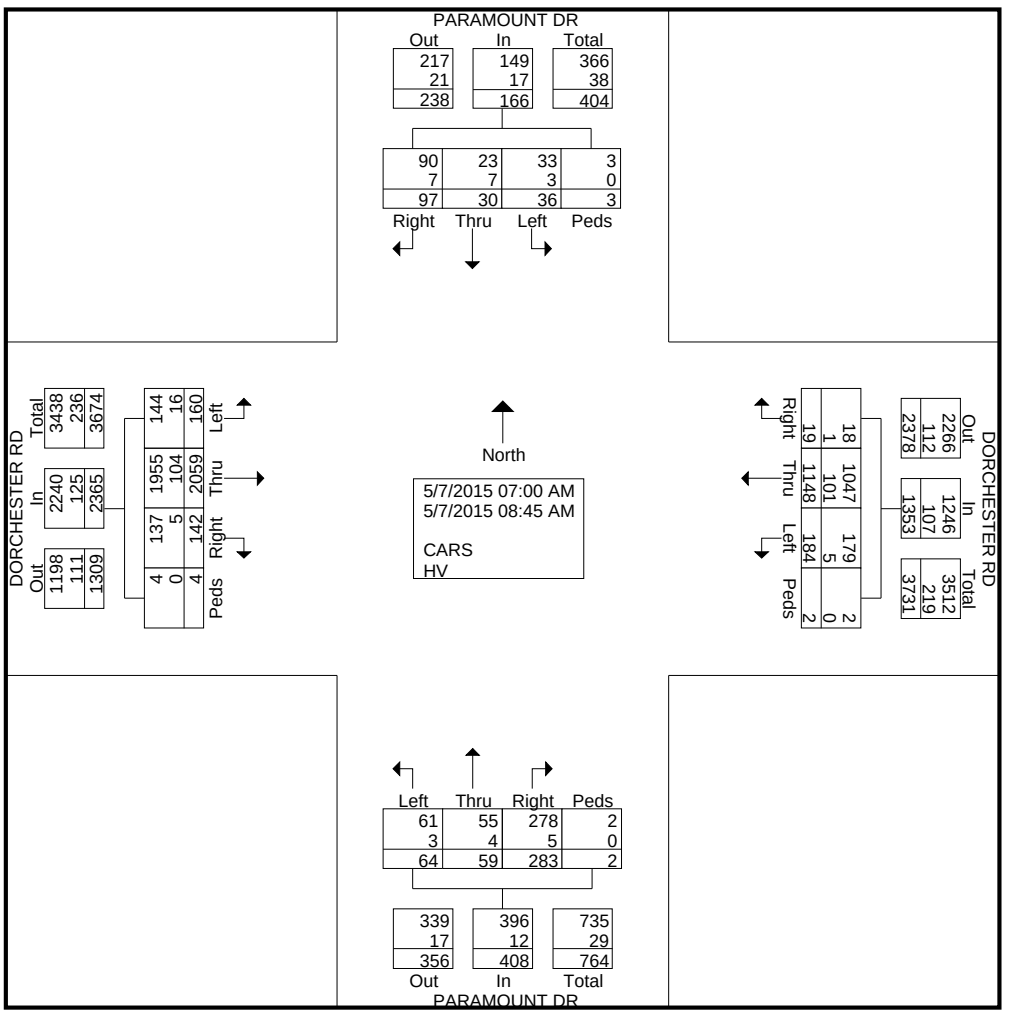
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #10 PARAMOUNT&DORCHESTERAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | PARAMOUNT DR Southbound | | | | | DORCHESTER RD Westbound | | | | | PARAMOUNT DR Northbound | | | | | DORCHESTER RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 8 | 2 | 2 | 0 | 12 | 1 | 130 | 10 | 0 | 141 | 25 | 12 | 3 | 0 | 40 | 10 | 272 | 35 | 0 | 317 | 510 |
| 07:15 AM | 10 | 2 | 5 | 0 | 17 | 2 | 149 | 14 | 0 | 165 | 46 | 10 | 5 | 0 | 61 | 16 | 304 | 27 | 0 | 347 | 590 |
| 07:30 AM | 11 | 4 | 4 | 0 | 19 | 0 | 124 | 25 | 0 | 149 | 33 | 8 | 9 | 1 | 51 | 22 | 290 | 21 | 0 | 333 | 552 |
| 07:45 AM | 13 | 2 | 7 | 1 | 23 | 4 | 151 | 28 | 0 | 183 | 43 | 8 | 8 | 0 | 59 | 20 | 295 | 22 | 1 | 338 | 603 |
| Total | 42 | 10 | 18 | 1 | 71 | 7 | 554 | 77 | 0 | 638 | 147 | 38 | 25 | 1 | 211 | 68 | 1161 | 105 | 1 | 1335 | 2255 |
| 08:00 AM | 15 | 5 | 5 | 1 | 26 | 7 | 154 | 34 | 1 | 196 | 37 | 7 | 9 | 0 | 53 | 24 | 264 | 13 | 1 | 302 | 577 |
| 08:15 AM | 16 | 9 | 5 | 1 | 31 | 3 | 144 | 27 | 1 | 175 | 29 | 5 | 10 | 0 | 44 | 16 | 233 | 17 | 1 | 267 | 517 |
| 08:30 AM | 14 | 4 | 6 | 0 | 24 | 0 | 145 | 18 | 0 | 163 | 41 | 5 | 9 | 1 | 56 | 17 | 214 | 16 | 0 | 247 | 490 |
| 08:45 AM | 10 | 2 | 2 | 0 | 14 | 2 | 151 | 28 | 0 | 181 | 29 | 4 | 11 | 0 | 44 | 17 | 187 | 9 | 1 | 214 | 453 |
| Total | 55 | 20 | 18 | 2 | 95 | 12 | 594 | 107 | 2 | 715 | 136 | 21 | 39 | 1 | 197 | 74 | 898 | 55 | 3 | 1030 | 2037 |
| Grand Total | 97 | 30 | 36 | 3 | 166 | 19 | 1148 | 184 | 2 | 1353 | 283 | 59 | 64 | 2 | 408 | 142 | 2059 | 160 | 4 | 2365 | 4292 |
| Apprch % | 58.4 | 18.1 | 21.7 | 1.8 | | 1.4 | 84.8 | 13.6 | 0.1 | | 69.4 | 14.5 | 15.7 | 0.5 | | 6 | 87.1 | 6.8 | 0.2 | | |
| Total % | 2.3 | 0.7 | 0.8 | 0.1 | 3.9 | 0.4 | 26.7 | 4.3 | 0 | 31.5 | 6.6 | 1.4 | 1.5 | 0 | 9.5 | 3.3 | 48 | 3.7 | 0.1 | 55.1 | |
| CARS | 90 | 23 | 33 | 3 | 149 | 18 | 1047 | | | | | | | | | | 1955 | | | | |
| % CARS | 92.8 | 76.7 | 91.7 | 100 | 89.8 | 94.7 | 91.2 | 97.3 | 100 | 92.1 | 98.2 | 93.2 | 95.3 | 100 | 97.1 | 96.5 | 94.9 | 90 | 100 | 94.7 | 93.9 |
| HV | 7 | 7 | 3 | 0 | 17 | 1 | 101 | 5 | 0 | 107 | 5 | 4 | 3 | 0 | 12 | 5 | 104 | 16 | 0 | 125 | 261 |
| % HV | 7.2 | 23.3 | 8.3 | 0 | 10.2 | 5.3 | 8.8 | 2.7 | 0 | 7.9 | 1.8 | 6.8 | 4.7 | 0 | 2.9 | 3.5 | 5.1 | 10 | 0 | 5.3 | 6.1 |

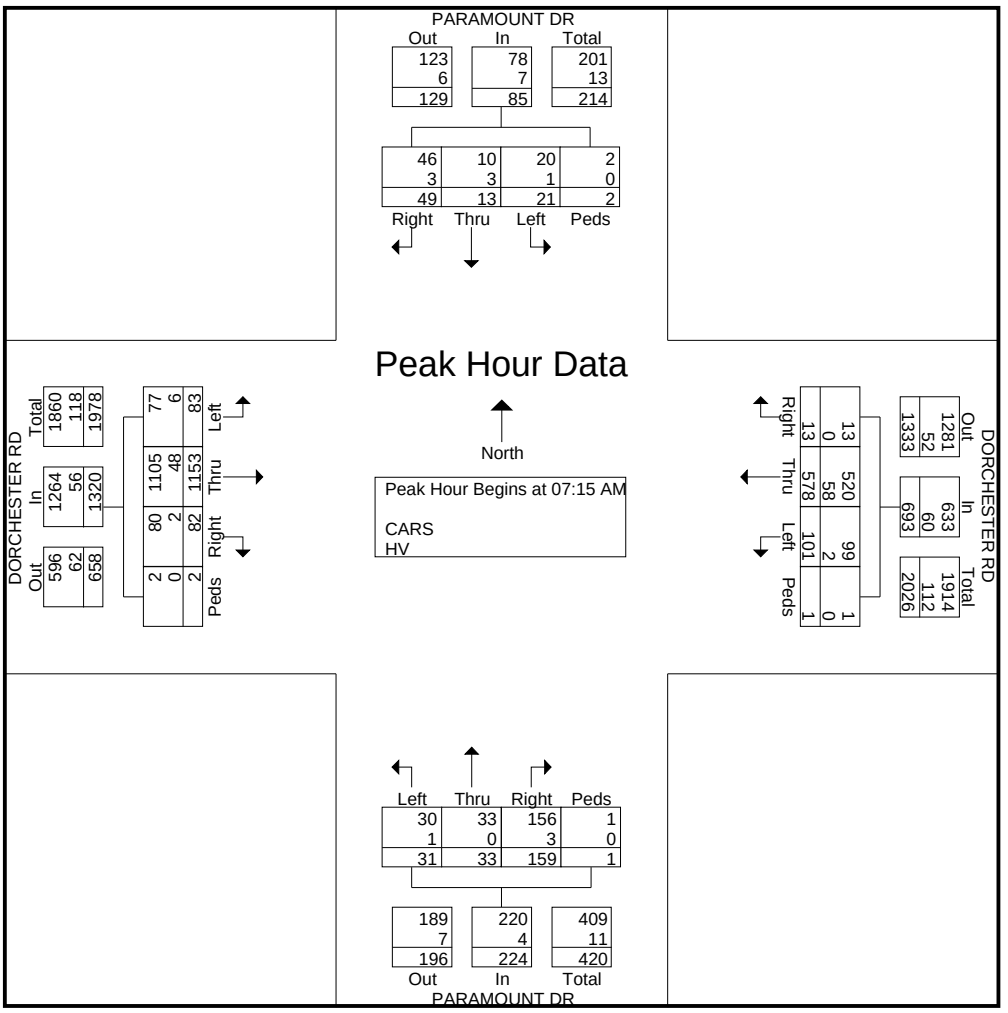


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #10 PARAMOUNT&DORCHESTERAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | PARAMOUNT DR Southbound | | | | | DORCHESTER RD Westbound | | | | | PARAMOUNT DR Northbound | | | | | DORCHESTER RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 10 | 2 | 5 | 0 | 17 | 2 | 149 | 14 | 0 | 165 | **46** | **10** | 5 | 0 | **61** | 16 | **304** | **27** | 0 | **347** | 590 |
| 07:30 AM | 11 | 4 | 4 | 0 | 19 | 0 | 124 | 25 | 0 | 149 | 33 | 8 | **9** | **1** | 51 | 22 | 290 | 21 | 0 | 333 | 552 |
| 07:45 AM | 13 | 2 | **7** | **1** | 23 | 4 | 151 | 28 | 0 | 183 | 43 | 8 | 8 | 0 | 59 | 20 | 295 | 22 | **1** | 338 | **603** |
| 08:00 AM | **15** | **5** | 5 | 1 | **26** | **7** | **154** | **34** | **1** | **196** | 37 | 7 | 9 | 0 | 53 | **24** | 264 | 13 | 1 | 302 | 577 |
| Total Volume | 49 | 13 | 21 | 2 | 85 | 13 | 578 | 101 | 1 | 693 | 159 | 33 | 31 | 1 | 224 | 82 | 1153 | 83 | 2 | 1320 | 2322 |
| % App. Total | 57.6 | 15.3 | 24.7 | 2.4 | | 1.9 | 83.4 | 14.6 | 0.1 | | 71 | 14.7 | 13.8 | 0.4 | | 6.2 | 87.3 | 6.3 | 0.2 | | |
| PHF | .817 | .650 | .750 | .500 | .817 | .464 | .938 | .743 | .250 | .884 | .864 | .825 | .861 | .250 | .918 | .854 | .948 | .769 | .500 | .951 | .963 |
| CARS | 46 | 10 | 20 | 2 | 78 | 13 | 520 | 99 | 1 | 633 | 156 | 33 | 30 | 1 | 220 | 80 | 1105 | | | | |
| % CARS | 93.9 | 76.9 | 95.2 | 100 | 91.8 | 100 | 90.0 | 98.0 | 100 | 91.3 | 98.1 | 100 | 96.8 | 100 | 98.2 | 97.6 | 95.8 | 92.8 | 100 | 95.8 | 94.5 |
| HV | 3 | 3 | 1 | 0 | 7 | 0 | 58 | 2 | 0 | 60 | 3 | 0 | 1 | 0 | 4 | 2 | 48 | 6 | 0 | 56 | 127 |
| % HV | 6.1 | 23.1 | 4.8 | 0 | 8.2 | 0 | 10.0 | 2.0 | 0 | 8.7 | 1.9 | 0 | 3.2 | 0 | 1.8 | 2.4 | 4.2 | 7.2 | 0 | 4.2 | 5.5 |



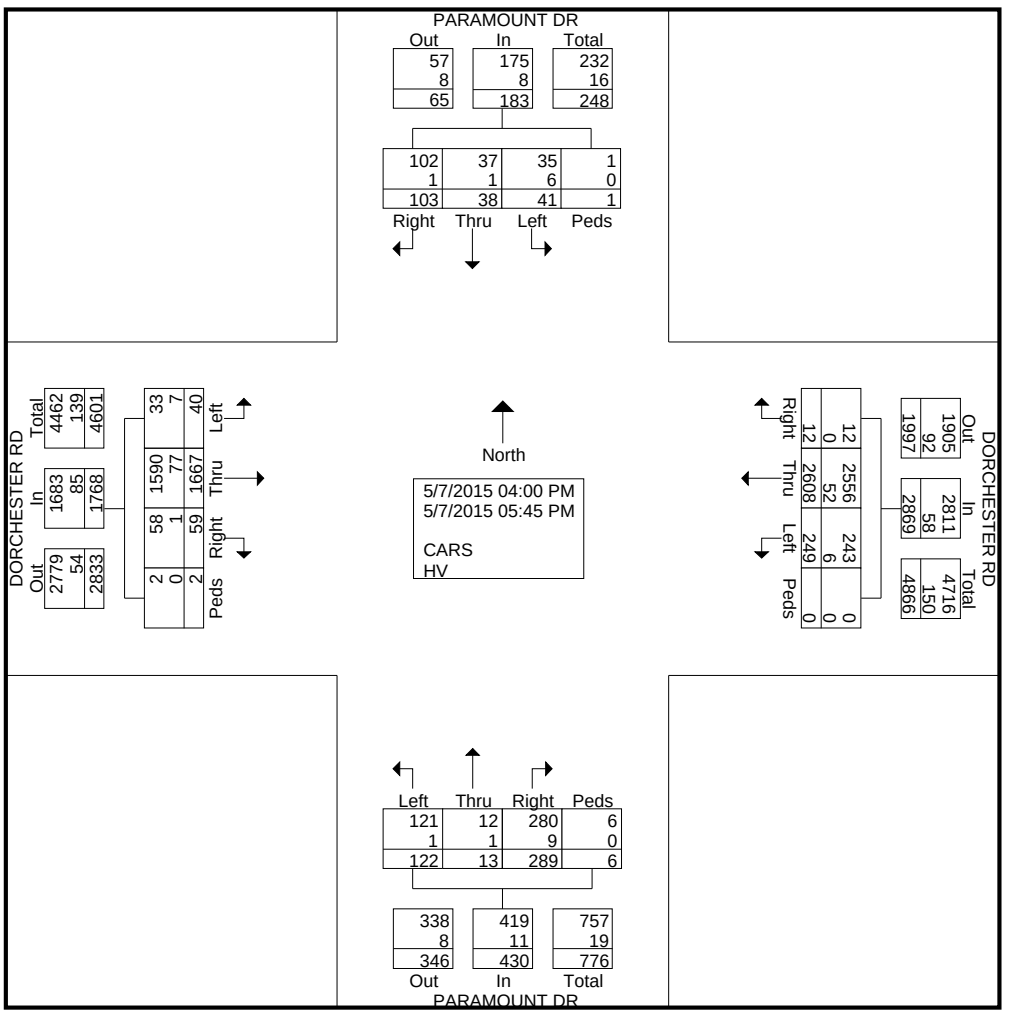
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #10 PARAMOUNT&DORCHESTERPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | PARAMOUNT DR Southbound | | | | | DORCHESTER RD Westbound | | | | | PARAMOUNT DR Northbound | | | | | DORCHESTER RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 13 | 4 | 5 | 0 | 22 | 3 | 306 | 31 | 0 | 340 | 30 | 1 | 23 | 1 | 55 | 6 | 216 | 6 | 0 | 228 | 645 |
| 04:15 PM | 16 | 3 | 7 | 0 | 26 | 3 | 314 | 44 | 0 | 361 | 28 | 5 | 3 | 2 | 38 | 5 | 221 | 10 | 1 | 237 | 662 |
| 04:30 PM | 12 | 9 | 8 | 1 | 30 | 1 | 308 | 21 | 0 | 330 | 31 | 2 | 10 | 1 | 44 | 12 | 224 | 5 | 1 | 242 | 646 |
| 04:45 PM | 11 | 4 | 6 | 0 | 21 | 1 | 323 | 30 | 0 | 354 | 39 | 1 | 15 | 0 | 55 | 10 | 225 | 3 | 0 | 238 | 668 |
| Total | 52 | 20 | 26 | 1 | 99 | 8 | 1251 | 126 | 0 | 1385 | 128 | 9 | 51 | 4 | 192 | 33 | 886 | 24 | 2 | 945 | 2621 |
| 05:00 PM | 23 | 12 | 7 | 0 | 42 | 1 | 377 | 33 | 0 | 411 | 44 | 1 | 33 | 1 | 79 | 10 | 200 | 3 | 0 | 213 | 745 |
| 05:15 PM | 18 | 3 | 5 | 0 | 26 | 2 | 379 | 35 | 0 | 416 | 50 | 1 | 16 | 0 | 67 | 6 | 218 | 5 | 0 | 229 | 738 |
| 05:30 PM | 3 | 0 | 3 | 0 | 6 | 1 | 302 | 30 | 0 | 333 | 26 | 2 | 17 | 1 | 46 | 8 | 196 | 3 | 0 | 207 | 592 |
| 05:45 PM | 7 | 3 | 0 | 0 | 10 | 0 | 299 | 25 | 0 | 324 | 41 | 0 | 5 | 0 | 46 | 2 | 167 | 5 | 0 | 174 | 554 |
| Total | 51 | 18 | 15 | 0 | 84 | 4 | 1357 | 123 | 0 | 1484 | 161 | 4 | 71 | 2 | 238 | 26 | 781 | 16 | 0 | 823 | 2629 |
| Grand Total | 103 | 38 | 41 | 1 | 183 | 12 | 2608 | 249 | 0 | 2869 | 289 | 13 | 122 | 6 | 430 | 59 | 1667 | 40 | 2 | 1768 | 5250 |
| Apprch % | 56.3 | 20.8 | 22.4 | 0.5 | | 0.4 | 90.9 | 8.7 | 0 | | 67.2 | 3 | 28.4 | 1.4 | | 3.3 | 94.3 | 2.3 | 0.1 | | |
| Total % | 2 | 0.7 | 0.8 | 0 | 3.5 | 0.2 | 49.7 | 4.7 | 0 | 54.6 | 5.5 | 0.2 | 2.3 | 0.1 | 8.2 | 1.1 | 31.8 | 0.8 | 0 | 33.7 | |
| CARS | 102 | 37 | 35 | 1 | 175 | 12 | 2556 | | | | | | | | | | 1590 | | | | |
| % CARS | 99 | 97.4 | 85.4 | 100 | 95.6 | 100 | 98 | 97.6 | 0 | 98 | 96.9 | 92.3 | 99.2 | 100 | 97.4 | 98.3 | 95.4 | 82.5 | 100 | 95.2 | 96.9 |
| HV | 1 | 1 | 6 | 0 | 8 | 0 | 52 | 6 | 0 | 58 | 9 | 1 | 1 | 0 | 11 | 1 | 77 | 7 | 0 | 85 | 162 |
| % HV | 1 | 2.6 | 14.6 | 0 | 4.4 | 0 | 2 | 2.4 | 0 | 2 | 3.1 | 7.7 | 0.8 | 0 | 2.6 | 1.7 | 4.6 | 17.5 | 0 | 4.8 | 3.1 |

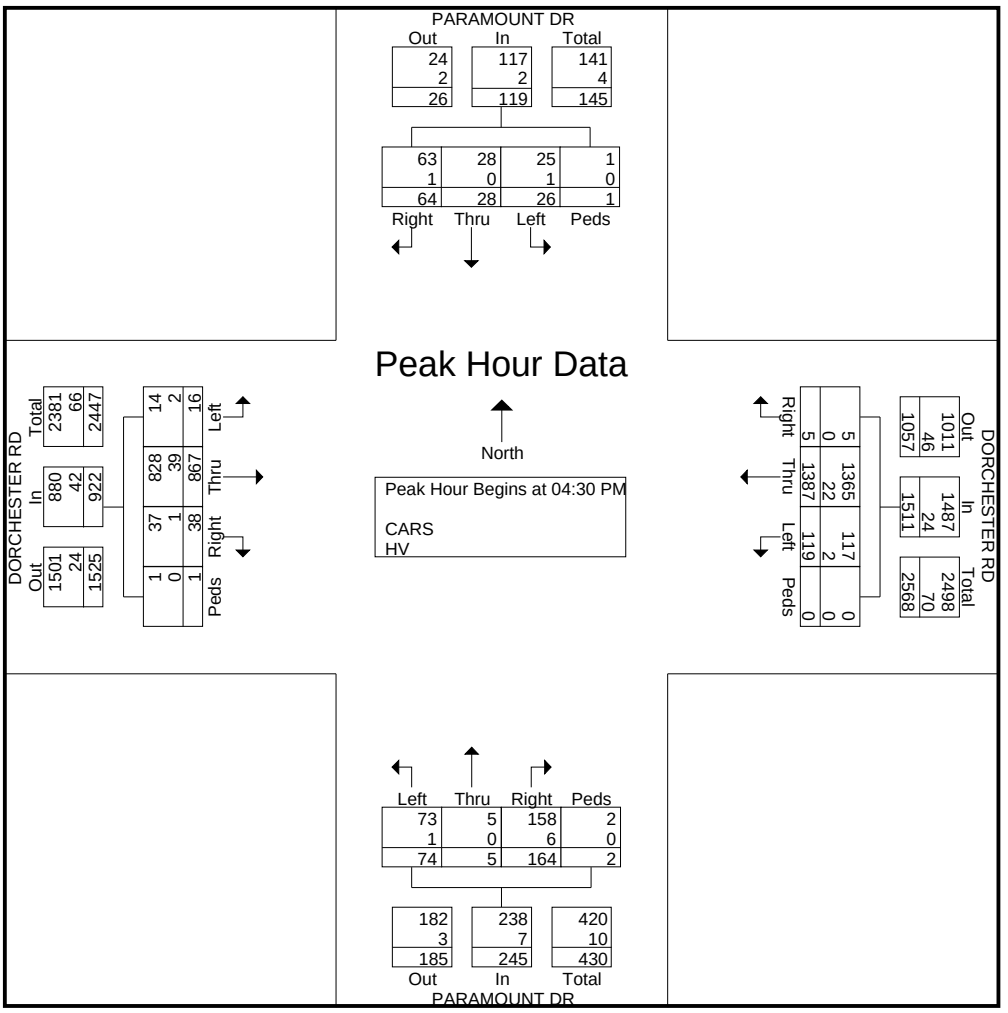


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #10 PARAMOUNT&DORCHESTERPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | PARAMOUNT DR Southbound | | | | | DORCHESTER RD Westbound | | | | | PARAMOUNT DR Northbound | | | | | DORCHESTER RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 12 | 9 | **8** | **1** | 30 | 1 | 308 | 21 | 0 | 330 | 31 | **2** | 10 | **1** | 44 | **12** | 224 | **5** | **1** | **242** | 646 |
| 04:45 PM | 11 | 4 | 6 | 0 | 21 | 1 | 323 | 30 | 0 | 354 | 39 | 1 | 15 | 0 | 55 | 10 | **225** | 3 | 0 | 238 | 668 |
| 05:00 PM | **23** | **12** | 7 | 0 | **42** | 1 | 377 | 33 | 0 | 411 | 44 | 1 | **33** | 1 | **79** | 10 | 200 | 3 | 0 | 213 | **745** |
| 05:15 PM | 18 | 3 | 5 | 0 | 26 | **2** | **379** | **35** | 0 | **416** | **50** | 1 | 16 | 0 | 67 | 6 | 218 | 5 | 0 | 229 | 738 |
| Total Volume | 64 | 28 | 26 | 1 | 119 | 5 | 1387 | 119 | 0 | 1511 | 164 | 5 | 74 | 2 | 245 | 38 | 867 | 16 | 1 | 922 | 2797 |
| % App. Total | 53.8 | 23.5 | 21.8 | 0.8 | | 0.3 | 91.8 | 7.9 | 0 | | 66.9 | 2 | 30.2 | 0.8 | | 4.1 | 94 | 1.7 | 0.1 | | |
| PHF | .696 | .583 | .813 | .250 | .708 | .625 | .915 | .850 | .000 | .908 | .820 | .625 | .561 | .500 | .775 | .792 | .963 | .800 | .250 | .952 | .939 |
| CARS | 63 | 28 | 25 | 1 | 117 | 5 | 1365 | | | | | | | | | | | | | | |
| % CARS | 98.4 | 100 | 96.2 | 100 | 98.3 | 100 | 98.4 | 98.3 | 0 | 98.4 | 96.3 | 100 | 98.6 | 100 | 97.1 | 97.4 | 95.5 | 87.5 | 100 | 95.4 | 97.3 |
| HV | 1 | 0 | 1 | 0 | 2 | 0 | 22 | 2 | 0 | 24 | 6 | 0 | 1 | 0 | 7 | 1 | 39 | 2 | 0 | 42 | 75 |
| % HV | 1.6 | 0 | 3.8 | 0 | 1.7 | 0 | 1.6 | 1.7 | 0 | 1.6 | 3.7 | 0 | 1.4 | 0 | 2.9 | 2.6 | 4.5 | 12.5 | 0 | 4.6 | 2.7 |



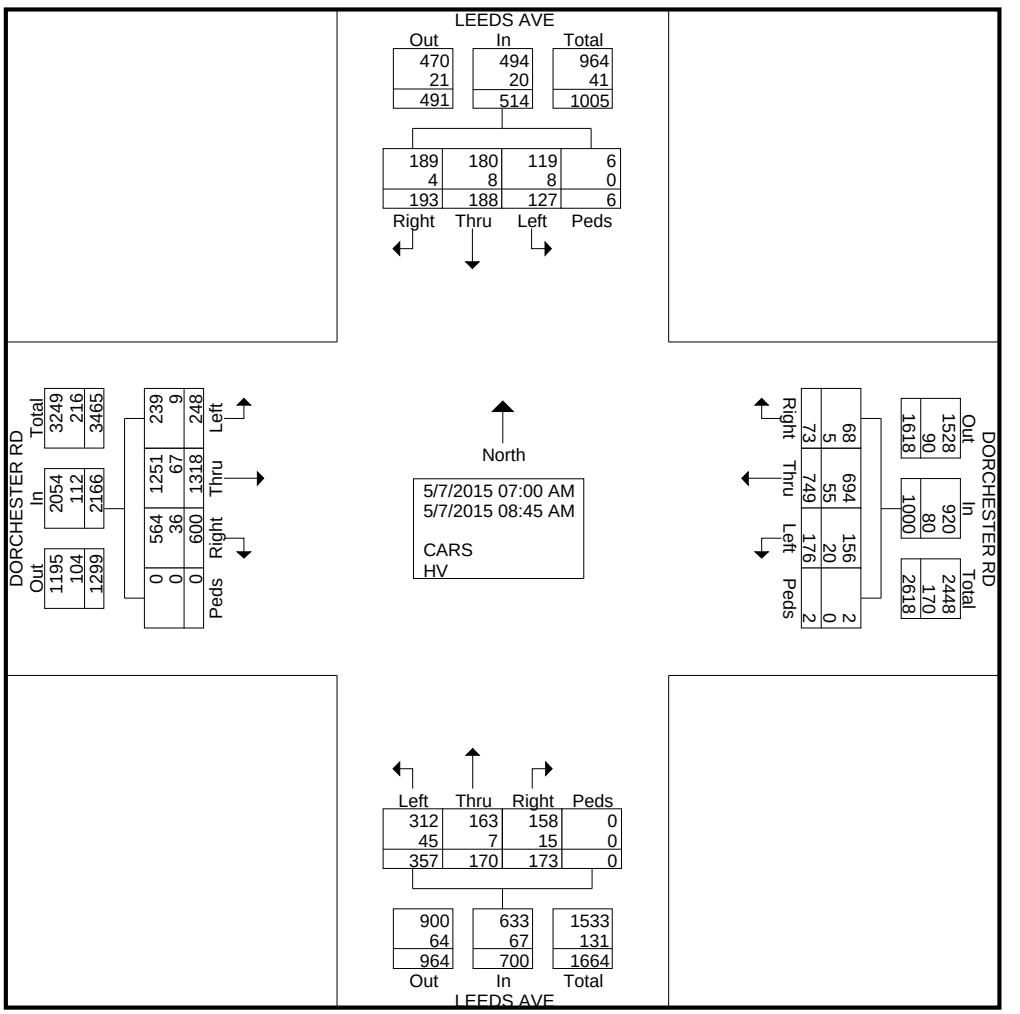
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #11 LEEDS&DORCHESTERAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | LEEDS AVE Southbound | | | | | DORCHESTER RD Westbound | | | | | LEEDS AVE Northbound | | | | | DORCHESTER RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 21 | 14 | 14 | 1 | 50 | 8 | 70 | 15 | 0 | 93 | 12 | 23 | 43 | 0 | 78 | 75 | 167 | 34 | 0 | 276 | 497 |
| 07:15 AM | 16 | 26 | 18 | 1 | 61 | 9 | 99 | 13 | 1 | 122 | 21 | 19 | 51 | 0 | 91 | 86 | 185 | 33 | 0 | 304 | 578 |
| 07:30 AM | 31 | 21 | 19 | 0 | 71 | 8 | 93 | 14 | 0 | 115 | 17 | 26 | 27 | 0 | 70 | 65 | 195 | 54 | 0 | 314 | 570 |
| 07:45 AM | 34 | 33 | 15 | 1 | 83 | 5 | 108 | 29 | 0 | 142 | 17 | 22 | 39 | 0 | 78 | 72 | 193 | 51 | 0 | 316 | 619 |
| Total | 102 | 94 | 66 | 3 | 265 | 30 | 370 | 71 | 1 | 472 | 67 | 90 | 160 | 0 | 317 | 298 | 740 | 172 | 0 | 1210 | 2264 |
| 08:00 AM | 27 | 21 | 15 | 1 | 64 | 7 | 99 | 30 | 1 | 137 | 28 | 17 | 57 | 0 | 102 | 72 | 150 | 32 | 0 | 254 | 557 |
| 08:15 AM | 25 | 32 | 18 | 0 | 75 | 12 | 97 | 20 | 0 | 129 | 20 | 24 | 45 | 0 | 89 | 93 | 143 | 16 | 0 | 252 | 545 |
| 08:30 AM | 21 | 24 | 14 | 0 | 59 | 10 | 89 | 28 | 0 | 127 | 27 | 20 | 51 | 0 | 98 | 67 | 147 | 14 | 0 | 228 | 512 |
| 08:45 AM | 18 | 17 | 14 | 2 | 51 | 14 | 94 | 27 | 0 | 135 | 31 | 19 | 44 | 0 | 94 | 70 | 138 | 14 | 0 | 222 | 502 |
| Total | 91 | 94 | 61 | 3 | 249 | 43 | 379 | 105 | 1 | 528 | 106 | 80 | 197 | 0 | 383 | 302 | 578 | 76 | 0 | 956 | 2116 |
| Grand Total | 193 | 188 | 127 | 6 | 514 | 73 | 749 | 176 | 2 | 1000 | 173 | 170 | 357 | 0 | 700 | 600 | 1318 | 248 | 0 | 2166 | 4380 |
| Apprch % | 37.5 | 36.6 | 24.7 | 1.2 | | 7.3 | 74.9 | 17.6 | 0.2 | | 24.7 | 24.3 | 51 | 0 | | 27.7 | 60.8 | 11.4 | 0 | | |
| Total % | 4.4 | 4.3 | 2.9 | 0.1 | 11.7 | 1.7 | 17.1 | 4 | 0 | 22.8 | 3.9 | 3.9 | 8.2 | 0 | 16 | 13.7 | 30.1 | 5.7 | 0 | 49.5 | |
| CARS | 189 | 180 | 119 | 6 | 494 | 68 | 694 | 156 | 2 | 920 | 158 | 163 | 312 | 0 | 633 | 564 | 1251 | | | | |
| % CARS | 97.9 | 95.7 | 93.7 | 100 | 96.1 | 93.2 | 92.7 | 88.6 | 100 | 92 | 91.3 | 95.9 | 87.4 | 0 | 90.4 | 94 | 94.9 | 96.4 | 0 | 94.8 | 93.6 |
| HV | 4 | 8 | 8 | 0 | 20 | 5 | 55 | 20 | 0 | 80 | 15 | 7 | 45 | 0 | 67 | 36 | 67 | 9 | 0 | 112 | 279 |
| % HV | 2.1 | 4.3 | 6.3 | 0 | 3.9 | 6.8 | 7.3 | 11.4 | 0 | 8 | 8.7 | 4.1 | 12.6 | 0 | 9.6 | 6 | 5.1 | 3.6 | 0 | 5.2 | 6.4 |

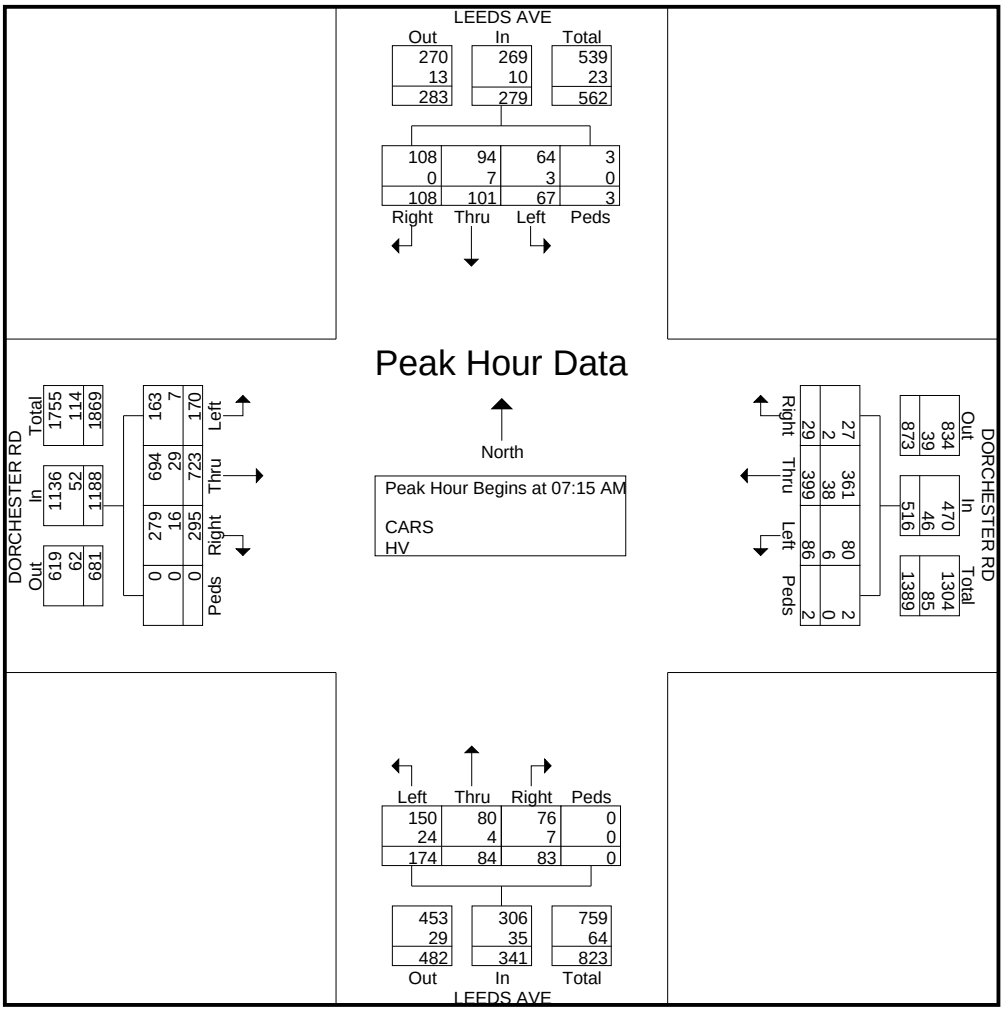


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #11 LEEDS&DORCHESTERAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | LEEDS AVE Southbound | | | | | DORCHESTER RD Westbound | | | | | LEEDS AVE Northbound | | | | | DORCHESTER RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 16 | 26 | 18 | **1** | 61 | **9** | 99 | 13 | **1** | 122 | 21 | 19 | 51 | 0 | 91 | **86** | 185 | 33 | 0 | 304 | 578 |
| 07:30 AM | 31 | 21 | **19** | 0 | 71 | 8 | 93 | 14 | 0 | 115 | 17 | **26** | 27 | 0 | 70 | 65 | **195** | **54** | 0 | 314 | 570 |
| 07:45 AM | **34** | **33** | 15 | 1 | **83** | 5 | **108** | 29 | 0 | **142** | 17 | 22 | 39 | 0 | 78 | 72 | 193 | 51 | 0 | **316** | **619** |
| 08:00 AM | 27 | 21 | 15 | 1 | 64 | 7 | 99 | **30** | 1 | 137 | **28** | 17 | **57** | 0 | **102** | 72 | 150 | 32 | 0 | 254 | 557 |
| Total Volume | 108 | 101 | 67 | 3 | 279 | 29 | 399 | 86 | 2 | 516 | 83 | 84 | 174 | 0 | 341 | 295 | 723 | 170 | 0 | 1188 | 2324 |
| % App. Total | 38.7 | 36.2 | 24 | 1.1 | | 5.6 | 77.3 | 16.7 | 0.4 | | 24.3 | 24.6 | 51 | 0 | | 24.8 | 60.9 | 14.3 | 0 | | |
| PHF | .794 | .765 | .882 | .750 | .840 | .806 | .924 | .717 | .500 | .908 | .741 | .808 | .763 | .000 | .836 | .858 | .927 | .787 | .000 | .940 | .939 |
| CARS | 108 | 94 | 64 | 3 | 269 | 27 | 361 | 80 | 2 | 470 | 76 | 80 | 150 | 0 | 306 | 279 | 694 | 163 | 0 | 1136 | 2181 |
| % CARS | 100 | 93.1 | 95.5 | 100 | 96.4 | 93.1 | 90.5 | 93.0 | 100 | 91.1 | 91.6 | 95.2 | 86.2 | 0 | 89.7 | 94.6 | 96.0 | 95.9 | 0 | 95.6 | 93.8 |
| HV | 0 | 7 | 3 | 0 | 10 | 2 | 38 | 6 | 0 | 46 | 7 | 4 | 24 | 0 | 35 | 16 | 29 | 7 | 0 | 52 | 143 |
| % HV | 0 | 6.9 | 4.5 | 0 | 3.6 | 6.9 | 9.5 | 7.0 | 0 | 8.9 | 8.4 | 4.8 | 13.8 | 0 | 10.3 | 5.4 | 4.0 | 4.1 | 0 | 4.4 | 6.2 |



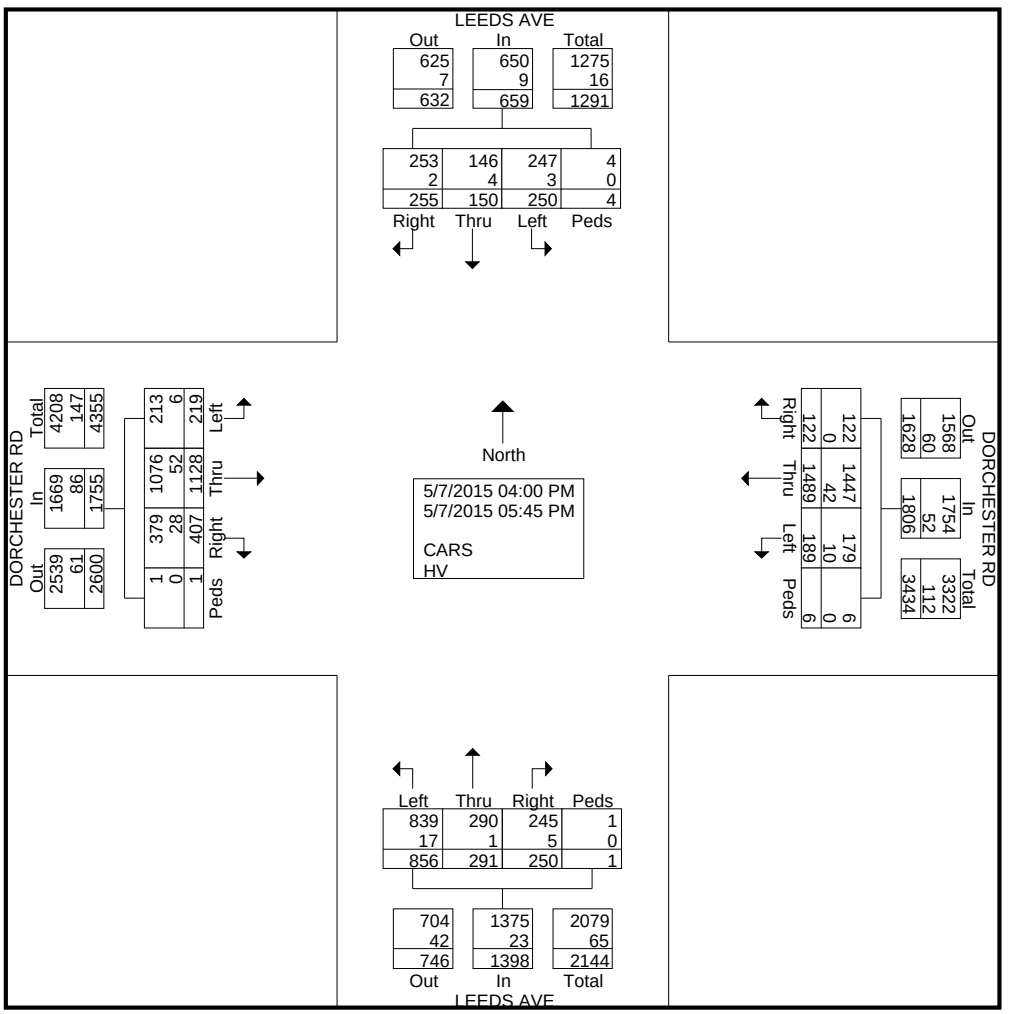
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #11 LEEDS&DORCHESTERPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | LEEDS AVE Southbound | | | | | DORCHESTER RD Westbound | | | | | LEEDS AVE Northbound | | | | | DORCHESTER RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 28 | 18 | 47 | 0 | 93 | 11 | 191 | 31 | 0 | 233 | 37 | 31 | 103 | 0 | 171 | 65 | 116 | 22 | 0 | 203 | 700 |
| 04:15 PM | 21 | 22 | 25 | 0 | 68 | 14 | 183 | 33 | 0 | 230 | 28 | 34 | 121 | 0 | 183 | 63 | 145 | 12 | 0 | 220 | 701 |
| 04:30 PM | 30 | 10 | 25 | 0 | 65 | 12 | 189 | 34 | 0 | 235 | 39 | 36 | 112 | 0 | 187 | 42 | 165 | 35 | 0 | 242 | 729 |
| 04:45 PM | 28 | 24 | 28 | 0 | 80 | 11 | 178 | 22 | 3 | 214 | 27 | 34 | 115 | 0 | 176 | 57 | 148 | 39 | 0 | 244 | 714 |
| Total | 107 | 74 | 125 | 0 | 306 | 48 | 741 | 120 | 3 | 912 | 131 | 135 | 451 | 0 | 717 | 227 | 574 | 108 | 0 | 909 | 2844 |
| 05:00 PM | 26 | 14 | 30 | 0 | 70 | 22 | 217 | 27 | 2 | 268 | 52 | 58 | 107 | 0 | 217 | 45 | 170 | 32 | 0 | 247 | 802 |
| 05:15 PM | 42 | 23 | 38 | 1 | 104 | 15 | 193 | 12 | 1 | 221 | 35 | 37 | 119 | 0 | 191 | 56 | 149 | 27 | 0 | 232 | 748 |
| 05:30 PM | 39 | 21 | 30 | 0 | 90 | 18 | 175 | 17 | 0 | 210 | 17 | 27 | 102 | 0 | 146 | 41 | 136 | 28 | 0 | 205 | 651 |
| 05:45 PM | 41 | 18 | 27 | 3 | 89 | 19 | 163 | 13 | 0 | 195 | 15 | 34 | 77 | 1 | 127 | 38 | 99 | 24 | 1 | 162 | 573 |
| Total | 148 | 76 | 125 | 4 | 353 | 74 | 748 | 69 | 3 | 894 | 119 | 156 | 405 | 1 | 681 | 180 | 554 | 111 | 1 | 846 | 2774 |
| Grand Total | 255 | 150 | 250 | 4 | 659 | 122 | 1489 | 189 | 6 | 1806 | 250 | 291 | 856 | 1 | 1398 | 407 | 1128 | 219 | 1 | 1755 | 5618 |
| Apprch % | 38.7 | 22.8 | 37.9 | 0.6 | | 6.8 | 82.4 | 10.5 | 0.3 | | 17.9 | 20.8 | 61.2 | 0.1 | | 23.2 | 64.3 | 12.5 | 0.1 | | |
| Total % | 4.5 | 2.7 | 4.4 | 0.1 | 11.7 | 2.2 | 26.5 | 3.4 | 0.1 | 32.1 | 4.4 | 5.2 | 15.2 | 0 | 24.9 | 7.2 | 20.1 | 3.9 | 0 | 31.2 | |
| CARS | 253 | 146 | 247 | 4 | 650 | 122 | 1447 | | | | | | | | | | 1076 | | | | |
| % CARS | 99.2 | 97.3 | 98.8 | 100 | 98.6 | 100 | 97.2 | 94.7 | 100 | 97.1 | 98 | 99.7 | 98 | 100 | 98.4 | 93.1 | 95.4 | 97.3 | 100 | 95.1 | 97 |
| HV | 2 | 4 | 3 | 0 | 9 | 0 | 42 | 10 | 0 | 52 | 5 | 1 | 17 | 0 | 23 | 28 | 52 | 6 | 0 | 86 | 170 |
| % HV | 0.8 | 2.7 | 1.2 | 0 | 1.4 | 0 | 2.8 | 5.3 | 0 | 2.9 | 2 | 0.3 | 2 | 0 | 1.6 | 6.9 | 4.6 | 2.7 | 0 | 4.9 | 3 |

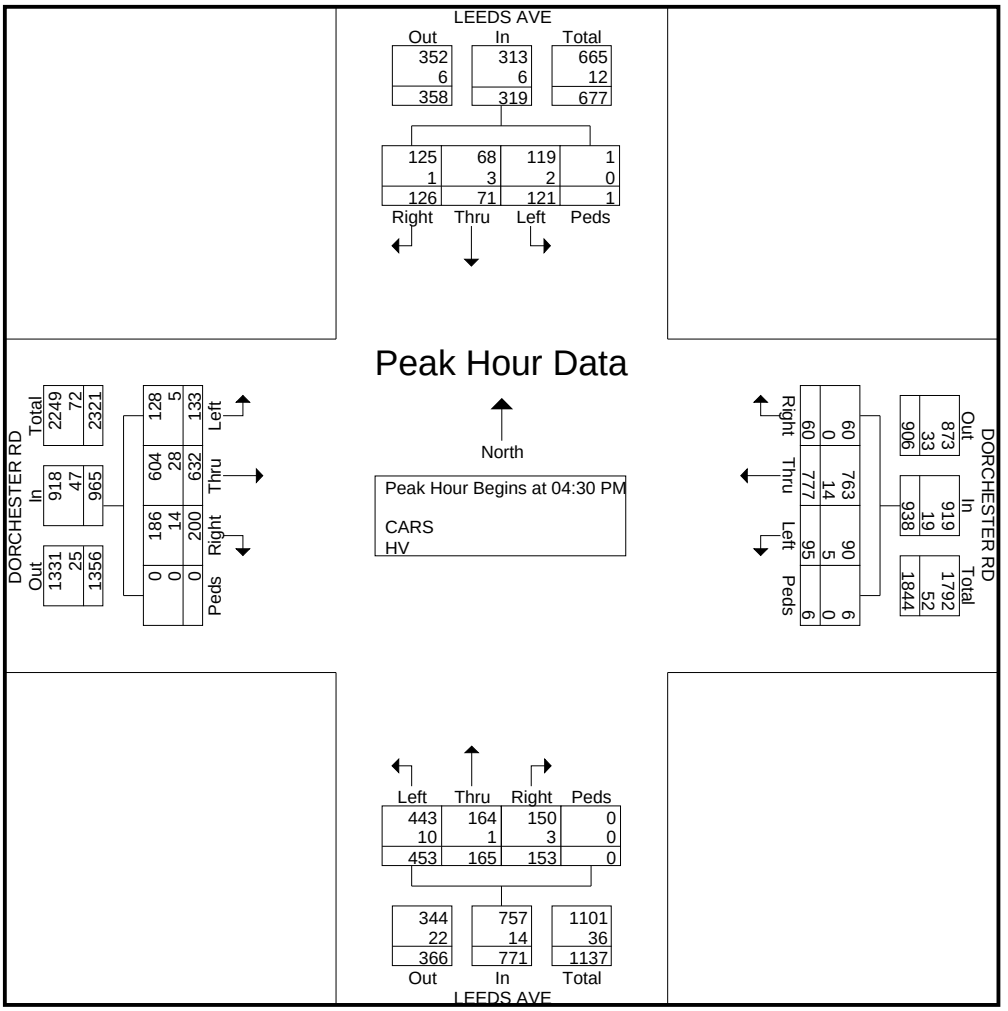


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #11 LEEDS&DORCHESTERPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | LEEDS AVE Southbound | | | | | DORCHESTER RD Westbound | | | | | LEEDS AVE Northbound | | | | | DORCHESTER RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 30 | 10 | 25 | 0 | 65 | 12 | 189 | **34** | 0 | 235 | 39 | 36 | 112 | 0 | 187 | 42 | 165 | 35 | 0 | 242 | 729 |
| 04:45 PM | 28 | **24** | 28 | 0 | 80 | 11 | 178 | 22 | **3** | 214 | 27 | 34 | 115 | 0 | 176 | **57** | 148 | **39** | 0 | 244 | 714 |
| 05:00 PM | 26 | 14 | 30 | 0 | 70 | **22** | **217** | 27 | 2 | **268** | **52** | **58** | 107 | 0 | **217** | 45 | **170** | 32 | 0 | **247** | **802** |
| 05:15 PM | **42** | 23 | **38** | **1** | **104** | 15 | 193 | 12 | 1 | 221 | 35 | 37 | **119** | 0 | 191 | 56 | 149 | 27 | 0 | 232 | 748 |
| Total Volume | 126 | 71 | 121 | 1 | 319 | 60 | 777 | 95 | 6 | 938 | 153 | 165 | 453 | 0 | 771 | 200 | 632 | 133 | 0 | 965 | 2993 |
| % App. Total | 39.5 | 22.3 | 37.9 | 0.3 | | 6.4 | 82.8 | 10.1 | 0.6 | | 19.8 | 21.4 | 58.8 | 0 | | 20.7 | 65.5 | 13.8 | 0 | | |
| PHF | .750 | .740 | .796 | .250 | .767 | .682 | .895 | .699 | .500 | .875 | .736 | .711 | .952 | .000 | .888 | .877 | .929 | .853 | .000 | .977 | .933 |
| CARS | 125 | 68 | 119 | 1 | 313 | 60 | 763 | 90 | 6 | 919 | 150 | 164 | 443 | 0 | 757 | 186 | 604 | 128 | 0 | 918 | 2907 |
| % CARS | 99.2 | 95.8 | 98.3 | 100 | 98.1 | 100 | 98.2 | 94.7 | 100 | 98.0 | 98.0 | 99.4 | 97.8 | 0 | 98.2 | 93.0 | 95.6 | 96.2 | 0 | 95.1 | 97.1 |
| HV | 1 | 3 | 2 | 0 | 6 | 0 | 14 | 5 | 0 | 19 | 3 | 1 | 10 | 0 | 14 | 14 | 28 | 5 | 0 | 47 | 86 |
| % HV | 0.8 | 4.2 | 1.7 | 0 | 1.9 | 0 | 1.8 | 5.3 | 0 | 2.0 | 2.0 | 0.6 | 2.2 | 0 | 1.8 | 7.0 | 4.4 | 3.8 | 0 | 4.9 | 2.9 |



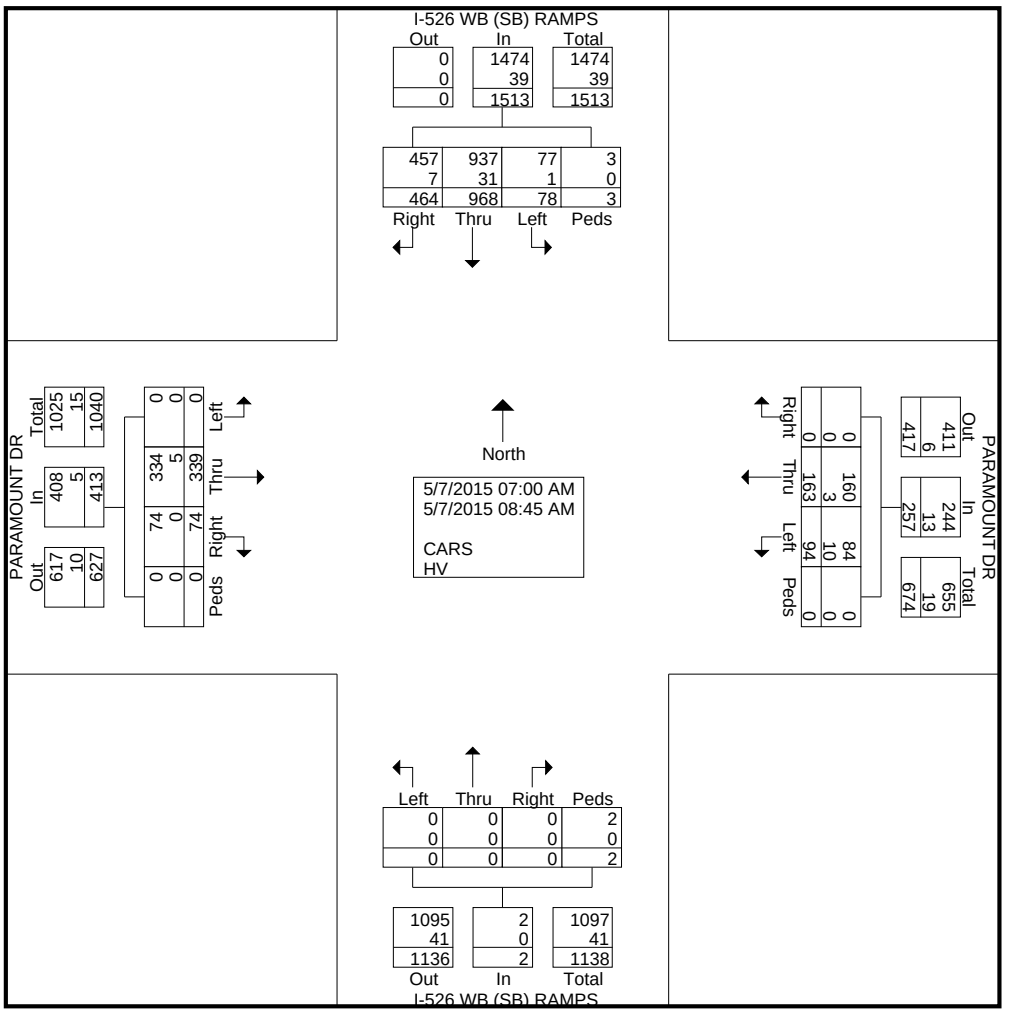
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #12 I526WBSB&PARAMOUNTAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | I-526 WB (SB) RAMPS Southbound | | | | | PARAMOUNT DR Westbound | | | | | I-526 WB (SB) RAMPS Northbound | | | | | PARAMOUNT DR Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 31 | 100 | 8 | 0 | 139 | 0 | 11 | 3 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 6 | 33 | 0 | 0 | 39 | 192 |
| 07:15 AM | 44 | 107 | 7 | 0 | 158 | 0 | 15 | 5 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 13 | 34 | 0 | 0 | 47 | 225 |
| 07:30 AM | 63 | 127 | 28 | 2 | 220 | 0 | 22 | 15 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 10 | 48 | 0 | 0 | 58 | 315 |
| 07:45 AM | 79 | 144 | 10 | 1 | 234 | 0 | 33 | 10 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 7 | 46 | 0 | 0 | 53 | 330 |
| Total | 217 | 478 | 53 | 3 | 751 | 0 | 81 | 33 | 0 | 114 | 0 | 0 | 0 | 0 | 0 | 36 | 161 | 0 | 0 | 197 | 1062 |
| 08:00 AM | 80 | 117 | 11 | 0 | 208 | 0 | 28 | 18 | 0 | 46 | 0 | 0 | 0 | 1 | 1 | 8 | 56 | 0 | 0 | 64 | 319 |
| 08:15 AM | 58 | 122 | 1 | 0 | 181 | 0 | 27 | 16 | 0 | 43 | 0 | 0 | 0 | 1 | 1 | 10 | 40 | 0 | 0 | 50 | 275 |
| 08:30 AM | 50 | 132 | 6 | 0 | 188 | 0 | 15 | 16 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 12 | 43 | 0 | 0 | 55 | 274 |
| 08:45 AM | 59 | 119 | 7 | 0 | 185 | 0 | 12 | 11 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 8 | 39 | 0 | 0 | 47 | 255 |
| Total | 247 | 490 | 25 | 0 | 762 | 0 | 82 | 61 | 0 | 143 | 0 | 0 | 0 | 2 | 2 | 38 | 178 | 0 | 0 | 216 | 1123 |
| Grand Total | 464 | 968 | 78 | 3 | 1513 | 0 | 163 | 94 | 0 | 257 | 0 | 0 | 0 | 2 | 2 | 74 | 339 | 0 | 0 | 413 | 2185 |
| Apprch % | 30.7 | 64 | 5.2 | 0.2 | | 0 | 63.4 | 36.6 | 0 | | 0 | 0 | 0 | 100 | | 17.9 | 82.1 | 0 | 0 | | |
| Total % | 21.2 | 44.3 | 3.6 | 0.1 | 69.2 | 0 | 7.5 | 4.3 | 0 | 11.8 | 0 | 0 | 0 | 0.1 | 0.1 | 3.4 | 15.5 | 0 | 0 | 18.9 | |
| CARS | 457 | 937 | 77 | 3 | 1474 | 0 | 160 | 84 | 0 | 244 | 0 | 0 | 0 | 2 | 2 | 74 | 334 | 0 | 0 | 408 | 2128 |
| % CARS | 98.5 | 96.8 | 98.7 | 100 | 97.4 | 0 | 98.2 | 89.4 | 0 | 94.9 | 0 | 0 | 0 | 100 | 100 | 100 | 98.5 | 0 | 0 | 98.8 | 97.4 |
| HV | 7 | 31 | 1 | 0 | 39 | 0 | 3 | 10 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 57 |
| % HV | 1.5 | 3.2 | 1.3 | 0 | 2.6 | 0 | 1.8 | 10.6 | 0 | 5.1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.5 | 0 | 0 | 1.2 | 2.6 |

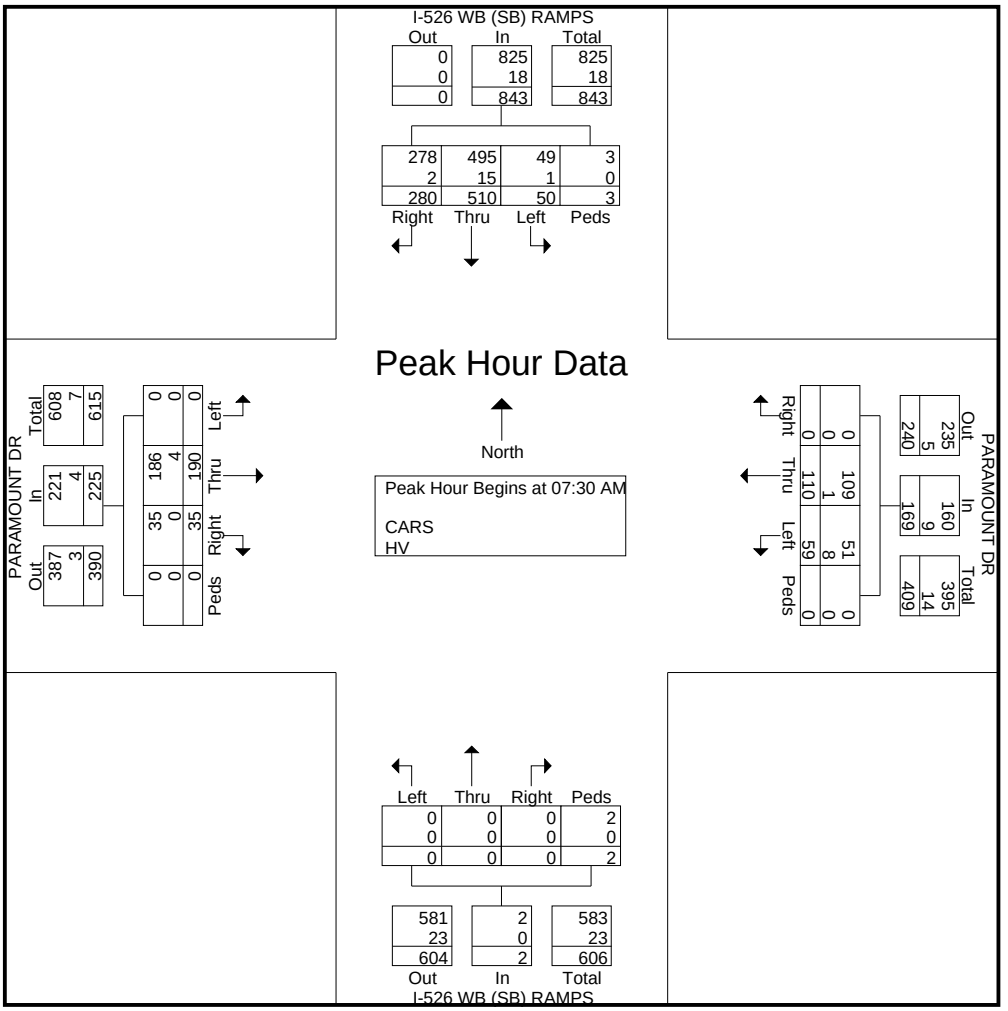


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #12 I526WBSB&PARAMOUNTAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | I-526 WB (SB) RAMPS Southbound | | | | | PARAMOUNT DR Westbound | | | | | I-526 WB (SB) RAMPS Northbound | | | | | PARAMOUNT DR Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 63 | 127 | **28** | **2** | 220 | 0 | 22 | 15 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | **10** | 48 | 0 | 0 | 58 | 315 |
| 07:45 AM | 79 | **144** | 10 | 1 | **234** | 0 | **33** | 10 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 7 | 46 | 0 | 0 | 53 | **330** |
| 08:00 AM | **80** | 117 | 11 | 0 | 208 | 0 | 28 | **18** | 0 | **46** | 0 | 0 | 0 | **1** | **1** | 8 | **56** | 0 | 0 | **64** | 319 |
| 08:15 AM | 58 | 122 | 1 | 0 | 181 | 0 | 27 | 16 | 0 | 43 | 0 | 0 | 0 | 1 | 1 | 10 | 40 | 0 | 0 | 50 | 275 |
| Total Volume | 280 | 510 | 50 | 3 | 843 | 0 | 110 | 59 | 0 | 169 | 0 | 0 | 0 | 2 | 2 | 35 | 190 | 0 | 0 | 225 | 1239 |
| % App. Total | 33.2 | 60.5 | 5.9 | 0.4 | | 0 | 65.1 | 34.9 | 0 | | 0 | 0 | 0 | 100 | | 15.6 | 84.4 | 0 | 0 | | |
| PHF | .875 | .885 | .446 | .375 | .901 | .000 | .833 | .819 | .000 | .918 | .000 | .000 | .000 | .500 | .500 | .875 | .848 | .000 | .000 | .879 | .939 |
| CARS | 278 | 495 | 49 | 3 | 825 | 0 | 109 | 51 | 0 | 160 | 0 | 0 | 0 | 2 | 2 | 35 | 186 | 0 | 0 | 221 | 1208 |
| % CARS | 99.3 | 97.1 | 98.0 | 100 | 97.9 | 0 | 99.1 | 86.4 | 0 | 94.7 | 0 | 0 | 0 | 100 | 100 | 100 | 97.9 | 0 | 0 | 98.2 | 97.5 |
| HV | 2 | 15 | 1 | 0 | 18 | 0 | 1 | 8 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 31 |
| % HV | 0.7 | 2.9 | 2.0 | 0 | 2.1 | 0 | 0.9 | 13.6 | 0 | 5.3 | 0 | 0 | 0 | 0 | 0 | 0 | 2.1 | 0 | 0 | 1.8 | 2.5 |



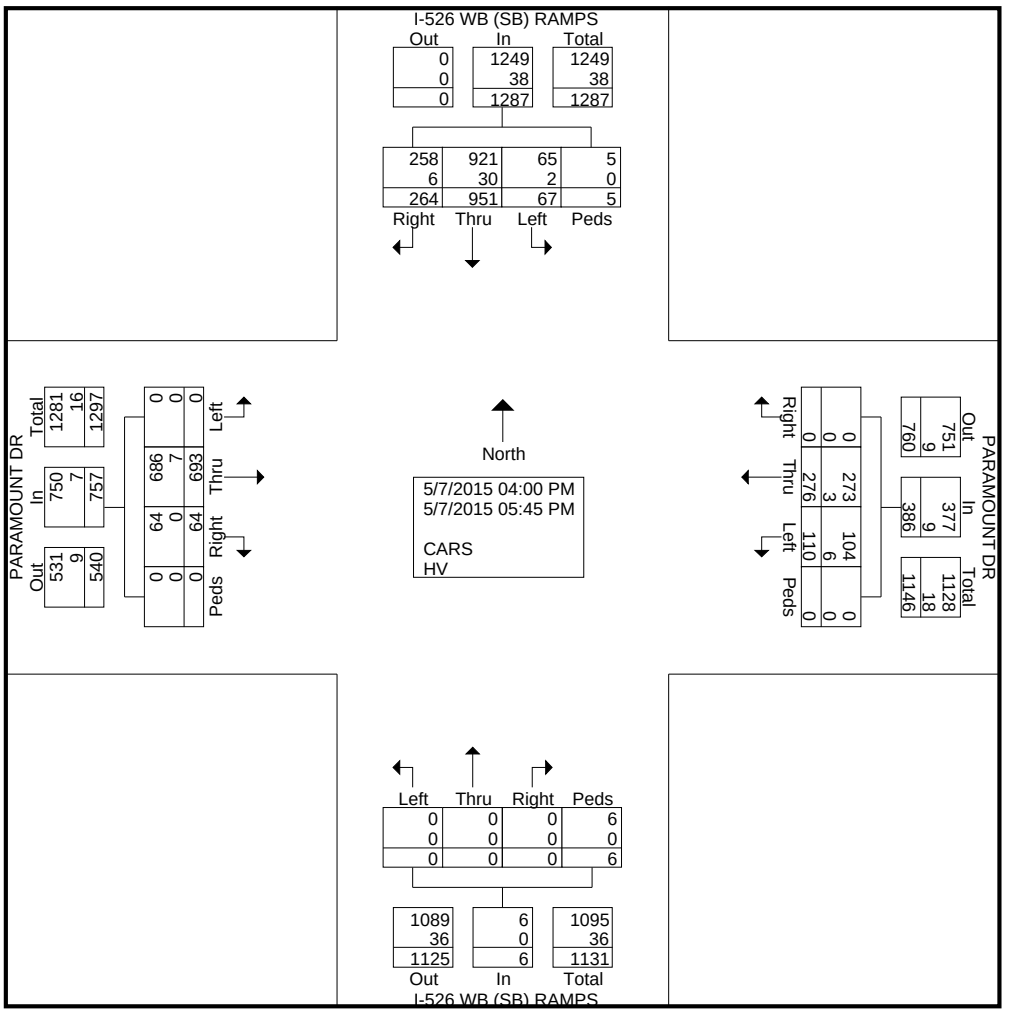
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #12 I526WBSB&PARAMOUNTPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | I-526 WB (SB) RAMPS Southbound | | | | | PARAMOUNT DR Westbound | | | | | I-526 WB (SB) RAMPS Northbound | | | | | PARAMOUNT DR Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 30 | 118 | 5 | 0 | 153 | 0 | 34 | 14 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 6 | 70 | 0 | 0 | 76 | 277 |
| 04:15 PM | 37 | 107 | 7 | 1 | 152 | 0 | 45 | 11 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 5 | 53 | 0 | 0 | 58 | 266 |
| 04:30 PM | 26 | 128 | 5 | 0 | 159 | 0 | 25 | 14 | 0 | 39 | 0 | 0 | 0 | 5 | 5 | 11 | 109 | 0 | 0 | 120 | 323 |
| 04:45 PM | 41 | 129 | 4 | 0 | 174 | 0 | 33 | 19 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 7 | 77 | 0 | 0 | 84 | 310 |
| Total | 134 | 482 | 21 | 1 | 638 | 0 | 137 | 58 | 0 | 195 | 0 | 0 | 0 | 5 | 5 | 29 | 309 | 0 | 0 | 338 | 1176 |
| 05:00 PM | 24 | 128 | 14 | 2 | 168 | 0 | 35 | 22 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 11 | 154 | 0 | 0 | 165 | 390 |
| 05:15 PM | 48 | 151 | 16 | 0 | 215 | 0 | 41 | 11 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 8 | 86 | 0 | 0 | 94 | 361 |
| 05:30 PM | 28 | 112 | 9 | 2 | 151 | 0 | 38 | 9 | 0 | 47 | 0 | 0 | 0 | 1 | 1 | 7 | 85 | 0 | 0 | 92 | 291 |
| 05:45 PM | 30 | 78 | 7 | 0 | 115 | 0 | 25 | 10 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 9 | 59 | 0 | 0 | 68 | 218 |
| Total | 130 | 469 | 46 | 4 | 649 | 0 | 139 | 52 | 0 | 191 | 0 | 0 | 0 | 1 | 1 | 35 | 384 | 0 | 0 | 419 | 1260 |
| Grand Total | 264 | 951 | 67 | 5 | 1287 | 0 | 276 | 110 | 0 | 386 | 0 | 0 | 0 | 6 | 6 | 64 | 693 | 0 | 0 | 757 | 2436 |
| Apprch % | 20.5 | 73.9 | 5.2 | 0.4 | | 0 | 71.5 | 28.5 | 0 | | 0 | 0 | 0 | 100 | | 8.5 | 91.5 | 0 | 0 | | |
| Total % | 10.8 | 39 | 2.8 | 0.2 | 52.8 | 0 | 11.3 | 4.5 | 0 | 15.8 | 0 | 0 | 0 | 0.2 | 0.2 | 2.6 | 28.4 | 0 | 0 | 31.1 | |
| CARS | 258 | 921 | 65 | 5 | 1249 | 0 | 273 | 104 | 0 | 377 | 0 | 0 | 0 | 6 | 6 | 64 | 686 | 0 | 0 | 750 | 2382 |
| % CARS | 97.7 | 96.8 | 97 | 100 | 97 | 0 | 98.9 | 94.5 | 0 | 97.7 | 0 | 0 | 0 | 100 | 100 | 100 | 99 | 0 | 0 | 99.1 | 97.8 |
| HV | 6 | 30 | 2 | 0 | 38 | 0 | 3 | 6 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 54 |
| % HV | 2.3 | 3.2 | 3 | 0 | 3 | 0 | 1.1 | 5.5 | 0 | 2.3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0.9 | 2.2 |

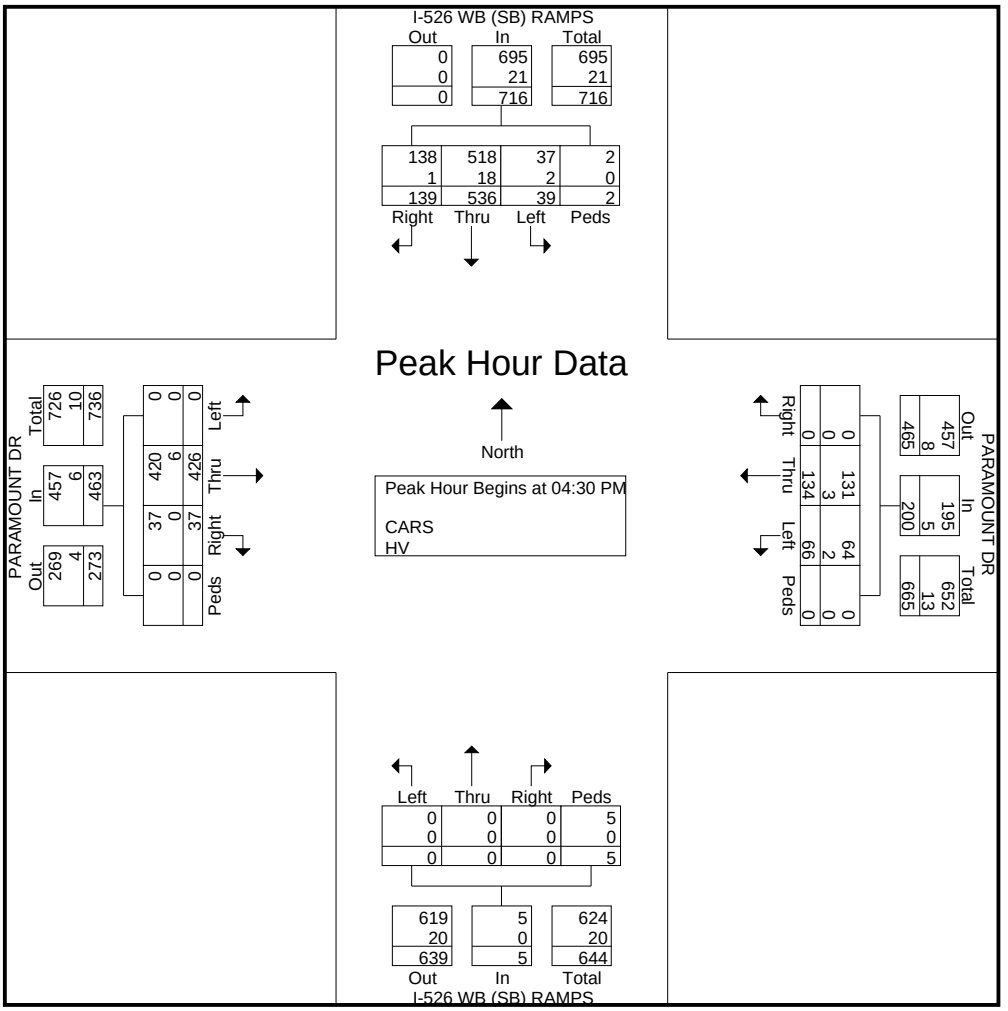


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #12 I526WBSB&PARAMOUNTPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | I-526 WB (SB) RAMPS Southbound | | | | | PARAMOUNT DR Westbound | | | | | I-526 WB (SB) RAMPS Northbound | | | | | PARAMOUNT DR Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 26 | 128 | 5 | 0 | 159 | 0 | 25 | 14 | 0 | 39 | 0 | 0 | 0 | **5** | **5** | **11** | 109 | 0 | 0 | 120 | 323 |
| 04:45 PM | 41 | 129 | 4 | 0 | 174 | 0 | 33 | 19 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 7 | 77 | 0 | 0 | 84 | 310 |
| 05:00 PM | 24 | 128 | 14 | **2** | 168 | 0 | 35 | **22** | 0 | **57** | 0 | 0 | 0 | 0 | 0 | 11 | **154** | 0 | 0 | **165** | **390** |
| 05:15 PM | **48** | **151** | **16** | 0 | **215** | 0 | **41** | 11 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 8 | 86 | 0 | 0 | 94 | 361 |
| Total Volume | 139 | 536 | 39 | 2 | 716 | 0 | 134 | 66 | 0 | 200 | 0 | 0 | 0 | 5 | 5 | 37 | 426 | 0 | 0 | 463 | 1384 |
| % App. Total | 19.4 | 74.9 | 5.4 | 0.3 | | 0 | 67 | 33 | 0 | | 0 | 0 | 0 | 100 | | 8 | 92 | 0 | 0 | | |
| PHF | .724 | .887 | .609 | .250 | .833 | .000 | .817 | .750 | .000 | .877 | .000 | .000 | .000 | .250 | .250 | .841 | .692 | .000 | .000 | .702 | .887 |
| CARS | 138 | 518 | 37 | 2 | 695 | 0 | 131 | 64 | 0 | 195 | 0 | 0 | 0 | 5 | 5 | 37 | 420 | 0 | 0 | 457 | 1352 |
| % CARS | 99.3 | 96.6 | 94.9 | 100 | 97.1 | 0 | 97.8 | 97.0 | 0 | 97.5 | 0 | 0 | 0 | 100 | 100 | 100 | 98.6 | 0 | 0 | 98.7 | 97.7 |
| HV | 1 | 18 | 2 | 0 | 21 | 0 | 3 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 32 |
| % HV | 0.7 | 3.4 | 5.1 | 0 | 2.9 | 0 | 2.2 | 3.0 | 0 | 2.5 | 0 | 0 | 0 | 0 | 0 | 0 | 1.4 | 0 | 0 | 1.3 | 2.3 |



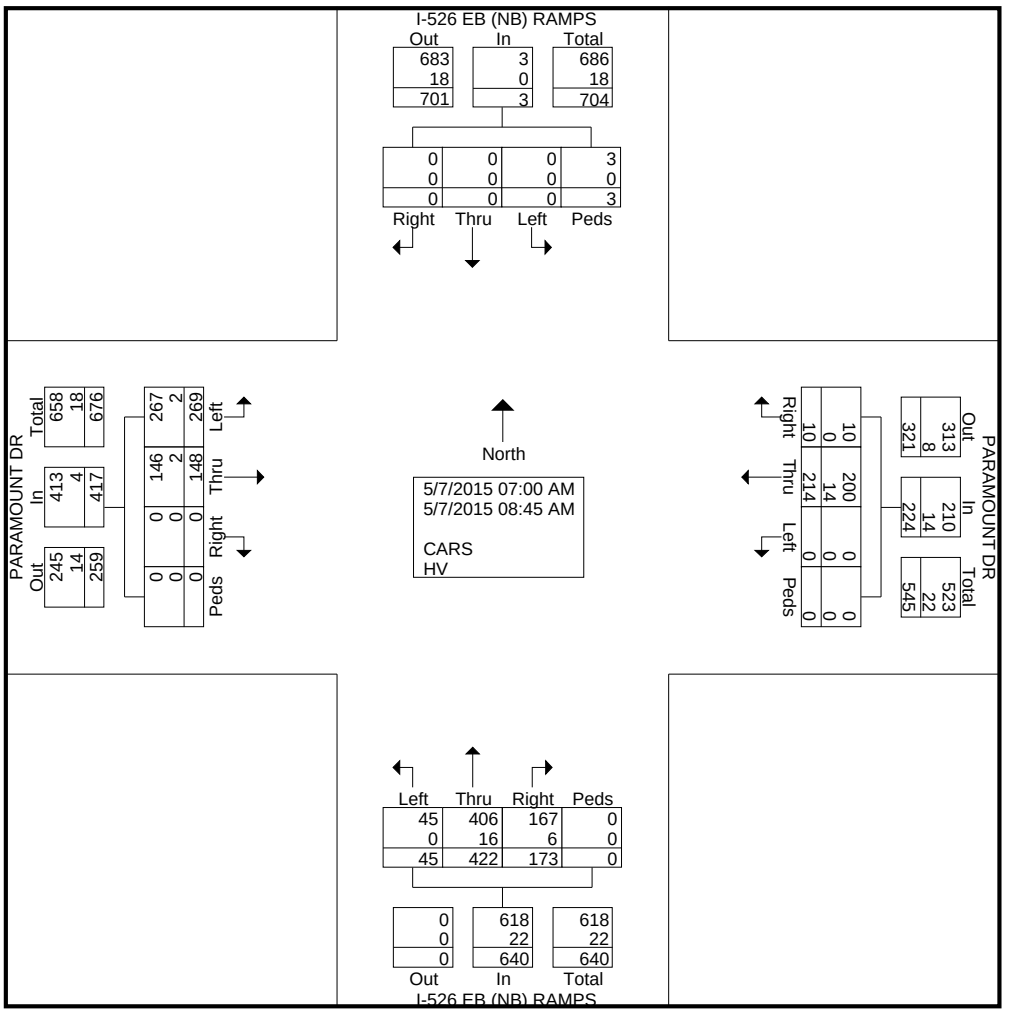
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #13 I526EBNB&PARAMOUNTAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | I-526 EB (NB) RAMPS Southbound | | | | | PARAMOUNT DR Westbound | | | | | I-526 EB (NB) RAMPS Northbound | | | | | PARAMOUNT DR Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 0 | 0 | 12 | 21 | 59 | 3 | 0 | 83 | 0 | 17 | 26 | 0 | 43 | 138 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 15 | 0 | 0 | 16 | 27 | 50 | 6 | 0 | 83 | 0 | 21 | 20 | 0 | 41 | 140 |
| 07:30 AM | 0 | 0 | 0 | 2 | 2 | 3 | 31 | 0 | 0 | 34 | 24 | 44 | 5 | 0 | 73 | 0 | 15 | 58 | 0 | 73 | 182 |
| 07:45 AM | 0 | 0 | 0 | 1 | 1 | 2 | 33 | 0 | 0 | 35 | 25 | 62 | 9 | 0 | 96 | 0 | 23 | 34 | 0 | 57 | 189 |
| Total | 0 | 0 | 0 | 3 | 3 | 7 | 90 | 0 | 0 | 97 | 97 | 215 | 23 | 0 | 335 | 0 | 76 | 138 | 0 | 214 | 649 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 0 | 39 | 17 | 57 | 6 | 0 | 80 | 0 | 21 | 43 | 0 | 64 | 183 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 3 | 36 | 0 | 0 | 39 | 15 | 51 | 4 | 0 | 70 | 0 | 17 | 25 | 0 | 42 | 151 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 27 | 29 | 48 | 8 | 0 | 85 | 0 | 18 | 31 | 0 | 49 | 161 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 22 | 15 | 51 | 4 | 0 | 70 | 0 | 16 | 32 | 0 | 48 | 140 |
| Total | 0 | 0 | 0 | 0 | 0 | 3 | 124 | 0 | 0 | 127 | 76 | 207 | 22 | 0 | 305 | 0 | 72 | 131 | 0 | 203 | 635 |
| Grand Total | 0 | 0 | 0 | 3 | 3 | 10 | 214 | 0 | 0 | 224 | 173 | 422 | 45 | 0 | 640 | 0 | 148 | 269 | 0 | 417 | 1284 |
| Apprch % | 0 | 0 | 0 | 100 | | 4.5 | 95.5 | 0 | 0 | | 27 | 65.9 | 7 | 0 | | 0 | 35.5 | 64.5 | 0 | | |
| Total % | 0 | 0 | 0 | 0.2 | 0.2 | 0.8 | 16.7 | 0 | 0 | 17.4 | 13.5 | 32.9 | 3.5 | 0 | 49.8 | 0 | 11.5 | 21 | 0 | 32.5 | |
| CARS | 0 | 0 | 0 | 3 | 3 | 10 | 200 | 0 | 0 | 210 | 167 | 406 | 45 | 0 | 618 | 0 | 146 | 267 | 0 | 413 | 1244 |
| % CARS | 0 | 0 | 0 | 100 | 100 | 100 | 93.5 | 0 | 0 | 93.8 | 96.5 | 96.2 | 100 | 0 | 96.6 | 0 | 98.6 | 99.3 | 0 | 99 | 96.9 |
| HV | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 6 | 16 | 0 | 0 | 22 | 0 | 2 | 2 | 0 | 4 | 40 |
| % HV | 0 | 0 | 0 | 0 | 0 | 0 | 6.5 | 0 | 0 | 6.2 | 3.5 | 3.8 | 0 | 0 | 3.4 | 0 | 1.4 | 0.7 | 0 | 1 | 3.1 |

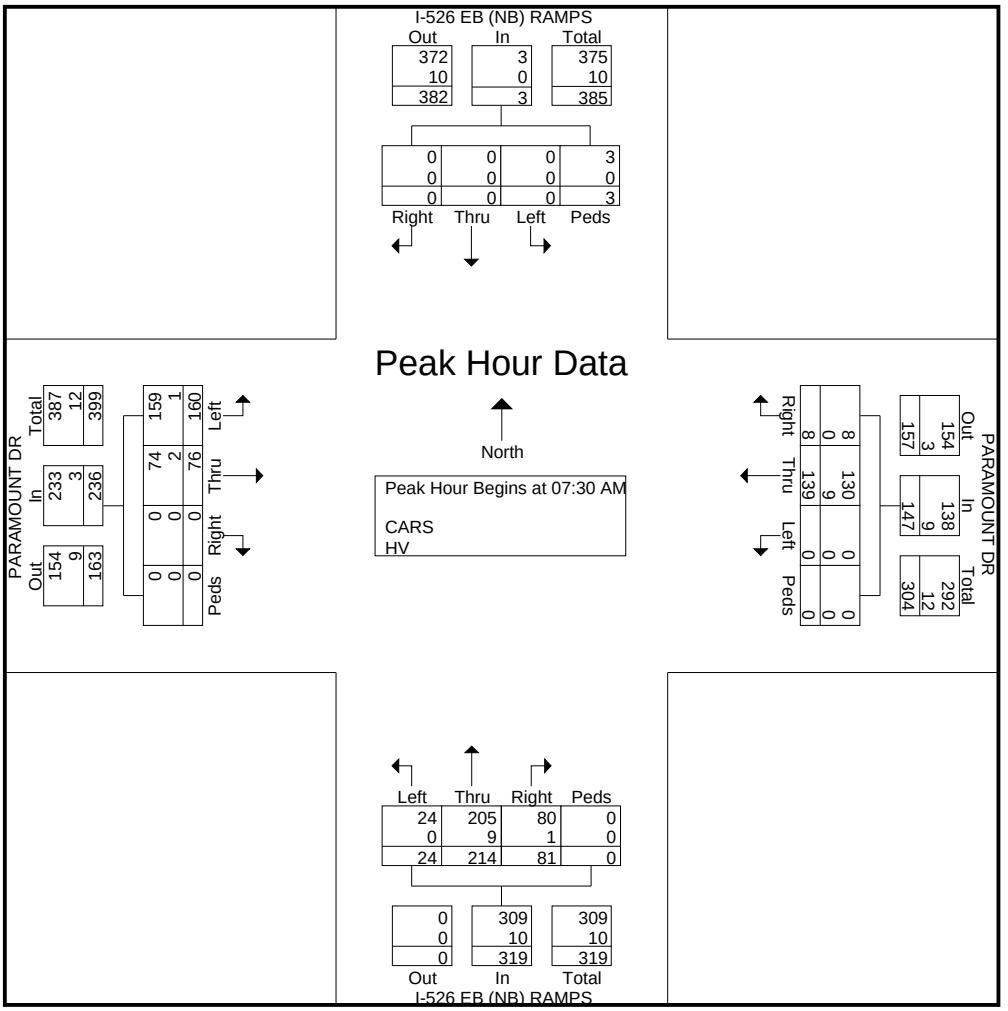


# All Traffic Data Services, Inc.

1336 Farmer Rd
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Site Code : 9513 - CHARLESTON 1
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| | I-526 EB (NB) RAMPS Southbound | | | | | PARAMOUNT DR Westbound | | | | | I-526 EB (NB) RAMPS Northbound | | | | | PARAMOUNT DR Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | **2** | **2** | **3** | 31 | 0 | 0 | 34 | 24 | 44 | 5 | 0 | 73 | 0 | 15 | **58** | 0 | **73** | 182 |
| 07:45 AM | 0 | 0 | 0 | 1 | 1 | 2 | 33 | 0 | 0 | 35 | **25** | **62** | **9** | 0 | **96** | 0 | **23** | 34 | 0 | 57 | **189** |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | **39** | 0 | 0 | **39** | 17 | 57 | 6 | 0 | 80 | 0 | 21 | 43 | 0 | 64 | 183 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 3 | 36 | 0 | 0 | 39 | 15 | 51 | 4 | 0 | 70 | 0 | 17 | 25 | 0 | 42 | 151 |
| Total Volume | 0 | 0 | 0 | 3 | 3 | 8 | 139 | 0 | 0 | 147 | 81 | 214 | 24 | 0 | 319 | 0 | 76 | 160 | 0 | 236 | 705 |
| % App. Total | 0 | 0 | 0 | 100 | | 5.4 | 94.6 | 0 | 0 | | 25.4 | 67.1 | 7.5 | 0 | | 0 | 32.2 | 67.8 | 0 | | |
| PHF | .000 | .000 | .000 | .375 | .375 | .667 | .891 | .000 | .000 | .942 | .810 | .863 | .667 | .000 | .831 | .000 | .826 | .690 | .000 | .808 | .933 |
| CARS | 0 | 0 | 0 | 3 | 3 | 8 | 130 | 0 | 0 | 138 | 80 | 205 | 24 | 0 | 309 | 0 | 74 | 159 | 0 | 233 | 683 |
| % CARS | 0 | 0 | 0 | 100 | 100 | 100 | 93.5 | 0 | 0 | 93.9 | 98.8 | 95.8 | 100 | 0 | 96.9 | 0 | 97.4 | 99.4 | 0 | 98.7 | 96.9 |
| HV | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 1 | 9 | 0 | 0 | 10 | 0 | 2 | 1 | 0 | 3 | 22 |
| % HV | 0 | 0 | 0 | 0 | 0 | 0 | 6.5 | 0 | 0 | 6.1 | 1.2 | 4.2 | 0 | 0 | 3.1 | 0 | 2.6 | 0.6 | 0 | 1.3 | 3.1 |



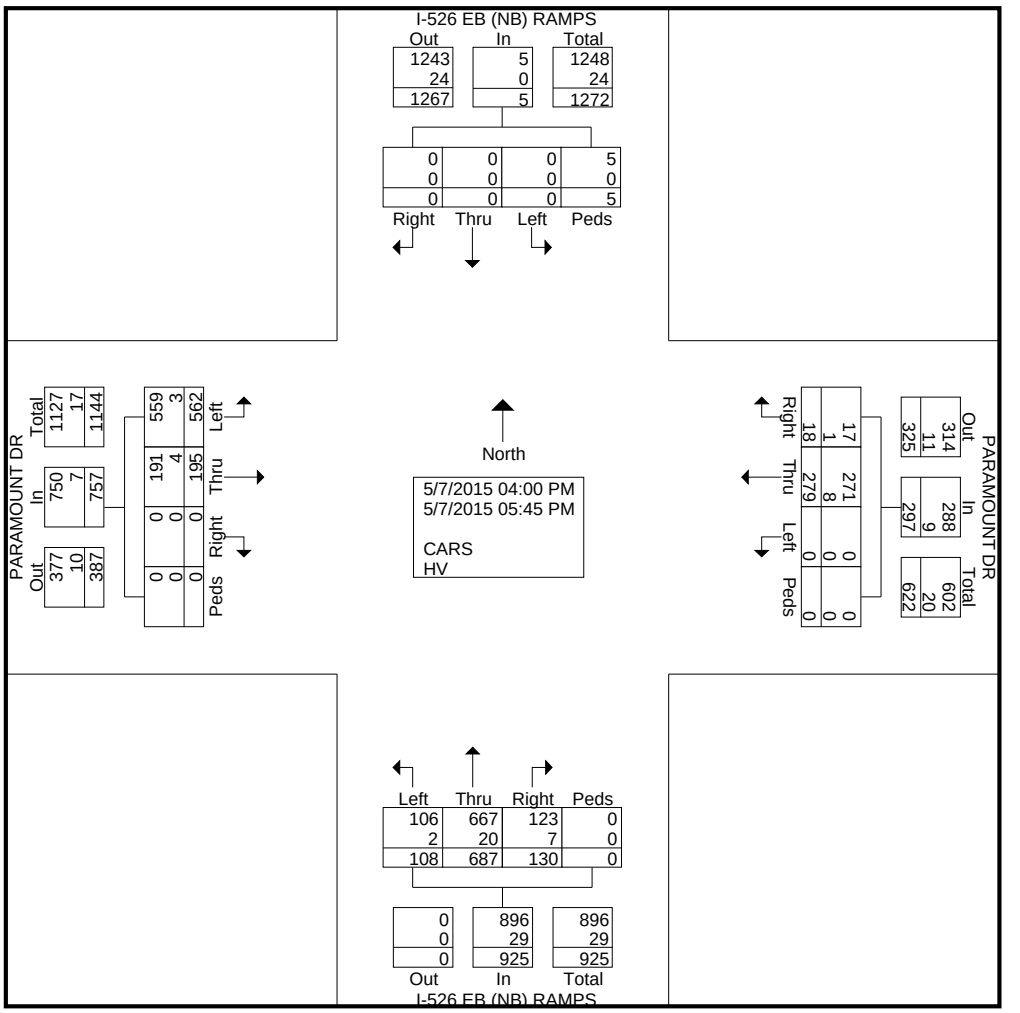
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #13 I526EBNB&PARAMOUNTPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | I-526 EB (NB) RAMPS Southbound | | | | | PARAMOUNT DR Westbound | | | | | I-526 EB (NB) RAMPS Northbound | | | | | PARAMOUNT DR Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 30 | 0 | 0 | 31 | 21 | 84 | 15 | 0 | 120 | 0 | 19 | 58 | 0 | 77 | 228 |
| 04:15 PM | 0 | 0 | 0 | 1 | 1 | 4 | 44 | 0 | 0 | 48 | 15 | 81 | 19 | 0 | 115 | 0 | 20 | 41 | 0 | 61 | 225 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 3 | 33 | 0 | 0 | 36 | 16 | 78 | 6 | 0 | 100 | 0 | 24 | 92 | 0 | 116 | 252 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 36 | 0 | 0 | 38 | 18 | 85 | 12 | 0 | 115 | 0 | 22 | 59 | 0 | 81 | 234 |
| Total | 0 | 0 | 0 | 1 | 1 | 10 | 143 | 0 | 0 | 153 | 70 | 328 | 52 | 0 | 450 | 0 | 85 | 250 | 0 | 335 | 939 |
| 05:00 PM | 0 | 0 | 0 | 2 | 2 | 2 | 48 | 0 | 0 | 50 | 17 | 110 | 13 | 0 | 140 | 0 | 39 | 119 | 0 | 158 | 350 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 4 | 32 | 0 | 0 | 36 | 19 | 126 | 17 | 0 | 162 | 0 | 35 | 69 | 0 | 104 | 302 |
| 05:30 PM | 0 | 0 | 0 | 2 | 2 | 2 | 34 | 0 | 0 | 36 | 9 | 57 | 15 | 0 | 81 | 0 | 18 | 79 | 0 | 97 | 216 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 22 | 15 | 66 | 11 | 0 | 92 | 0 | 18 | 45 | 0 | 63 | 177 |
| Total | 0 | 0 | 0 | 4 | 4 | 8 | 136 | 0 | 0 | 144 | 60 | 359 | 56 | 0 | 475 | 0 | 110 | 312 | 0 | 422 | 1045 |
| Grand Total | 0 | 0 | 0 | 5 | 5 | 18 | 279 | 0 | 0 | 297 | 130 | 687 | 108 | 0 | 925 | 0 | 195 | 562 | 0 | 757 | 1984 |
| Apprch % | 0 | 0 | 0 | 100 | | 6.1 | 93.9 | 0 | 0 | | 14.1 | 74.3 | 11.7 | 0 | | 0 | 25.8 | 74.2 | 0 | | |
| Total % | 0 | 0 | 0 | 0.3 | 0.3 | 0.9 | 14.1 | 0 | 0 | 15 | 6.6 | 34.6 | 5.4 | 0 | 46.6 | 0 | 9.8 | 28.3 | 0 | 38.2 | |
| CARS | 0 | 0 | 0 | 5 | 5 | 17 | 271 | 0 | 0 | 288 | 123 | 667 | 106 | 0 | 896 | 0 | 191 | 559 | 0 | 750 | 1939 |
| % CARS | 0 | 0 | 0 | 100 | 100 | 94.4 | 97.1 | 0 | 0 | 97 | 94.6 | 97.1 | 98.1 | 0 | 96.9 | 0 | 97.9 | 99.5 | 0 | 99.1 | 97.7 |
| HV | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 9 | 7 | 20 | 2 | 0 | 29 | 0 | 4 | 3 | 0 | 7 | 45 |
| % HV | 0 | 0 | 0 | 0 | 0 | 5.6 | 2.9 | 0 | 0 | 3 | 5.4 | 2.9 | 1.9 | 0 | 3.1 | 0 | 2.1 | 0.5 | 0 | 0.9 | 2.3 |

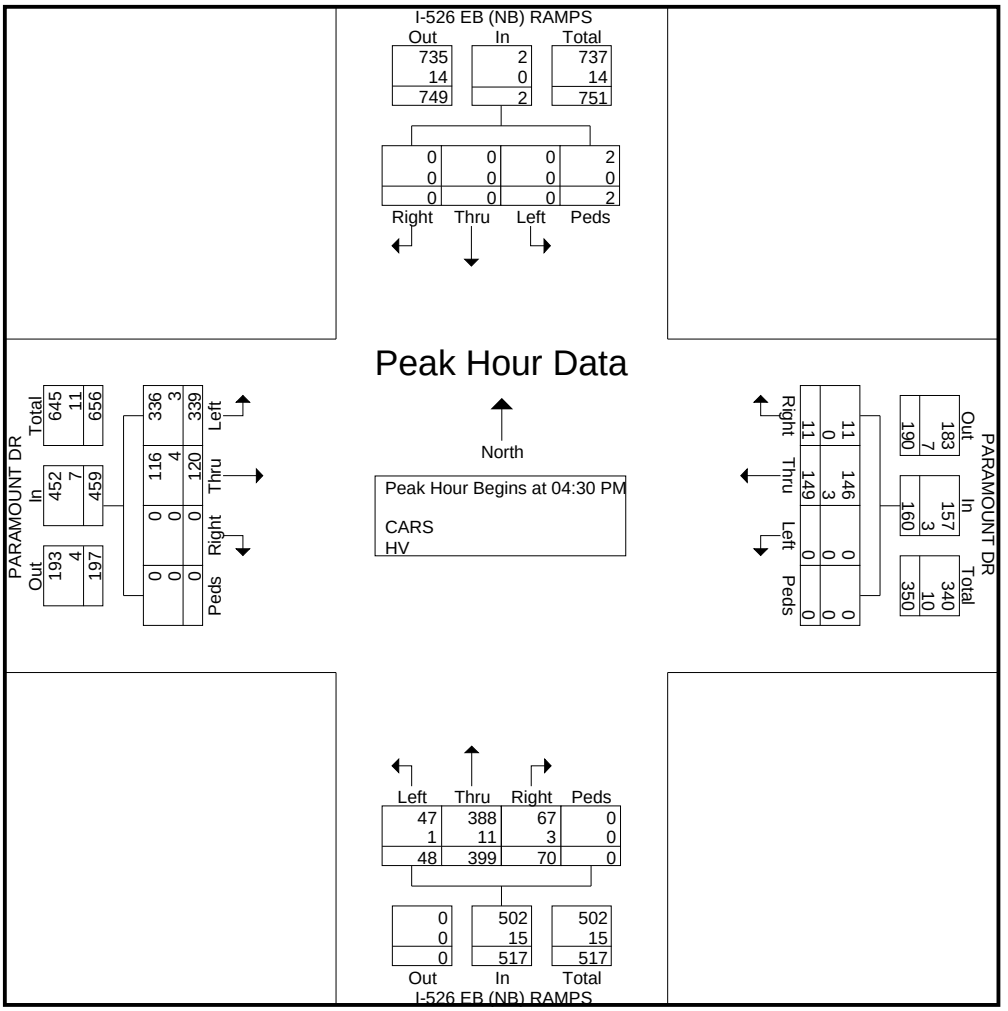


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #13 I526EBNB&PARAMOUNTPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | I-526 EB (NB) RAMPS Southbound | | | | | PARAMOUNT DR Westbound | | | | | I-526 EB (NB) RAMPS Northbound | | | | | PARAMOUNT DR Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 3 | 33 | 0 | 0 | 36 | 16 | 78 | 6 | 0 | 100 | 0 | 24 | 92 | 0 | 116 | 252 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 36 | 0 | 0 | 38 | 18 | 85 | 12 | 0 | 115 | 0 | 22 | 59 | 0 | 81 | 234 |
| 05:00 PM | 0 | 0 | 0 | **2** | **2** | 2 | **48** | 0 | 0 | **50** | 17 | 110 | 13 | 0 | 140 | 0 | **39** | **119** | 0 | **158** | **350** |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | **4** | 32 | 0 | 0 | 36 | **19** | **126** | **17** | 0 | **162** | 0 | 35 | 69 | 0 | 104 | 302 |
| Total Volume | 0 | 0 | 0 | 2 | 2 | 11 | 149 | 0 | 0 | 160 | 70 | 399 | 48 | 0 | 517 | 0 | 120 | 339 | 0 | 459 | 1138 |
| % App. Total | 0 | 0 | 0 | 100 | | 6.9 | 93.1 | 0 | 0 | | 13.5 | 77.2 | 9.3 | 0 | | 0 | 26.1 | 73.9 | 0 | | |
| PHF | .000 | .000 | .000 | .250 | .250 | .688 | .776 | .000 | .000 | .800 | .921 | .792 | .706 | .000 | .798 | .000 | .769 | .712 | .000 | .726 | .813 |
| CARS | 0 | 0 | 0 | 2 | 2 | 11 | 146 | 0 | 0 | 157 | 67 | 388 | 47 | 0 | 502 | 0 | 116 | 336 | 0 | 452 | 1113 |
| % CARS | 0 | 0 | 0 | 100 | 100 | 100 | 98.0 | 0 | 0 | 98.1 | 95.7 | 97.2 | 97.9 | 0 | 97.1 | 0 | 96.7 | 99.1 | 0 | 98.5 | 97.8 |
| HV | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 3 | 11 | 1 | 0 | 15 | 0 | 4 | 3 | 0 | 7 | 25 |
| % HV | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 0 | 0 | 1.9 | 4.3 | 2.8 | 2.1 | 0 | 2.9 | 0 | 3.3 | 0.9 | 0 | 1.5 | 2.2 |



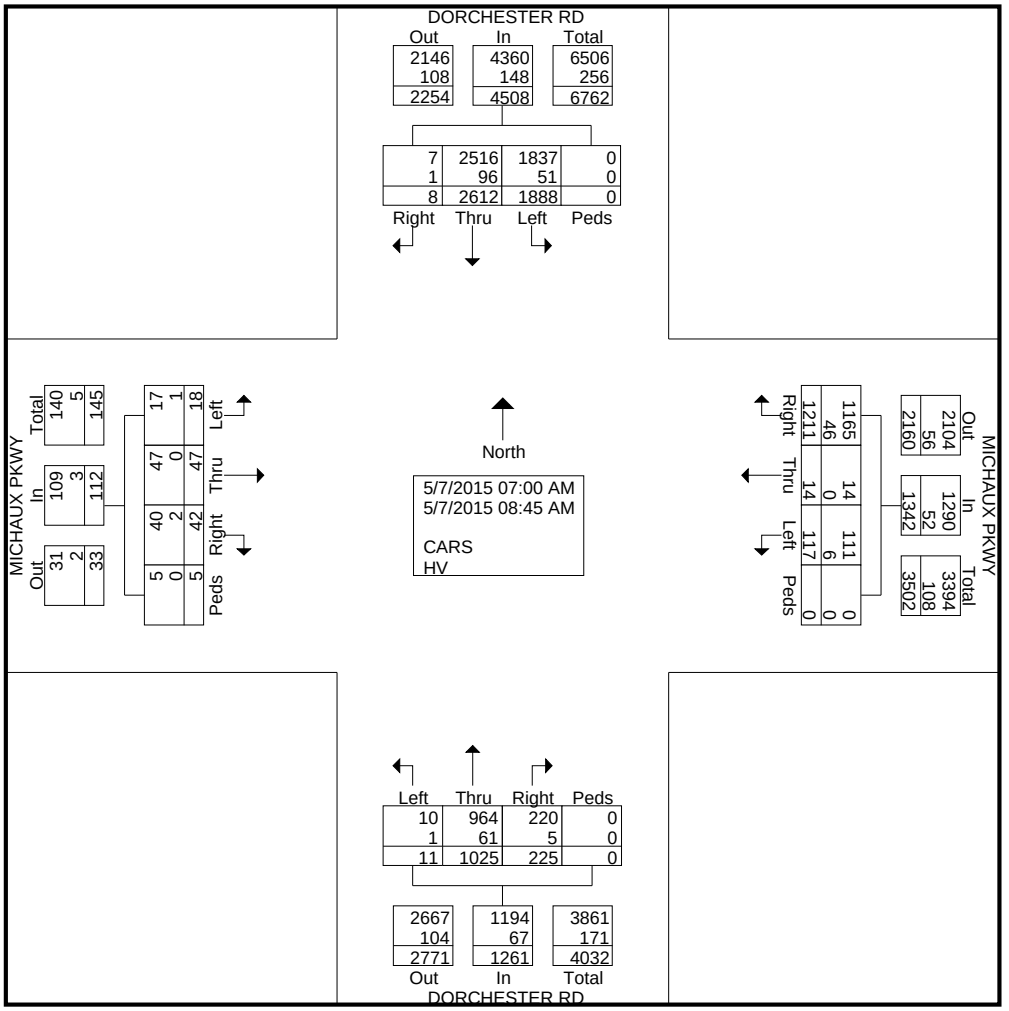
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #14 DORCHESTER&MICHAUXAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | DORCHESTER RD Southbound | | | | | MICHAUX PKWY Westbound | | | | | DORCHESTER RD Northbound | | | | | MICHAUX PKWY Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 1 | 282 | 249 | 0 | 532 | 194 | 0 | 13 | 0 | 207 | 27 | 106 | 2 | 0 | 135 | 5 | 8 | 3 | 0 | 16 | 890 |
| 07:15 AM | 1 | 347 | 277 | 0 | 625 | 173 | 3 | 10 | 0 | 186 | 32 | 135 | 0 | 0 | 167 | 13 | 6 | 2 | 0 | 21 | 999 |
| 07:30 AM | 1 | 298 | 259 | 0 | 558 | 170 | 1 | 9 | 0 | 180 | 48 | 141 | 5 | 0 | 194 | 10 | 10 | 4 | 0 | 24 | 956 |
| 07:45 AM | 1 | 392 | 263 | 0 | 656 | 176 | 2 | 23 | 0 | 201 | 30 | 146 | 1 | 0 | 177 | 1 | 5 | 4 | 2 | 12 | 1046 |
| Total | 4 | 1319 | 1048 | 0 | 2371 | 713 | 6 | 55 | 0 | 774 | 137 | 528 | 8 | 0 | 673 | 29 | 29 | 13 | 2 | 73 | 3891 |
| 08:00 AM | 0 | 341 | 215 | 0 | 556 | 122 | 1 | 10 | 0 | 133 | 25 | 138 | 1 | 0 | 164 | 4 | 4 | 2 | 0 | 10 | 863 |
| 08:15 AM | 2 | 338 | 231 | 0 | 571 | 129 | 2 | 13 | 0 | 144 | 20 | 100 | 0 | 0 | 120 | 3 | 6 | 2 | 3 | 14 | 849 |
| 08:30 AM | 0 | 337 | 221 | 0 | 558 | 117 | 3 | 18 | 0 | 138 | 16 | 116 | 1 | 0 | 133 | 3 | 4 | 0 | 0 | 7 | 836 |
| 08:45 AM | 2 | 277 | 173 | 0 | 452 | 130 | 2 | 21 | 0 | 153 | 27 | 143 | 1 | 0 | 171 | 3 | 4 | 1 | 0 | 8 | 784 |
| Total | 4 | 1293 | 840 | 0 | 2137 | 498 | 8 | 62 | 0 | 568 | 88 | 497 | 3 | 0 | 588 | 13 | 18 | 5 | 3 | 39 | 3332 |
| Grand Total | 8 | 2612 | 1888 | 0 | 4508 | 1211 | 14 | 117 | 0 | 1342 | 225 | 1025 | 11 | 0 | 1261 | 42 | 47 | 18 | 5 | 112 | 7223 |
| Apprch % | 0.2 | 57.9 | 41.9 | 0 | | 90.2 | 1 | 8.7 | 0 | | 17.8 | 81.3 | 0.9 | 0 | | 37.5 | 42 | 16.1 | 4.5 | | |
| Total % | 0.1 | 36.2 | 26.1 | 0 | 62.4 | 16.8 | 0.2 | 1.6 | 0 | 18.6 | 3.1 | 14.2 | 0.2 | 0 | 17.5 | 0.6 | 0.7 | 0.2 | 0.1 | 1.6 | |
| CARS | 7 | 2516 | 1837 | | | 1165 | | | | | | | | | | | | | | | |
| % CARS | 87.5 | 96.3 | 97.3 | 0 | 96.7 | 96.2 | 100 | 94.9 | 0 | 96.1 | 97.8 | 94 | 90.9 | 0 | 94.7 | 95.2 | 100 | 94.4 | 100 | 97.3 | 96.3 |
| HV | 1 | 96 | 51 | 0 | 148 | 46 | 0 | 6 | 0 | 52 | 5 | 61 | 1 | 0 | 67 | 2 | 0 | 1 | 0 | 3 | 270 |
| % HV | 12.5 | 3.7 | 2.7 | 0 | 3.3 | 3.8 | 0 | 5.1 | 0 | 3.9 | 2.2 | 6 | 9.1 | 0 | 5.3 | 4.8 | 0 | 5.6 | 0 | 2.7 | 3.7 |

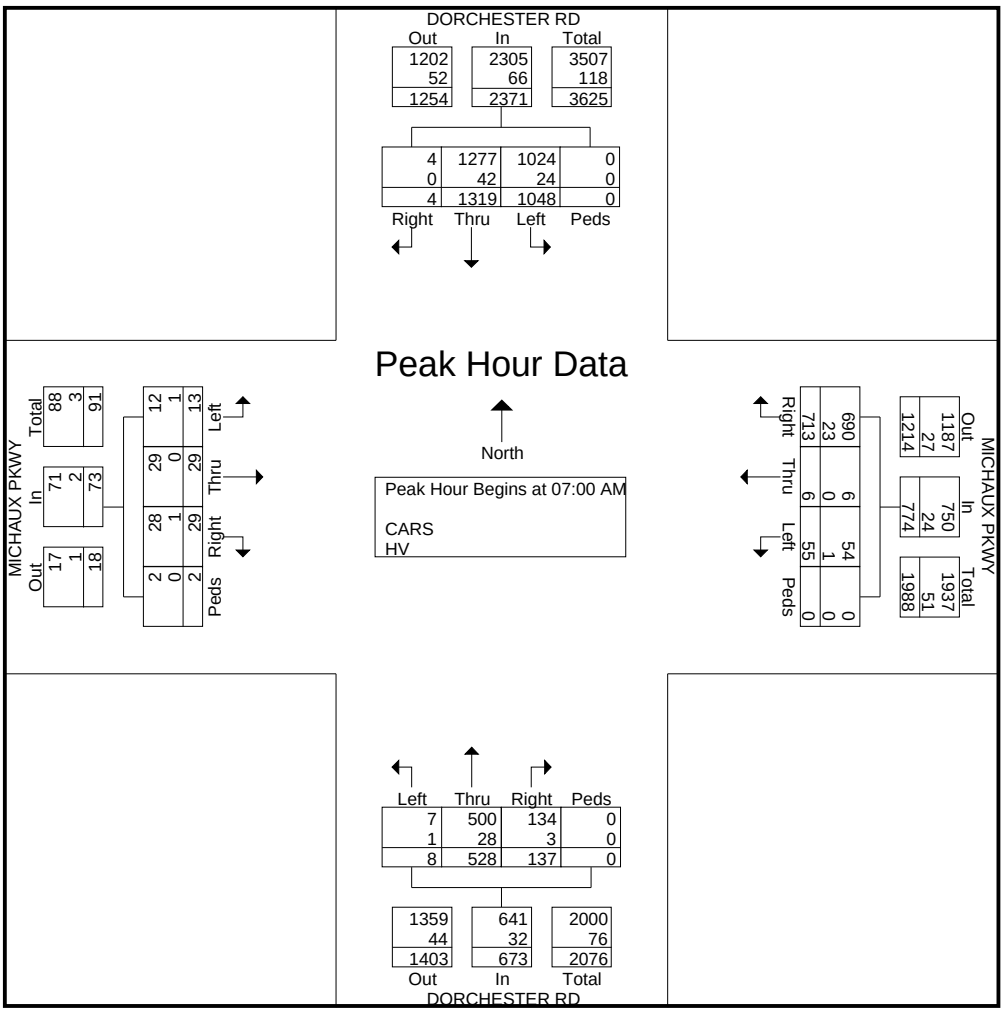


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #14 DORCHESTER&MICHAUXAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | DORCHESTER RD Southbound | | | | | MICHAUX PKWY Westbound | | | | | DORCHESTER RD Northbound | | | | | MICHAUX PKWY Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | **1** | 282 | 249 | 0 | 532 | **194** | 0 | 13 | 0 | **207** | 27 | 106 | 2 | 0 | 135 | 5 | 8 | 3 | 0 | 16 | 890 |
| 07:15 AM | 1 | 347 | **277** | 0 | 625 | 173 | **3** | 10 | 0 | 186 | 32 | 135 | 0 | 0 | 167 | **13** | 6 | 2 | 0 | 21 | 999 |
| 07:30 AM | 1 | 298 | 259 | 0 | 558 | 170 | 1 | 9 | 0 | 180 | **48** | 141 | **5** | 0 | **194** | 10 | **10** | **4** | 0 | **24** | 956 |
| 07:45 AM | 1 | **392** | 263 | 0 | **656** | 176 | 2 | **23** | 0 | 201 | 30 | **146** | 1 | 0 | 177 | 1 | 5 | 4 | **2** | 12 | **1046** |
| Total Volume | 4 | 1319 | 1048 | 0 | 2371 | 713 | 6 | 55 | 0 | 774 | 137 | 528 | 8 | 0 | 673 | 29 | 29 | 13 | 2 | 73 | 3891 |
| % App. Total | 0.2 | 55.6 | 44.2 | 0 | | 92.1 | 0.8 | 7.1 | 0 | | 20.4 | 78.5 | 1.2 | 0 | | 39.7 | 39.7 | 17.8 | 2.7 | | |
| PHF | 1.00 | .841 | .946 | .000 | .904 | .919 | .500 | .598 | .000 | .935 | .714 | .904 | .400 | .000 | .867 | .558 | .725 | .813 | .250 | .760 | .930 |
| CARS | 4 | 1277 | 1024 | | | | | | | | | | | | | | | | | | |
| % CARS | 100 | 96.8 | 97.7 | 0 | 97.2 | 96.8 | 100 | 98.2 | 0 | 96.9 | 97.8 | 94.7 | 87.5 | 0 | 95.2 | 96.6 | 100 | 92.3 | 100 | 97.3 | 96.8 |
| HV | 0 | 42 | 24 | 0 | 66 | 23 | 0 | 1 | 0 | 24 | 3 | 28 | 1 | 0 | 32 | 1 | 0 | 1 | 0 | 2 | 124 |
| % HV | 0 | 3.2 | 2.3 | 0 | 2.8 | 3.2 | 0 | 1.8 | 0 | 3.1 | 2.2 | 5.3 | 12.5 | 0 | 4.8 | 3.4 | 0 | 7.7 | 0 | 2.7 | 3.2 |



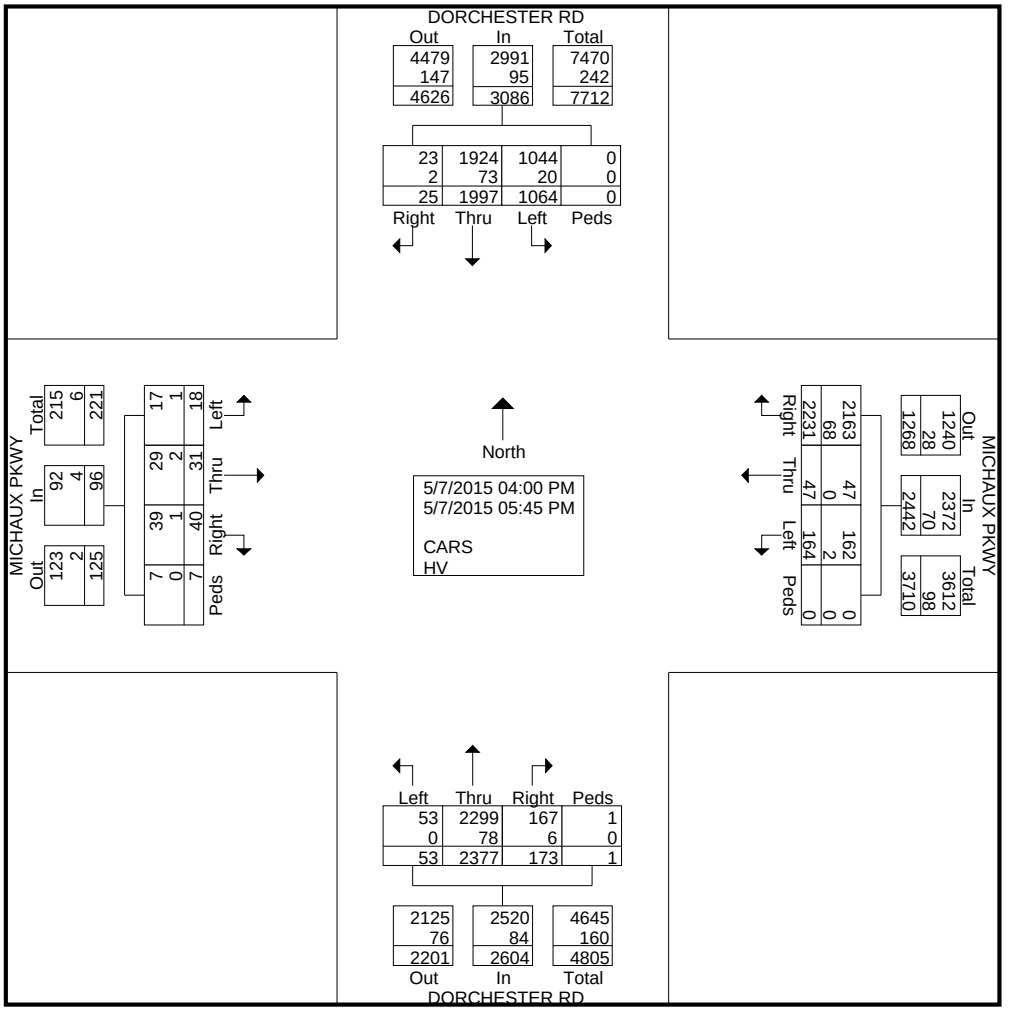
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #14 DORCHESTER&MICHAUXPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | DORCHESTER RD Southbound | | | | | MICHAUX PKWY Westbound | | | | | DORCHESTER RD Northbound | | | | | MICHAUX PKWY Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 3 | 217 | 100 | 0 | 320 | 283 | 4 | 13 | 0 | 300 | 16 | 292 | 1 | 1 | 310 | 2 | 3 | 2 | 1 | 8 | 938 |
| 04:15 PM | 6 | 309 | 167 | 0 | 482 | 288 | 3 | 19 | 0 | 310 | 24 | 230 | 4 | 0 | 258 | 3 | 4 | 2 | 1 | 10 | 1060 |
| 04:30 PM | 2 | 257 | 138 | 0 | 397 | 259 | 6 | 33 | 0 | 298 | 23 | 307 | 11 | 0 | 341 | 6 | 5 | 2 | 0 | 13 | 1049 |
| 04:45 PM | 5 | 285 | 132 | 0 | 422 | 282 | 6 | 22 | 0 | 310 | 24 | 326 | 8 | 0 | 358 | 7 | 4 | 1 | 1 | 13 | 1103 |
| Total | 16 | 1068 | 537 | 0 | 1621 | 1112 | 19 | 87 | 0 | 1218 | 87 | 1155 | 24 | 1 | 1267 | 18 | 16 | 7 | 3 | 44 | 4150 |
| | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 261 | 118 | 0 | 379 | 282 | 8 | 18 | 0 | 308 | 21 | 292 | 9 | 0 | 322 | 7 | 3 | 3 | 1 | 14 | 1023 |
| 05:15 PM | 5 | 255 | 150 | 0 | 410 | 270 | 4 | 19 | 0 | 293 | 22 | 296 | 8 | 0 | 326 | 1 | 4 | 5 | 1 | 11 | 1040 |
| 05:30 PM | 3 | 205 | 126 | 0 | 334 | 279 | 7 | 15 | 0 | 301 | 16 | 313 | 3 | 0 | 332 | 5 | 4 | 1 | 1 | 11 | 978 |
| 05:45 PM | 1 | 208 | 133 | 0 | 342 | 288 | 9 | 25 | 0 | 322 | 27 | 321 | 9 | 0 | 357 | 9 | 4 | 2 | 1 | 16 | 1037 |
| Total | 9 | 929 | 527 | 0 | 1465 | 1119 | 28 | 77 | 0 | 1224 | 86 | 1222 | 29 | 0 | 1337 | 22 | 15 | 11 | 4 | 52 | 4078 |
| | | | | | | | | | | | | | | | | | | | | | |
| Grand Total | 25 | 1997 | 1064 | 0 | 3086 | 2231 | 47 | 164 | 0 | 2442 | 173 | 2377 | 53 | 1 | 2604 | 40 | 31 | 18 | 7 | 96 | 8228 |
| Apprch % | 0.8 | 64.7 | 34.5 | 0 | | 91.4 | 1.9 | 6.7 | 0 | | 6.6 | 91.3 | 2 | 0 | | 41.7 | 32.3 | 18.8 | 7.3 | | |
| Total % | 0.3 | 24.3 | 12.9 | 0 | 37.5 | 27.1 | 0.6 | 2 | 0 | 29.7 | 2.1 | 28.9 | 0.6 | 0 | 31.6 | 0.5 | 0.4 | 0.2 | 0.1 | 1.2 | |
| CARS | 23 | 1924 | 1044 | | | 2163 | | | | | | 2299 | | | | | | | | | |
| % CARS | 92 | 96.3 | 98.1 | 0 | 96.9 | 97 | 100 | 98.8 | 0 | 97.1 | 96.5 | 96.7 | 100 | 100 | 96.8 | 97.5 | 93.5 | 94.4 | 100 | 95.8 | 96.9 |
| HV | 2 | 73 | 20 | 0 | 95 | 68 | 0 | 2 | 0 | 70 | 6 | 78 | 0 | 0 | 84 | 1 | 2 | 1 | 0 | 4 | 253 |
| % HV | 8 | 3.7 | 1.9 | 0 | 3.1 | 3 | 0 | 1.2 | 0 | 2.9 | 3.5 | 3.3 | 0 | 0 | 3.2 | 2.5 | 6.5 | 5.6 | 0 | 4.2 | 3.1 |

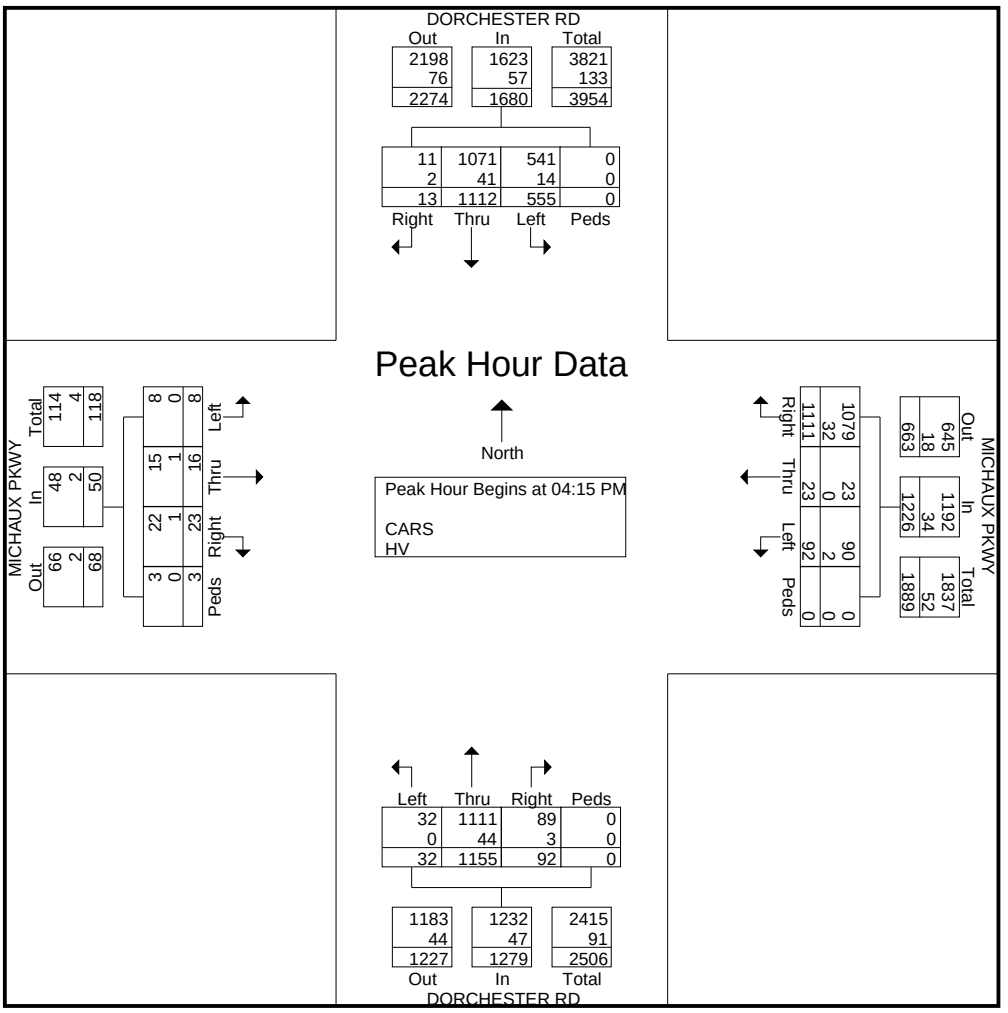


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #14 DORCHESTER&MICHAUXPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | DORCHESTER RD Southbound | | | | | MICHAUX PKWY Westbound | | | | | DORCHESTER RD Northbound | | | | | MICHAUX PKWY Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | **6** | **309** | **167** | 0 | **482** | **288** | 3 | 19 | 0 | **310** | **24** | 230 | 4 | 0 | 258 | 3 | 4 | 2 | **1** | 10 | 1060 |
| 04:30 PM | 2 | 257 | 138 | 0 | 397 | 259 | 6 | **33** | 0 | 298 | 23 | 307 | **11** | 0 | 341 | 6 | **5** | 2 | 0 | 13 | 1049 |
| 04:45 PM | 5 | 285 | 132 | 0 | 422 | 282 | 6 | 22 | 0 | 310 | 24 | **326** | 8 | 0 | **358** | **7** | 4 | 1 | 1 | 13 | **1103** |
| 05:00 PM | 0 | 261 | 118 | 0 | 379 | 282 | **8** | 18 | 0 | 308 | 21 | 292 | 9 | 0 | 322 | 7 | 3 | **3** | 1 | **14** | 1023 |
| Total Volume | 13 | 1112 | 555 | 0 | 1680 | 1111 | 23 | 92 | 0 | 1226 | 92 | 1155 | 32 | 0 | 1279 | 23 | 16 | 8 | 3 | 50 | 4235 |
| % App. Total | 0.8 | 66.2 | 33 | 0 | | 90.6 | 1.9 | 7.5 | 0 | | 7.2 | 90.3 | 2.5 | 0 | | 46 | 32 | 16 | 6 | | |
| PHF | .542 | .900 | .831 | .000 | .871 | .964 | .719 | .697 | .000 | .989 | .958 | .886 | .727 | .000 | .893 | .821 | .800 | .667 | .750 | .893 | .960 |
| CARS | 11 | 1071 | | | | 1079 | | | | | | 1111 | | | | | | | | | |
| % CARS | 84.6 | 96.3 | 97.5 | 0 | 96.6 | 97.1 | 100 | 97.8 | 0 | 97.2 | 96.7 | 96.2 | 100 | 0 | 96.3 | 95.7 | 93.8 | 100 | 100 | 96.0 | 96.7 |
| HV | 2 | 41 | 14 | 0 | 57 | 32 | 0 | 2 | 0 | 34 | 3 | 44 | 0 | 0 | 47 | 1 | 1 | 0 | 0 | 2 | 140 |
| % HV | 15.4 | 3.7 | 2.5 | 0 | 3.4 | 2.9 | 0 | 2.2 | 0 | 2.8 | 3.3 | 3.8 | 0 | 0 | 3.7 | 4.3 | 6.3 | 0 | 0 | 4.0 | 3.3 |



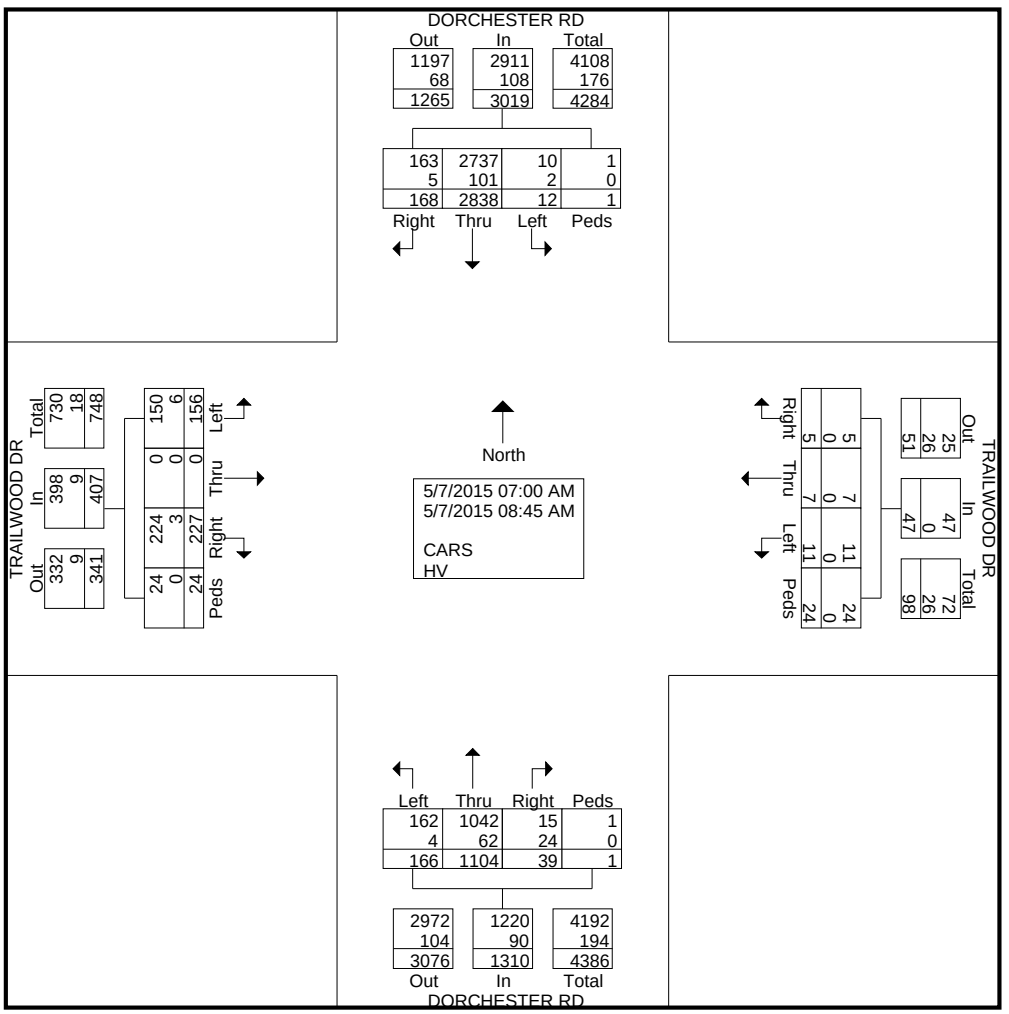
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #15 DORCHESTER&TRAILWOODAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | DORCHESTER RD Southbound | | | | | TRAILWOOD DR Westbound | | | | | DORCHESTER RD Northbound | | | | | TRAILWOOD DR Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 43 | 313 | 3 | 0 | 359 | 0 | 4 | 4 | 6 | 14 | 12 | 114 | 50 | 1 | 177 | 42 | 0 | 18 | 3 | 63 | 613 |
| 07:15 AM | 59 | 268 | 1 | 0 | 328 | 0 | 3 | 2 | 9 | 14 | 3 | 136 | 46 | 0 | 185 | 61 | 0 | 45 | 9 | 115 | 642 |
| 07:30 AM | 34 | 385 | 1 | 0 | 420 | 2 | 0 | 1 | 2 | 5 | 11 | 145 | 27 | 0 | 183 | 58 | 0 | 51 | 5 | 114 | 722 |
| 07:45 AM | 11 | 450 | 3 | 0 | 464 | 0 | 0 | 0 | 3 | 3 | 1 | 165 | 12 | 0 | 178 | 16 | 0 | 11 | 4 | 31 | 676 |
| Total | 147 | 1416 | 8 | 0 | 1571 | 2 | 7 | 7 | 20 | 36 | 27 | 560 | 135 | 1 | 723 | 177 | 0 | 125 | 21 | 323 | 2653 |
| 08:00 AM | 1 | 379 | 1 | 1 | 382 | 0 | 0 | 0 | 2 | 2 | 6 | 146 | 11 | 0 | 163 | 17 | 0 | 5 | 1 | 23 | 570 |
| 08:15 AM | 4 | 384 | 2 | 0 | 390 | 1 | 0 | 0 | 1 | 2 | 1 | 124 | 8 | 0 | 133 | 11 | 0 | 7 | 0 | 18 | 543 |
| 08:30 AM | 10 | 327 | 0 | 0 | 337 | 1 | 0 | 2 | 0 | 3 | 3 | 132 | 6 | 0 | 141 | 5 | 0 | 9 | 1 | 15 | 496 |
| 08:45 AM | 6 | 332 | 1 | 0 | 339 | 1 | 0 | 2 | 1 | 4 | 2 | 142 | 6 | 0 | 150 | 17 | 0 | 10 | 1 | 28 | 521 |
| Total | 21 | 1422 | 4 | 1 | 1448 | 3 | 0 | 4 | 4 | 11 | 12 | 544 | 31 | 0 | 587 | 50 | 0 | 31 | 3 | 84 | 2130 |
| Grand Total | 168 | 2838 | 12 | 1 | 3019 | 5 | 7 | 11 | 24 | 47 | 39 | 1104 | 166 | 1 | 1310 | 227 | 0 | 156 | 24 | 407 | 4783 |
| Apprch % | 5.6 | 94 | 0.4 | 0 | | 10.6 | 14.9 | 23.4 | 51.1 | | 3 | 84.3 | 12.7 | 0.1 | | 55.8 | 0 | 38.3 | 5.9 | | |
| Total % | 3.5 | 59.3 | 0.3 | 0 | 63.1 | 0.1 | 0.1 | 0.2 | 0.5 | 1 | 0.8 | 23.1 | 3.5 | 0 | 27.4 | 4.7 | 0 | 3.3 | 0.5 | 8.5 | |
| CARS | 163 | 2737 | | | | | | | | | | 1042 | | | | | | | | | |
| % CARS | 97 | 96.4 | 83.3 | 100 | 96.4 | 100 | 100 | 100 | 100 | 100 | 38.5 | 94.4 | 97.6 | 100 | 93.1 | 98.7 | 0 | 96.2 | 100 | 97.8 | 95.7 |
| HV | 5 | 101 | 2 | 0 | 108 | 0 | 0 | 0 | 0 | 0 | 24 | 62 | 4 | 0 | 90 | 3 | 0 | 6 | 0 | 9 | 207 |
| % HV | 3 | 3.6 | 16.7 | 0 | 3.6 | 0 | 0 | 0 | 0 | 0 | 61.5 | 5.6 | 2.4 | 0 | 6.9 | 1.3 | 0 | 3.8 | 0 | 2.2 | 4.3 |

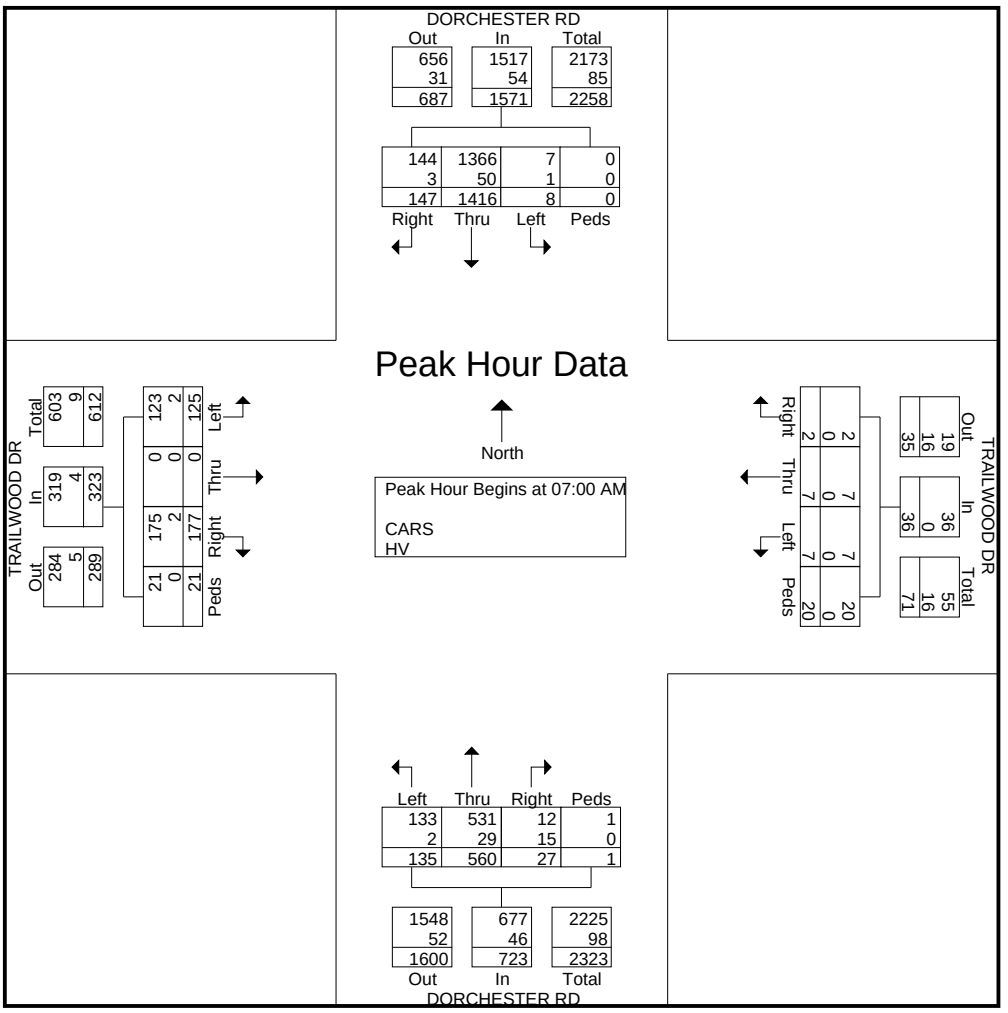


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #15 DORCHESTER&TRAILWOODAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | DORCHESTER RD Southbound | | | | | TRAILWOOD DR Westbound | | | | | DORCHESTER RD Northbound | | | | | TRAILWOOD DR Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 43 | 313 | **3** | 0 | 359 | 0 | **4** | **4** | 6 | **14** | **12** | 114 | **50** | **1** | 177 | 42 | 0 | 18 | 3 | 63 | 613 |
| 07:15 AM | **59** | 268 | 1 | 0 | 328 | 0 | 3 | 2 | **9** | 14 | 3 | 136 | 46 | 0 | **185** | **61** | 0 | 45 | **9** | **115** | 642 |
| 07:30 AM | 34 | 385 | 1 | 0 | 420 | **2** | 0 | 1 | 2 | 5 | 11 | 145 | 27 | 0 | 183 | 58 | 0 | **51** | 5 | 114 | **722** |
| 07:45 AM | 11 | **450** | 3 | 0 | **464** | 0 | 0 | 0 | 3 | 3 | 1 | **165** | 12 | 0 | 178 | 16 | 0 | 11 | 4 | 31 | 676 |
| Total Volume | 147 | 1416 | 8 | 0 | 1571 | 2 | 7 | 7 | 20 | 36 | 27 | 560 | 135 | 1 | 723 | 177 | 0 | 125 | 21 | 323 | 2653 |
| % App. Total | 9.4 | 90.1 | 0.5 | 0 | | 5.6 | 19.4 | 19.4 | 55.6 | | 3.7 | 77.5 | 18.7 | 0.1 | | 54.8 | 0 | 38.7 | 6.5 | | |
| PHF | .623 | .787 | .667 | .000 | .846 | .250 | .438 | .438 | .556 | .643 | .563 | .848 | .675 | .250 | .977 | .725 | .000 | .613 | .583 | .702 | .919 |
| CARS | 144 | 1366 | | | | | | | | | | | | | | | | | | | |
| % CARS | 98.0 | 96.5 | 87.5 | 0 | 96.6 | 100 | 100 | 100 | 100 | 100 | 44.4 | 94.8 | 98.5 | 100 | 93.6 | 98.9 | 0 | 98.4 | 100 | 98.8 | 96.1 |
| HV | 3 | 50 | 1 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 15 | 29 | 2 | 0 | 46 | 2 | 0 | 2 | 0 | 4 | 104 |
| % HV | 2.0 | 3.5 | 12.5 | 0 | 3.4 | 0 | 0 | 0 | 0 | 0 | 55.6 | 5.2 | 1.5 | 0 | 6.4 | 1.1 | 0 | 1.6 | 0 | 1.2 | 3.9 |



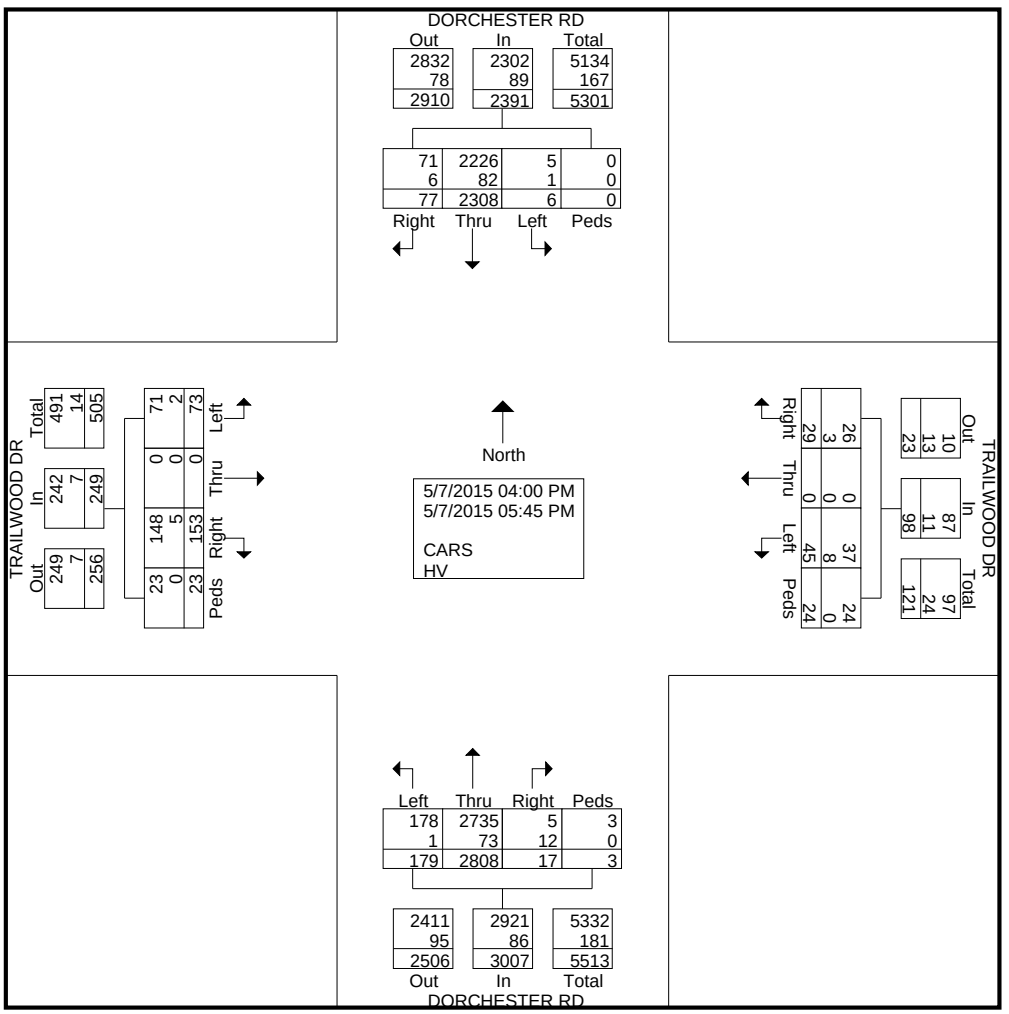
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #15 DORCHESTER&TRAILWOODPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | DORCHESTER RD Southbound | | | | | TRAILWOOD DR Westbound | | | | | DORCHESTER RD Northbound | | | | | TRAILWOOD DR Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 12 | 262 | 2 | 0 | 276 | 1 | 0 | 1 | 5 | 7 | 8 | 306 | 22 | 1 | 337 | 28 | 0 | 12 | 1 | 41 | 661 |
| 04:15 PM | 14 | 303 | 0 | 0 | 317 | 1 | 0 | 0 | 4 | 5 | 1 | 280 | 29 | 0 | 310 | 16 | 0 | 8 | 1 | 25 | 657 |
| 04:30 PM | 10 | 318 | 1 | 0 | 329 | 5 | 0 | 2 | 2 | 9 | 1 | 351 | 17 | 0 | 369 | 23 | 0 | 12 | 3 | 38 | 745 |
| 04:45 PM | 9 | 327 | 1 | 0 | 337 | 7 | 0 | 12 | 3 | 22 | 5 | 365 | 20 | 2 | 392 | 10 | 0 | 8 | 4 | 22 | 773 |
| Total | 45 | 1210 | 4 | 0 | 1259 | 14 | 0 | 15 | 14 | 43 | 15 | 1302 | 88 | 3 | 1408 | 77 | 0 | 40 | 9 | 126 | 2836 |
| 05:00 PM | 10 | 300 | 1 | 0 | 311 | 9 | 0 | 19 | 1 | 29 | 0 | 382 | 19 | 0 | 401 | 20 | 0 | 13 | 3 | 36 | 777 |
| 05:15 PM | 8 | 313 | 1 | 0 | 322 | 1 | 0 | 4 | 6 | 11 | 0 | 387 | 23 | 0 | 410 | 18 | 0 | 6 | 6 | 30 | 773 |
| 05:30 PM | 10 | 244 | 0 | 0 | 254 | 4 | 0 | 7 | 2 | 13 | 2 | 373 | 21 | 0 | 396 | 18 | 0 | 5 | 0 | 23 | 686 |
| 05:45 PM | 4 | 241 | 0 | 0 | 245 | 1 | 0 | 0 | 1 | 2 | 0 | 364 | 28 | 0 | 392 | 20 | 0 | 9 | 5 | 34 | 673 |
| Total | 32 | 1098 | 2 | 0 | 1132 | 15 | 0 | 30 | 10 | 55 | 2 | 1506 | 91 | 0 | 1599 | 76 | 0 | 33 | 14 | 123 | 2909 |
| Grand Total | 77 | 2308 | 6 | 0 | 2391 | 29 | 0 | 45 | 24 | 98 | 17 | 2808 | 179 | 3 | 3007 | 153 | 0 | 73 | 23 | 249 | 5745 |
| Apprch % | 3.2 | 96.5 | 0.3 | 0 | | 29.6 | 0 | 45.9 | 24.5 | | 0.6 | 93.4 | 6 | 0.1 | | 61.4 | 0 | 29.3 | 9.2 | | |
| Total % | 1.3 | 40.2 | 0.1 | 0 | 41.6 | 0.5 | 0 | 0.8 | 0.4 | 1.7 | 0.3 | 48.9 | 3.1 | 0.1 | 52.3 | 2.7 | 0 | 1.3 | 0.4 | 4.3 | |
| CARS | 71 | 2226 | | | | | | | | | | 2735 | | | | | | | | | |
| % CARS | 92.2 | 96.4 | 83.3 | 0 | 96.3 | 89.7 | 0 | 82.2 | 100 | 88.8 | 29.4 | 97.4 | 99.4 | 100 | 97.1 | 96.7 | 0 | 97.3 | 100 | 97.2 | 96.6 |
| HV | 6 | 82 | 1 | 0 | 89 | 3 | 0 | 8 | 0 | 11 | 12 | 73 | 1 | 0 | 86 | 5 | 0 | 2 | 0 | 7 | 193 |
| % HV | 7.8 | 3.6 | 16.7 | 0 | 3.7 | 10.3 | 0 | 17.8 | 0 | 11.2 | 70.6 | 2.6 | 0.6 | 0 | 2.9 | 3.3 | 0 | 2.7 | 0 | 2.8 | 3.4 |

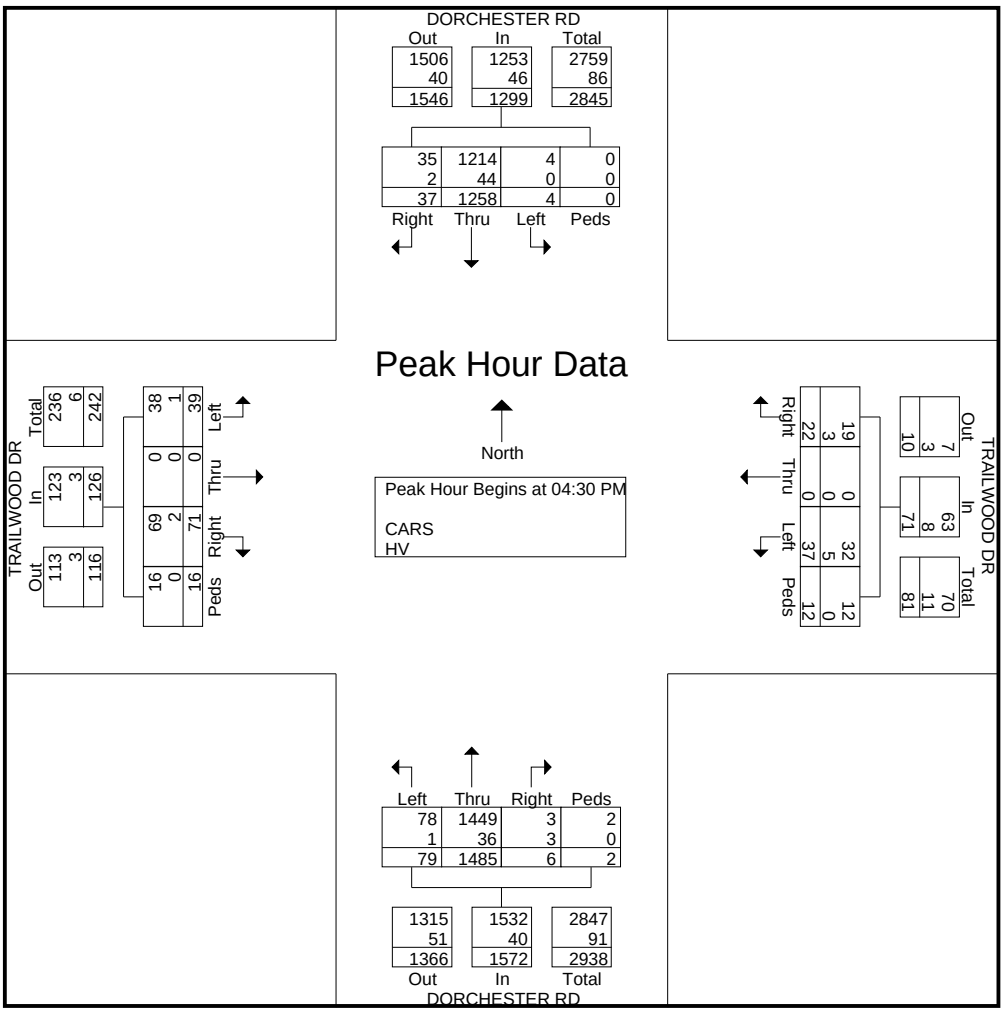


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #15 DORCHESTER&TRAILWOODPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | DORCHESTER RD Southbound | | | | | TRAILWOOD DR Westbound | | | | | DORCHESTER RD Northbound | | | | | TRAILWOOD DR Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | **10** | 318 | **1** | 0 | 329 | 5 | 0 | 2 | 2 | 9 | 1 | 351 | 17 | 0 | 369 | **23** | 0 | 12 | 3 | **38** | 745 |
| 04:45 PM | 9 | **327** | 1 | 0 | **337** | 7 | 0 | 12 | 3 | 22 | **5** | 365 | 20 | **2** | 392 | 10 | 0 | 8 | 4 | 22 | 773 |
| 05:00 PM | 10 | 300 | 1 | 0 | 311 | **9** | 0 | **19** | 1 | **29** | 0 | 382 | 19 | 0 | 401 | 20 | 0 | **13** | 3 | 36 | **777** |
| 05:15 PM | 8 | 313 | 1 | 0 | 322 | 1 | 0 | 4 | **6** | 11 | 0 | **387** | **23** | 0 | **410** | 18 | 0 | 6 | **6** | 30 | 773 |
| Total Volume | 37 | 1258 | 4 | 0 | 1299 | 22 | 0 | 37 | 12 | 71 | 6 | 1485 | 79 | 2 | 1572 | 71 | 0 | 39 | 16 | 126 | 3068 |
| % App. Total | 2.8 | 96.8 | 0.3 | 0 | | 31 | 0 | 52.1 | 16.9 | | 0.4 | 94.5 | 5 | 0.1 | | 56.3 | 0 | 31 | 12.7 | | |
| PHF | .925 | .962 | 1.00 | .000 | .964 | .611 | .000 | .487 | .500 | .612 | .300 | .959 | .859 | .250 | .959 | .772 | .000 | .750 | .667 | .829 | .987 |
| CARS | 35 | 1214 | | | | | | | | | | 1449 | | | | | | | | | |
| % CARS | 94.6 | 96.5 | 100 | 0 | 96.5 | 86.4 | 0 | 86.5 | 100 | 88.7 | 50.0 | 97.6 | 98.7 | 100 | 97.5 | 97.2 | 0 | 97.4 | 100 | 97.6 | 96.8 |
| HV | 2 | 44 | 0 | 0 | 46 | 3 | 0 | 5 | 0 | 8 | 3 | 36 | 1 | 0 | 40 | 2 | 0 | 1 | 0 | 3 | 97 |
| % HV | 5.4 | 3.5 | 0 | 0 | 3.5 | 13.6 | 0 | 13.5 | 0 | 11.3 | 50.0 | 2.4 | 1.3 | 0 | 2.5 | 2.8 | 0 | 2.6 | 0 | 2.4 | 3.2 |



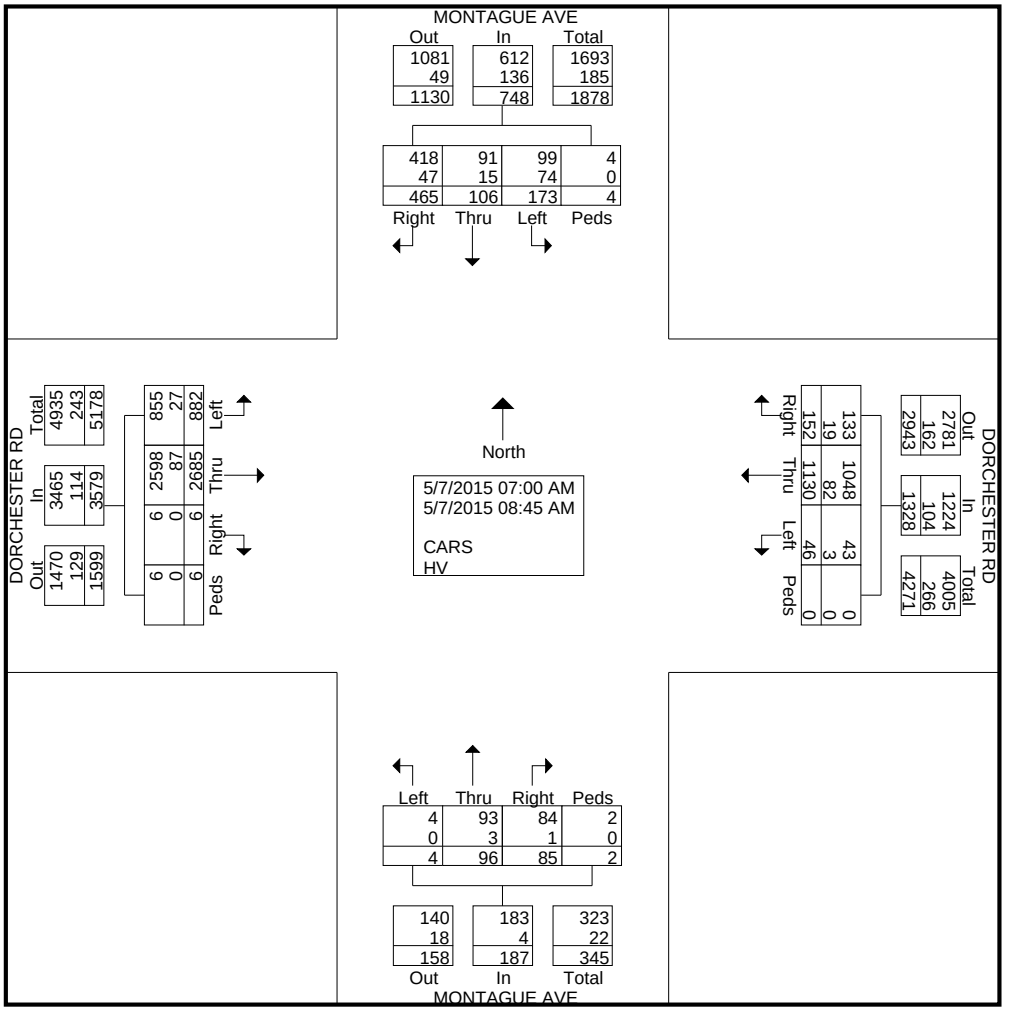
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #16 MONTAGUE&DORCHESTERAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | MONTAGUE AVE Southbound | | | | | DORCHESTER RD Westbound | | | | | MONTAGUE AVE Northbound | | | | | DORCHESTER RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 43 | 5 | 21 | 0 | 69 | 12 | 138 | 7 | 0 | 157 | 7 | 8 | 0 | 0 | 15 | 0 | 333 | 120 | 1 | 454 | 695 |
| 07:15 AM | 63 | 13 | 24 | 0 | 100 | 13 | 158 | 8 | 0 | 179 | 10 | 10 | 1 | 1 | 22 | 0 | 314 | 110 | 0 | 424 | 725 |
| 07:30 AM | 53 | 23 | 30 | 0 | 106 | 8 | 133 | 0 | 0 | 141 | 14 | 14 | 1 | 0 | 29 | 2 | 399 | 111 | 1 | 513 | 789 |
| 07:45 AM | 72 | 17 | 18 | 2 | 109 | 7 | 144 | 7 | 0 | 158 | 21 | 12 | 0 | 0 | 33 | 1 | 385 | 101 | 0 | 487 | 787 |
| Total | 231 | 58 | 93 | 2 | 384 | 40 | 573 | 22 | 0 | 635 | 52 | 44 | 2 | 1 | 99 | 3 | 1431 | 442 | 2 | 1878 | 2996 |
| 08:00 AM | 58 | 12 | 21 | 0 | 91 | 20 | 141 | 8 | 0 | 169 | 7 | 19 | 0 | 0 | 26 | 0 | 377 | 115 | 4 | 496 | 782 |
| 08:15 AM | 52 | 13 | 21 | 0 | 86 | 28 | 154 | 6 | 0 | 188 | 7 | 14 | 0 | 1 | 22 | 0 | 317 | 124 | 0 | 441 | 737 |
| 08:30 AM | 63 | 13 | 18 | 2 | 96 | 28 | 131 | 7 | 0 | 166 | 9 | 11 | 1 | 0 | 21 | 1 | 281 | 109 | 0 | 391 | 674 |
| 08:45 AM | 61 | 10 | 20 | 0 | 91 | 36 | 131 | 3 | 0 | 170 | 10 | 8 | 1 | 0 | 19 | 2 | 279 | 92 | 0 | 373 | 653 |
| Total | 234 | 48 | 80 | 2 | 364 | 112 | 557 | 24 | 0 | 693 | 33 | 52 | 2 | 1 | 88 | 3 | 1254 | 440 | 4 | 1701 | 2846 |
| Grand Total | 465 | 106 | 173 | 4 | 748 | 152 | 1130 | 46 | 0 | 1328 | 85 | 96 | 4 | 2 | 187 | 6 | 2685 | 882 | 6 | 3579 | 5842 |
| Apprch % | 62.2 | 14.2 | 23.1 | 0.5 | | 11.4 | 85.1 | 3.5 | 0 | | 45.5 | 51.3 | 2.1 | 1.1 | | 0.2 | 75 | 24.6 | 0.2 | | |
| Total % | 8 | 1.8 | 3 | 0.1 | 12.8 | 2.6 | 19.3 | 0.8 | 0 | 22.7 | 1.5 | 1.6 | 0.1 | 0 | 3.2 | 0.1 | 46 | 15.1 | 0.1 | 61.3 | |
| CARS | 418 | 91 | 99 | 4 | 612 | 133 | 1048 | | | | | | | | | | 2598 | | | | |
| % CARS | 89.9 | 85.8 | 57.2 | 100 | 81.8 | 87.5 | 92.7 | 93.5 | 0 | 92.2 | 98.8 | 96.9 | 100 | 100 | 97.9 | 100 | 96.8 | 96.9 | 100 | 96.8 | 93.9 |
| HV | 47 | 15 | 74 | 0 | 136 | 19 | 82 | 3 | 0 | 104 | 1 | 3 | 0 | 0 | 4 | 0 | 87 | 27 | 0 | 114 | 358 |
| % HV | 10.1 | 14.2 | 42.8 | 0 | 18.2 | 12.5 | 7.3 | 6.5 | 0 | 7.8 | 1.2 | 3.1 | 0 | 0 | 2.1 | 0 | 3.2 | 3.1 | 0 | 3.2 | 6.1 |

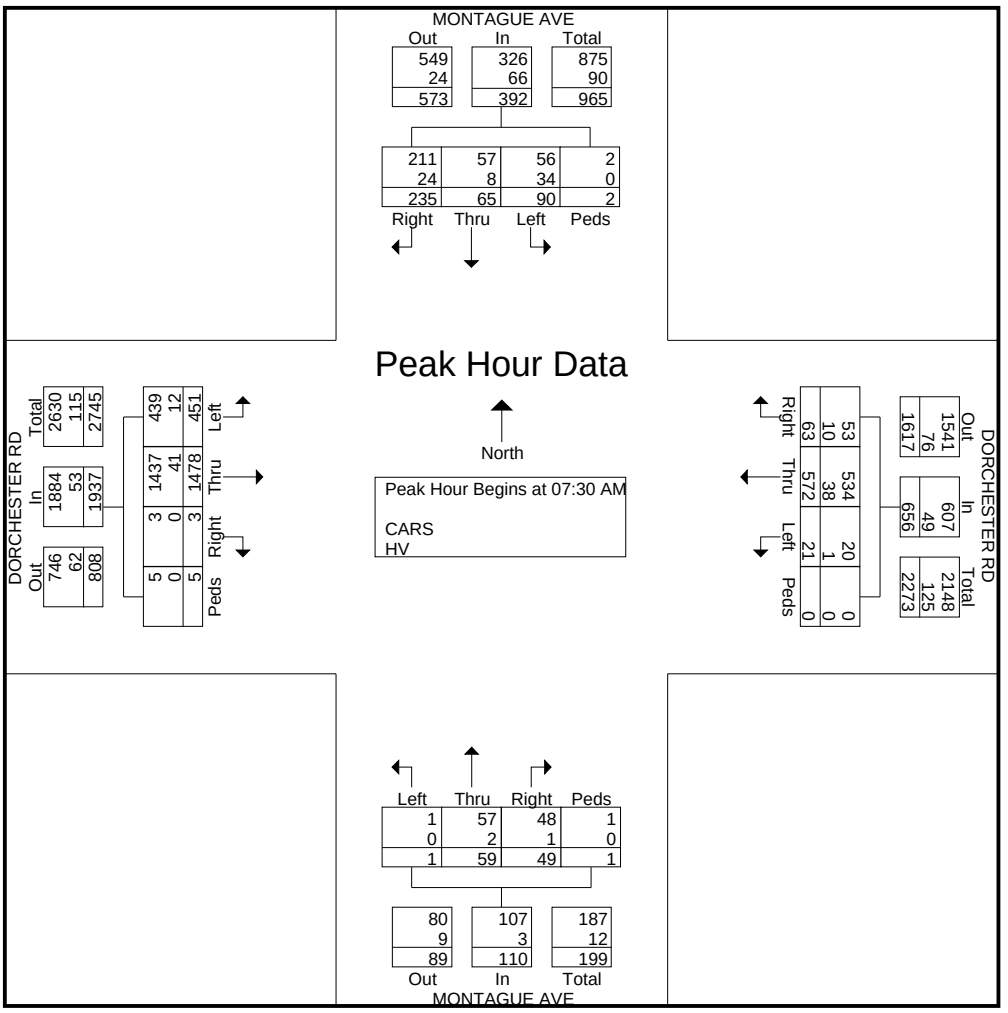


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #16 MONTAGUE&DORCHESTERAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | MONTAGUE AVE Southbound | | | | | DORCHESTER RD Westbound | | | | | MONTAGUE AVE Northbound | | | | | DORCHESTER RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 53 | **23** | **30** | 0 | 106 | 8 | 133 | 0 | 0 | 141 | 14 | 14 | **1** | 0 | 29 | **2** | **399** | 111 | 1 | **513** | **789** |
| 07:45 AM | **72** | 17 | 18 | **2** | **109** | 7 | 144 | 7 | 0 | 158 | **21** | 12 | 0 | 0 | **33** | 1 | 385 | 101 | 0 | 487 | 787 |
| 08:00 AM | 58 | 12 | 21 | 0 | 91 | 20 | 141 | **8** | 0 | 169 | 7 | **19** | 0 | 0 | 26 | 0 | 377 | 115 | **4** | 496 | 782 |
| 08:15 AM | 52 | 13 | 21 | 0 | 86 | **28** | **154** | 6 | 0 | **188** | 7 | 14 | 0 | **1** | 22 | 0 | 317 | **124** | 0 | 441 | 737 |
| Total Volume | 235 | 65 | 90 | 2 | 392 | 63 | 572 | 21 | 0 | 656 | 49 | 59 | 1 | 1 | 110 | 3 | 1478 | 451 | 5 | 1937 | 3095 |
| % App. Total | 59.9 | 16.6 | 23 | 0.5 | | 9.6 | 87.2 | 3.2 | 0 | | 44.5 | 53.6 | 0.9 | 0.9 | | 0.2 | 76.3 | 23.3 | 0.3 | | |
| PHF | .816 | .707 | .750 | .250 | .899 | .563 | .929 | .656 | .000 | .872 | .583 | .776 | .250 | .250 | .833 | .375 | .926 | .909 | .313 | .944 | .981 |
| CARS | 211 | 57 | 56 | 2 | 326 | 53 | 534 | 20 | 0 | 607 | 48 | 57 | 1 | 1 | 107 | 3 | 1437 | | | | |
| % CARS | 89.8 | 87.7 | 62.2 | 100 | 83.2 | 84.1 | 93.4 | 95.2 | 0 | 92.5 | 98.0 | 96.6 | 100 | 100 | 97.3 | 100 | 97.2 | 97.3 | 100 | 97.3 | 94.5 |
| HV | 24 | 8 | 34 | 0 | 66 | 10 | 38 | 1 | 0 | 49 | 1 | 2 | 0 | 0 | 3 | 0 | 41 | 12 | 0 | 53 | 171 |
| % HV | 10.2 | 12.3 | 37.8 | 0 | 16.8 | 15.9 | 6.6 | 4.8 | 0 | 7.5 | 2.0 | 3.4 | 0 | 0 | 2.7 | 0 | 2.8 | 2.7 | 0 | 2.7 | 5.5 |



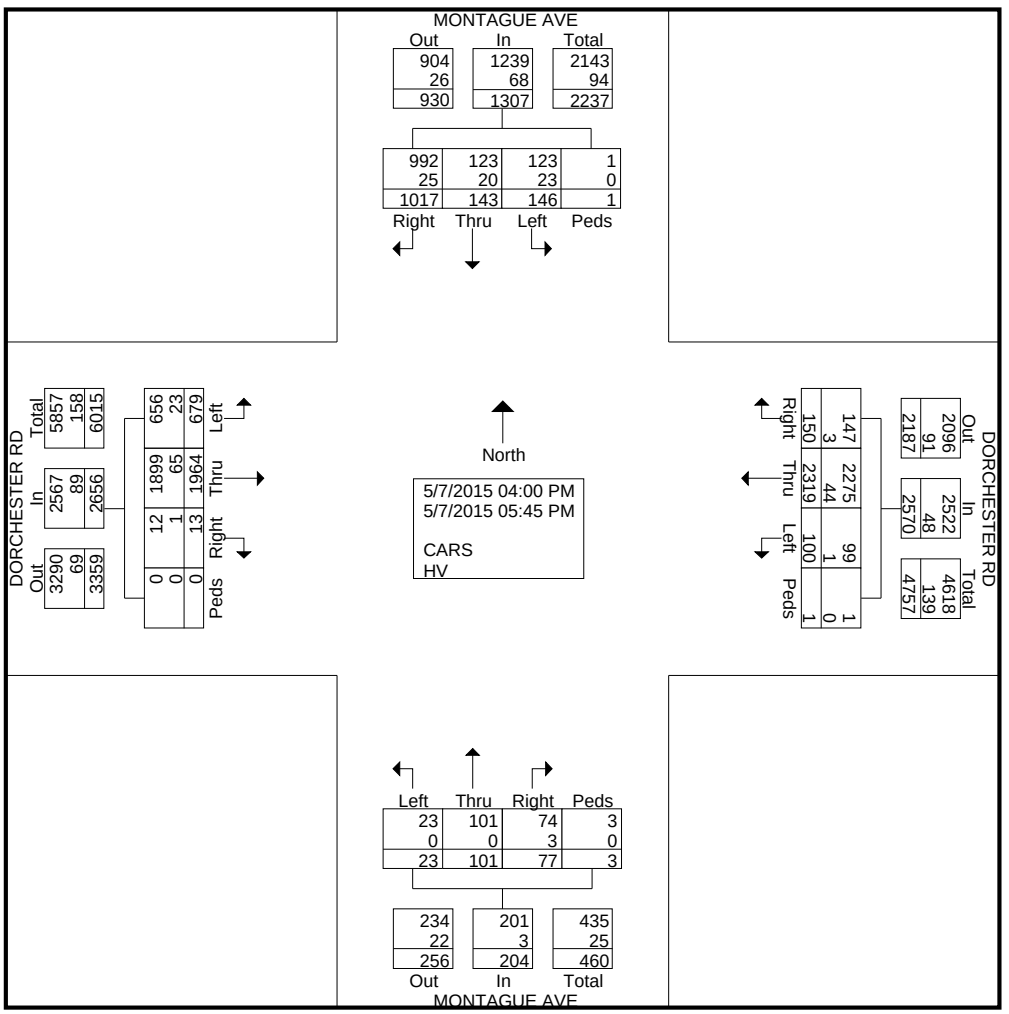
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #16 MONTAGUE&DORCHESTERPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | MONTAGUE AVE Southbound | | | | | DORCHESTER RD Westbound | | | | | MONTAGUE AVE Northbound | | | | | DORCHESTER RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 119 | 17 | 16 | 1 | 153 | 26 | 291 | 8 | 0 | 325 | 10 | 9 | 4 | 0 | 23 | 1 | 286 | 84 | 0 | 371 | 872 |
| 04:15 PM | 136 | 20 | 22 | 0 | 178 | 11 | 292 | 15 | 1 | 319 | 7 | 19 | 6 | 0 | 32 | 3 | 232 | 85 | 0 | 320 | 849 |
| 04:30 PM | 119 | 16 | 16 | 0 | 151 | 17 | 285 | 8 | 0 | 310 | 12 | 15 | 4 | 0 | 31 | 2 | 267 | 77 | 0 | 346 | 838 |
| 04:45 PM | 150 | 10 | 17 | 0 | 177 | 20 | 276 | 3 | 0 | 299 | 11 | 15 | 5 | 0 | 31 | 3 | 274 | 78 | 0 | 355 | 862 |
| Total | 524 | 63 | 71 | 1 | 659 | 74 | 1144 | 34 | 1 | 1253 | 40 | 58 | 19 | 0 | 117 | 9 | 1059 | 324 | 0 | 1392 | 3421 |
| | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 126 | 24 | 24 | 0 | 174 | 20 | 345 | 12 | 0 | 377 | 7 | 13 | 1 | 0 | 21 | 2 | 255 | 96 | 0 | 353 | 925 |
| 05:15 PM | 137 | 10 | 23 | 0 | 170 | 19 | 326 | 16 | 0 | 361 | 10 | 9 | 2 | 1 | 22 | 2 | 264 | 103 | 0 | 369 | 922 |
| 05:30 PM | 128 | 22 | 10 | 0 | 160 | 18 | 260 | 14 | 0 | 292 | 9 | 13 | 1 | 0 | 23 | 0 | 194 | 80 | 0 | 274 | 749 |
| 05:45 PM | 102 | 24 | 18 | 0 | 144 | 19 | 244 | 24 | 0 | 287 | 11 | 8 | 0 | 2 | 21 | 0 | 192 | 76 | 0 | 268 | 720 |
| Total | 493 | 80 | 75 | 0 | 648 | 76 | 1175 | 66 | 0 | 1317 | 37 | 43 | 4 | 3 | 87 | 4 | 905 | 355 | 0 | 1264 | 3316 |
| | | | | | | | | | | | | | | | | | | | | | |
| Grand Total | 1017 | 143 | 146 | 1 | 1307 | 150 | 2319 | 100 | 1 | 2570 | 77 | 101 | 23 | 3 | 204 | 13 | 1964 | 679 | 0 | 2656 | 6737 |
| Apprch % | 77.8 | 10.9 | 11.2 | 0.1 | | 5.8 | 90.2 | 3.9 | 0 | | 37.7 | 49.5 | 11.3 | 1.5 | | 0.5 | 73.9 | 25.6 | 0 | | |
| Total % | 15.1 | 2.1 | 2.2 | 0 | 19.4 | 2.2 | 34.4 | 1.5 | 0 | 38.1 | 1.1 | 1.5 | 0.3 | 0 | 3 | 0.2 | 29.2 | 10.1 | 0 | 39.4 | |
| CARS | 992 | 123 | 123 | 1 | 1239 | 147 | 2275 | | | | | | | | | | 1899 | | | | |
| % CARS | 97.5 | 86 | 84.2 | 100 | 94.8 | 98 | 98.1 | 99 | 100 | 98.1 | 96.1 | 100 | 100 | 100 | 98.5 | 92.3 | 96.7 | 96.6 | 0 | 96.6 | 96.9 |
| HV | 25 | 20 | 23 | 0 | 68 | 3 | 44 | 1 | 0 | 48 | 3 | 0 | 0 | 0 | 3 | 1 | 65 | 23 | 0 | 89 | 208 |
| % HV | 2.5 | 14 | 15.8 | 0 | 5.2 | 2 | 1.9 | 1 | 0 | 1.9 | 3.9 | 0 | 0 | 0 | 1.5 | 7.7 | 3.3 | 3.4 | 0 | 3.4 | 3.1 |

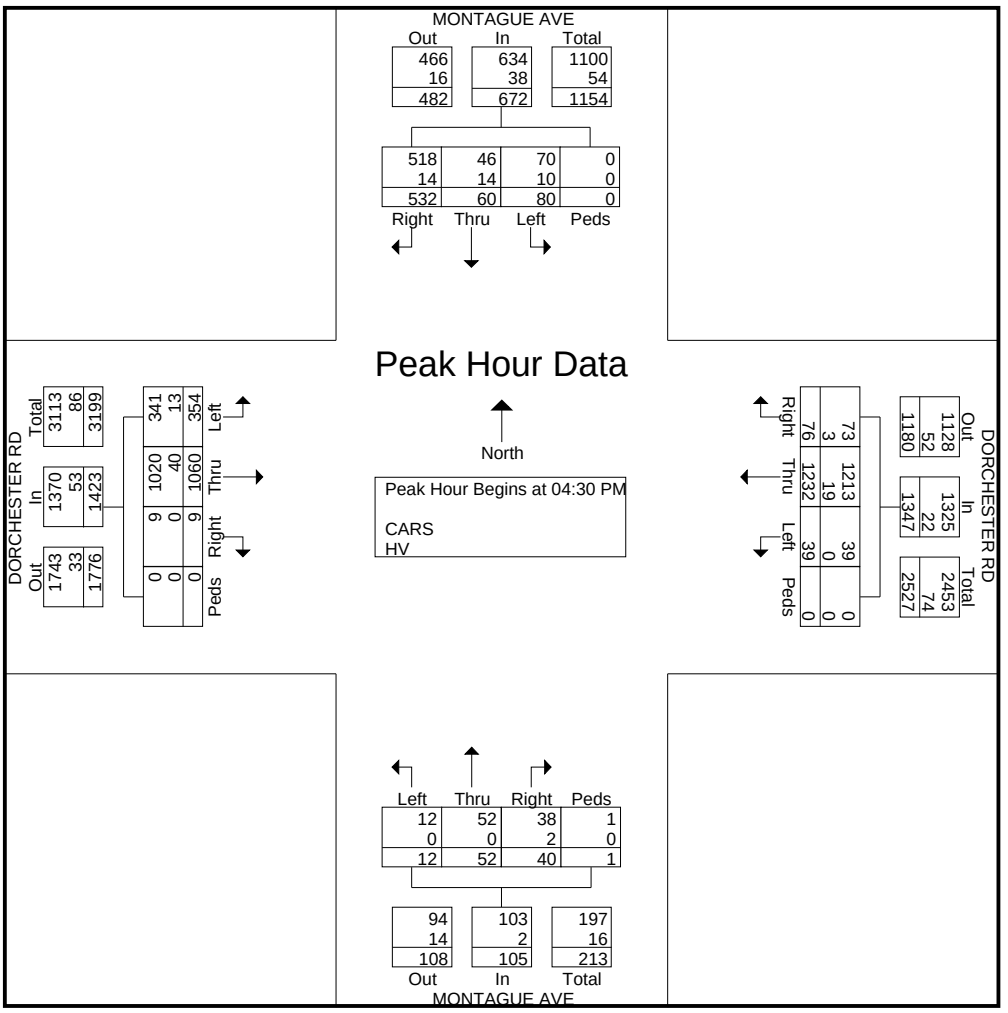


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #16 MONTAGUE&DORCHESTERPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | MONTAGUE AVE Southbound | | | | | DORCHESTER RD Westbound | | | | | MONTAGUE AVE Northbound | | | | | DORCHESTER RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 119 | 16 | 16 | 0 | 151 | 17 | 285 | 8 | 0 | 310 | **12** | **15** | 4 | 0 | **31** | 2 | 267 | 77 | 0 | 346 | 838 |
| 04:45 PM | **150** | 10 | 17 | 0 | **177** | **20** | 276 | 3 | 0 | 299 | 11 | 15 | **5** | 0 | 31 | **3** | **274** | 78 | 0 | 355 | 862 |
| 05:00 PM | 126 | **24** | **24** | 0 | 174 | 20 | **345** | 12 | 0 | **377** | 7 | 13 | 1 | 0 | 21 | 2 | 255 | 96 | 0 | 353 | **925** |
| 05:15 PM | 137 | 10 | 23 | 0 | 170 | 19 | 326 | **16** | 0 | 361 | 10 | 9 | 2 | **1** | 22 | 2 | 264 | **103** | 0 | **369** | 922 |
| Total Volume | 532 | 60 | 80 | 0 | 672 | 76 | 1232 | 39 | 0 | 1347 | 40 | 52 | 12 | 1 | 105 | 9 | 1060 | 354 | 0 | 1423 | 3547 |
| % App. Total | 79.2 | 8.9 | 11.9 | 0 | | 5.6 | 91.5 | 2.9 | 0 | | 38.1 | 49.5 | 11.4 | 1 | | 0.6 | 74.5 | 24.9 | 0 | | |
| PHF | .887 | .625 | .833 | .000 | .949 | .950 | .893 | .609 | .000 | .893 | .833 | .867 | .600 | .250 | .847 | .750 | .967 | .859 | .000 | .964 | .959 |
| CARS | 518 | 46 | 70 | 0 | 634 | 73 | 1213 | | | | | | | | | | 1020 | | | | |
| % CARS | 97.4 | 76.7 | 87.5 | 0 | 94.3 | 96.1 | 98.5 | 100 | 0 | 98.4 | 95.0 | 100 | 100 | 100 | 98.1 | 100 | 96.2 | 96.3 | 0 | 96.3 | 96.8 |
| HV | 14 | 14 | 10 | 0 | 38 | 3 | 19 | 0 | 0 | 22 | 2 | 0 | 0 | 0 | 2 | 0 | 40 | 13 | 0 | 53 | 115 |
| % HV | 2.6 | 23.3 | 12.5 | 0 | 5.7 | 3.9 | 1.5 | 0 | 0 | 1.6 | 5.0 | 0 | 0 | 0 | 1.9 | 0 | 3.8 | 3.7 | 0 | 3.7 | 3.2 |



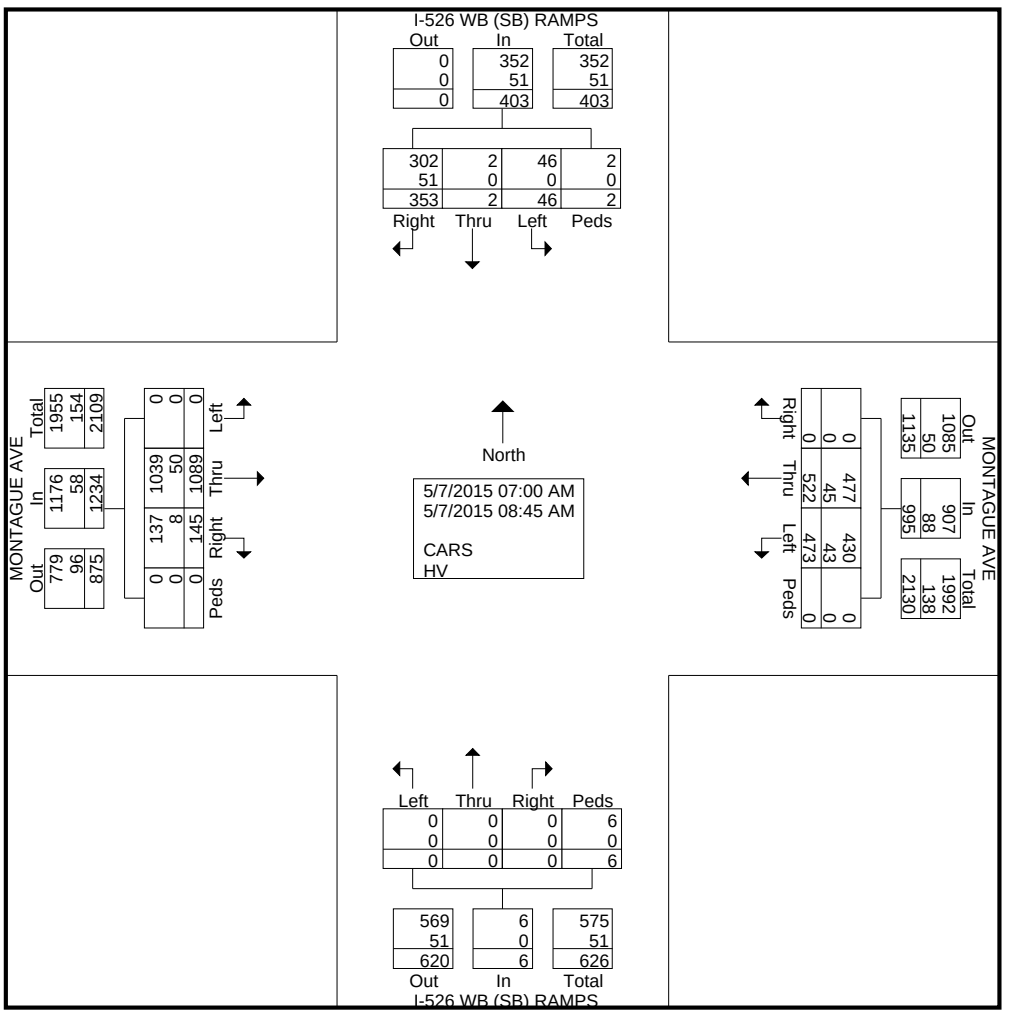
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #17 I526WBSB&MONTAGUEAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | I-526 WB (SB) RAMPS Southbound | | | | | MONTAGUE AVE Westbound | | | | | I-526 WB (SB) RAMPS Northbound | | | | | MONTAGUE AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 41 | 0 | 4 | 1 | 46 | 0 | 44 | 34 | 0 | 78 | 0 | 0 | 0 | 1 | 1 | 4 | 130 | 0 | 0 | 134 | 259 |
| 07:15 AM | 56 | 1 | 8 | 1 | 66 | 0 | 68 | 52 | 0 | 120 | 0 | 0 | 0 | 2 | 2 | 11 | 145 | 0 | 0 | 156 | 344 |
| 07:30 AM | 43 | 0 | 3 | 0 | 46 | 0 | 71 | 52 | 0 | 123 | 0 | 0 | 0 | 0 | 0 | 13 | 129 | 0 | 0 | 142 | 311 |
| 07:45 AM | 47 | 0 | 5 | 0 | 52 | 0 | 81 | 86 | 0 | 167 | 0 | 0 | 0 | 1 | 1 | 12 | 137 | 0 | 0 | 149 | 369 |
| Total | 187 | 1 | 20 | 2 | 210 | 0 | 264 | 224 | 0 | 488 | 0 | 0 | 0 | 4 | 4 | 40 | 541 | 0 | 0 | 581 | 1283 |
| 08:00 AM | 37 | 1 | 6 | 0 | 44 | 0 | 69 | 77 | 0 | 146 | 0 | 0 | 0 | 0 | 0 | 20 | 145 | 0 | 0 | 165 | 355 |
| 08:15 AM | 41 | 0 | 7 | 0 | 48 | 0 | 52 | 58 | 0 | 110 | 0 | 0 | 0 | 0 | 0 | 34 | 131 | 0 | 0 | 165 | 323 |
| 08:30 AM | 45 | 0 | 3 | 0 | 48 | 0 | 77 | 67 | 0 | 144 | 0 | 0 | 0 | 1 | 1 | 28 | 158 | 0 | 0 | 186 | 379 |
| 08:45 AM | 43 | 0 | 10 | 0 | 53 | 0 | 60 | 47 | 0 | 107 | 0 | 0 | 0 | 1 | 1 | 23 | 114 | 0 | 0 | 137 | 298 |
| Total | 166 | 1 | 26 | 0 | 193 | 0 | 258 | 249 | 0 | 507 | 0 | 0 | 0 | 2 | 2 | 105 | 548 | 0 | 0 | 653 | 1355 |
| Grand Total | 353 | 2 | 46 | 2 | 403 | 0 | 522 | 473 | 0 | 995 | 0 | 0 | 0 | 6 | 6 | 145 | 1089 | 0 | 0 | 1234 | 2638 |
| Apprch % | 87.6 | 0.5 | 11.4 | 0.5 | | 0 | 52.5 | 47.5 | 0 | | 0 | 0 | 0 | 100 | | 11.8 | 88.2 | 0 | 0 | | |
| Total % | 13.4 | 0.1 | 1.7 | 0.1 | 15.3 | 0 | 19.8 | 17.9 | 0 | 37.7 | 0 | 0 | 0 | 0.2 | 0.2 | 5.5 | 41.3 | 0 | 0 | 46.8 | |
| CARS | 302 | 2 | 46 | 2 | 352 | 0 | 477 | 430 | 0 | 907 | 0 | 0 | 0 | 6 | 6 | 137 | 1039 | | | | |
| % CARS | 85.6 | 100 | 100 | 100 | 87.3 | 0 | 91.4 | 90.9 | 0 | 91.2 | 0 | 0 | 0 | 100 | 100 | 94.5 | 95.4 | 0 | 0 | 95.3 | 92.5 |
| HV | 51 | 0 | 0 | 0 | 51 | 0 | 45 | 43 | 0 | 88 | 0 | 0 | 0 | 0 | 0 | 8 | 50 | 0 | 0 | 58 | 197 |
| % HV | 14.4 | 0 | 0 | 0 | 12.7 | 0 | 8.6 | 9.1 | 0 | 8.8 | 0 | 0 | 0 | 0 | 0 | 5.5 | 4.6 | 0 | 0 | 4.7 | 7.5 |

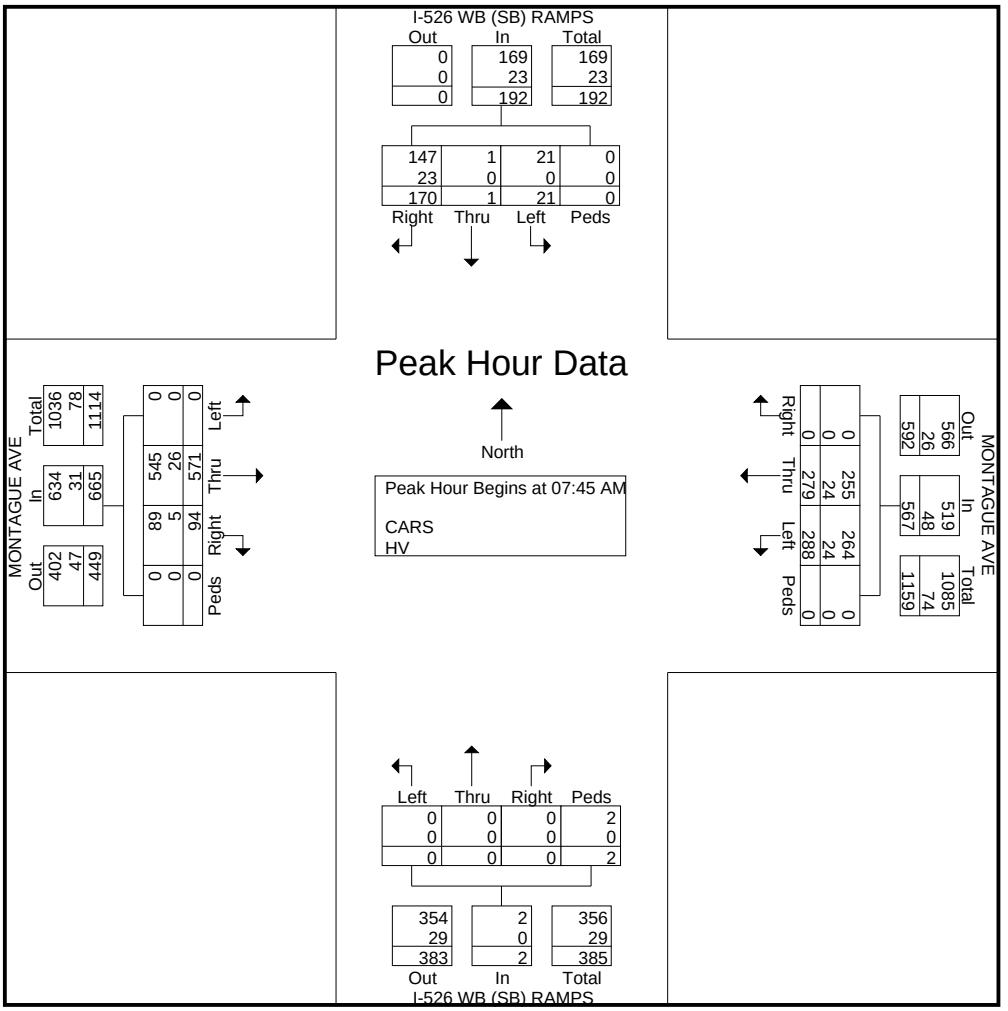


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #17 I526WBSB&MONTAGUEAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | I-526 WB (SB) RAMPS Southbound | | | | | MONTAGUE AVE Westbound | | | | | I-526 WB (SB) RAMPS Northbound | | | | | MONTAGUE AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | **47** | 0 | 5 | 0 | **52** | 0 | **81** | **86** | 0 | **167** | 0 | 0 | 0 | **1** | **1** | 12 | 137 | 0 | 0 | 149 | 369 |
| 08:00 AM | 37 | **1** | 6 | 0 | 44 | 0 | 69 | 77 | 0 | 146 | 0 | 0 | 0 | 0 | 0 | 20 | 145 | 0 | 0 | 165 | 355 |
| 08:15 AM | 41 | 0 | **7** | 0 | 48 | 0 | 52 | 58 | 0 | 110 | 0 | 0 | 0 | 0 | 0 | **34** | 131 | 0 | 0 | 165 | 323 |
| 08:30 AM | 45 | 0 | 3 | 0 | 48 | 0 | 77 | 67 | 0 | 144 | 0 | 0 | 0 | 1 | 1 | 28 | **158** | 0 | 0 | **186** | **379** |
| Total Volume | 170 | 1 | 21 | 0 | 192 | 0 | 279 | 288 | 0 | 567 | 0 | 0 | 0 | 2 | 2 | 94 | 571 | 0 | 0 | 665 | 1426 |
| % App. Total | 88.5 | 0.5 | 10.9 | 0 | | 0 | 49.2 | 50.8 | 0 | | 0 | 0 | 0 | 100 | | 14.1 | 85.9 | 0 | 0 | | |
| PHF | .904 | .250 | .750 | .000 | .923 | .000 | .861 | .837 | .000 | .849 | .000 | .000 | .000 | .500 | .500 | .691 | .903 | .000 | .000 | .894 | .941 |
| CARS | 147 | 1 | 21 | 0 | 169 | 0 | 255 | 264 | 0 | 519 | 0 | 0 | 0 | 2 | 2 | 89 | 545 | 0 | 0 | 634 | 1324 |
| % CARS | 86.5 | 100 | 100 | 0 | 88.0 | 0 | 91.4 | 91.7 | 0 | 91.5 | 0 | 0 | 0 | 100 | 100 | 94.7 | 95.4 | 0 | 0 | 95.3 | 92.8 |
| HV | 23 | 0 | 0 | 0 | 23 | 0 | 24 | 24 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 5 | 26 | 0 | 0 | 31 | 102 |
| % HV | 13.5 | 0 | 0 | 0 | 12.0 | 0 | 8.6 | 8.3 | 0 | 8.5 | 0 | 0 | 0 | 0 | 0 | 5.3 | 4.6 | 0 | 0 | 4.7 | 7.2 |



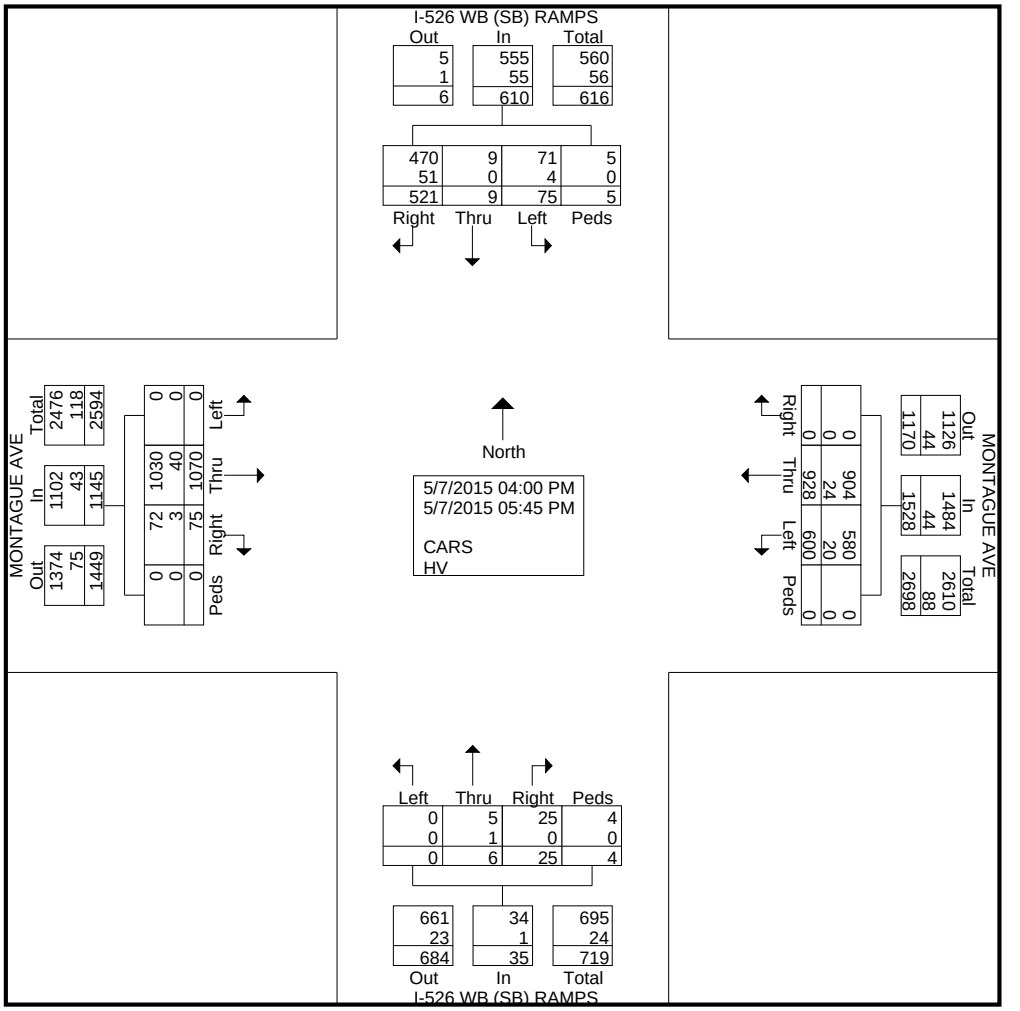
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #17 I526WBSB&MONTAGUEPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | I-526 WB (SB) RAMPS Southbound | | | | | MONTAGUE AVE Westbound | | | | | I-526 WB (SB) RAMPS Northbound | | | | | MONTAGUE AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 68 | 0 | 10 | 0 | 78 | 0 | 102 | 75 | 0 | 177 | 0 | 5 | 0 | 1 | 6 | 9 | 131 | 0 | 0 | 140 | 401 |
| 04:15 PM | 77 | 3 | 8 | 1 | 89 | 0 | 119 | 63 | 0 | 182 | 0 | 1 | 0 | 0 | 1 | 10 | 143 | 0 | 0 | 153 | 425 |
| 04:30 PM | 60 | 1 | 10 | 1 | 72 | 0 | 118 | 83 | 0 | 201 | 0 | 0 | 0 | 0 | 0 | 8 | 149 | 0 | 0 | 157 | 430 |
| 04:45 PM | 64 | 2 | 13 | 0 | 79 | 0 | 103 | 70 | 0 | 173 | 25 | 0 | 0 | 2 | 27 | 8 | 113 | 0 | 0 | 121 | 400 |
| Total | 269 | 6 | 41 | 2 | 318 | 0 | 442 | 291 | 0 | 733 | 25 | 6 | 0 | 3 | 34 | 35 | 536 | 0 | 0 | 571 | 1656 |
| 05:00 PM | 66 | 0 | 9 | 1 | 76 | 0 | 123 | 93 | 0 | 216 | 0 | 0 | 0 | 0 | 0 | 5 | 149 | 0 | 0 | 154 | 446 |
| 05:15 PM | 68 | 3 | 9 | 1 | 81 | 0 | 120 | 71 | 0 | 191 | 0 | 0 | 0 | 0 | 0 | 7 | 119 | 0 | 0 | 126 | 398 |
| 05:30 PM | 61 | 0 | 7 | 1 | 69 | 0 | 127 | 79 | 0 | 206 | 0 | 0 | 0 | 0 | 0 | 16 | 139 | 0 | 0 | 155 | 430 |
| 05:45 PM | 57 | 0 | 9 | 0 | 66 | 0 | 116 | 66 | 0 | 182 | 0 | 0 | 0 | 1 | 1 | 12 | 127 | 0 | 0 | 139 | 388 |
| Total | 252 | 3 | 34 | 3 | 292 | 0 | 486 | 309 | 0 | 795 | 0 | 0 | 0 | 1 | 1 | 40 | 534 | 0 | 0 | 574 | 1662 |
| Grand Total | 521 | 9 | 75 | 5 | 610 | 0 | 928 | 600 | 0 | 1528 | 25 | 6 | 0 | 4 | 35 | 75 | 1070 | 0 | 0 | 1145 | 3318 |
| Apprch % | 85.4 | 1.5 | 12.3 | 0.8 | | 0 | 60.7 | 39.3 | 0 | | 71.4 | 17.1 | 0 | 11.4 | | 6.6 | 93.4 | 0 | 0 | | |
| Total % | 15.7 | 0.3 | 2.3 | 0.2 | 18.4 | 0 | 28 | 18.1 | 0 | 46.1 | 0.8 | 0.2 | 0 | 0.1 | 1.1 | 2.3 | 32.2 | 0 | 0 | 34.5 | |
| CARS | 470 | 9 | 71 | 5 | 555 | 0 | 904 | 580 | 0 | 1484 | 25 | 5 | 0 | 4 | 34 | 72 | 1030 | | | | |
| % CARS | 90.2 | 100 | 94.7 | 100 | 91 | 0 | 97.4 | 96.7 | 0 | 97.1 | 100 | 83.3 | 0 | 100 | 97.1 | 96 | 96.3 | 0 | 0 | 96.2 | 95.7 |
| HV | 51 | 0 | 4 | 0 | 55 | 0 | 24 | 20 | 0 | 44 | 0 | 1 | 0 | 0 | 1 | 3 | 40 | 0 | 0 | 43 | 143 |
| % HV | 9.8 | 0 | 5.3 | 0 | 9 | 0 | 2.6 | 3.3 | 0 | 2.9 | 0 | 16.7 | 0 | 0 | 2.9 | 4 | 3.7 | 0 | 0 | 3.8 | 4.3 |

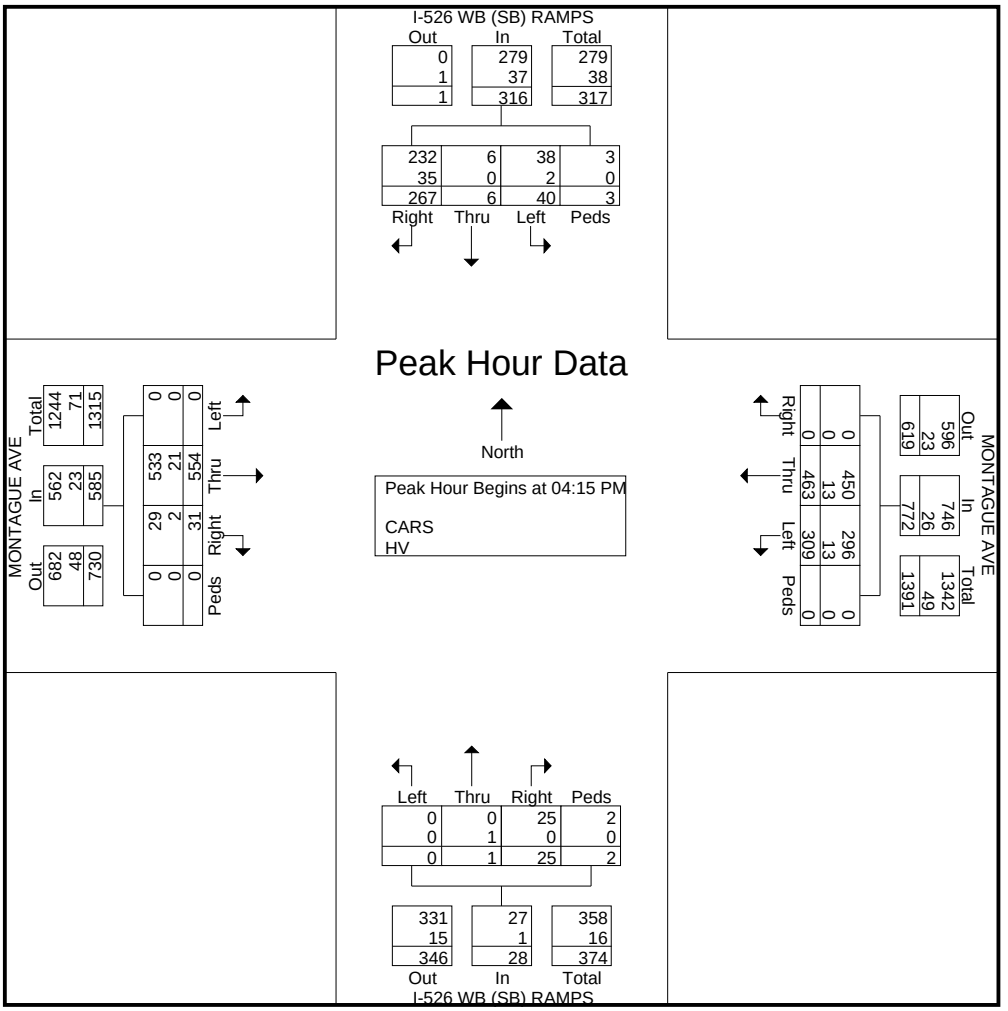


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #17 I526WBSB&MONTAGUEPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | I-526 WB (SB) RAMPS Southbound | | | | | MONTAGUE AVE Westbound | | | | | I-526 WB (SB) RAMPS Northbound | | | | | MONTAGUE AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | **77** | **3** | 8 | **1** | **89** | 0 | 119 | 63 | 0 | 182 | 0 | **1** | 0 | 0 | 1 | **10** | 143 | 0 | 0 | 153 | 425 |
| 04:30 PM | 60 | 1 | 10 | 1 | 72 | 0 | 118 | 83 | 0 | 201 | 0 | 0 | 0 | 0 | 0 | 8 | **149** | 0 | 0 | **157** | 430 |
| 04:45 PM | 64 | 2 | **13** | 0 | 79 | 0 | 103 | 70 | 0 | 173 | **25** | 0 | 0 | **2** | **27** | 8 | 113 | 0 | 0 | 121 | 400 |
| 05:00 PM | 66 | 0 | 9 | 1 | 76 | 0 | **123** | **93** | 0 | **216** | 0 | 0 | 0 | 0 | 0 | 5 | 149 | 0 | 0 | 154 | **446** |
| Total Volume | 267 | 6 | 40 | 3 | 316 | 0 | 463 | 309 | 0 | 772 | 25 | 1 | 0 | 2 | 28 | 31 | 554 | 0 | 0 | 585 | 1701 |
| % App. Total | 84.5 | 1.9 | 12.7 | 0.9 | | 0 | 60 | 40 | 0 | | 89.3 | 3.6 | 0 | 7.1 | | 5.3 | 94.7 | 0 | 0 | | |
| PHF | .867 | .500 | .769 | .750 | .888 | .000 | .941 | .831 | .000 | .894 | .250 | .250 | .000 | .250 | .259 | .775 | .930 | .000 | .000 | .932 | .953 |
| CARS | 232 | 6 | 38 | 3 | 279 | 0 | 450 | 296 | 0 | 746 | 25 | 0 | 0 | 2 | 27 | 29 | 533 | 0 | 0 | 562 | 1614 |
| % CARS | 86.9 | 100 | 95.0 | 100 | 88.3 | 0 | 97.2 | 95.8 | 0 | 96.6 | 100 | 0 | 0 | 100 | 96.4 | 93.5 | 96.2 | 0 | 0 | 96.1 | 94.9 |
| HV | 35 | 0 | 2 | 0 | 37 | 0 | 13 | 13 | 0 | 26 | 0 | 1 | 0 | 0 | 1 | 2 | 21 | 0 | 0 | 23 | 87 |
| % HV | 13.1 | 0 | 5.0 | 0 | 11.7 | 0 | 2.8 | 4.2 | 0 | 3.4 | 0 | 100 | 0 | 0 | 3.6 | 6.5 | 3.8 | 0 | 0 | 3.9 | 5.1 |



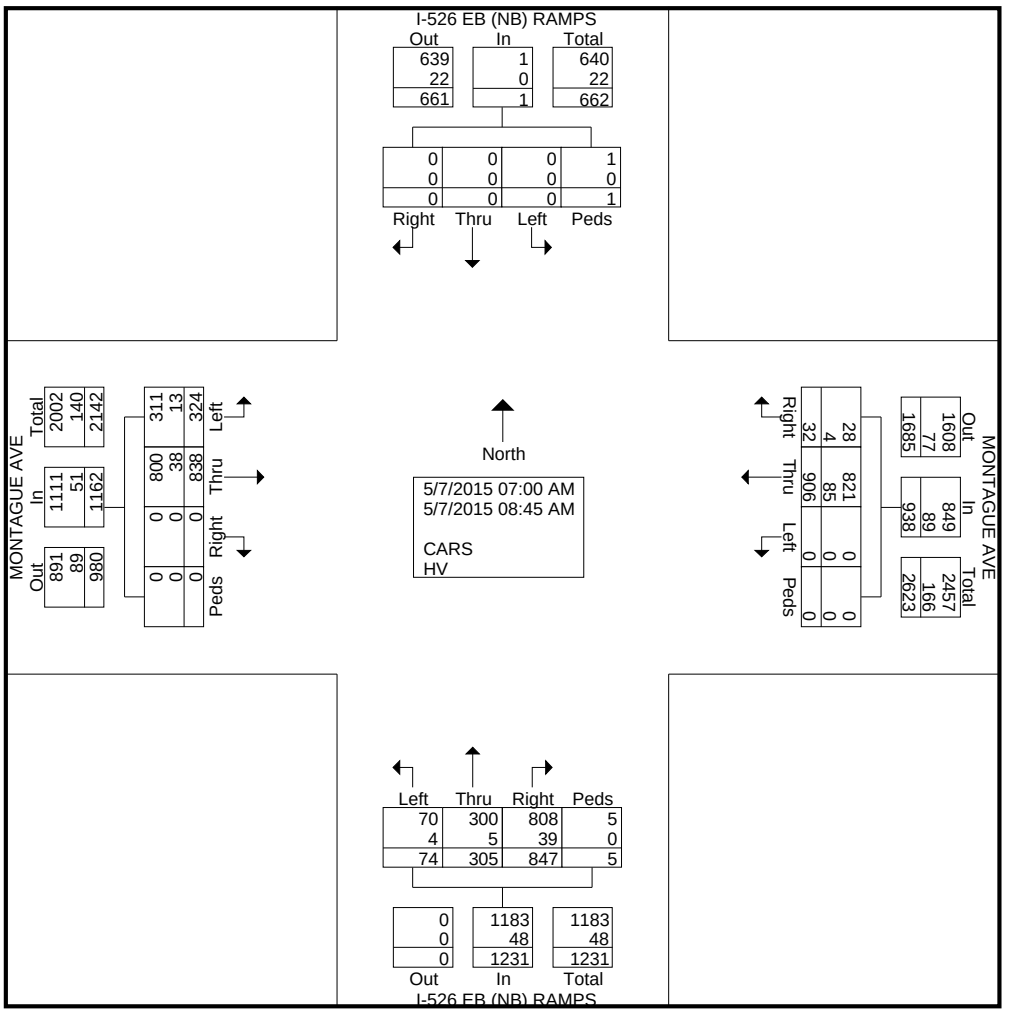
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #18 I526EBNB&MONTAGUEAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | I-526 EB (NB) RAMPS Southbound | | | | | MONTAGUE AVE Westbound | | | | | I-526 EB (NB) RAMPS Northbound | | | | | MONTAGUE AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 5 | 62 | 0 | 0 | 67 | 97 | 32 | 8 | 1 | 138 | 0 | 101 | 31 | 0 | 132 | 337 |
| 07:15 AM | 0 | 0 | 0 | 1 | 1 | 2 | 114 | 0 | 0 | 116 | 120 | 35 | 12 | 1 | 168 | 0 | 115 | 49 | 0 | 164 | 449 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 4 | 117 | 0 | 0 | 121 | 121 | 37 | 7 | 0 | 165 | 0 | 88 | 44 | 0 | 132 | 418 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 4 | 140 | 0 | 0 | 144 | 120 | 46 | 12 | 1 | 179 | 0 | 100 | 40 | 0 | 140 | 463 |
| Total | 0 | 0 | 0 | 1 | 1 | 15 | 433 | 0 | 0 | 448 | 458 | 150 | 39 | 3 | 650 | 0 | 404 | 164 | 0 | 568 | 1667 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 129 | 0 | 0 | 131 | 116 | 41 | 9 | 0 | 166 | 0 | 111 | 35 | 0 | 146 | 443 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 5 | 109 | 0 | 0 | 114 | 121 | 38 | 12 | 0 | 171 | 0 | 101 | 48 | 0 | 149 | 434 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 4 | 137 | 0 | 0 | 141 | 75 | 35 | 7 | 1 | 118 | 0 | 121 | 43 | 0 | 164 | 423 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 6 | 98 | 0 | 0 | 104 | 77 | 41 | 7 | 1 | 126 | 0 | 101 | 34 | 0 | 135 | 365 |
| Total | 0 | 0 | 0 | 0 | 0 | 17 | 473 | 0 | 0 | 490 | 389 | 155 | 35 | 2 | 581 | 0 | 434 | 160 | 0 | 594 | 1665 |
| Grand Total | 0 | 0 | 0 | 1 | 1 | 32 | 906 | 0 | 0 | 938 | 847 | 305 | 74 | 5 | 1231 | 0 | 838 | 324 | 0 | 1162 | 3332 |
| Apprch % | 0 | 0 | 0 | 100 | | 3.4 | 96.6 | 0 | 0 | | 68.8 | 24.8 | 6 | 0.4 | | 0 | 72.1 | 27.9 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 1 | 27.2 | 0 | 0 | 28.2 | 25.4 | 9.2 | 2.2 | 0.2 | 36.9 | 0 | 25.2 | 9.7 | 0 | 34.9 | |
| CARS | 0 | 0 | 0 | 1 | 1 | 28 | 821 | 0 | 0 | 849 | 808 | 300 | 70 | 5 | 1183 | 0 | 800 | 311 | 0 | 1111 | 3144 |
| % CARS | 0 | 0 | 0 | 100 | 100 | 87.5 | 90.6 | 0 | 0 | 90.5 | 95.4 | 98.4 | 94.6 | 100 | 96.1 | 0 | 95.5 | 96 | 0 | 95.6 | 94.4 |
| HV | 0 | 0 | 0 | 0 | 0 | 4 | 85 | 0 | 0 | 89 | 39 | 5 | 4 | 0 | 48 | 0 | 38 | 13 | 0 | 51 | 188 |
| % HV | 0 | 0 | 0 | 0 | 0 | 12.5 | 9.4 | 0 | 0 | 9.5 | 4.6 | 1.6 | 5.4 | 0 | 3.9 | 0 | 4.5 | 4 | 0 | 4.4 | 5.6 |

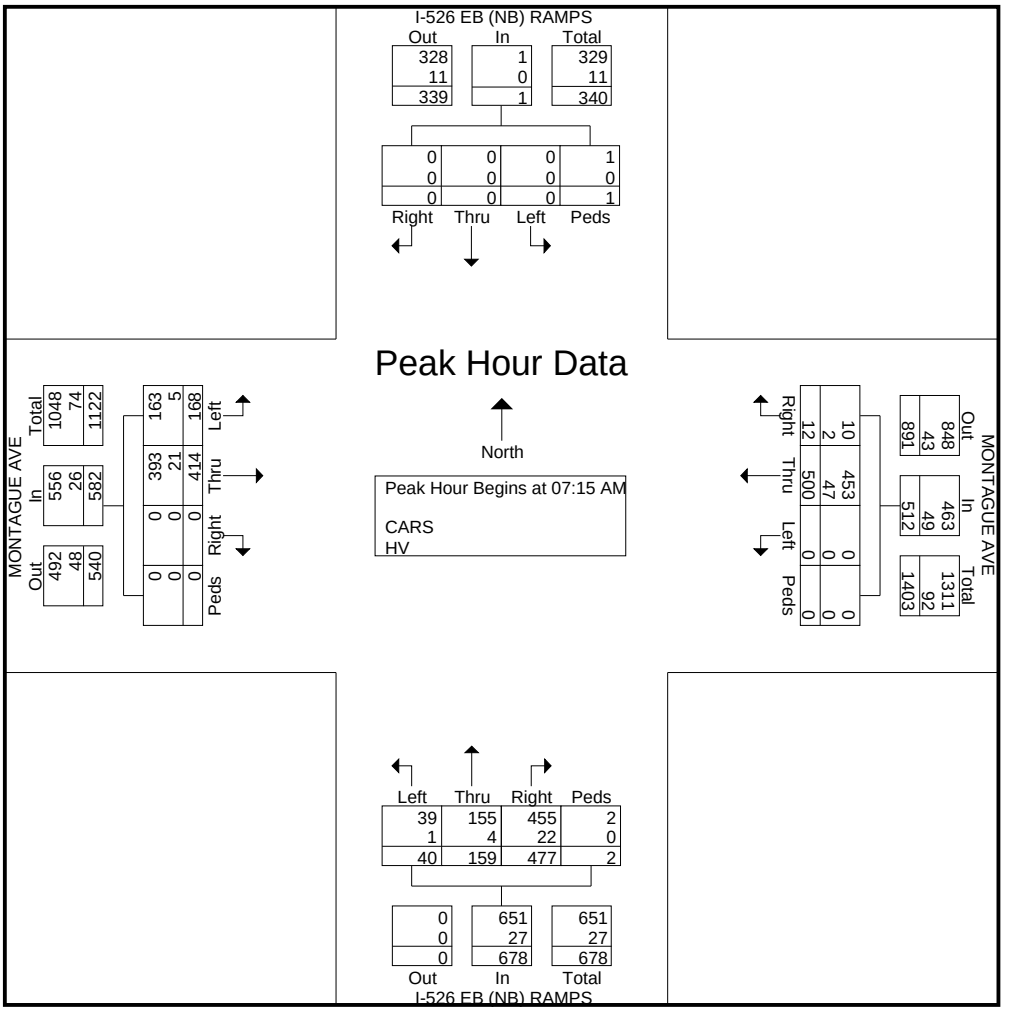


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #18 I526EBNB&MONTAGUEAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | I-526 EB (NB) RAMPS Southbound | | | | | MONTAGUE AVE Westbound | | | | | I-526 EB (NB) RAMPS Northbound | | | | | MONTAGUE AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 0 | 0 | **1** | **1** | 2 | 114 | 0 | 0 | 116 | 120 | 35 | **12** | **1** | 168 | 0 | **115** | **49** | 0 | **164** | 449 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | **4** | 117 | 0 | 0 | 121 | **121** | 37 | 7 | 0 | 165 | 0 | 88 | 44 | 0 | 132 | 418 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 4 | **140** | 0 | 0 | **144** | 120 | **46** | 12 | 1 | **179** | 0 | 100 | 40 | 0 | 140 | **463** |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 129 | 0 | 0 | 131 | 116 | 41 | 9 | 0 | 166 | 0 | 111 | 35 | 0 | 146 | 443 |
| Total Volume | 0 | 0 | 0 | 1 | 1 | 12 | 500 | 0 | 0 | 512 | 477 | 159 | 40 | 2 | 678 | 0 | 414 | 168 | 0 | 582 | 1773 |
| % App. Total | 0 | 0 | 0 | 100 | | 2.3 | 97.7 | 0 | 0 | | 70.4 | 23.5 | 5.9 | 0.3 | | 0 | 71.1 | 28.9 | 0 | | |
| PHF | .000 | .000 | .000 | .250 | .250 | .750 | .893 | .000 | .000 | .889 | .986 | .864 | .833 | .500 | .947 | .000 | .900 | .857 | .000 | .887 | .957 |
| CARS | 0 | 0 | 0 | 1 | 1 | 10 | 453 | 0 | 0 | 463 | 455 | 155 | 39 | 2 | 651 | 0 | 393 | 163 | 0 | 556 | 1671 |
| % CARS | 0 | 0 | 0 | 100 | 100 | 83.3 | 90.6 | 0 | 0 | 90.4 | 95.4 | 97.5 | 97.5 | 100 | 96.0 | 0 | 94.9 | 97.0 | 0 | 95.5 | 94.2 |
| HV | 0 | 0 | 0 | 0 | 0 | 2 | 47 | 0 | 0 | 49 | 22 | 4 | 1 | 0 | 27 | 0 | 21 | 5 | 0 | 26 | 102 |
| % HV | 0 | 0 | 0 | 0 | 0 | 16.7 | 9.4 | 0 | 0 | 9.6 | 4.6 | 2.5 | 2.5 | 0 | 4.0 | 0 | 5.1 | 3.0 | 0 | 4.5 | 5.8 |



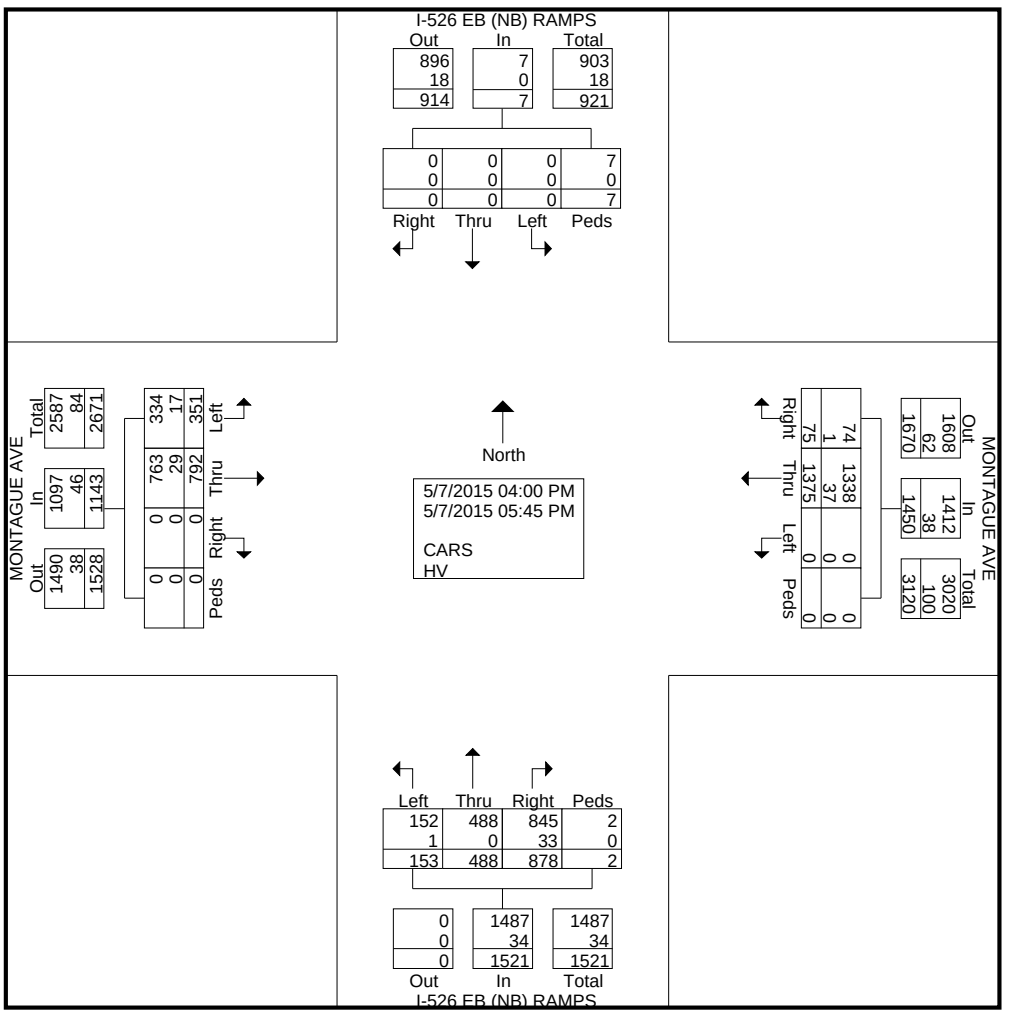
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #18 I526EBNB&MONTAGUEPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | I-526 EB (NB) RAMPS Southbound | | | | | MONTAGUE AVE Westbound | | | | | I-526 EB (NB) RAMPS Northbound | | | | | MONTAGUE AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 8 | 140 | 0 | 0 | 148 | 102 | 44 | 20 | 0 | 166 | 0 | 94 | 47 | 0 | 141 | 455 |
| 04:15 PM | 0 | 0 | 0 | 1 | 1 | 12 | 173 | 0 | 0 | 185 | 87 | 56 | 22 | 0 | 165 | 0 | 84 | 58 | 0 | 142 | 493 |
| 04:30 PM | 0 | 0 | 0 | 1 | 1 | 19 | 177 | 0 | 0 | 196 | 105 | 47 | 13 | 0 | 165 | 0 | 110 | 50 | 0 | 160 | 522 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 9 | 166 | 0 | 0 | 175 | 100 | 69 | 19 | 0 | 188 | 0 | 92 | 40 | 0 | 132 | 495 |
| Total | 0 | 0 | 0 | 2 | 2 | 48 | 656 | 0 | 0 | 704 | 394 | 216 | 74 | 0 | 684 | 0 | 380 | 195 | 0 | 575 | 1965 |
| 05:00 PM | 0 | 0 | 0 | 1 | 1 | 6 | 202 | 0 | 0 | 208 | 133 | 70 | 15 | 2 | 220 | 0 | 115 | 45 | 0 | 160 | 589 |
| 05:15 PM | 0 | 0 | 0 | 1 | 1 | 8 | 163 | 0 | 0 | 171 | 151 | 80 | 25 | 0 | 256 | 0 | 104 | 32 | 0 | 136 | 564 |
| 05:30 PM | 0 | 0 | 0 | 1 | 1 | 8 | 192 | 0 | 0 | 200 | 107 | 62 | 21 | 0 | 190 | 0 | 91 | 44 | 0 | 135 | 526 |
| 05:45 PM | 0 | 0 | 0 | 2 | 2 | 5 | 162 | 0 | 0 | 167 | 93 | 60 | 18 | 0 | 171 | 0 | 102 | 35 | 0 | 137 | 477 |
| Total | 0 | 0 | 0 | 5 | 5 | 27 | 719 | 0 | 0 | 746 | 484 | 272 | 79 | 2 | 837 | 0 | 412 | 156 | 0 | 568 | 2156 |
| Grand Total | 0 | 0 | 0 | 7 | 7 | 75 | 1375 | 0 | 0 | 1450 | 878 | 488 | 153 | 2 | 1521 | 0 | 792 | 351 | 0 | 1143 | 4121 |
| Apprch % | 0 | 0 | 0 | 100 | | 5.2 | 94.8 | 0 | 0 | | 57.7 | 32.1 | 10.1 | 0.1 | | 0 | 69.3 | 30.7 | 0 | | |
| Total % | 0 | 0 | 0 | 0.2 | 0.2 | 1.8 | 33.4 | 0 | 0 | 35.2 | 21.3 | 11.8 | 3.7 | 0 | 36.9 | 0 | 19.2 | 8.5 | 0 | 27.7 | |
| CARS | 0 | 0 | 0 | 7 | 7 | 74 | 1338 | | | | | | | | | | | | | | |
| % CARS | 0 | 0 | 0 | 100 | 100 | 98.7 | 97.3 | 0 | 0 | 97.4 | 96.2 | 100 | 99.3 | 100 | 97.8 | 0 | 96.3 | 95.2 | 0 | 96 | 97.1 |
| HV | 0 | 0 | 0 | 0 | 0 | 1 | 37 | 0 | 0 | 38 | 33 | 0 | 1 | 0 | 34 | 0 | 29 | 17 | 0 | 46 | 118 |
| % HV | 0 | 0 | 0 | 0 | 0 | 1.3 | 2.7 | 0 | 0 | 2.6 | 3.8 | 0 | 0.7 | 0 | 2.2 | 0 | 3.7 | 4.8 | 0 | 4 | 2.9 |

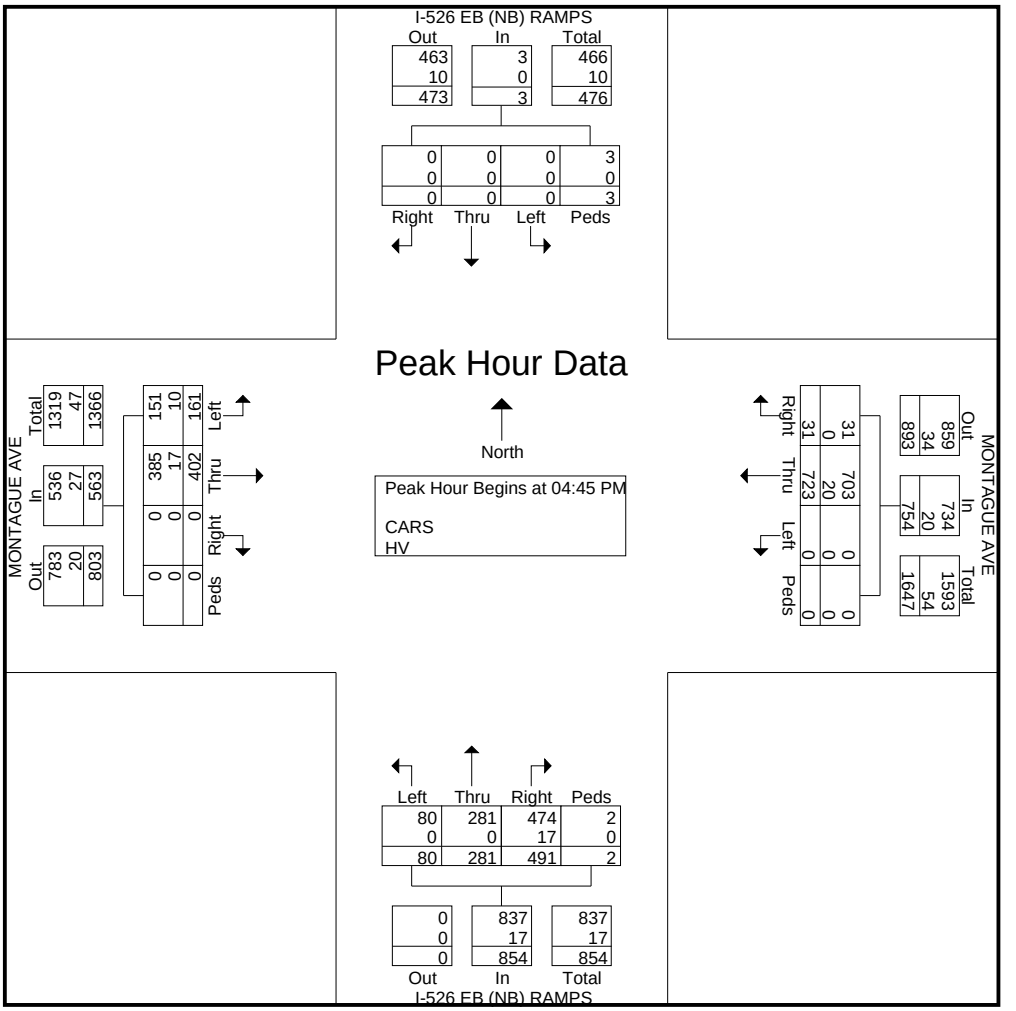


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #18 I526EBNB&MONTAGUEPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | I-526 EB (NB) RAMPS Southbound | | | | | MONTAGUE AVE Westbound | | | | | I-526 EB (NB) RAMPS Northbound | | | | | MONTAGUE AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | **9** | 166 | 0 | 0 | 175 | 100 | 69 | 19 | 0 | 188 | 0 | 92 | 40 | 0 | 132 | 495 |
| 05:00 PM | 0 | 0 | 0 | **1** | **1** | 6 | **202** | 0 | 0 | **208** | 133 | 70 | 15 | **2** | 220 | 0 | **115** | **45** | 0 | **160** | **589** |
| 05:15 PM | 0 | 0 | 0 | 1 | 1 | 8 | 163 | 0 | 0 | 171 | **151** | **80** | **25** | 0 | **256** | 0 | 104 | 32 | 0 | 136 | 564 |
| 05:30 PM | 0 | 0 | 0 | 1 | 1 | 8 | 192 | 0 | 0 | 200 | 107 | 62 | 21 | 0 | 190 | 0 | 91 | 44 | 0 | 135 | 526 |
| Total Volume | 0 | 0 | 0 | 3 | 3 | 31 | 723 | 0 | 0 | 754 | 491 | 281 | 80 | 2 | 854 | 0 | 402 | 161 | 0 | 563 | 2174 |
| % App. Total | 0 | 0 | 0 | 100 | | 4.1 | 95.9 | 0 | 0 | | 57.5 | 32.9 | 9.4 | 0.2 | | 0 | 71.4 | 28.6 | 0 | | |
| PHF | .000 | .000 | .000 | .750 | .750 | .861 | .895 | .000 | .000 | .906 | .813 | .878 | .800 | .250 | .834 | .000 | .874 | .894 | .000 | .880 | .923 |
| CARS | 0 | 0 | 0 | 3 | 3 | 31 | 703 | 0 | 0 | 734 | 474 | 281 | 80 | 2 | 837 | 0 | 385 | 151 | 0 | 536 | 2110 |
| % CARS | 0 | 0 | 0 | 100 | 100 | 100 | 97.2 | 0 | 0 | 97.3 | 96.5 | 100 | 100 | 100 | 98.0 | 0 | 95.8 | 93.8 | 0 | 95.2 | 97.1 |
| HV | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 20 | 17 | 0 | 0 | 0 | 17 | 0 | 17 | 10 | 0 | 27 | 64 |
| % HV | 0 | 0 | 0 | 0 | 0 | 0 | 2.8 | 0 | 0 | 2.7 | 3.5 | 0 | 0 | 0 | 2.0 | 0 | 4.2 | 6.2 | 0 | 4.8 | 2.9 |



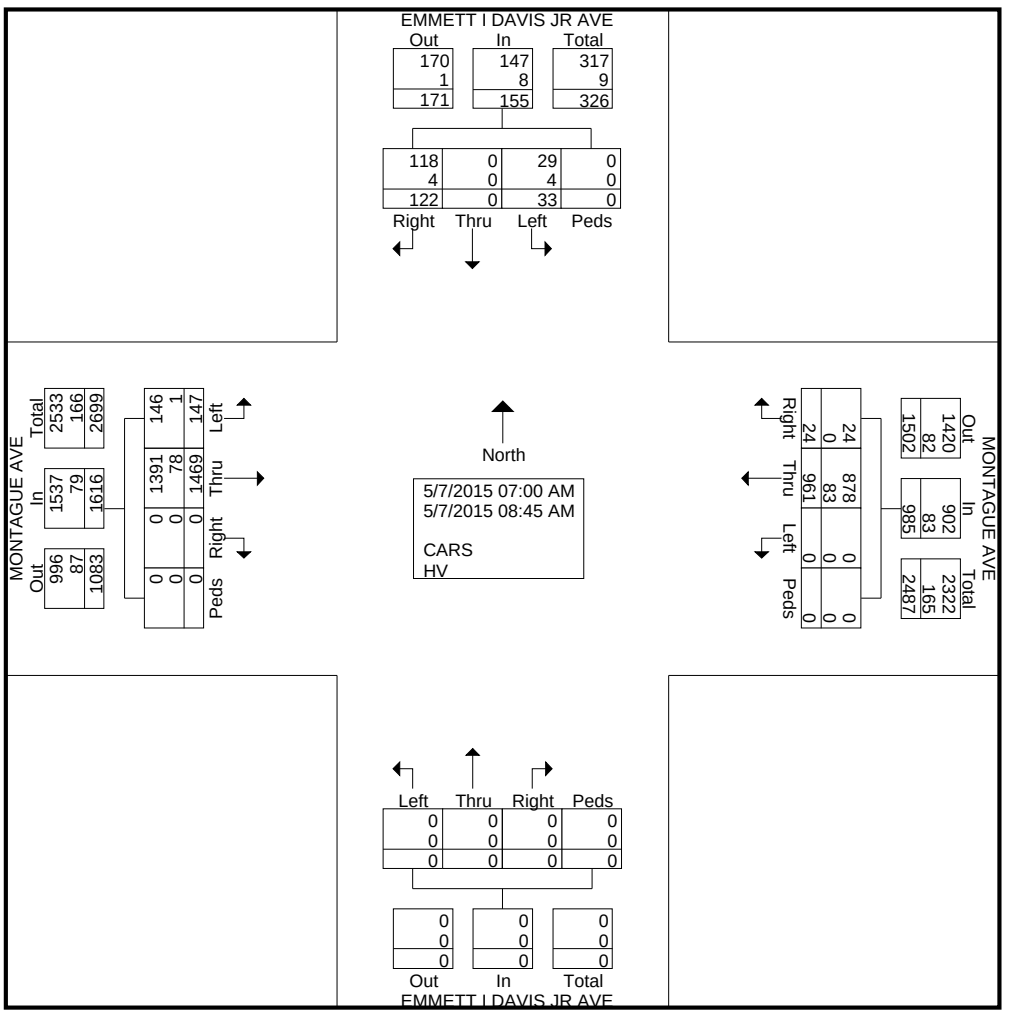
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #19 EMMETT&MONTAGUEAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | EMMETT I DAVIS JR AVE Southbound | | | | | MONTAGUE AVE Westbound | | | | | EMMETT I DAVIS JR AVE Northbound | | | | | MONTAGUE AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 8 | 0 | 2 | 0 | 10 | 2 | 69 | 0 | 0 | 71 | 0 | 0 | 0 | 0 | 0 | 0 | 162 | 16 | 0 | 178 | 259 |
| 07:15 AM | 16 | 0 | 7 | 0 | 23 | 1 | 109 | 0 | 0 | 110 | 0 | 0 | 0 | 0 | 0 | 0 | 215 | 25 | 0 | 240 | 373 |
| 07:30 AM | 13 | 0 | 1 | 0 | 14 | 2 | 144 | 0 | 0 | 146 | 0 | 0 | 0 | 0 | 0 | 0 | 181 | 14 | 0 | 195 | 355 |
| 07:45 AM | 12 | 0 | 4 | 0 | 16 | 4 | 159 | 0 | 0 | 163 | 0 | 0 | 0 | 0 | 0 | 0 | 194 | 14 | 0 | 208 | 387 |
| Total | 49 | 0 | 14 | 0 | 63 | 9 | 481 | 0 | 0 | 490 | 0 | 0 | 0 | 0 | 0 | 0 | 752 | 69 | 0 | 821 | 1374 |
| 08:00 AM | 10 | 0 | 4 | 0 | 14 | 5 | 145 | 0 | 0 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 198 | 17 | 0 | 215 | 379 |
| 08:15 AM | 19 | 0 | 4 | 0 | 23 | 5 | 99 | 0 | 0 | 104 | 0 | 0 | 0 | 0 | 0 | 0 | 194 | 25 | 0 | 219 | 346 |
| 08:30 AM | 27 | 0 | 5 | 0 | 32 | 3 | 142 | 0 | 0 | 145 | 0 | 0 | 0 | 0 | 0 | 0 | 182 | 14 | 0 | 196 | 373 |
| 08:45 AM | 17 | 0 | 6 | 0 | 23 | 2 | 94 | 0 | 0 | 96 | 0 | 0 | 0 | 0 | 0 | 0 | 143 | 22 | 0 | 165 | 284 |
| Total | 73 | 0 | 19 | 0 | 92 | 15 | 480 | 0 | 0 | 495 | 0 | 0 | 0 | 0 | 0 | 0 | 717 | 78 | 0 | 795 | 1382 |
| Grand Total | 122 | 0 | 33 | 0 | 155 | 24 | 961 | 0 | 0 | 985 | 0 | 0 | 0 | 0 | 0 | 0 | 1469 | 147 | 0 | 1616 | 2756 |
| Apprch % | 78.7 | 0 | 21.3 | 0 | | 2.4 | 97.6 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 90.9 | 9.1 | 0 | | |
| Total % | 4.4 | 0 | 1.2 | 0 | 5.6 | 0.9 | 34.9 | 0 | 0 | 35.7 | 0 | 0 | 0 | 0 | 0 | 0 | 53.3 | 5.3 | 0 | 58.6 | |
| CARS | 118 | 0 | 29 | 0 | 147 | 24 | 878 | 0 | 0 | 902 | 0 | 0 | 0 | 0 | 0 | 0 | 1391 | | | | |
| % CARS | 96.7 | 0 | 87.9 | 0 | 94.8 | 100 | 91.4 | 0 | 0 | 91.6 | 0 | 0 | 0 | 0 | 0 | 0 | 94.7 | 99.3 | 0 | 95.1 | 93.8 |
| HV | 4 | 0 | 4 | 0 | 8 | 0 | 83 | 0 | 0 | 83 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 1 | 0 | 79 | 170 |
| % HV | 3.3 | 0 | 12.1 | 0 | 5.2 | 0 | 8.6 | 0 | 0 | 8.4 | 0 | 0 | 0 | 0 | 0 | 0 | 5.3 | 0.7 | 0 | 4.9 | 6.2 |

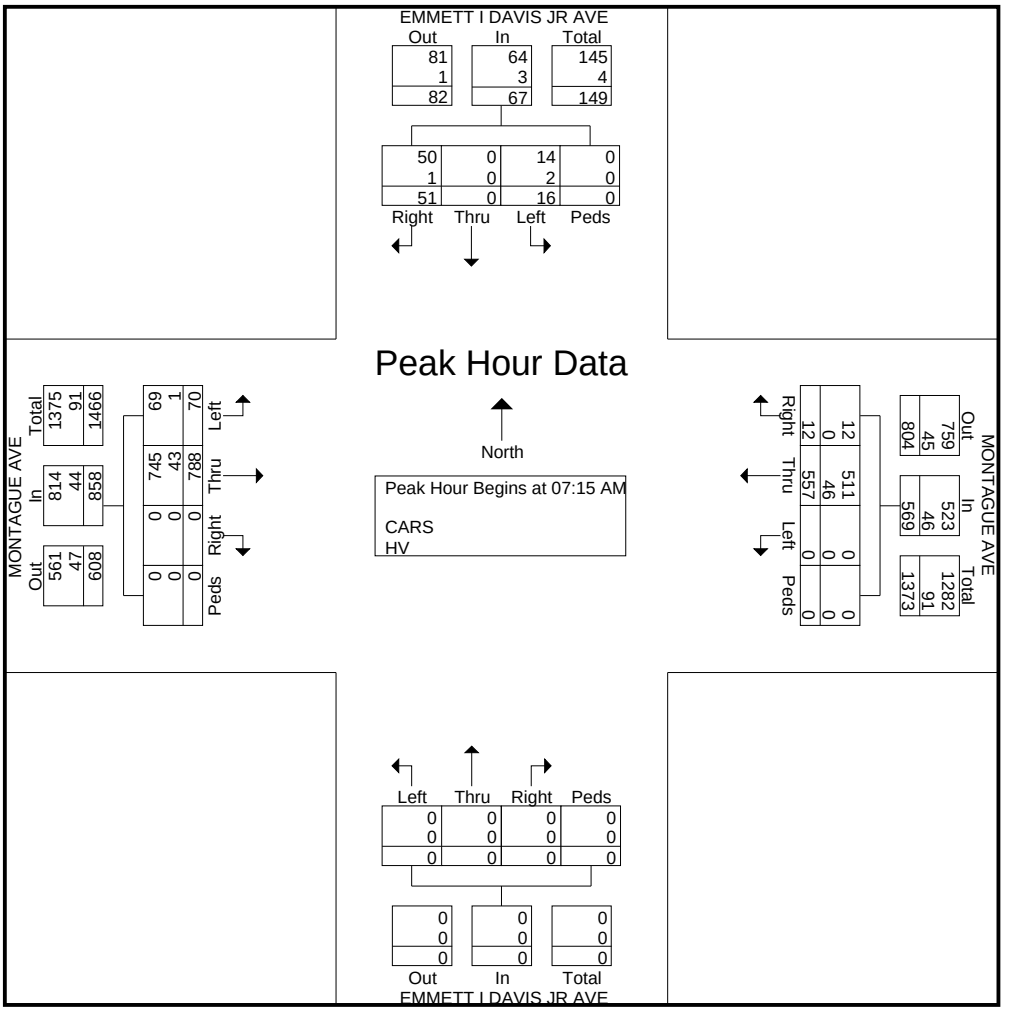


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #19 EMMETT&MONTAGUEAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | EMMETT I DAVIS JR AVE Southbound | | | | | MONTAGUE AVE Westbound | | | | | EMMETT I DAVIS JR AVE Northbound | | | | | MONTAGUE AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | **16** | 0 | **7** | 0 | **23** | 1 | 109 | 0 | 0 | 110 | 0 | 0 | 0 | 0 | 0 | 0 | **215** | **25** | 0 | **240** | 373 |
| 07:30 AM | 13 | 0 | 1 | 0 | 14 | 2 | 144 | 0 | 0 | 146 | 0 | 0 | 0 | 0 | 0 | 0 | 181 | 14 | 0 | 195 | 355 |
| 07:45 AM | 12 | 0 | 4 | 0 | 16 | 4 | **159** | 0 | 0 | **163** | 0 | 0 | 0 | 0 | 0 | 0 | 194 | 14 | 0 | 208 | **387** |
| 08:00 AM | 10 | 0 | 4 | 0 | 14 | **5** | 145 | 0 | 0 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 198 | 17 | 0 | 215 | 379 |
| Total Volume | 51 | 0 | 16 | 0 | 67 | 12 | 557 | 0 | 0 | 569 | 0 | 0 | 0 | 0 | 0 | 0 | 788 | 70 | 0 | 858 | 1494 |
| % App. Total | 76.1 | 0 | 23.9 | 0 | | 2.1 | 97.9 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 91.8 | 8.2 | 0 | | |
| PHF | .797 | .000 | .571 | .000 | .728 | .600 | .876 | .000 | .000 | .873 | .000 | .000 | .000 | .000 | .000 | .000 | .916 | .700 | .000 | .894 | .965 |
| CARS | 50 | 0 | 14 | 0 | 64 | 12 | 511 | 0 | 0 | 523 | 0 | 0 | 0 | 0 | 0 | 0 | 745 | 69 | 0 | 814 | 1401 |
| % CARS | 98.0 | 0 | 87.5 | 0 | 95.5 | 100 | 91.7 | 0 | 0 | 91.9 | 0 | 0 | 0 | 0 | 0 | 0 | 94.5 | 98.6 | 0 | 94.9 | 93.8 |
| HV | 1 | 0 | 2 | 0 | 3 | 0 | 46 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 1 | 0 | 44 | 93 |
| % HV | 2.0 | 0 | 12.5 | 0 | 4.5 | 0 | 8.3 | 0 | 0 | 8.1 | 0 | 0 | 0 | 0 | 0 | 0 | 5.5 | 1.4 | 0 | 5.1 | 6.2 |



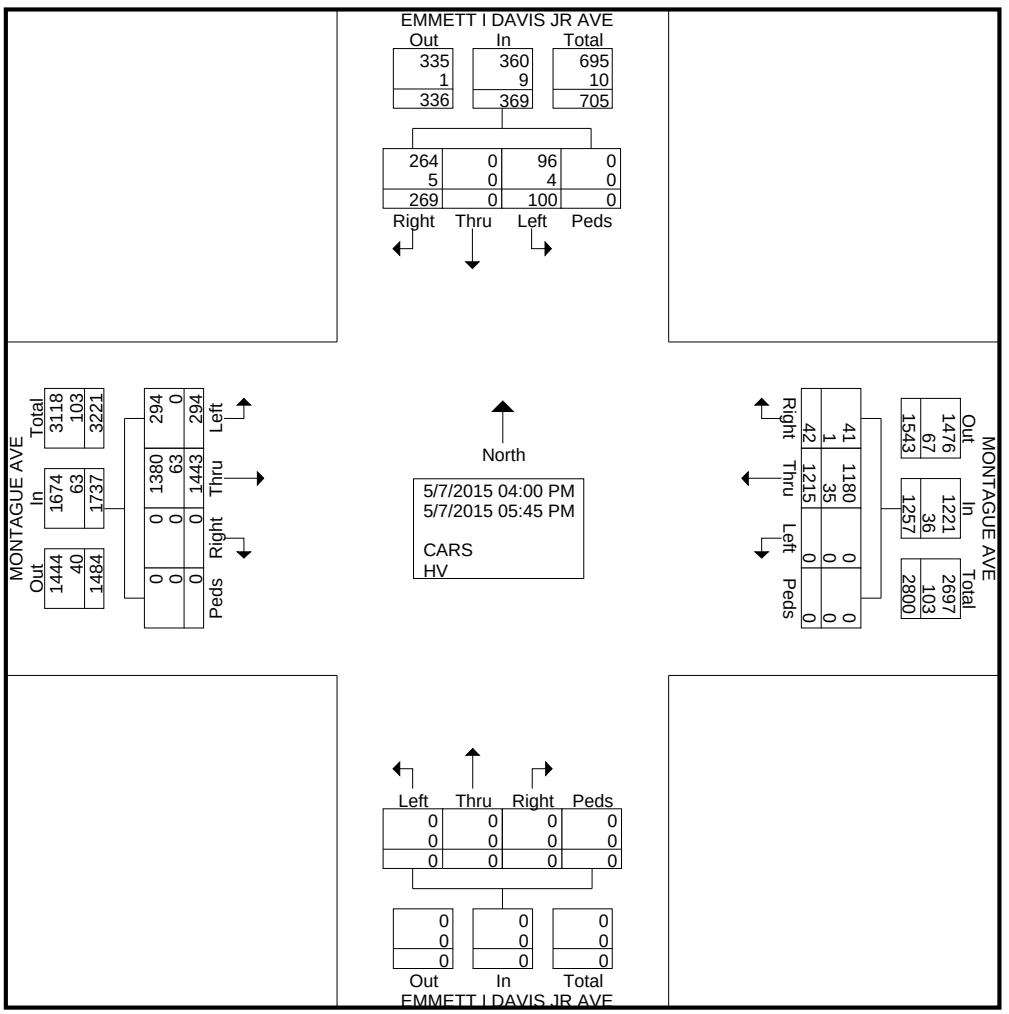
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #19 EMMETT&MONTAGUEPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | EMMETT I DAVIS JR AVE Southbound | | | | | MONTAGUE AVE Westbound | | | | | EMMETT I DAVIS JR AVE Northbound | | | | | MONTAGUE AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 31 | 0 | 7 | 0 | 38 | 2 | 132 | 0 | 0 | 134 | 0 | 0 | 0 | 0 | 0 | 0 | 161 | 30 | 0 | 191 | 363 |
| 04:15 PM | 26 | 0 | 11 | 0 | 37 | 4 | 138 | 0 | 0 | 142 | 0 | 0 | 0 | 0 | 0 | 0 | 156 | 39 | 0 | 195 | 374 |
| 04:30 PM | 47 | 0 | 22 | 0 | 69 | 6 | 164 | 0 | 0 | 170 | 0 | 0 | 0 | 0 | 0 | 0 | 179 | 44 | 0 | 223 | 462 |
| 04:45 PM | 38 | 0 | 13 | 0 | 51 | 4 | 113 | 0 | 0 | 117 | 0 | 0 | 0 | 0 | 0 | 0 | 164 | 32 | 0 | 196 | 364 |
| Total | 142 | 0 | 53 | 0 | 195 | 16 | 547 | 0 | 0 | 563 | 0 | 0 | 0 | 0 | 0 | 0 | 660 | 145 | 0 | 805 | 1563 |
| 05:00 PM | 34 | 0 | 8 | 0 | 42 | 10 | 187 | 0 | 0 | 197 | 0 | 0 | 0 | 0 | 0 | 0 | 236 | 33 | 0 | 269 | 508 |
| 05:15 PM | 31 | 0 | 15 | 0 | 46 | 6 | 152 | 0 | 0 | 158 | 0 | 0 | 0 | 0 | 0 | 0 | 208 | 40 | 0 | 248 | 452 |
| 05:30 PM | 35 | 0 | 11 | 0 | 46 | 5 | 168 | 0 | 0 | 173 | 0 | 0 | 0 | 0 | 0 | 0 | 176 | 49 | 0 | 225 | 444 |
| 05:45 PM | 27 | 0 | 13 | 0 | 40 | 5 | 161 | 0 | 0 | 166 | 0 | 0 | 0 | 0 | 0 | 0 | 163 | 27 | 0 | 190 | 396 |
| Total | 127 | 0 | 47 | 0 | 174 | 26 | 668 | 0 | 0 | 694 | 0 | 0 | 0 | 0 | 0 | 0 | 783 | 149 | 0 | 932 | 1800 |
| Grand Total | 269 | 0 | 100 | 0 | 369 | 42 | 1215 | 0 | 0 | 1257 | 0 | 0 | 0 | 0 | 0 | 0 | 1443 | 294 | 0 | 1737 | 3363 |
| Apprch % | 72.9 | 0 | 27.1 | 0 | | 3.3 | 96.7 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 83.1 | 16.9 | 0 | | |
| Total % | 8 | 0 | 3 | 0 | 11 | 1.2 | 36.1 | 0 | 0 | 37.4 | 0 | 0 | 0 | 0 | 0 | 0 | 42.9 | 8.7 | 0 | 51.7 | |
| CARS | 264 | 0 | 96 | 0 | 360 | 41 | 1180 | | | | | | | | | | 1380 | | | | |
| % CARS | 98.1 | 0 | 96 | 0 | 97.6 | 97.6 | 97.1 | 0 | 0 | 97.1 | 0 | 0 | 0 | 0 | 0 | 0 | 95.6 | 100 | 0 | 96.4 | 96.8 |
| HV | 5 | 0 | 4 | 0 | 9 | 1 | 35 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 0 | 0 | 63 | 108 |
| % HV | 1.9 | 0 | 4 | 0 | 2.4 | 2.4 | 2.9 | 0 | 0 | 2.9 | 0 | 0 | 0 | 0 | 0 | 0 | 4.4 | 0 | 0 | 3.6 | 3.2 |

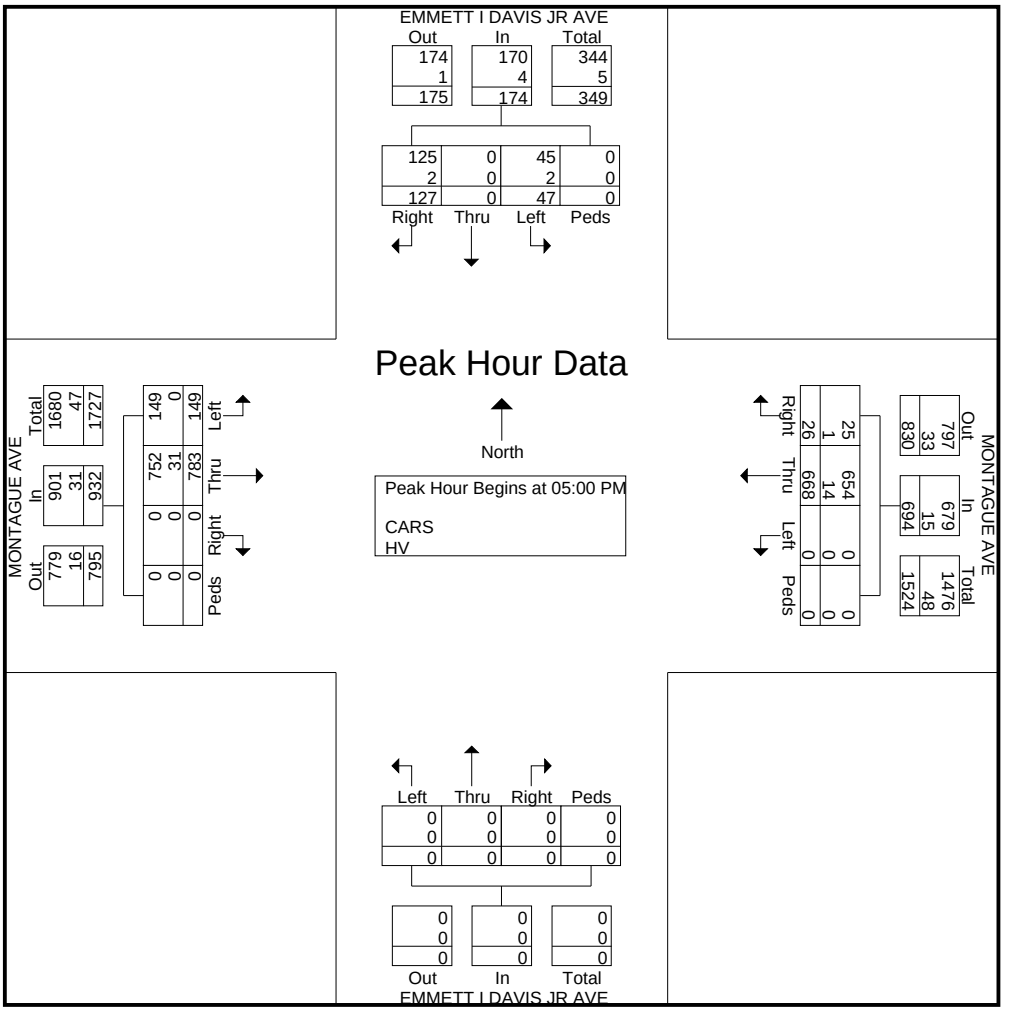


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #19 EMMETT&MONTAGUEPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | EMMETT I DAVIS JR AVE Southbound | | | | | MONTAGUE AVE Westbound | | | | | EMMETT I DAVIS JR AVE Northbound | | | | | MONTAGUE AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 34 | 0 | 8 | 0 | 42 | **10** | **187** | 0 | 0 | **197** | 0 | 0 | 0 | 0 | 0 | 0 | **236** | 33 | 0 | **269** | **508** |
| 05:15 PM | 31 | 0 | **15** | 0 | **46** | 6 | 152 | 0 | 0 | 158 | 0 | 0 | 0 | 0 | 0 | 0 | 208 | 40 | 0 | 248 | 452 |
| 05:30 PM | **35** | 0 | 11 | 0 | 46 | 5 | 168 | 0 | 0 | 173 | 0 | 0 | 0 | 0 | 0 | 0 | 176 | **49** | 0 | 225 | 444 |
| 05:45 PM | 27 | 0 | 13 | 0 | 40 | 5 | 161 | 0 | 0 | 166 | 0 | 0 | 0 | 0 | 0 | 0 | 163 | 27 | 0 | 190 | 396 |
| Total Volume | 127 | 0 | 47 | 0 | 174 | 26 | 668 | 0 | 0 | 694 | 0 | 0 | 0 | 0 | 0 | 0 | 783 | 149 | 0 | 932 | 1800 |
| % App. Total | 73 | 0 | 27 | 0 | | 3.7 | 96.3 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 84 | 16 | 0 | | |
| PHF | .907 | .000 | .783 | .000 | .946 | .650 | .893 | .000 | .000 | .881 | .000 | .000 | .000 | .000 | .000 | .000 | .829 | .760 | .000 | .866 | .886 |
| CARS | 125 | 0 | 45 | 0 | 170 | 25 | 654 | 0 | 0 | 679 | 0 | 0 | 0 | 0 | 0 | 0 | 752 | 149 | 0 | 901 | 1750 |
| % CARS | 98.4 | 0 | 95.7 | 0 | 97.7 | 96.2 | 97.9 | 0 | 0 | 97.8 | 0 | 0 | 0 | 0 | 0 | 0 | 96.0 | 100 | 0 | 96.7 | 97.2 |
| HV | 2 | 0 | 2 | 0 | 4 | 1 | 14 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 31 | 50 |
| % HV | 1.6 | 0 | 4.3 | 0 | 2.3 | 3.8 | 2.1 | 0 | 0 | 2.2 | 0 | 0 | 0 | 0 | 0 | 0 | 4.0 | 0 | 0 | 3.3 | 2.8 |



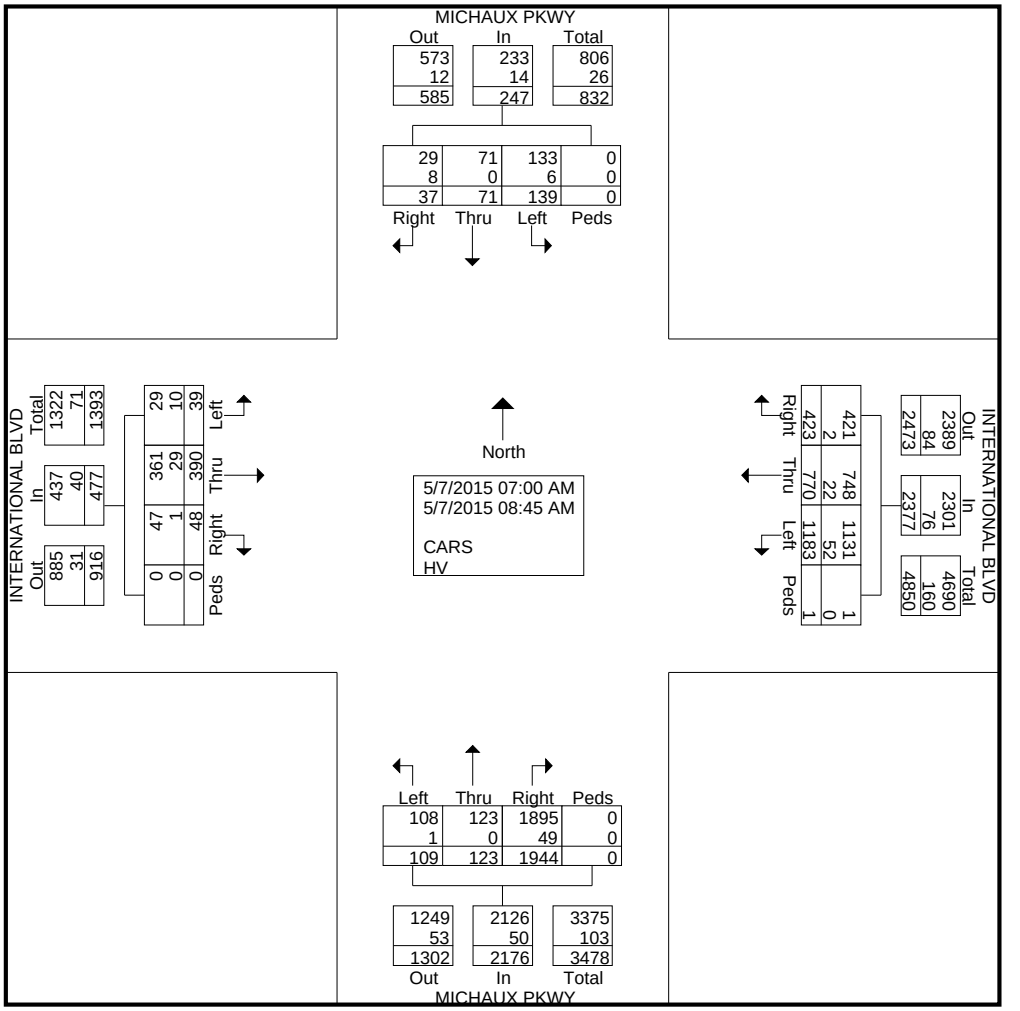
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #20 MICHAUX&INTERNATIONALAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | MICHAUX PKWY Southbound | | | | | INTERNATIONAL BLVD Westbound | | | | | MICHAUX PKWY Northbound | | | | | INTERNATIONAL BLVD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 3 | 20 | 37 | 0 | 60 | 86 | 75 | 167 | 0 | 328 | 251 | 19 | 15 | 0 | 285 | 8 | 31 | 3 | 0 | 42 | 715 |
| 07:15 AM | 1 | 9 | 15 | 0 | 25 | 78 | 55 | 183 | 0 | 316 | 286 | 16 | 13 | 0 | 315 | 4 | 41 | 2 | 0 | 47 | 703 |
| 07:30 AM | 2 | 11 | 18 | 0 | 31 | 61 | 86 | 158 | 1 | 306 | 295 | 16 | 10 | 0 | 321 | 3 | 38 | 3 | 0 | 44 | 702 |
| 07:45 AM | 7 | 8 | 14 | 0 | 29 | 61 | 87 | 160 | 0 | 308 | 268 | 18 | 17 | 0 | 303 | 1 | 33 | 5 | 0 | 39 | 679 |
| Total | 13 | 48 | 84 | 0 | 145 | 286 | 303 | 668 | 1 | 1258 | 1100 | 69 | 55 | 0 | 1224 | 16 | 143 | 13 | 0 | 172 | 2799 |
| | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 10 | 9 | 19 | 0 | 38 | 43 | 107 | 132 | 0 | 282 | 226 | 11 | 7 | 0 | 244 | 9 | 54 | 8 | 0 | 71 | 635 |
| 08:15 AM | 5 | 5 | 16 | 0 | 26 | 43 | 109 | 128 | 0 | 280 | 223 | 19 | 15 | 0 | 257 | 6 | 61 | 10 | 0 | 77 | 640 |
| 08:30 AM | 7 | 5 | 12 | 0 | 24 | 33 | 117 | 121 | 0 | 271 | 212 | 10 | 18 | 0 | 240 | 7 | 58 | 5 | 0 | 70 | 605 |
| 08:45 AM | 2 | 4 | 8 | 0 | 14 | 18 | 134 | 134 | 0 | 286 | 183 | 14 | 14 | 0 | 211 | 10 | 74 | 3 | 0 | 87 | 598 |
| Total | 24 | 23 | 55 | 0 | 102 | 137 | 467 | 515 | 0 | 1119 | 844 | 54 | 54 | 0 | 952 | 32 | 247 | 26 | 0 | 305 | 2478 |
| | | | | | | | | | | | | | | | | | | | | | |
| Grand Total | 37 | 71 | 139 | 0 | 247 | 423 | 770 | 1183 | 1 | 2377 | 1944 | 123 | 109 | 0 | 2176 | 48 | 390 | 39 | 0 | 477 | 5277 |
| Apprch % | 15 | 28.7 | 56.3 | 0 | | 17.8 | 32.4 | 49.8 | 0 | | 89.3 | 5.7 | 5 | 0 | | 10.1 | 81.8 | 8.2 | 0 | | |
| Total % | 0.7 | 1.3 | 2.6 | 0 | 4.7 | 8 | 14.6 | 22.4 | 0 | 45 | 36.8 | 2.3 | 2.1 | 0 | 41.2 | 0.9 | 7.4 | 0.7 | 0 | 9 | |
| CARS | 29 | 71 | 133 | 0 | 233 | 421 | 748 | 1131 | | | 1895 | | | | | | | | | | |
| % CARS | 78.4 | 100 | 95.7 | 0 | 94.3 | 99.5 | 97.1 | 95.6 | 100 | 96.8 | 97.5 | 100 | 99.1 | 0 | 97.7 | 97.9 | 92.6 | 74.4 | 0 | 91.6 | 96.6 |
| HV | 8 | 0 | 6 | 0 | 14 | 2 | 22 | 52 | 0 | 76 | 49 | 0 | 1 | 0 | 50 | 1 | 29 | 10 | 0 | 40 | 180 |
| % HV | 21.6 | 0 | 4.3 | 0 | 5.7 | 0.5 | 2.9 | 4.4 | 0 | 3.2 | 2.5 | 0 | 0.9 | 0 | 2.3 | 2.1 | 7.4 | 25.6 | 0 | 8.4 | 3.4 |

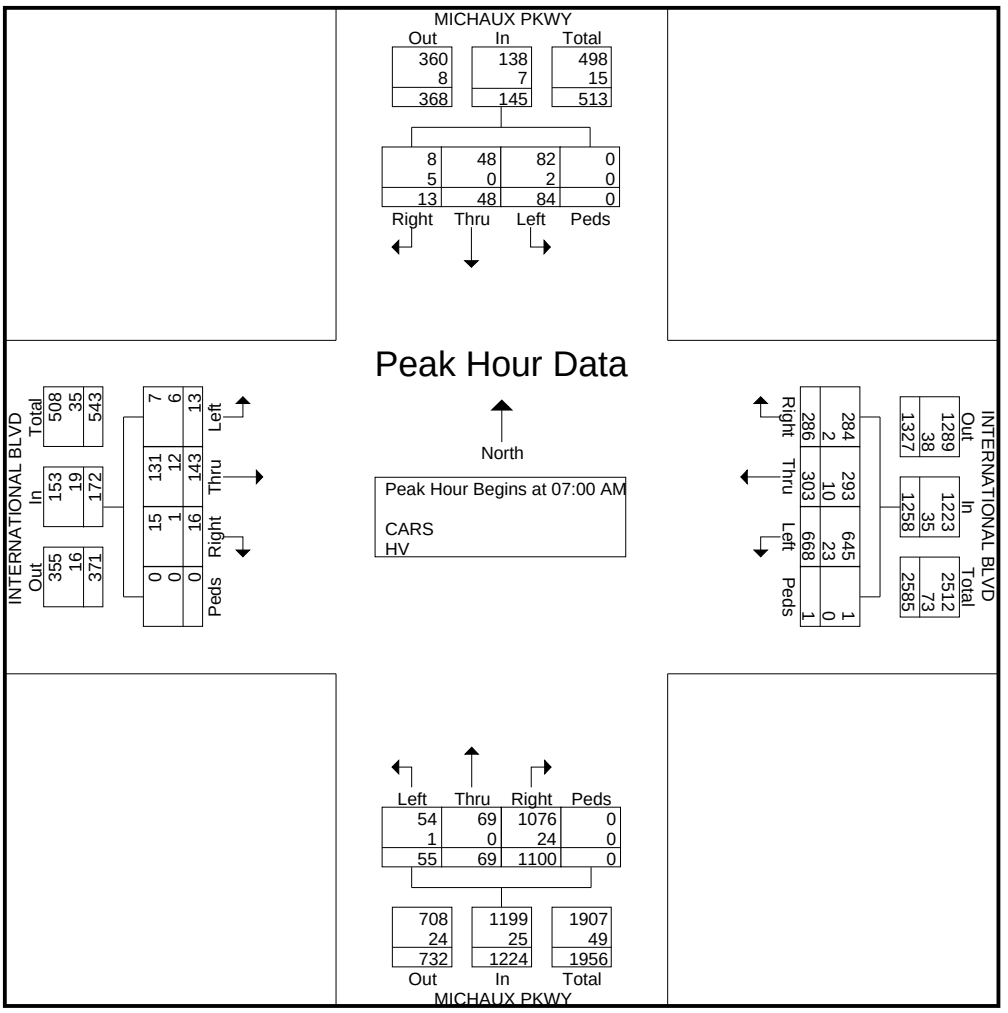


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #20 MICHAUX&INTERNATIONALAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | MICHAUX PKWY Southbound | | | | | INTERNATIONAL BLVD Westbound | | | | | MICHAUX PKWY Northbound | | | | | INTERNATIONAL BLVD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 3 | **20** | **37** | 0 | **60** | **86** | 75 | 167 | 0 | **328** | 251 | **19** | 15 | 0 | 285 | **8** | 31 | 3 | 0 | 42 | **715** |
| 07:15 AM | 1 | 9 | 15 | 0 | 25 | 78 | 55 | **183** | 0 | 316 | 286 | 16 | 13 | 0 | 315 | 4 | **41** | 2 | 0 | **47** | 703 |
| 07:30 AM | 2 | 11 | 18 | 0 | 31 | 61 | 86 | 158 | **1** | 306 | **295** | 16 | 10 | 0 | **321** | 3 | 38 | 3 | 0 | 44 | 702 |
| 07:45 AM | **7** | 8 | 14 | 0 | 29 | 61 | **87** | 160 | 0 | 308 | 268 | 18 | **17** | 0 | 303 | 1 | 33 | **5** | 0 | 39 | 679 |
| Total Volume | 13 | 48 | 84 | 0 | 145 | 286 | 303 | 668 | 1 | 1258 | 1100 | 69 | 55 | 0 | 1224 | 16 | 143 | 13 | 0 | 172 | 2799 |
| % App. Total | 9 | 33.1 | 57.9 | 0 | | 22.7 | 24.1 | 53.1 | 0.1 | | 89.9 | 5.6 | 4.5 | 0 | | 9.3 | 83.1 | 7.6 | 0 | | |
| PHF | .464 | .600 | .568 | .000 | .604 | .831 | .871 | .913 | .250 | .959 | .932 | .908 | .809 | .000 | .953 | .500 | .872 | .650 | .000 | .915 | .979 |
| CARS | 8 | 48 | 82 | 0 | 138 | 284 | 293 | 645 | 1 | 1223 | 1076 | | | | | | | | | | |
| % CARS | 61.5 | 100 | 97.6 | 0 | 95.2 | 99.3 | 96.7 | 96.6 | 100 | 97.2 | 97.8 | 100 | 98.2 | 0 | 98.0 | 93.8 | 91.6 | 53.8 | 0 | 89.0 | 96.9 |
| HV | 5 | 0 | 2 | 0 | 7 | 2 | 10 | 23 | 0 | 35 | 24 | 0 | 1 | 0 | 25 | 1 | 12 | 6 | 0 | 19 | 86 |
| % HV | 38.5 | 0 | 2.4 | 0 | 4.8 | 0.7 | 3.3 | 3.4 | 0 | 2.8 | 2.2 | 0 | 1.8 | 0 | 2.0 | 6.3 | 8.4 | 46.2 | 0 | 11.0 | 3.1 |



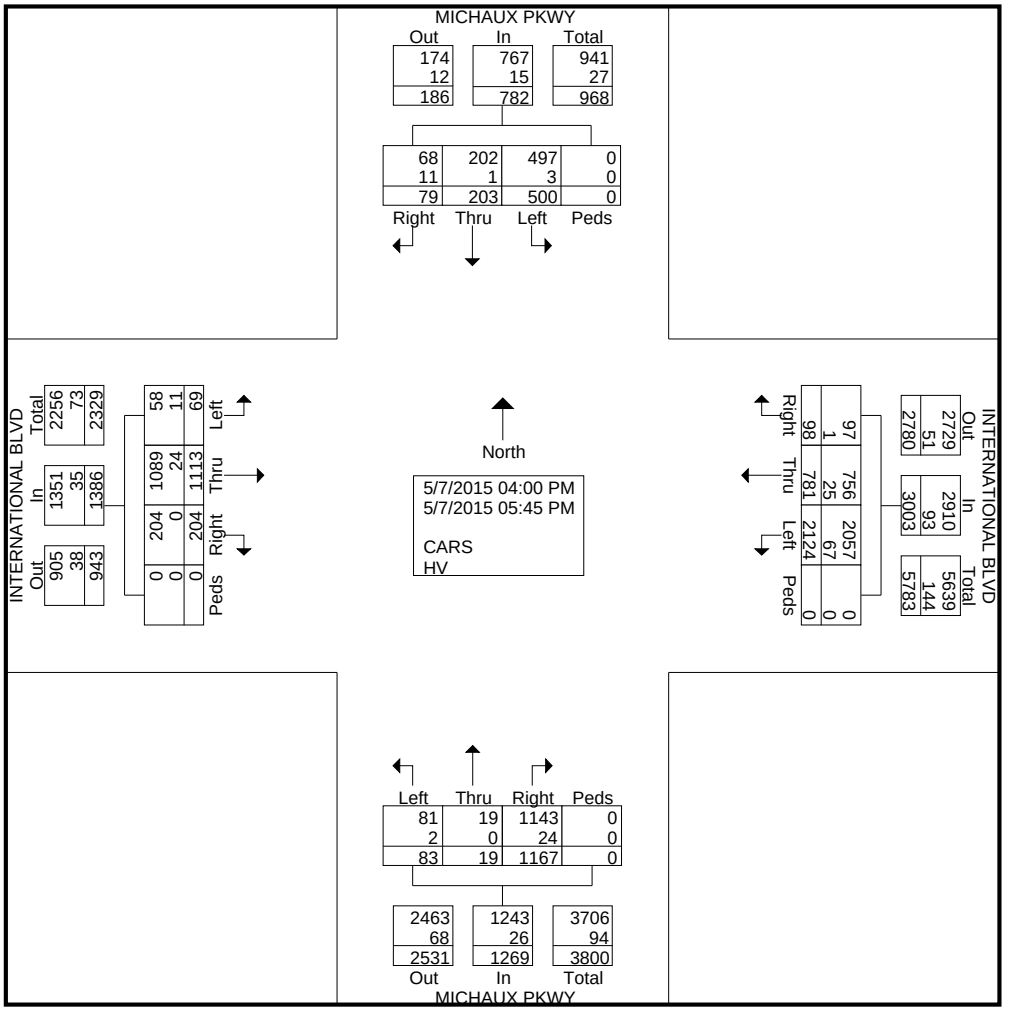
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #20 MICHAUX&INTERNATIONALPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | MICHAUX PKWY Southbound | | | | | INTERNATIONAL BLVD Westbound | | | | | MICHAUX PKWY Northbound | | | | | INTERNATIONAL BLVD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 7 | 35 | 74 | 0 | 116 | 10 | 115 | 261 | 0 | 386 | 127 | 3 | 10 | 0 | 140 | 20 | 141 | 8 | 0 | 169 | 811 |
| 04:15 PM | 8 | 38 | 87 | 0 | 133 | 16 | 101 | 261 | 0 | 378 | 171 | 3 | 11 | 0 | 185 | 27 | 132 | 4 | 0 | 163 | 859 |
| 04:30 PM | 2 | 33 | 67 | 0 | 102 | 13 | 117 | 265 | 0 | 395 | 144 | 0 | 13 | 0 | 157 | 22 | 174 | 6 | 0 | 202 | 856 |
| 04:45 PM | 8 | 27 | 61 | 0 | 96 | 10 | 104 | 266 | 0 | 380 | 149 | 3 | 10 | 0 | 162 | 16 | 133 | 5 | 0 | 154 | 792 |
| Total | 25 | 133 | 289 | 0 | 447 | 49 | 437 | 1053 | 0 | 1539 | 591 | 9 | 44 | 0 | 644 | 85 | 580 | 23 | 0 | 688 | 3318 |
| 05:00 PM | 12 | 25 | 63 | 0 | 100 | 8 | 79 | 283 | 0 | 370 | 137 | 1 | 15 | 0 | 153 | 19 | 119 | 13 | 0 | 151 | 774 |
| 05:15 PM | 19 | 16 | 29 | 0 | 64 | 9 | 87 | 288 | 0 | 384 | 159 | 2 | 7 | 0 | 168 | 26 | 144 | 11 | 0 | 181 | 797 |
| 05:30 PM | 15 | 19 | 74 | 0 | 108 | 20 | 84 | 211 | 0 | 315 | 133 | 0 | 7 | 0 | 140 | 50 | 149 | 13 | 0 | 212 | 775 |
| 05:45 PM | 8 | 10 | 45 | 0 | 63 | 12 | 94 | 289 | 0 | 395 | 147 | 7 | 10 | 0 | 164 | 24 | 121 | 9 | 0 | 154 | 776 |
| Total | 54 | 70 | 211 | 0 | 335 | 49 | 344 | 1071 | 0 | 1464 | 576 | 10 | 39 | 0 | 625 | 119 | 533 | 46 | 0 | 698 | 3122 |
| Grand Total | 79 | 203 | 500 | 0 | 782 | 98 | 781 | 2124 | 0 | 3003 | 1167 | 19 | 83 | 0 | 1269 | 204 | 1113 | 69 | 0 | 1386 | 6440 |
| Apprch % | 10.1 | 26 | 63.9 | 0 | | 3.3 | 26 | 70.7 | 0 | | 92 | 1.5 | 6.5 | 0 | | 14.7 | 80.3 | 5 | 0 | | |
| Total % | 1.2 | 3.2 | 7.8 | 0 | 12.1 | 1.5 | 12.1 | 33 | 0 | 46.6 | 18.1 | 0.3 | 1.3 | 0 | 19.7 | 3.2 | 17.3 | 1.1 | 0 | 21.5 | |
| CARS | 68 | 202 | 497 | 0 | 767 | 97 | 756 | 2057 | | | 1143 | | | | | | 1089 | | | | |
| % CARS | 86.1 | 99.5 | 99.4 | 0 | 98.1 | 99 | 96.8 | 96.8 | 0 | 96.9 | 97.9 | 100 | 97.6 | 0 | 98 | 100 | 97.8 | 84.1 | 0 | 97.5 | 97.4 |
| HV | 11 | 1 | 3 | 0 | 15 | 1 | 25 | 67 | 0 | 93 | 24 | 0 | 2 | 0 | 26 | 0 | 24 | 11 | 0 | 35 | 169 |
| % HV | 13.9 | 0.5 | 0.6 | 0 | 1.9 | 1 | 3.2 | 3.2 | 0 | 3.1 | 2.1 | 0 | 2.4 | 0 | 2 | 0 | 2.2 | 15.9 | 0 | 2.5 | 2.6 |

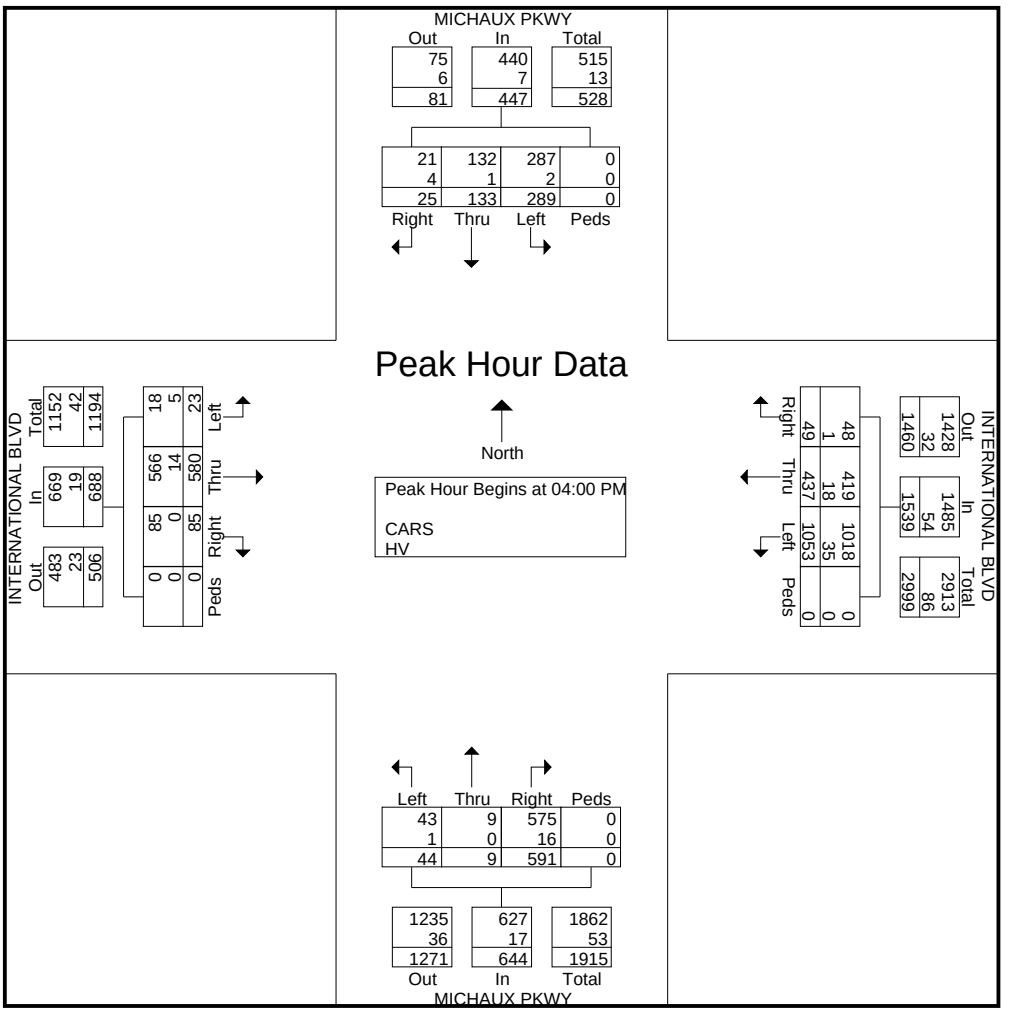


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #20 MICHAUX&INTERNATIONALPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | MICHAUX PKWY Southbound | | | | | INTERNATIONAL BLVD Westbound | | | | | MICHAUX PKWY Northbound | | | | | INTERNATIONAL BLVD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 7 | 35 | 74 | 0 | 116 | 10 | 115 | 261 | 0 | 386 | 127 | **3** | 10 | 0 | 140 | 20 | 141 | **8** | 0 | 169 | 811 |
| 04:15 PM | **8** | **38** | **87** | 0 | **133** | **16** | 101 | 261 | 0 | 378 | **171** | 3 | 11 | 0 | **185** | **27** | 132 | 4 | 0 | 163 | **859** |
| 04:30 PM | 2 | 33 | 67 | 0 | 102 | 13 | **117** | 265 | 0 | **395** | 144 | 0 | **13** | 0 | 157 | 22 | **174** | 6 | 0 | **202** | 856 |
| 04:45 PM | 8 | 27 | 61 | 0 | 96 | 10 | 104 | **266** | 0 | 380 | 149 | 3 | 10 | 0 | 162 | 16 | 133 | 5 | 0 | 154 | 792 |
| Total Volume | 25 | 133 | 289 | 0 | 447 | 49 | 437 | 1053 | 0 | 1539 | 591 | 9 | 44 | 0 | 644 | 85 | 580 | 23 | 0 | 688 | 3318 |
| % App. Total | 5.6 | 29.8 | 64.7 | 0 | | 3.2 | 28.4 | 68.4 | 0 | | 91.8 | 1.4 | 6.8 | 0 | | 12.4 | 84.3 | 3.3 | 0 | | |
| PHF | .781 | .875 | .830 | .000 | .840 | .766 | .934 | .990 | .000 | .974 | .864 | .750 | .846 | .000 | .870 | .787 | .833 | .719 | .000 | .851 | .966 |
| CARS | 21 | 132 | 287 | 0 | 440 | 48 | 419 | 1018 | | | | | | | | | | | | | |
| % CARS | 84.0 | 99.2 | 99.3 | 0 | 98.4 | 98.0 | 95.9 | 96.7 | 0 | 96.5 | 97.3 | 100 | 97.7 | 0 | 97.4 | 100 | 97.6 | 78.3 | 0 | 97.2 | 97.1 |
| HV | 4 | 1 | 2 | 0 | 7 | 1 | 18 | 35 | 0 | 54 | 16 | 0 | 1 | 0 | 17 | 0 | 14 | 5 | 0 | 19 | 97 |
| % HV | 16.0 | 0.8 | 0.7 | 0 | 1.6 | 2.0 | 4.1 | 3.3 | 0 | 3.5 | 2.7 | 0 | 2.3 | 0 | 2.6 | 0 | 2.4 | 21.7 | 0 | 2.8 | 2.9 |



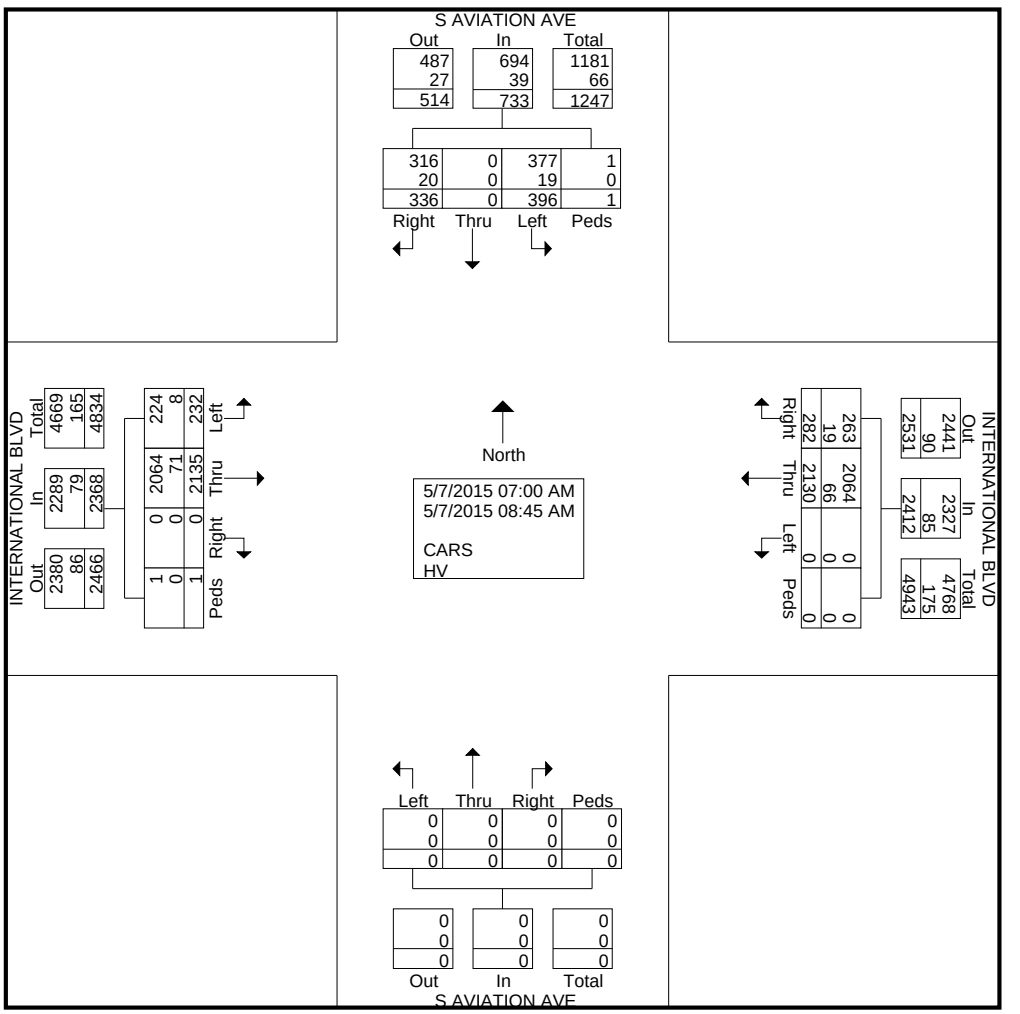
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #21 SAVIATION&INTERNATIONALAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | S AVIATION AVE Southbound | | | | | INTERNATIONAL BLVD Westbound | | | | | S AVIATION AVE Northbound | | | | | INTERNATIONAL BLVD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 41 | 0 | 29 | 0 | 70 | 44 | 305 | 0 | 0 | 349 | 0 | 0 | 0 | 0 | 0 | 0 | 277 | 24 | 0 | 301 | 720 |
| 07:15 AM | 34 | 0 | 32 | 0 | 66 | 36 | 301 | 0 | 0 | 337 | 0 | 0 | 0 | 0 | 0 | 0 | 275 | 32 | 0 | 307 | 710 |
| 07:30 AM | 44 | 0 | 46 | 0 | 90 | 43 | 277 | 0 | 0 | 320 | 0 | 0 | 0 | 0 | 0 | 0 | 310 | 34 | 0 | 344 | 754 |
| 07:45 AM | 48 | 0 | 60 | 0 | 108 | 56 | 265 | 0 | 0 | 321 | 0 | 0 | 0 | 0 | 0 | 0 | 277 | 30 | 0 | 307 | 736 |
| Total | 167 | 0 | 167 | 0 | 334 | 179 | 1148 | 0 | 0 | 1327 | 0 | 0 | 0 | 0 | 0 | 0 | 1139 | 120 | 0 | 1259 | 2920 |
| 08:00 AM | 38 | 0 | 51 | 0 | 89 | 21 | 251 | 0 | 0 | 272 | 0 | 0 | 0 | 0 | 0 | 0 | 253 | 38 | 0 | 291 | 652 |
| 08:15 AM | 44 | 0 | 67 | 0 | 111 | 28 | 250 | 0 | 0 | 278 | 0 | 0 | 0 | 0 | 0 | 0 | 267 | 21 | 0 | 288 | 677 |
| 08:30 AM | 43 | 0 | 54 | 0 | 97 | 23 | 243 | 0 | 0 | 266 | 0 | 0 | 0 | 0 | 0 | 0 | 232 | 23 | 0 | 255 | 618 |
| 08:45 AM | 44 | 0 | 57 | 1 | 102 | 31 | 238 | 0 | 0 | 269 | 0 | 0 | 0 | 0 | 0 | 0 | 244 | 30 | 1 | 275 | 646 |
| Total | 169 | 0 | 229 | 1 | 399 | 103 | 982 | 0 | 0 | 1085 | 0 | 0 | 0 | 0 | 0 | 0 | 996 | 112 | 1 | 1109 | 2593 |
| Grand Total | 336 | 0 | 396 | 1 | 733 | 282 | 2130 | 0 | 0 | 2412 | 0 | 0 | 0 | 0 | 0 | 0 | 2135 | 232 | 1 | 2368 | 5513 |
| Apprch % | 45.8 | 0 | 54 | 0.1 | | 11.7 | 88.3 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 90.2 | 9.8 | 0 | | |
| Total % | 6.1 | 0 | 7.2 | 0 | 13.3 | 5.1 | 38.6 | 0 | 0 | 43.8 | 0 | 0 | 0 | 0 | 0 | 0 | 38.7 | 4.2 | 0 | 43 | |
| CARS | 316 | 0 | 377 | 1 | 694 | 263 | 2064 | | | | | | | | | | 2064 | | | | |
| % CARS | 94 | 0 | 95.2 | 100 | 94.7 | 93.3 | 96.9 | 0 | 0 | 96.5 | 0 | 0 | 0 | 0 | 0 | 0 | 96.7 | 96.6 | 100 | 96.7 | 96.3 |
| HV | 20 | 0 | 19 | 0 | 39 | 19 | 66 | 0 | 0 | 85 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 8 | 0 | 79 | 203 |
| % HV | 6 | 0 | 4.8 | 0 | 5.3 | 6.7 | 3.1 | 0 | 0 | 3.5 | 0 | 0 | 0 | 0 | 0 | 0 | 3.3 | 3.4 | 0 | 3.3 | 3.7 |

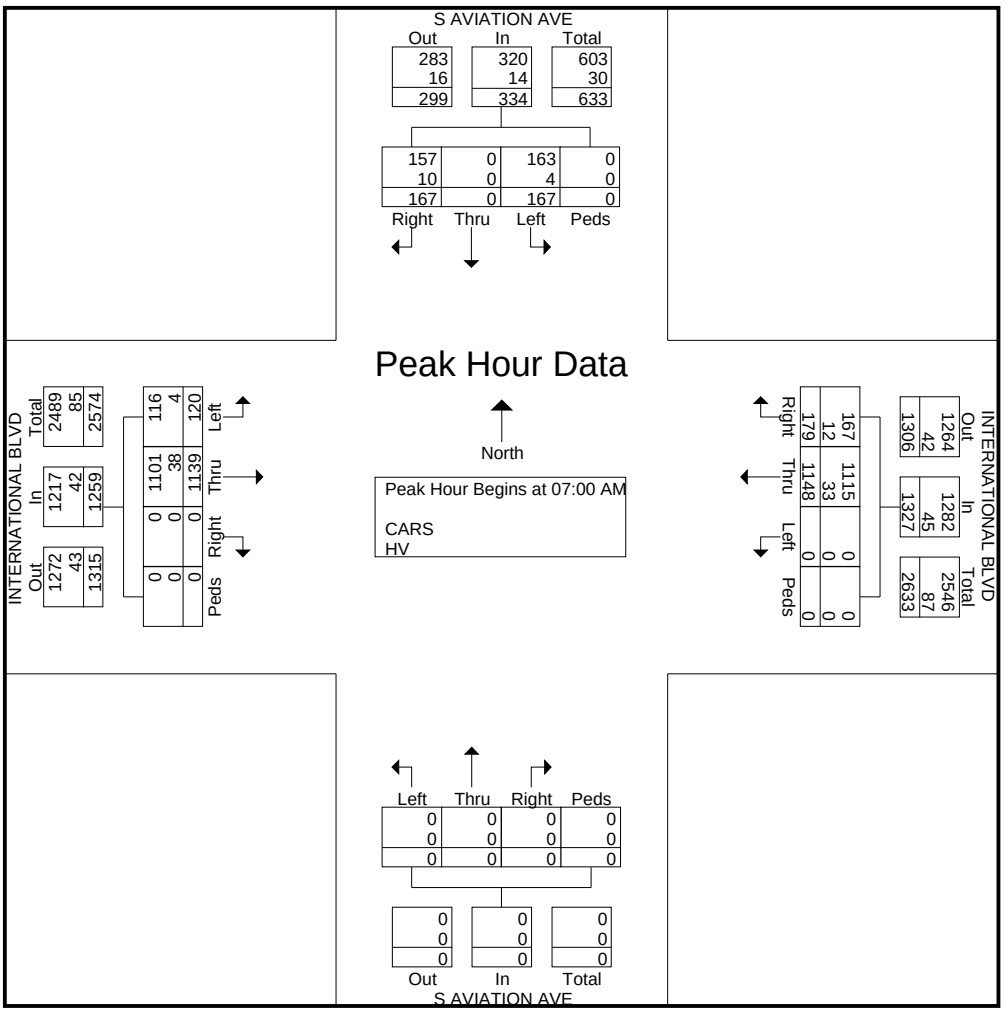


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #21 SAVIATION&INTERNATIONALAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | S AVIATION AVE Southbound | | | | | INTERNATIONAL BLVD Westbound | | | | | S AVIATION AVE Northbound | | | | | INTERNATIONAL BLVD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 41 | 0 | 29 | 0 | 70 | 44 | **305** | 0 | 0 | **349** | 0 | 0 | 0 | 0 | 0 | 0 | 277 | 24 | 0 | 301 | 720 |
| 07:15 AM | 34 | 0 | 32 | 0 | 66 | 36 | 301 | 0 | 0 | 337 | 0 | 0 | 0 | 0 | 0 | 0 | 275 | 32 | 0 | 307 | 710 |
| 07:30 AM | 44 | 0 | 46 | 0 | 90 | 43 | 277 | 0 | 0 | 320 | 0 | 0 | 0 | 0 | 0 | 0 | **310** | **34** | 0 | **344** | **754** |
| 07:45 AM | **48** | 0 | **60** | 0 | **108** | **56** | 265 | 0 | 0 | 321 | 0 | 0 | 0 | 0 | 0 | 0 | 277 | 30 | 0 | 307 | 736 |
| Total Volume | 167 | 0 | 167 | 0 | 334 | 179 | 1148 | 0 | 0 | 1327 | 0 | 0 | 0 | 0 | 0 | 0 | 1139 | 120 | 0 | 1259 | 2920 |
| % App. Total | 50 | 0 | 50 | 0 | | 13.5 | 86.5 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 90.5 | 9.5 | 0 | | |
| PHF | .870 | .000 | .696 | .000 | .773 | .799 | .941 | .000 | .000 | .951 | .000 | .000 | .000 | .000 | .000 | .000 | .919 | .882 | .000 | .915 | .968 |
| CARS | 157 | 0 | 163 | 0 | 320 | 167 | 1115 | | | | | | | | | | 1101 | | | | |
| % CARS | 94.0 | 0 | 97.6 | 0 | 95.8 | 93.3 | 97.1 | 0 | 0 | 96.6 | 0 | 0 | 0 | 0 | 0 | 0 | 96.7 | 96.7 | 0 | 96.7 | 96.5 |
| HV | 10 | 0 | 4 | 0 | 14 | 12 | 33 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 4 | 0 | 42 | 101 |
| % HV | 6.0 | 0 | 2.4 | 0 | 4.2 | 6.7 | 2.9 | 0 | 0 | 3.4 | 0 | 0 | 0 | 0 | 0 | 0 | 3.3 | 3.3 | 0 | 3.3 | 3.5 |



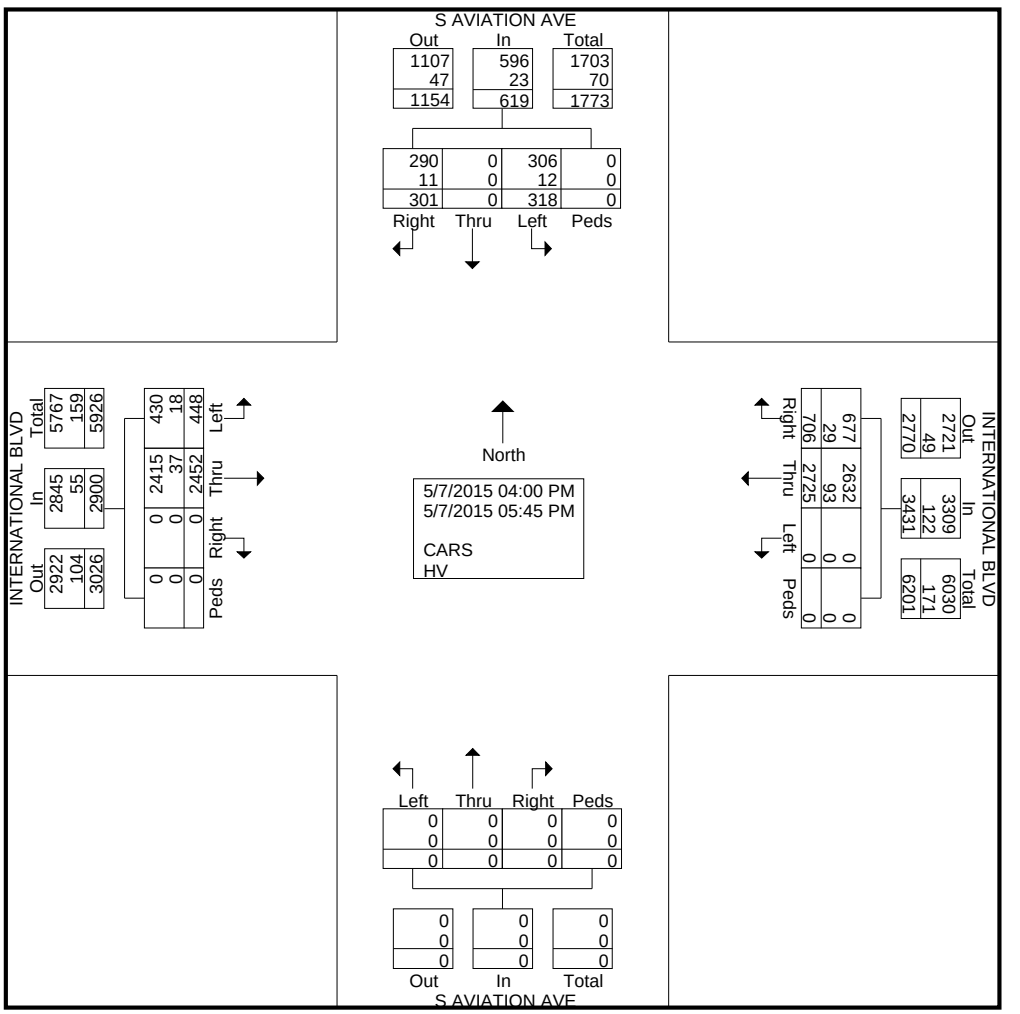
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #21 SAVIATION&INTERNATIONALPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | S AVIATION AVE Southbound | | | | | INTERNATIONAL BLVD Westbound | | | | | S AVIATION AVE Northbound | | | | | INTERNATIONAL BLVD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 26 | 0 | 39 | 0 | 65 | 57 | 348 | 0 | 0 | 405 | 0 | 0 | 0 | 0 | 0 | 0 | 331 | 45 | 0 | 376 | 846 |
| 04:15 PM | 29 | 0 | 61 | 0 | 90 | 56 | 344 | 0 | 0 | 400 | 0 | 0 | 0 | 0 | 0 | 0 | 296 | 66 | 0 | 362 | 852 |
| 04:30 PM | 39 | 0 | 39 | 0 | 78 | 85 | 374 | 0 | 0 | 459 | 0 | 0 | 0 | 0 | 0 | 0 | 342 | 52 | 0 | 394 | 931 |
| 04:45 PM | 36 | 0 | 48 | 0 | 84 | 84 | 335 | 0 | 0 | 419 | 0 | 0 | 0 | 0 | 0 | 0 | 274 | 49 | 0 | 323 | 826 |
| Total | 130 | 0 | 187 | 0 | 317 | 282 | 1401 | 0 | 0 | 1683 | 0 | 0 | 0 | 0 | 0 | 0 | 1243 | 212 | 0 | 1455 | 3455 |
| 05:00 PM | 52 | 0 | 31 | 0 | 83 | 120 | 346 | 0 | 0 | 466 | 0 | 0 | 0 | 0 | 0 | 0 | 311 | 63 | 0 | 374 | 923 |
| 05:15 PM | 36 | 0 | 37 | 0 | 73 | 126 | 351 | 0 | 0 | 477 | 0 | 0 | 0 | 0 | 0 | 0 | 319 | 69 | 0 | 388 | 938 |
| 05:30 PM | 44 | 0 | 41 | 0 | 85 | 104 | 306 | 0 | 0 | 410 | 0 | 0 | 0 | 0 | 0 | 0 | 291 | 57 | 0 | 348 | 843 |
| 05:45 PM | 39 | 0 | 22 | 0 | 61 | 74 | 321 | 0 | 0 | 395 | 0 | 0 | 0 | 0 | 0 | 0 | 288 | 47 | 0 | 335 | 791 |
| Total | 171 | 0 | 131 | 0 | 302 | 424 | 1324 | 0 | 0 | 1748 | 0 | 0 | 0 | 0 | 0 | 0 | 1209 | 236 | 0 | 1445 | 3495 |
| Grand Total | 301 | 0 | 318 | 0 | 619 | 706 | 2725 | 0 | 0 | 3431 | 0 | 0 | 0 | 0 | 0 | 0 | 2452 | 448 | 0 | 2900 | 6950 |
| Apprch % | 48.6 | 0 | 51.4 | 0 | | 20.6 | 79.4 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 84.6 | 15.4 | 0 | | |
| Total % | 4.3 | 0 | 4.6 | 0 | 8.9 | 10.2 | 39.2 | 0 | 0 | 49.4 | 0 | 0 | 0 | 0 | 0 | 0 | 35.3 | 6.4 | 0 | 41.7 | |
| CARS | 290 | 0 | 306 | 0 | 596 | 677 | 2632 | | | | | | | | | | 2415 | | | | |
| % CARS | 96.3 | 0 | 96.2 | 0 | 96.3 | 95.9 | 96.6 | 0 | 0 | 96.4 | 0 | 0 | 0 | 0 | 0 | 0 | 98.5 | 96 | 0 | 98.1 | 97.1 |
| HV | 11 | 0 | 12 | 0 | 23 | 29 | 93 | 0 | 0 | 122 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 18 | 0 | 55 | 200 |
| % HV | 3.7 | 0 | 3.8 | 0 | 3.7 | 4.1 | 3.4 | 0 | 0 | 3.6 | 0 | 0 | 0 | 0 | 0 | 0 | 1.5 | 4 | 0 | 1.9 | 2.9 |

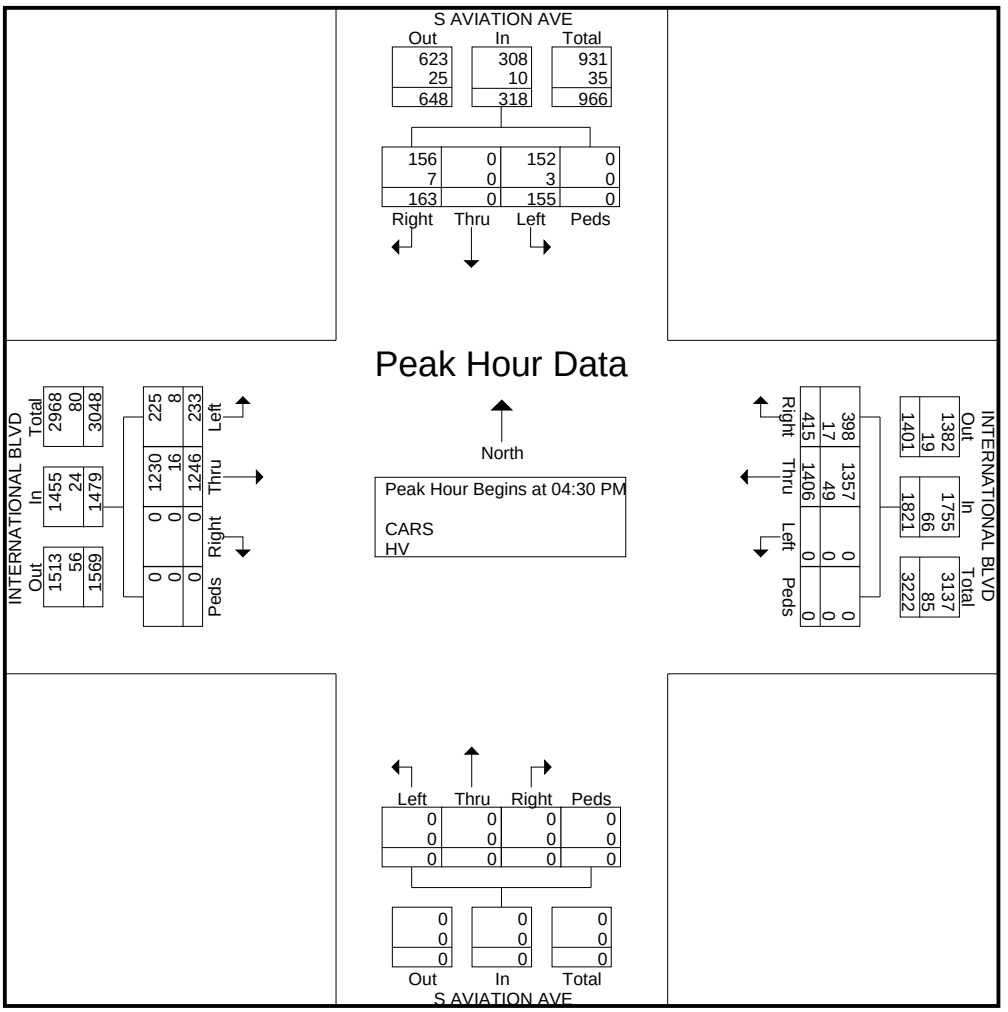


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #21 SAVIATION&INTERNATIONALPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | S AVIATION AVE Southbound | | | | | INTERNATIONAL BLVD Westbound | | | | | S AVIATION AVE Northbound | | | | | INTERNATIONAL BLVD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 39 | 0 | 39 | 0 | 78 | 85 | **374** | 0 | 0 | 459 | 0 | 0 | 0 | 0 | 0 | 0 | **342** | 52 | 0 | **394** | 931 |
| 04:45 PM | 36 | 0 | **48** | 0 | **84** | 84 | 335 | 0 | 0 | 419 | 0 | 0 | 0 | 0 | 0 | 0 | 274 | 49 | 0 | 323 | 826 |
| 05:00 PM | **52** | 0 | 31 | 0 | 83 | 120 | 346 | 0 | 0 | 466 | 0 | 0 | 0 | 0 | 0 | 0 | 311 | 63 | 0 | 374 | 923 |
| 05:15 PM | 36 | 0 | 37 | 0 | 73 | **126** | 351 | 0 | 0 | **477** | 0 | 0 | 0 | 0 | 0 | 0 | 319 | **69** | 0 | 388 | **938** |
| Total Volume | 163 | 0 | 155 | 0 | 318 | 415 | 1406 | 0 | 0 | 1821 | 0 | 0 | 0 | 0 | 0 | 0 | 1246 | 233 | 0 | 1479 | 3618 |
| % App. Total | 51.3 | 0 | 48.7 | 0 | | 22.8 | 77.2 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 84.2 | 15.8 | 0 | | |
| PHF | .784 | .000 | .807 | .000 | .946 | .823 | .940 | .000 | .000 | .954 | .000 | .000 | .000 | .000 | .000 | .000 | .911 | .844 | .000 | .938 | .964 |
| CARS | 156 | 0 | 152 | 0 | 308 | 398 | 1357 | | | | | | | | | | 1230 | | | | |
| % CARS | 95.7 | 0 | 98.1 | 0 | 96.9 | 95.9 | 96.5 | 0 | 0 | 96.4 | 0 | 0 | 0 | 0 | 0 | 0 | 98.7 | 96.6 | 0 | 98.4 | 97.2 |
| HV | 7 | 0 | 3 | 0 | 10 | 17 | 49 | 0 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 8 | 0 | 24 | 100 |
| % HV | 4.3 | 0 | 1.9 | 0 | 3.1 | 4.1 | 3.5 | 0 | 0 | 3.6 | 0 | 0 | 0 | 0 | 0 | 0 | 1.3 | 3.4 | 0 | 1.6 | 2.8 |



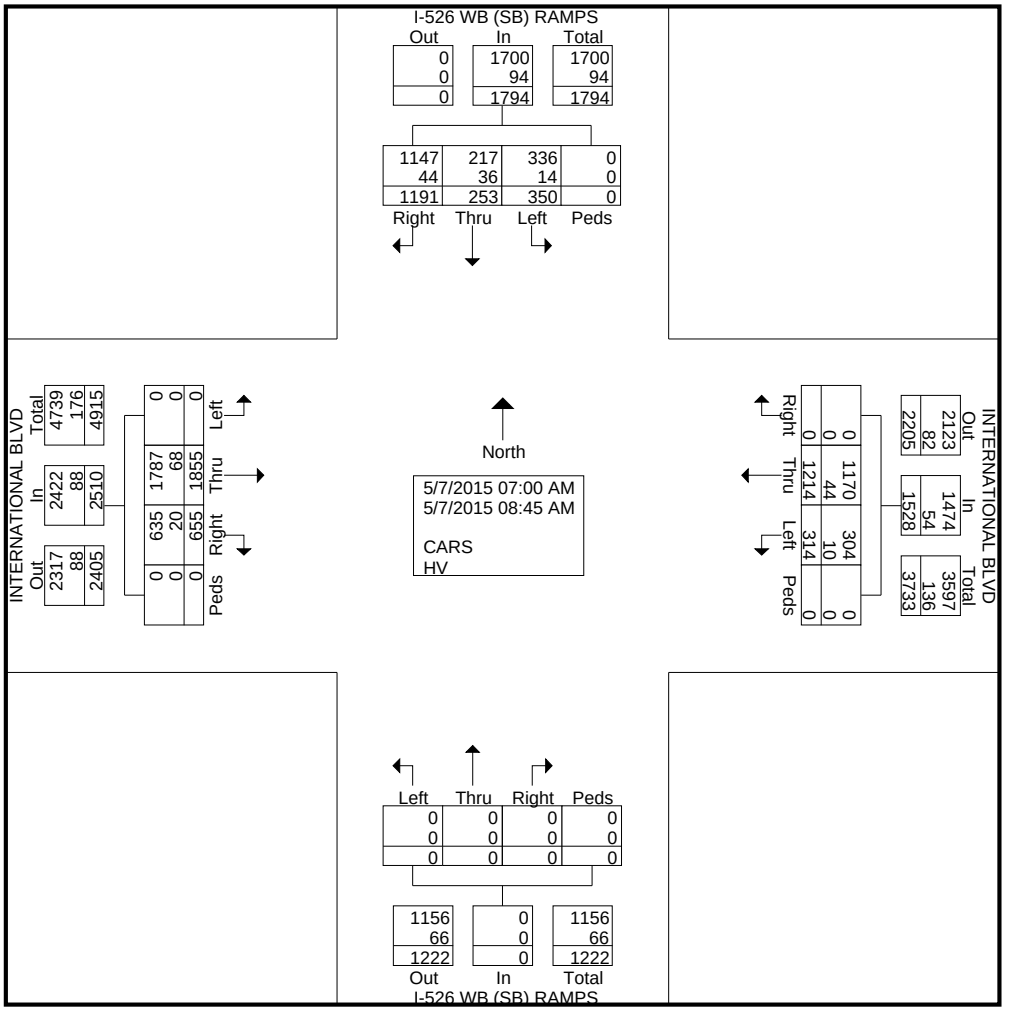
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #22 I526WBRAMPS&INTERNATIONALAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | I-526 WB (SB) RAMPS Southbound | | | | | INTERNATIONAL BLVD Westbound | | | | | I-526 WB (SB) RAMPS Northbound | | | | | INTERNATIONAL BLVD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 206 | 48 | 35 | 0 | 289 | 0 | 153 | 15 | 0 | 168 | 0 | 0 | 0 | 0 | 0 | 71 | 245 | 0 | 0 | 316 | 773 |
| 07:15 AM | 166 | 37 | 45 | 0 | 248 | 0 | 163 | 33 | 0 | 196 | 0 | 0 | 0 | 0 | 0 | 72 | 231 | 0 | 0 | 303 | 747 |
| 07:30 AM | 151 | 33 | 33 | 0 | 217 | 0 | 163 | 38 | 0 | 201 | 0 | 0 | 0 | 0 | 0 | 84 | 266 | 0 | 0 | 350 | 768 |
| 07:45 AM | 139 | 25 | 32 | 0 | 196 | 0 | 182 | 38 | 0 | 220 | 0 | 0 | 0 | 0 | 0 | 97 | 217 | 0 | 0 | 314 | 730 |
| Total | 662 | 143 | 145 | 0 | 950 | 0 | 661 | 124 | 0 | 785 | 0 | 0 | 0 | 0 | 0 | 324 | 959 | 0 | 0 | 1283 | 3018 |
| 08:00 AM | 127 | 35 | 38 | 0 | 200 | 0 | 149 | 51 | 0 | 200 | 0 | 0 | 0 | 0 | 0 | 87 | 213 | 0 | 0 | 300 | 700 |
| 08:15 AM | 134 | 25 | 50 | 0 | 209 | 0 | 130 | 42 | 0 | 172 | 0 | 0 | 0 | 0 | 0 | 93 | 239 | 0 | 0 | 332 | 713 |
| 08:30 AM | 137 | 30 | 57 | 0 | 224 | 0 | 140 | 37 | 0 | 177 | 0 | 0 | 0 | 0 | 0 | 68 | 219 | 0 | 0 | 287 | 688 |
| 08:45 AM | 131 | 20 | 60 | 0 | 211 | 0 | 134 | 60 | 0 | 194 | 0 | 0 | 0 | 0 | 0 | 83 | 225 | 0 | 0 | 308 | 713 |
| Total | 529 | 110 | 205 | 0 | 844 | 0 | 553 | 190 | 0 | 743 | 0 | 0 | 0 | 0 | 0 | 331 | 896 | 0 | 0 | 1227 | 2814 |
| Grand Total | 1191 | 253 | 350 | 0 | 1794 | 0 | 1214 | 314 | 0 | 1528 | 0 | 0 | 0 | 0 | 0 | 655 | 1855 | 0 | 0 | 2510 | 5832 |
| Apprch % | 66.4 | 14.1 | 19.5 | 0 | | 0 | 79.5 | 20.5 | 0 | | 0 | 0 | 0 | 0 | | 26.1 | 73.9 | 0 | 0 | | |
| Total % | 20.4 | 4.3 | 6 | 0 | 30.8 | 0 | 20.8 | 5.4 | 0 | 26.2 | 0 | 0 | 0 | 0 | 0 | 11.2 | 31.8 | 0 | 0 | 43 | |
| CARS | 1147 | | | | | | 1170 | | | | | | | | | | 1787 | | | | |
| % CARS | 96.3 | 85.8 | 96 | 0 | 94.8 | 0 | 96.4 | 96.8 | 0 | 96.5 | 0 | 0 | 0 | 0 | 0 | 96.9 | 96.3 | 0 | 0 | 96.5 | 96 |
| HV | 44 | 36 | 14 | 0 | 94 | 0 | 44 | 10 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 20 | 68 | 0 | 0 | 88 | 236 |
| % HV | 3.7 | 14.2 | 4 | 0 | 5.2 | 0 | 3.6 | 3.2 | 0 | 3.5 | 0 | 0 | 0 | 0 | 0 | 3.1 | 3.7 | 0 | 0 | 3.5 | 4 |

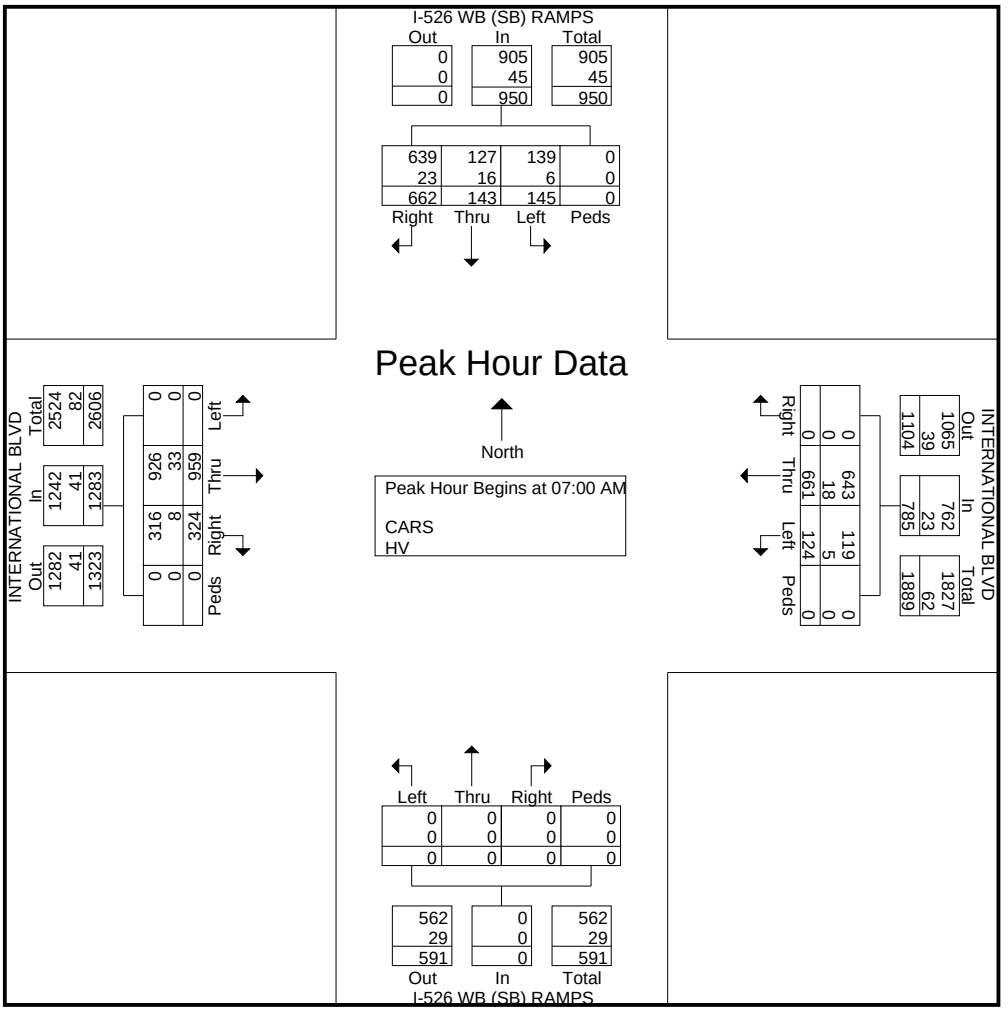


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #22 I526WBRAMPS&INTERNATIONALAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | I-526 WB (SB) RAMPS Southbound | | | | | INTERNATIONAL BLVD Westbound | | | | | I-526 WB (SB) RAMPS Northbound | | | | | INTERNATIONAL BLVD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | **206** | **48** | 35 | 0 | **289** | 0 | 153 | 15 | 0 | 168 | 0 | 0 | 0 | 0 | 0 | 71 | 245 | 0 | 0 | 316 | **773** |
| 07:15 AM | 166 | 37 | **45** | 0 | 248 | 0 | 163 | 33 | 0 | 196 | 0 | 0 | 0 | 0 | 0 | 72 | 231 | 0 | 0 | 303 | 747 |
| 07:30 AM | 151 | 33 | 33 | 0 | 217 | 0 | 163 | **38** | 0 | 201 | 0 | 0 | 0 | 0 | 0 | 84 | **266** | 0 | 0 | **350** | 768 |
| 07:45 AM | 139 | 25 | 32 | 0 | 196 | 0 | **182** | 38 | 0 | **220** | 0 | 0 | 0 | 0 | 0 | **97** | 217 | 0 | 0 | 314 | 730 |
| Total Volume | 662 | 143 | 145 | 0 | 950 | 0 | 661 | 124 | 0 | 785 | 0 | 0 | 0 | 0 | 0 | 324 | 959 | 0 | 0 | 1283 | 3018 |
| % App. Total | 69.7 | 15.1 | 15.3 | 0 | | 0 | 84.2 | 15.8 | 0 | | 0 | 0 | 0 | 0 | | 25.3 | 74.7 | 0 | 0 | | |
| PHF | .803 | .745 | .806 | .000 | .822 | .000 | .908 | .816 | .000 | .892 | .000 | .000 | .000 | .000 | .000 | .835 | .901 | .000 | .000 | .916 | .976 |
| CARS | 639 | 127 | 139 | 0 | 905 | 0 | 643 | 119 | 0 | 762 | 0 | 0 | 0 | 0 | 0 | 316 | 926 | 0 | 0 | 1242 | 2909 |
| % CARS | 96.5 | 88.8 | 95.9 | 0 | 95.3 | 0 | 97.3 | 96.0 | 0 | 97.1 | 0 | 0 | 0 | 0 | 0 | 97.5 | 96.6 | 0 | 0 | 96.8 | 96.4 |
| HV | 23 | 16 | 6 | 0 | 45 | 0 | 18 | 5 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 8 | 33 | 0 | 0 | 41 | 109 |
| % HV | 3.5 | 11.2 | 4.1 | 0 | 4.7 | 0 | 2.7 | 4.0 | 0 | 2.9 | 0 | 0 | 0 | 0 | 0 | 2.5 | 3.4 | 0 | 0 | 3.2 | 3.6 |



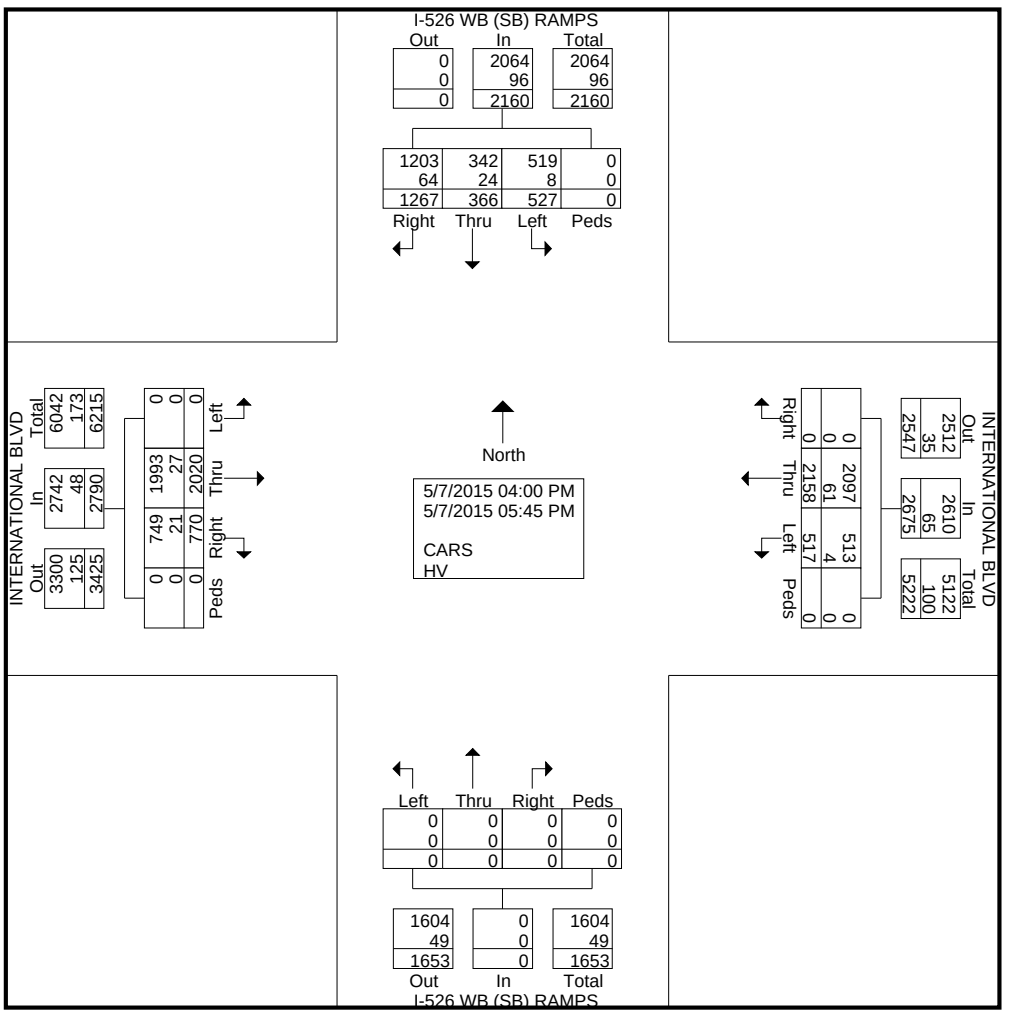
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #22 I526WBRAMPS&INTERNATIONALPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | I-526 WB (SB) RAMPS Southbound | | | | | INTERNATIONAL BLVD Westbound | | | | | I-526 WB (SB) RAMPS Northbound | | | | | INTERNATIONAL BLVD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 181 | 37 | 51 | 0 | 269 | 0 | 240 | 51 | 0 | 291 | 0 | 0 | 0 | 0 | 0 | 110 | 257 | 0 | 0 | 367 | 927 |
| 04:15 PM | 179 | 41 | 53 | 0 | 273 | 0 | 227 | 65 | 0 | 292 | 0 | 0 | 0 | 0 | 0 | 102 | 249 | 0 | 0 | 351 | 916 |
| 04:30 PM | 185 | 58 | 68 | 0 | 311 | 0 | 266 | 70 | 0 | 336 | 0 | 0 | 0 | 0 | 0 | 122 | 260 | 0 | 0 | 382 | 1029 |
| 04:45 PM | 159 | 40 | 74 | 0 | 273 | 0 | 256 | 62 | 0 | 318 | 0 | 0 | 0 | 0 | 0 | 95 | 235 | 0 | 0 | 330 | 921 |
| Total | 704 | 176 | 246 | 0 | 1126 | 0 | 989 | 248 | 0 | 1237 | 0 | 0 | 0 | 0 | 0 | 429 | 1001 | 0 | 0 | 1430 | 3793 |
| 05:00 PM | 149 | 46 | 67 | 0 | 262 | 0 | 300 | 72 | 0 | 372 | 0 | 0 | 0 | 0 | 0 | 82 | 264 | 0 | 0 | 346 | 980 |
| 05:15 PM | 144 | 58 | 51 | 0 | 253 | 0 | 344 | 71 | 0 | 415 | 0 | 0 | 0 | 0 | 0 | 106 | 257 | 0 | 0 | 363 | 1031 |
| 05:30 PM | 125 | 48 | 88 | 0 | 261 | 0 | 291 | 48 | 0 | 339 | 0 | 0 | 0 | 0 | 0 | 91 | 247 | 0 | 0 | 338 | 938 |
| 05:45 PM | 145 | 38 | 75 | 0 | 258 | 0 | 234 | 78 | 0 | 312 | 0 | 0 | 0 | 0 | 0 | 62 | 251 | 0 | 0 | 313 | 883 |
| Total | 563 | 190 | 281 | 0 | 1034 | 0 | 1169 | 269 | 0 | 1438 | 0 | 0 | 0 | 0 | 0 | 341 | 1019 | 0 | 0 | 1360 | 3832 |
| Grand Total | 1267 | 366 | 527 | 0 | 2160 | 0 | 2158 | 517 | 0 | 2675 | 0 | 0 | 0 | 0 | 0 | 770 | 2020 | 0 | 0 | 2790 | 7625 |
| Apprch % | 58.7 | 16.9 | 24.4 | 0 | | 0 | 80.7 | 19.3 | 0 | | 0 | 0 | 0 | 0 | | 27.6 | 72.4 | 0 | 0 | | |
| Total % | 16.6 | 4.8 | 6.9 | 0 | 28.3 | 0 | 28.3 | 6.8 | 0 | 35.1 | 0 | 0 | 0 | 0 | 0 | 10.1 | 26.5 | 0 | 0 | 36.6 | |
| CARS | 1203 | | | | | | 2097 | | | | | | | | | | 1993 | | | | |
| % CARS | 94.9 | 93.4 | 98.5 | 0 | 95.6 | 0 | 97.2 | 99.2 | 0 | 97.6 | 0 | 0 | 0 | 0 | 0 | 97.3 | 98.7 | 0 | 0 | 98.3 | 97.3 |
| HV | 64 | 24 | 8 | 0 | 96 | 0 | 61 | 4 | 0 | 65 | 0 | 0 | 0 | 0 | 0 | 21 | 27 | 0 | 0 | 48 | 209 |
| % HV | 5.1 | 6.6 | 1.5 | 0 | 4.4 | 0 | 2.8 | 0.8 | 0 | 2.4 | 0 | 0 | 0 | 0 | 0 | 2.7 | 1.3 | 0 | 0 | 1.7 | 2.7 |

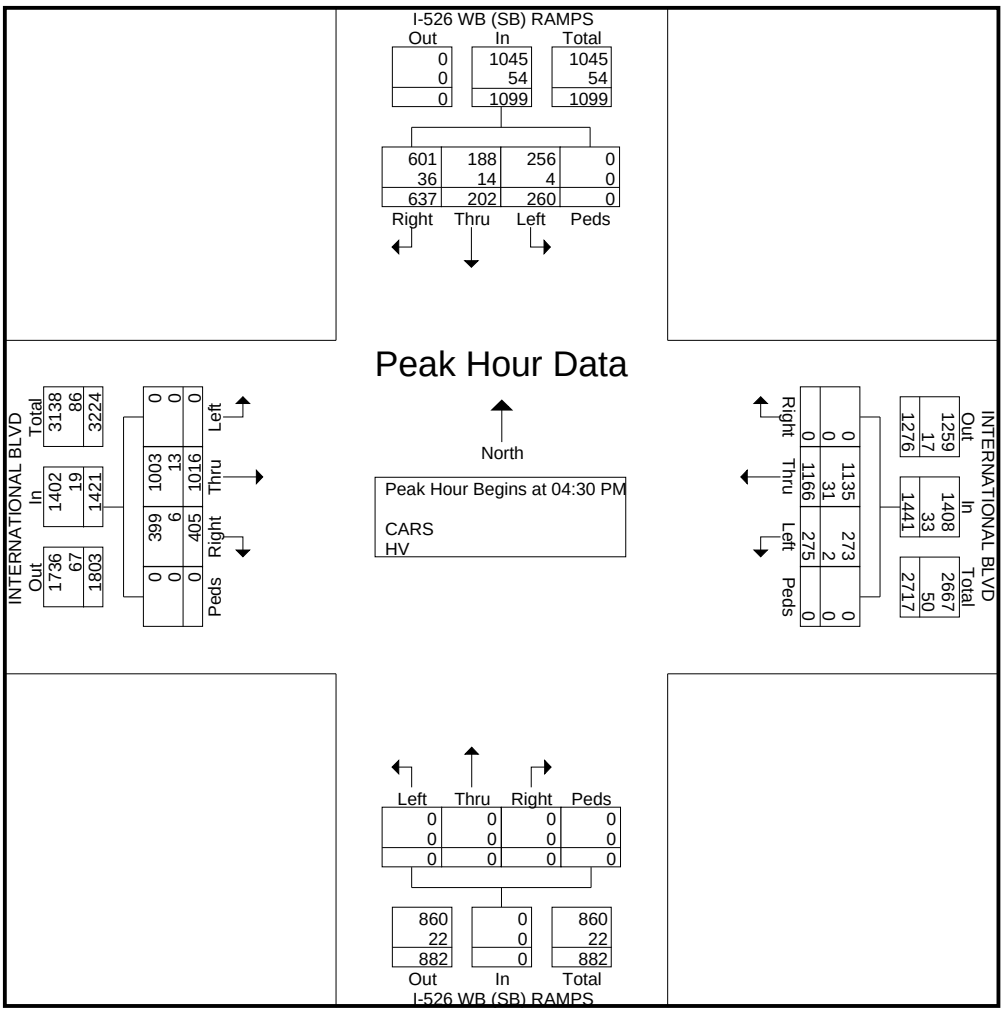


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #22 I526WBRAMPS&INTERNATIONALPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | I-526 WB (SB) RAMPS Southbound | | | | | INTERNATIONAL BLVD Westbound | | | | | I-526 WB (SB) RAMPS Northbound | | | | | INTERNATIONAL BLVD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | **185** | **58** | 68 | 0 | **311** | 0 | 266 | 70 | 0 | 336 | 0 | 0 | 0 | 0 | 0 | **122** | 260 | 0 | 0 | **382** | 1029 |
| 04:45 PM | 159 | 40 | **74** | 0 | 273 | 0 | 256 | 62 | 0 | 318 | 0 | 0 | 0 | 0 | 0 | 95 | 235 | 0 | 0 | 330 | 921 |
| 05:00 PM | 149 | 46 | 67 | 0 | 262 | 0 | 300 | **72** | 0 | 372 | 0 | 0 | 0 | 0 | 0 | 82 | **264** | 0 | 0 | 346 | 980 |
| 05:15 PM | 144 | 58 | 51 | 0 | 253 | 0 | **344** | 71 | 0 | **415** | 0 | 0 | 0 | 0 | 0 | 106 | 257 | 0 | 0 | 363 | **1031** |
| Total Volume | 637 | 202 | 260 | 0 | 1099 | 0 | 1166 | 275 | 0 | 1441 | 0 | 0 | 0 | 0 | 0 | 405 | 1016 | 0 | 0 | 1421 | 3961 |
| % App. Total | 58 | 18.4 | 23.7 | 0 | | 0 | 80.9 | 19.1 | 0 | | 0 | 0 | 0 | 0 | | 28.5 | 71.5 | 0 | 0 | | |
| PHF | .861 | .871 | .878 | .000 | .883 | .000 | .847 | .955 | .000 | .868 | .000 | .000 | .000 | .000 | .000 | .830 | .962 | .000 | .000 | .930 | .960 |
| CARS | 601 | 188 | 256 | 0 | 1045 | 0 | 1135 | | | | | | | | | | 1003 | | | | |
| % CARS | 94.3 | 93.1 | 98.5 | 0 | 95.1 | 0 | 97.3 | 99.3 | 0 | 97.7 | 0 | 0 | 0 | 0 | 0 | 98.5 | 98.7 | 0 | 0 | 98.7 | 97.3 |
| HV | 36 | 14 | 4 | 0 | 54 | 0 | 31 | 2 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 6 | 13 | 0 | 0 | 19 | 106 |
| % HV | 5.7 | 6.9 | 1.5 | 0 | 4.9 | 0 | 2.7 | 0.7 | 0 | 2.3 | 0 | 0 | 0 | 0 | 0 | 1.5 | 1.3 | 0 | 0 | 1.3 | 2.7 |



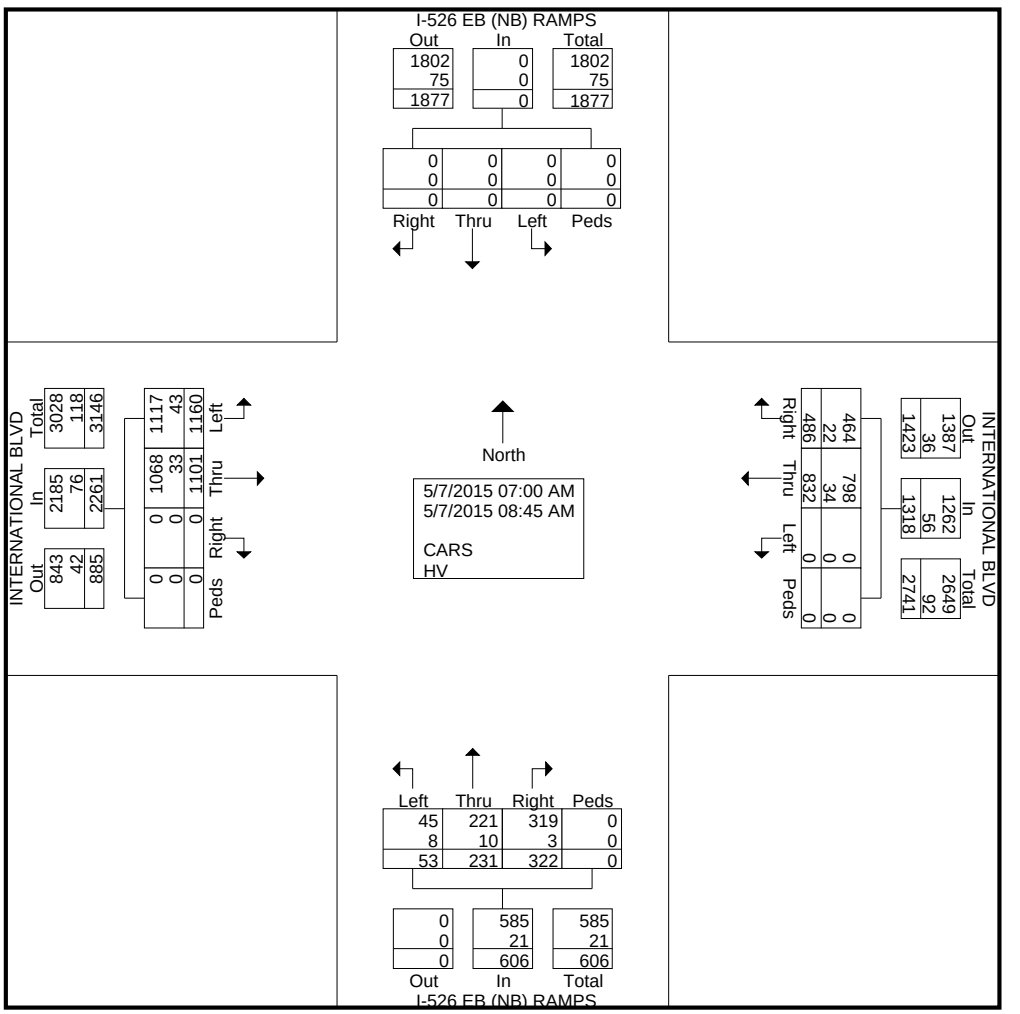
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #23 I526EBRAMPS&INTERNATIONALAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | I-526 EB (NB) RAMPS Southbound | | | | | INTERNATIONAL BLVD Westbound | | | | | I-526 EB (NB) RAMPS Northbound | | | | | INTERNATIONAL BLVD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 59 | 73 | 0 | 0 | 132 | 31 | 27 | 6 | 0 | 64 | 0 | 108 | 151 | 0 | 259 | 455 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 64 | 98 | 0 | 0 | 162 | 35 | 36 | 2 | 0 | 73 | 0 | 118 | 161 | 0 | 279 | 514 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 55 | 103 | 0 | 0 | 158 | 31 | 48 | 8 | 0 | 87 | 0 | 134 | 183 | 0 | 317 | 562 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 59 | 110 | 0 | 0 | 169 | 46 | 30 | 9 | 0 | 85 | 0 | 144 | 138 | 0 | 282 | 536 |
| Total | 0 | 0 | 0 | 0 | 0 | 237 | 384 | 0 | 0 | 621 | 143 | 141 | 25 | 0 | 309 | 0 | 504 | 633 | 0 | 1137 | 2067 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 45 | 114 | 0 | 0 | 159 | 37 | 24 | 10 | 0 | 71 | 0 | 132 | 131 | 0 | 263 | 493 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 45 | 104 | 0 | 0 | 149 | 43 | 20 | 9 | 0 | 72 | 0 | 140 | 142 | 0 | 282 | 503 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 70 | 107 | 0 | 0 | 177 | 48 | 23 | 6 | 0 | 77 | 0 | 160 | 128 | 0 | 288 | 542 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 89 | 123 | 0 | 0 | 212 | 51 | 23 | 3 | 0 | 77 | 0 | 165 | 126 | 0 | 291 | 580 |
| Total | 0 | 0 | 0 | 0 | 0 | 249 | 448 | 0 | 0 | 697 | 179 | 90 | 28 | 0 | 297 | 0 | 597 | 527 | 0 | 1124 | 2118 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 486 | 832 | 0 | 0 | 1318 | 322 | 231 | 53 | 0 | 606 | 0 | 1101 | 1160 | 0 | 2261 | 4185 |
| Apprch % | 0 | 0 | 0 | 0 | | 36.9 | 63.1 | 0 | 0 | | 53.1 | 38.1 | 8.7 | 0 | | 0 | 48.7 | 51.3 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 11.6 | 19.9 | 0 | 0 | 31.5 | 7.7 | 5.5 | 1.3 | 0 | 14.5 | 0 | 26.3 | 27.7 | 0 | 54 | |
| CARS | 0 | 0 | 0 | 0 | 0 | 464 | 798 | 0 | 0 | 1262 | 319 | 221 | 45 | 0 | 585 | 0 | 1068 | 1117 | | | |
| % CARS | 0 | 0 | 0 | 0 | 0 | 95.5 | 95.9 | 0 | 0 | 95.8 | 99.1 | 95.7 | 84.9 | 0 | 96.5 | 0 | 97 | 96.3 | 0 | 96.6 | 96.3 |
| HV | 0 | 0 | 0 | 0 | 0 | 22 | 34 | 0 | 0 | 56 | 3 | 10 | 8 | 0 | 21 | 0 | 33 | 43 | 0 | 76 | 153 |
| % HV | 0 | 0 | 0 | 0 | 0 | 4.5 | 4.1 | 0 | 0 | 4.2 | 0.9 | 4.3 | 15.1 | 0 | 3.5 | 0 | 3 | 3.7 | 0 | 3.4 | 3.7 |

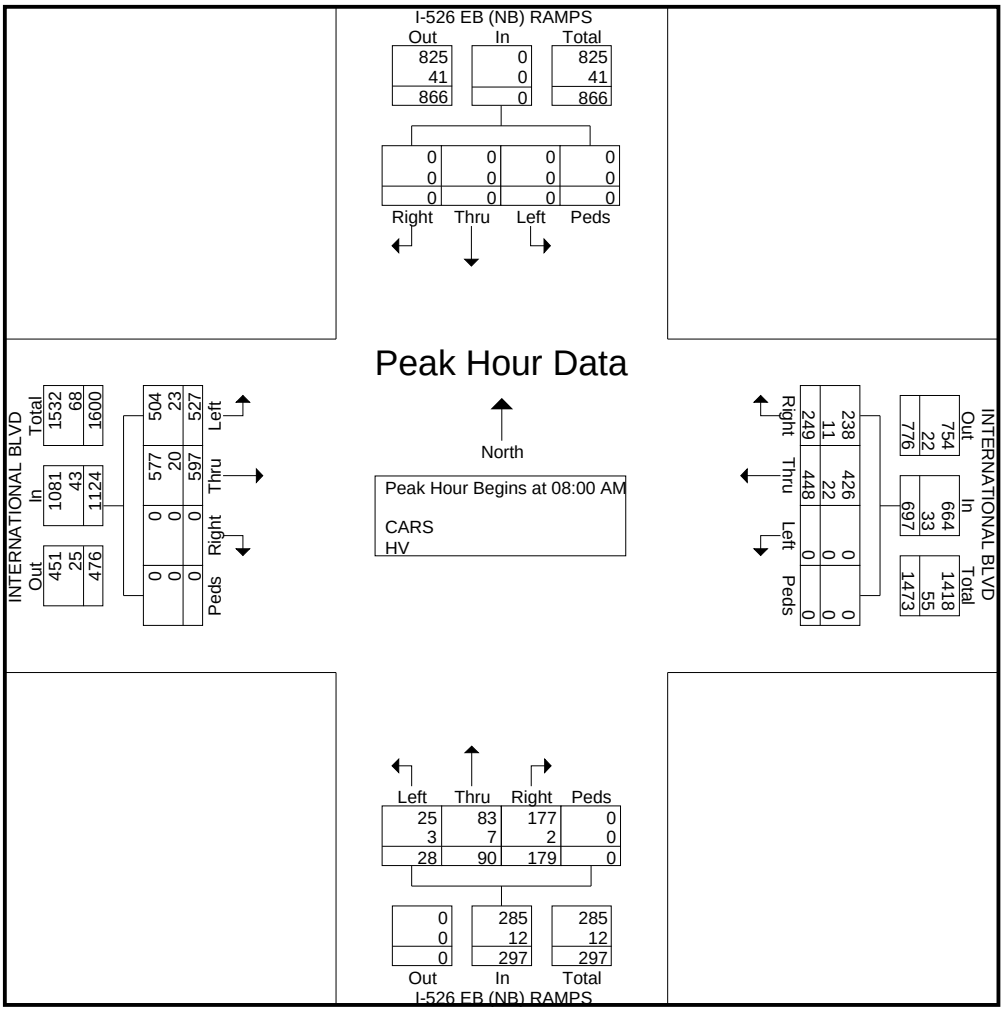


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #23 I526EBRAMPS&INTERNATIONALAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | I-526 EB (NB) RAMPS Southbound | | | | | INTERNATIONAL BLVD Westbound | | | | | I-526 EB (NB) RAMPS Northbound | | | | | INTERNATIONAL BLVD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 45 | 114 | 0 | 0 | 159 | 37 | **24** | **10** | 0 | 71 | 0 | 132 | 131 | 0 | 263 | 493 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 45 | 104 | 0 | 0 | 149 | 43 | 20 | 9 | 0 | 72 | 0 | 140 | **142** | 0 | 282 | 503 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 70 | 107 | 0 | 0 | 177 | 48 | 23 | 6 | 0 | **77** | 0 | 160 | 128 | 0 | 288 | 542 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | **89** | **123** | 0 | 0 | **212** | **51** | 23 | 3 | 0 | 77 | 0 | **165** | 126 | 0 | **291** | **580** |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 249 | 448 | 0 | 0 | 697 | 179 | 90 | 28 | 0 | 297 | 0 | 597 | 527 | 0 | 1124 | 2118 |
| % App. Total | 0 | 0 | 0 | 0 | | 35.7 | 64.3 | 0 | 0 | | 60.3 | 30.3 | 9.4 | 0 | | 0 | 53.1 | 46.9 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .699 | .911 | .000 | .000 | .822 | .877 | .938 | .700 | .000 | .964 | .000 | .905 | .928 | .000 | .966 | .913 |
| CARS | 0 | 0 | 0 | 0 | 0 | 238 | 426 | 0 | 0 | 664 | 177 | 83 | 25 | 0 | 285 | 0 | 577 | 504 | 0 | 1081 | 2030 |
| % CARS | 0 | 0 | 0 | 0 | 0 | 95.6 | 95.1 | 0 | 0 | 95.3 | 98.9 | 92.2 | 89.3 | 0 | 96.0 | 0 | 96.6 | 95.6 | 0 | 96.2 | 95.8 |
| HV | 0 | 0 | 0 | 0 | 0 | 11 | 22 | 0 | 0 | 33 | 2 | 7 | 3 | 0 | 12 | 0 | 20 | 23 | 0 | 43 | 88 |
| % HV | 0 | 0 | 0 | 0 | 0 | 4.4 | 4.9 | 0 | 0 | 4.7 | 1.1 | 7.8 | 10.7 | 0 | 4.0 | 0 | 3.4 | 4.4 | 0 | 3.8 | 4.2 |



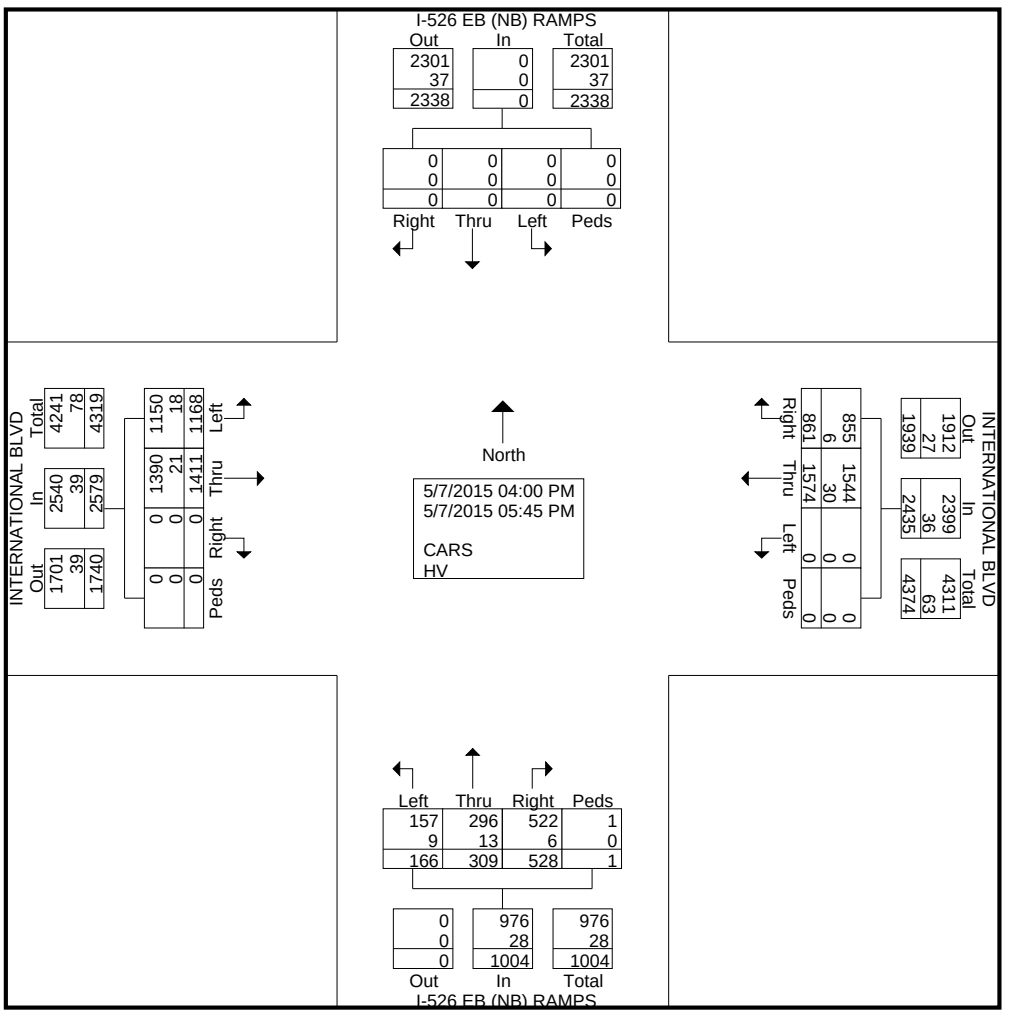
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #23 I526EBRAMPS&INTERNATIONALPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | I-526 EB (NB) RAMPS Southbound | | | | | INTERNATIONAL BLVD Westbound | | | | | I-526 EB (NB) RAMPS Northbound | | | | | INTERNATIONAL BLVD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 137 | 192 | 0 | 0 | 329 | 52 | 41 | 17 | 0 | 110 | 0 | 162 | 142 | 0 | 304 | 743 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 105 | 175 | 0 | 0 | 280 | 58 | 39 | 15 | 0 | 112 | 0 | 147 | 168 | 0 | 315 | 707 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 120 | 208 | 0 | 0 | 328 | 59 | 32 | 9 | 0 | 100 | 0 | 180 | 150 | 0 | 330 | 758 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 90 | 181 | 0 | 0 | 271 | 86 | 46 | 23 | 0 | 155 | 0 | 177 | 156 | 0 | 333 | 759 |
| Total | 0 | 0 | 0 | 0 | 0 | 452 | 756 | 0 | 0 | 1208 | 255 | 158 | 64 | 0 | 477 | 0 | 666 | 616 | 0 | 1282 | 2967 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 128 | 225 | 0 | 0 | 353 | 59 | 39 | 21 | 0 | 119 | 0 | 187 | 122 | 0 | 309 | 781 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 80 | 203 | 0 | 0 | 283 | 85 | 46 | 39 | 0 | 170 | 0 | 187 | 132 | 0 | 319 | 772 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 97 | 196 | 0 | 0 | 293 | 64 | 35 | 26 | 0 | 125 | 0 | 188 | 142 | 0 | 330 | 748 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 104 | 194 | 0 | 0 | 298 | 65 | 31 | 16 | 1 | 113 | 0 | 183 | 156 | 0 | 339 | 750 |
| Total | 0 | 0 | 0 | 0 | 0 | 409 | 818 | 0 | 0 | 1227 | 273 | 151 | 102 | 1 | 527 | 0 | 745 | 552 | 0 | 1297 | 3051 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 861 | 1574 | 0 | 0 | 2435 | 528 | 309 | 166 | 1 | 1004 | 0 | 1411 | 1168 | 0 | 2579 | 6018 |
| Apprch % | 0 | 0 | 0 | 0 | | 35.4 | 64.6 | 0 | 0 | | 52.6 | 30.8 | 16.5 | 0.1 | | 0 | 54.7 | 45.3 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 14.3 | 26.2 | 0 | 0 | 40.5 | 8.8 | 5.1 | 2.8 | 0 | 16.7 | 0 | 23.4 | 19.4 | 0 | 42.9 | |
| CARS | 0 | 0 | 0 | 0 | 0 | 855 | 1544 | | | | | | | | | | 1390 | 1150 | | | |
| % CARS | 0 | 0 | 0 | 0 | 0 | 99.3 | 98.1 | 0 | 0 | 98.5 | 98.9 | 95.8 | 94.6 | 100 | 97.2 | 0 | 98.5 | 98.5 | 0 | 98.5 | 98.3 |
| HV | 0 | 0 | 0 | 0 | 0 | 6 | 30 | 0 | 0 | 36 | 6 | 13 | 9 | 0 | 28 | 0 | 21 | 18 | 0 | 39 | 103 |
| % HV | 0 | 0 | 0 | 0 | 0 | 0.7 | 1.9 | 0 | 0 | 1.5 | 1.1 | 4.2 | 5.4 | 0 | 2.8 | 0 | 1.5 | 1.5 | 0 | 1.5 | 1.7 |

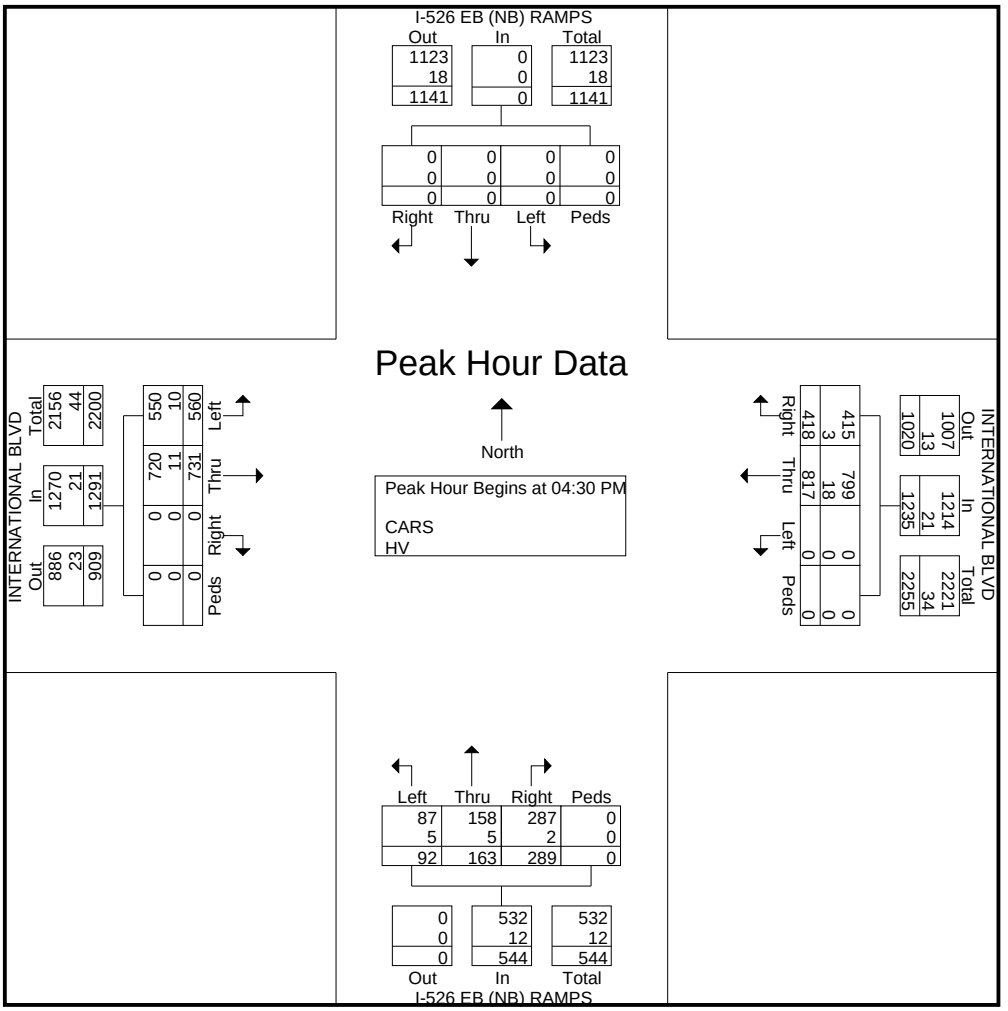


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #23 I526EBRAMPS&INTERNATIONALPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | I-526 EB (NB) RAMPS Southbound | | | | | INTERNATIONAL BLVD Westbound | | | | | I-526 EB (NB) RAMPS Northbound | | | | | INTERNATIONAL BLVD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 120 | 208 | 0 | 0 | 328 | 59 | 32 | 9 | 0 | 100 | 0 | 180 | 150 | 0 | 330 | 758 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 90 | 181 | 0 | 0 | 271 | **86** | **46** | 23 | 0 | 155 | 0 | 177 | **156** | 0 | **333** | 759 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | **128** | **225** | 0 | 0 | **353** | 59 | 39 | 21 | 0 | 119 | 0 | **187** | 122 | 0 | 309 | **781** |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 80 | 203 | 0 | 0 | 283 | 85 | 46 | **39** | 0 | **170** | 0 | 187 | 132 | 0 | 319 | 772 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 418 | 817 | 0 | 0 | 1235 | 289 | 163 | 92 | 0 | 544 | 0 | 731 | 560 | 0 | 1291 | 3070 |
| % App. Total | 0 | 0 | 0 | 0 | | 33.8 | 66.2 | 0 | 0 | | 53.1 | 30 | 16.9 | 0 | | 0 | 56.6 | 43.4 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .816 | .908 | .000 | .000 | .875 | .840 | .886 | .590 | .000 | .800 | .000 | .977 | .897 | .000 | .969 | .983 |
| CARS | 0 | 0 | 0 | 0 | 0 | 415 | 799 | 0 | 0 | 1214 | 287 | 158 | 87 | 0 | 532 | 0 | 720 | 550 | 0 | 1270 | 3016 |
| % CARS | 0 | 0 | 0 | 0 | 0 | 99.3 | 97.8 | 0 | 0 | 98.3 | 99.3 | 96.9 | 94.6 | 0 | 97.8 | 0 | 98.5 | 98.2 | 0 | 98.4 | 98.2 |
| HV | 0 | 0 | 0 | 0 | 0 | 3 | 18 | 0 | 0 | 21 | 2 | 5 | 5 | 0 | 12 | 0 | 11 | 10 | 0 | 21 | 54 |
| % HV | 0 | 0 | 0 | 0 | 0 | 0.7 | 2.2 | 0 | 0 | 1.7 | 0.7 | 3.1 | 5.4 | 0 | 2.2 | 0 | 1.5 | 1.8 | 0 | 1.6 | 1.8 |



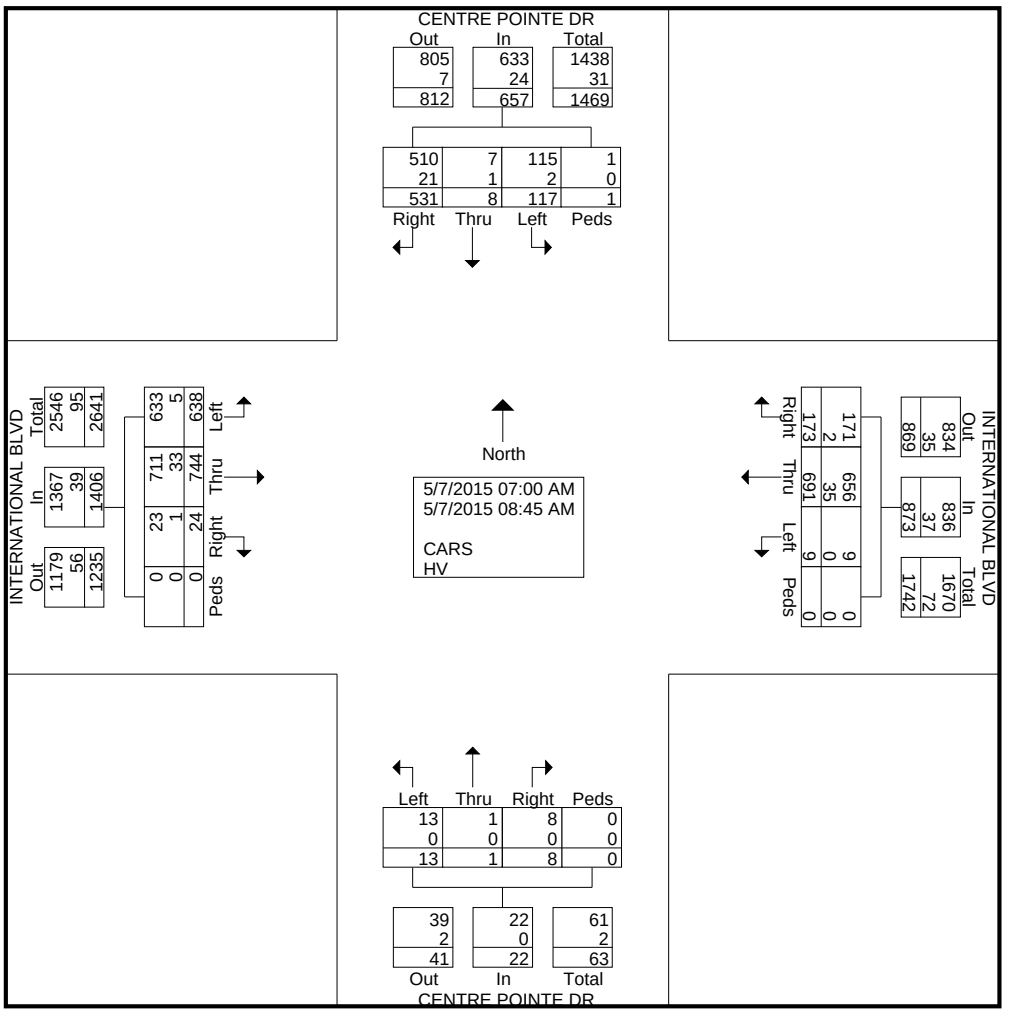
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #24 CENTREPOINTE&INTERNATIONALAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | CENTRE POINTE DR Southbound | | | | | INTERNATIONAL BLVD Westbound | | | | | CENTRE POINTE DR Northbound | | | | | INTERNATIONAL BLVD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 52 | 1 | 12 | 0 | 65 | 10 | 72 | 0 | 0 | 82 | 2 | 0 | 2 | 0 | 4 | 3 | 83 | 60 | 0 | 146 | 297 |
| 07:15 AM | 62 | 0 | 10 | 0 | 72 | 5 | 87 | 0 | 0 | 92 | 1 | 0 | 1 | 0 | 2 | 5 | 93 | 67 | 0 | 165 | 331 |
| 07:30 AM | 61 | 0 | 14 | 0 | 75 | 20 | 98 | 1 | 0 | 119 | 1 | 0 | 2 | 0 | 3 | 5 | 97 | 50 | 0 | 152 | 349 |
| 07:45 AM | 66 | 1 | 19 | 0 | 86 | 26 | 88 | 0 | 0 | 114 | 1 | 0 | 0 | 0 | 1 | 2 | 105 | 73 | 0 | 180 | 381 |
| Total | 241 | 2 | 55 | 0 | 298 | 61 | 345 | 1 | 0 | 407 | 5 | 0 | 5 | 0 | 10 | 15 | 378 | 250 | 0 | 643 | 1358 |
| 08:00 AM | 69 | 2 | 8 | 0 | 79 | 19 | 75 | 1 | 0 | 95 | 0 | 1 | 1 | 0 | 2 | 0 | 91 | 73 | 0 | 164 | 340 |
| 08:15 AM | 73 | 0 | 24 | 1 | 98 | 26 | 72 | 6 | 0 | 104 | 1 | 0 | 2 | 0 | 3 | 2 | 98 | 81 | 0 | 181 | 386 |
| 08:30 AM | 67 | 1 | 13 | 0 | 81 | 36 | 93 | 0 | 0 | 129 | 0 | 0 | 2 | 0 | 2 | 5 | 87 | 118 | 0 | 210 | 422 |
| 08:45 AM | 81 | 3 | 17 | 0 | 101 | 31 | 106 | 1 | 0 | 138 | 2 | 0 | 3 | 0 | 5 | 2 | 90 | 116 | 0 | 208 | 452 |
| Total | 290 | 6 | 62 | 1 | 359 | 112 | 346 | 8 | 0 | 466 | 3 | 1 | 8 | 0 | 12 | 9 | 366 | 388 | 0 | 763 | 1600 |
| Grand Total | 531 | 8 | 117 | 1 | 657 | 173 | 691 | 9 | 0 | 873 | 8 | 1 | 13 | 0 | 22 | 24 | 744 | 638 | 0 | 1406 | 2958 |
| Apprch % | 80.8 | 1.2 | 17.8 | 0.2 | | 19.8 | 79.2 | 1 | 0 | | 36.4 | 4.5 | 59.1 | 0 | | 1.7 | 52.9 | 45.4 | 0 | | |
| Total % | 18 | 0.3 | 4 | 0 | 22.2 | 5.8 | 23.4 | 0.3 | 0 | 29.5 | 0.3 | 0 | 0.4 | 0 | 0.7 | 0.8 | 25.2 | 21.6 | 0 | 47.5 | |
| CARS | 510 | 7 | 115 | 1 | 633 | 171 | 656 | 9 | 0 | 836 | 8 | 1 | 13 | 0 | 22 | 23 | 711 | 633 | 0 | 1367 | 2858 |
| % CARS | 96 | 87.5 | 98.3 | 100 | 96.3 | 98.8 | 94.9 | 100 | 0 | 95.8 | 100 | 100 | 100 | 0 | 100 | 95.8 | 95.6 | 99.2 | 0 | 97.2 | 96.6 |
| HV | 21 | 1 | 2 | 0 | 24 | 2 | 35 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 1 | 33 | 5 | 0 | 39 | 100 |
| % HV | 4 | 12.5 | 1.7 | 0 | 3.7 | 1.2 | 5.1 | 0 | 0 | 4.2 | 0 | 0 | 0 | 0 | 0 | 4.2 | 4.4 | 0.8 | 0 | 2.8 | 3.4 |

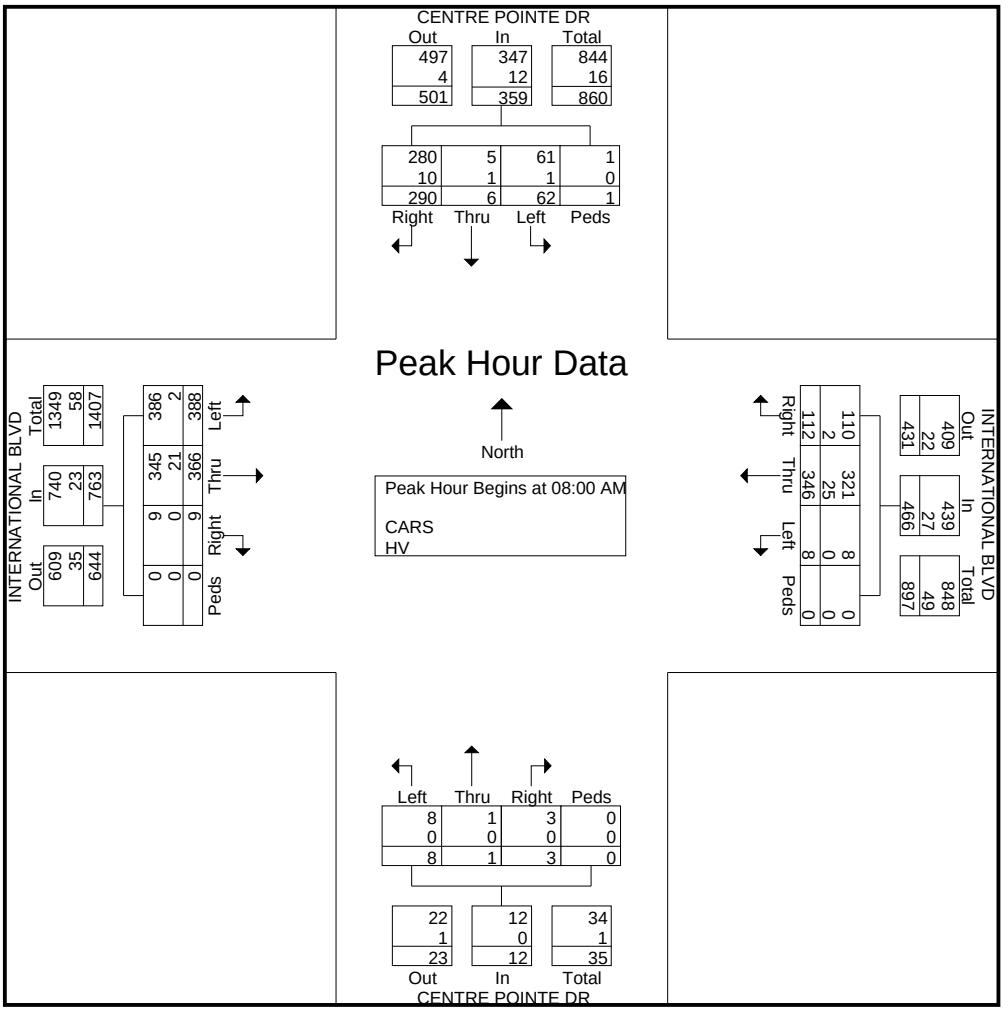


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #24 CENTREPOINTE&INTERNATIONALAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | CENTRE POINTE DR Southbound | | | | | INTERNATIONAL BLVD Westbound | | | | | CENTRE POINTE DR Northbound | | | | | INTERNATIONAL BLVD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 69 | 2 | 8 | 0 | 79 | 19 | 75 | 1 | 0 | 95 | 0 | **1** | 1 | 0 | 2 | 0 | 91 | 73 | 0 | 164 | 340 |
| 08:15 AM | 73 | 0 | **24** | **1** | 98 | 26 | 72 | **6** | 0 | 104 | 1 | 0 | 2 | 0 | 3 | 2 | **98** | 81 | 0 | 181 | 386 |
| 08:30 AM | 67 | 1 | 13 | 0 | 81 | **36** | 93 | 0 | 0 | 129 | 0 | 0 | 2 | 0 | 2 | **5** | 87 | **118** | 0 | **210** | 422 |
| 08:45 AM | **81** | **3** | 17 | 0 | **101** | 31 | **106** | 1 | 0 | **138** | **2** | 0 | **3** | 0 | **5** | 2 | 90 | 116 | 0 | 208 | **452** |
| Total Volume | 290 | 6 | 62 | 1 | 359 | 112 | 346 | 8 | 0 | 466 | 3 | 1 | 8 | 0 | 12 | 9 | 366 | 388 | 0 | 763 | 1600 |
| % App. Total | 80.8 | 1.7 | 17.3 | 0.3 | | 24 | 74.2 | 1.7 | 0 | | 25 | 8.3 | 66.7 | 0 | | 1.2 | 48 | 50.9 | 0 | | |
| PHF | .895 | .500 | .646 | .250 | .889 | .778 | .816 | .333 | .000 | .844 | .375 | .250 | .667 | .000 | .600 | .450 | .934 | .822 | .000 | .908 | .885 |
| CARS | 280 | 5 | 61 | 1 | 347 | 110 | 321 | 8 | 0 | 439 | 3 | 1 | 8 | 0 | 12 | 9 | 345 | 386 | 0 | 740 | 1538 |
| % CARS | 96.6 | 83.3 | 98.4 | 100 | 96.7 | 98.2 | 92.8 | 100 | 0 | 94.2 | 100 | 100 | 100 | 0 | 100 | 100 | 94.3 | 99.5 | 0 | 97.0 | 96.1 |
| HV | 10 | 1 | 1 | 0 | 12 | 2 | 25 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 2 | 0 | 23 | 62 |
| % HV | 3.4 | 16.7 | 1.6 | 0 | 3.3 | 1.8 | 7.2 | 0 | 0 | 5.8 | 0 | 0 | 0 | 0 | 0 | 0 | 5.7 | 0.5 | 0 | 3.0 | 3.9 |



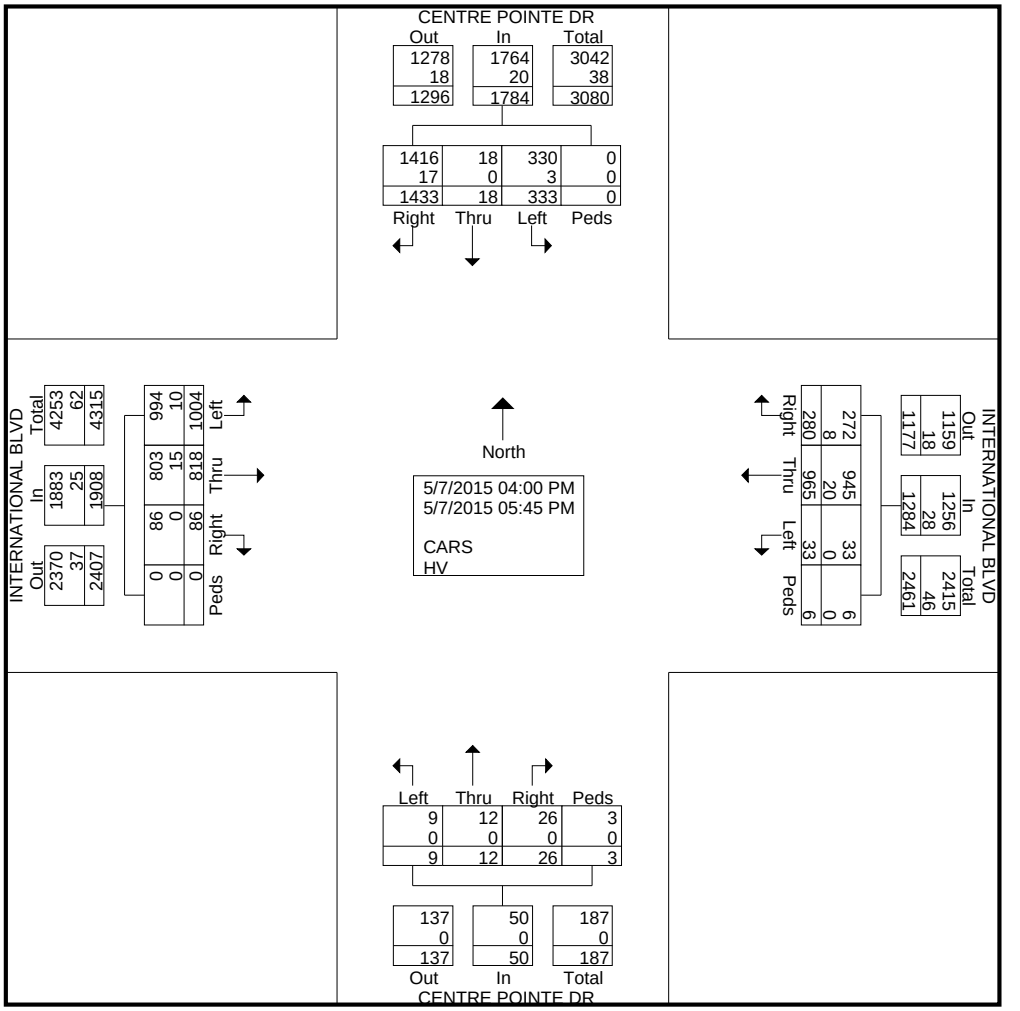
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #24 CENTREPOINTE&INTERNATIONALPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | CENTRE POINTE DR Southbound | | | | | INTERNATIONAL BLVD Westbound | | | | | CENTRE POINTE DR Northbound | | | | | INTERNATIONAL BLVD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 194 | 2 | 34 | 0 | 230 | 24 | 112 | 1 | 2 | 139 | 3 | 2 | 0 | 0 | 5 | 2 | 82 | 127 | 0 | 211 | 585 |
| 04:15 PM | 157 | 1 | 32 | 0 | 190 | 29 | 137 | 3 | 0 | 169 | 1 | 1 | 1 | 0 | 3 | 3 | 100 | 88 | 0 | 191 | 553 |
| 04:30 PM | 210 | 7 | 37 | 0 | 254 | 43 | 110 | 6 | 1 | 160 | 6 | 4 | 4 | 0 | 14 | 14 | 103 | 134 | 0 | 251 | 679 |
| 04:45 PM | 181 | 2 | 44 | 0 | 227 | 46 | 113 | 1 | 0 | 160 | 6 | 2 | 1 | 0 | 9 | 7 | 94 | 151 | 0 | 252 | 648 |
| Total | 742 | 12 | 147 | 0 | 901 | 142 | 472 | 11 | 3 | 628 | 16 | 9 | 6 | 0 | 31 | 26 | 379 | 500 | 0 | 905 | 2465 |
| 05:00 PM | 196 | 1 | 48 | 0 | 245 | 31 | 127 | 6 | 1 | 165 | 2 | 1 | 2 | 0 | 5 | 6 | 106 | 128 | 0 | 240 | 655 |
| 05:15 PM | 162 | 2 | 54 | 0 | 218 | 40 | 122 | 4 | 1 | 167 | 1 | 1 | 1 | 0 | 3 | 10 | 103 | 138 | 0 | 251 | 639 |
| 05:30 PM | 154 | 1 | 29 | 0 | 184 | 36 | 105 | 2 | 1 | 144 | 3 | 0 | 0 | 2 | 5 | 15 | 122 | 130 | 0 | 267 | 600 |
| 05:45 PM | 179 | 2 | 55 | 0 | 236 | 31 | 139 | 10 | 0 | 180 | 4 | 1 | 0 | 1 | 6 | 29 | 108 | 108 | 0 | 245 | 667 |
| Total | 691 | 6 | 186 | 0 | 883 | 138 | 493 | 22 | 3 | 656 | 10 | 3 | 3 | 3 | 19 | 60 | 439 | 504 | 0 | 1003 | 2561 |
| Grand Total | 1433 | 18 | 333 | 0 | 1784 | 280 | 965 | 33 | 6 | 1284 | 26 | 12 | 9 | 3 | 50 | 86 | 818 | 1004 | 0 | 1908 | 5026 |
| Apprch % | 80.3 | 1 | 18.7 | 0 | | 21.8 | 75.2 | 2.6 | 0.5 | | 52 | 24 | 18 | 6 | | 4.5 | 42.9 | 52.6 | 0 | | |
| Total % | 28.5 | 0.4 | 6.6 | 0 | 35.5 | 5.6 | 19.2 | 0.7 | 0.1 | 25.5 | 0.5 | 0.2 | 0.2 | 0.1 | 1 | 1.7 | 16.3 | 20 | 0 | 38 | |
| CARS | 1416 | | | | | | | | | | | | | | | | | | | | |
| % CARS | 98.8 | 100 | 99.1 | 0 | 98.9 | 97.1 | 97.9 | 100 | 100 | 97.8 | 100 | 100 | 100 | 100 | 100 | 100 | 98.2 | 99 | 0 | 98.7 | 98.5 |
| HV | 17 | 0 | 3 | 0 | 20 | 8 | 20 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 10 | 0 | 25 | 73 |
| % HV | 1.2 | 0 | 0.9 | 0 | 1.1 | 2.9 | 2.1 | 0 | 0 | 2.2 | 0 | 0 | 0 | 0 | 0 | 0 | 1.8 | 1 | 0 | 1.3 | 1.5 |

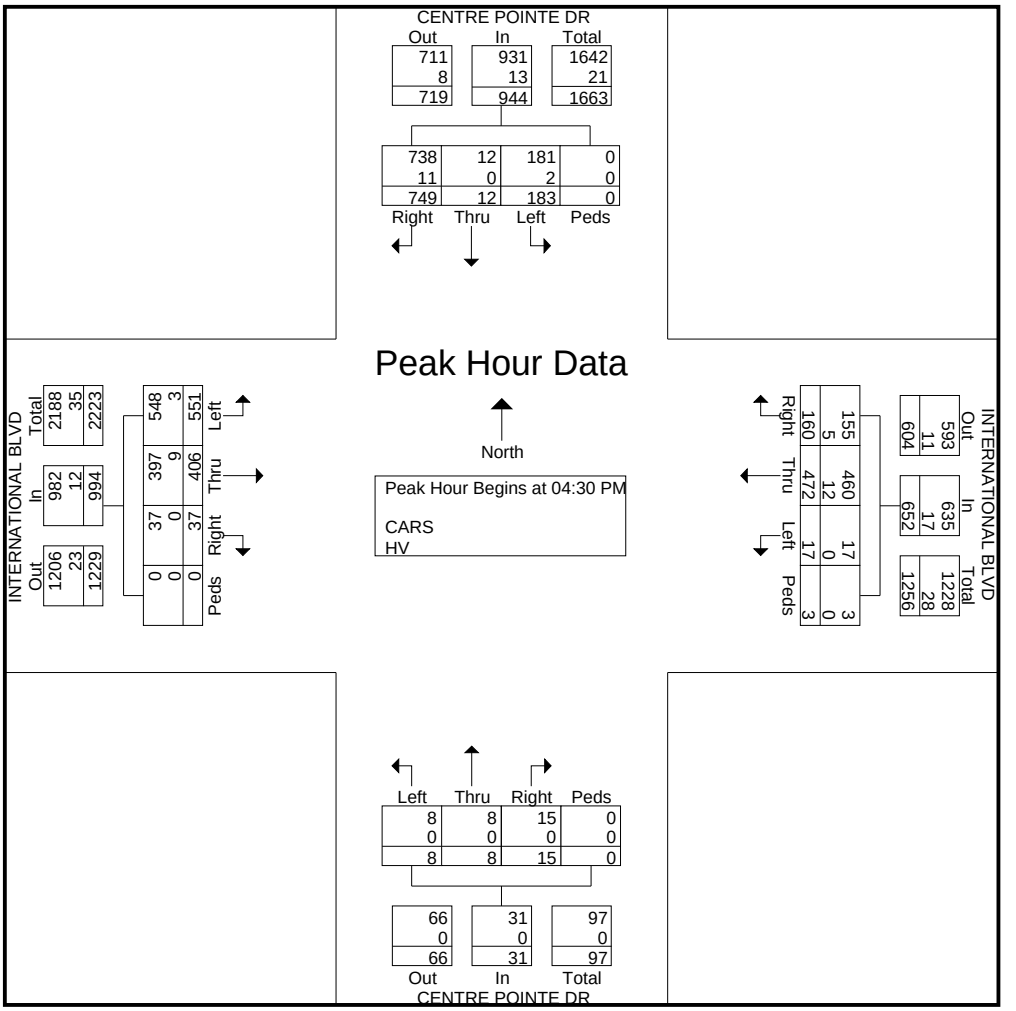


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #24 CENTREPOINTE&INTERNATIONALPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | CENTRE POINTE DR Southbound | | | | | INTERNATIONAL BLVD Westbound | | | | | CENTRE POINTE DR Northbound | | | | | INTERNATIONAL BLVD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | **210** | **7** | 37 | 0 | **254** | 43 | 110 | **6** | **1** | 160 | **6** | **4** | **4** | 0 | **14** | **14** | 103 | 134 | 0 | 251 | **679** |
| 04:45 PM | 181 | 2 | 44 | 0 | 227 | **46** | 113 | 1 | 0 | 160 | 6 | 2 | 1 | 0 | 9 | 7 | 94 | **151** | 0 | **252** | 648 |
| 05:00 PM | 196 | 1 | 48 | 0 | 245 | 31 | **127** | 6 | 1 | 165 | 2 | 1 | 2 | 0 | 5 | 6 | **106** | 128 | 0 | 240 | 655 |
| 05:15 PM | 162 | 2 | **54** | 0 | 218 | 40 | 122 | 4 | 1 | **167** | 1 | 1 | 1 | 0 | 3 | 10 | 103 | 138 | 0 | 251 | 639 |
| Total Volume | 749 | 12 | 183 | 0 | 944 | 160 | 472 | 17 | 3 | 652 | 15 | 8 | 8 | 0 | 31 | 37 | 406 | 551 | 0 | 994 | 2621 |
| % App. Total | 79.3 | 1.3 | 19.4 | 0 | | 24.5 | 72.4 | 2.6 | 0.5 | | 48.4 | 25.8 | 25.8 | 0 | | 3.7 | 40.8 | 55.4 | 0 | | |
| PHF | .892 | .429 | .847 | .000 | .929 | .870 | .929 | .708 | .750 | .976 | .625 | .500 | .500 | .000 | .554 | .661 | .958 | .912 | .000 | .986 | .965 |
| CARS | 738 | 12 | 181 | 0 | 931 | 155 | 460 | 17 | 3 | 635 | 15 | 8 | 8 | 0 | 31 | 37 | 397 | 548 | 0 | 982 | 2579 |
| % CARS | 98.5 | 100 | 98.9 | 0 | 98.6 | 96.9 | 97.5 | 100 | 100 | 97.4 | 100 | 100 | 100 | 0 | 100 | 100 | 97.8 | 99.5 | 0 | 98.8 | 98.4 |
| HV | 11 | 0 | 2 | 0 | 13 | 5 | 12 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 3 | 0 | 12 | 42 |
| % HV | 1.5 | 0 | 1.1 | 0 | 1.4 | 3.1 | 2.5 | 0 | 0 | 2.6 | 0 | 0 | 0 | 0 | 0 | 0 | 2.2 | 0.5 | 0 | 1.2 | 1.6 |



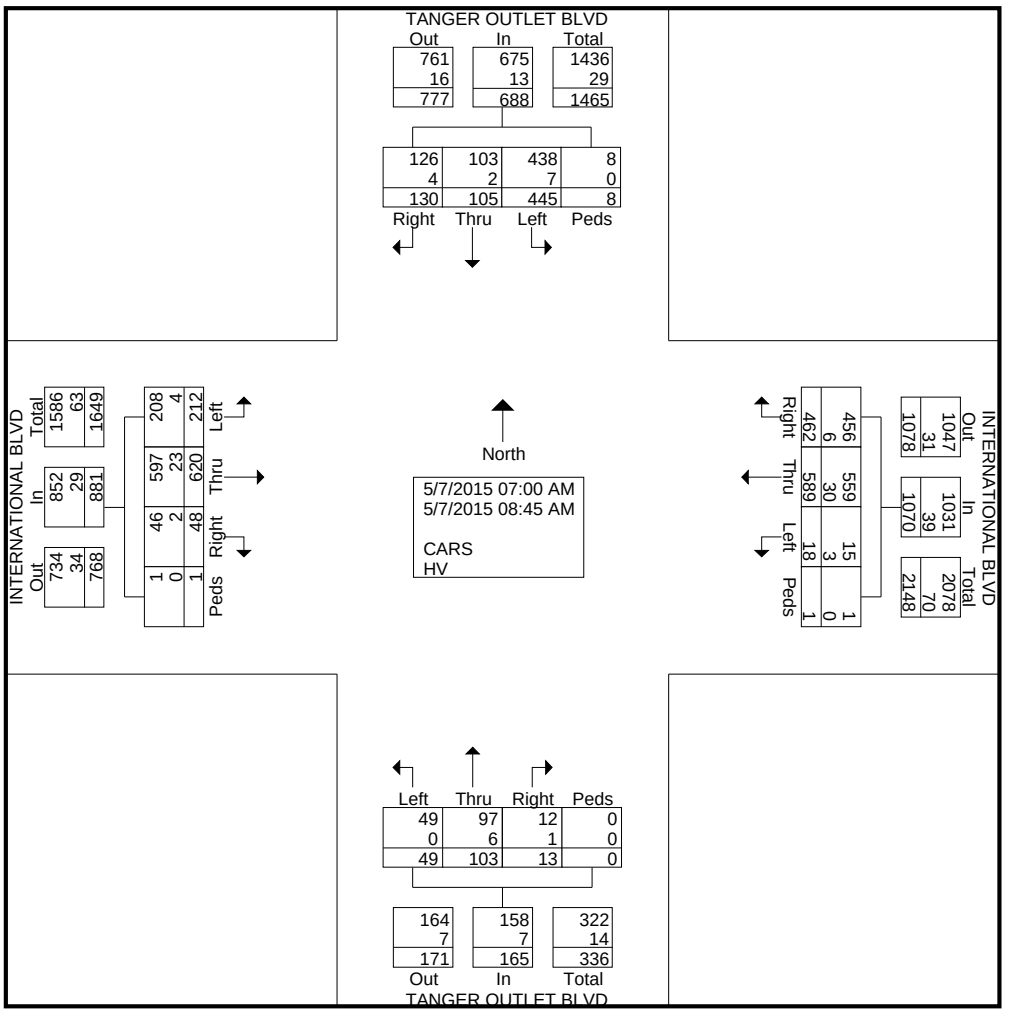
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #25 TANGEROUTLET&INTERNATIONALAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | TANGER OUTLET BLVD Southbound | | | | | INTERNATIONAL BLVD Westbound | | | | | TANGER OUTLET BLVD Northbound | | | | | INTERNATIONAL BLVD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 12 | 10 | 49 | 1 | 72 | 37 | 42 | 1 | 1 | 81 | 1 | 8 | 3 | 0 | 12 | 6 | 76 | 25 | 0 | 107 | 272 |
| 07:15 AM | 17 | 15 | 47 | 1 | 80 | 55 | 71 | 3 | 0 | 129 | 1 | 12 | 8 | 0 | 21 | 3 | 69 | 32 | 1 | 105 | 335 |
| 07:30 AM | 19 | 18 | 70 | 1 | 108 | 55 | 67 | 2 | 0 | 124 | 0 | 18 | 5 | 0 | 23 | 5 | 86 | 23 | 0 | 114 | 369 |
| 07:45 AM | 16 | 14 | 57 | 0 | 87 | 68 | 64 | 2 | 0 | 134 | 0 | 15 | 6 | 0 | 21 | 8 | 81 | 36 | 0 | 125 | 367 |
| Total | 64 | 57 | 223 | 3 | 347 | 215 | 244 | 8 | 1 | 468 | 2 | 53 | 22 | 0 | 77 | 22 | 312 | 116 | 1 | 451 | 1343 |
| 08:00 AM | 17 | 21 | 63 | 0 | 101 | 68 | 68 | 0 | 0 | 136 | 1 | 13 | 4 | 0 | 18 | 6 | 69 | 19 | 0 | 94 | 349 |
| 08:15 AM | 12 | 7 | 66 | 3 | 88 | 63 | 76 | 2 | 0 | 141 | 1 | 19 | 9 | 0 | 29 | 5 | 92 | 26 | 0 | 123 | 381 |
| 08:30 AM | 15 | 10 | 52 | 1 | 78 | 52 | 104 | 3 | 0 | 159 | 3 | 8 | 8 | 0 | 19 | 9 | 77 | 24 | 0 | 110 | 366 |
| 08:45 AM | 22 | 10 | 41 | 1 | 74 | 64 | 97 | 5 | 0 | 166 | 6 | 10 | 6 | 0 | 22 | 6 | 70 | 27 | 0 | 103 | 365 |
| Total | 66 | 48 | 222 | 5 | 341 | 247 | 345 | 10 | 0 | 602 | 11 | 50 | 27 | 0 | 88 | 26 | 308 | 96 | 0 | 430 | 1461 |
| Grand Total | 130 | 105 | 445 | 8 | 688 | 462 | 589 | 18 | 1 | 1070 | 13 | 103 | 49 | 0 | 165 | 48 | 620 | 212 | 1 | 881 | 2804 |
| Apprch % | 18.9 | 15.3 | 64.7 | 1.2 | | 43.2 | 55 | 1.7 | 0.1 | | 7.9 | 62.4 | 29.7 | 0 | | 5.4 | 70.4 | 24.1 | 0.1 | | |
| Total % | 4.6 | 3.7 | 15.9 | 0.3 | 24.5 | 16.5 | 21 | 0.6 | 0 | 38.2 | 0.5 | 3.7 | 1.7 | 0 | 5.9 | 1.7 | 22.1 | 7.6 | 0 | 31.4 | |
| CARS | 126 | 103 | 438 | 8 | 675 | 456 | 559 | 15 | 1 | 1031 | 12 | 97 | 49 | 0 | 158 | 46 | 597 | 208 | 1 | 852 | 2716 |
| % CARS | 96.9 | 98.1 | 98.4 | 100 | 98.1 | 98.7 | 94.9 | 83.3 | 100 | 96.4 | 92.3 | 94.2 | 100 | 0 | 95.8 | 95.8 | 96.3 | 98.1 | 100 | 96.7 | 96.9 |
| HV | 4 | 2 | 7 | 0 | 13 | 6 | 30 | 3 | 0 | 39 | 1 | 6 | 0 | 0 | 7 | 2 | 23 | 4 | 0 | 29 | 88 |
| % HV | 3.1 | 1.9 | 1.6 | 0 | 1.9 | 1.3 | 5.1 | 16.7 | 0 | 3.6 | 7.7 | 5.8 | 0 | 0 | 4.2 | 4.2 | 3.7 | 1.9 | 0 | 3.3 | 3.1 |

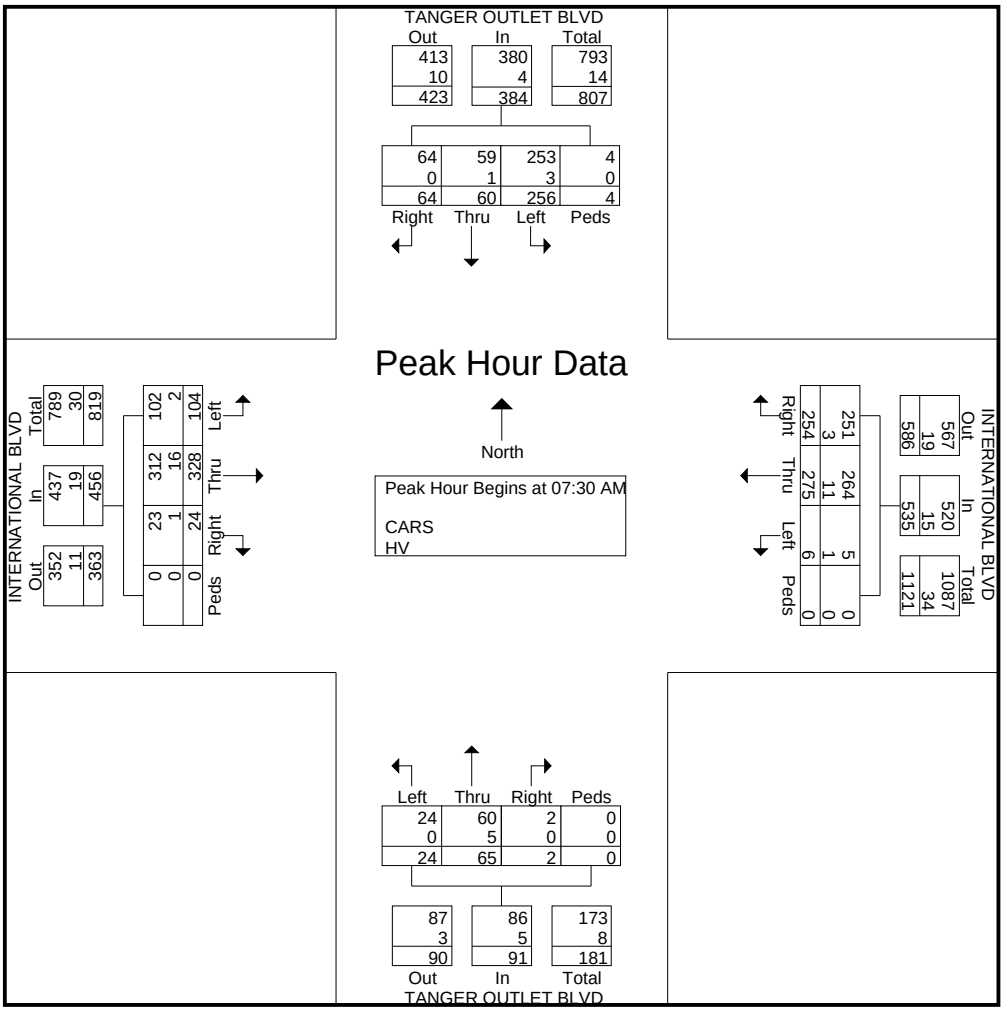


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #25 TANGEROUTLET&INTERNATIONALAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | TANGER OUTLET BLVD Southbound | | | | | INTERNATIONAL BLVD Westbound | | | | | TANGER OUTLET BLVD Northbound | | | | | INTERNATIONAL BLVD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | **19** | 18 | **70** | 1 | **108** | 55 | 67 | **2** | 0 | 124 | 0 | 18 | 5 | 0 | 23 | 5 | 86 | 23 | 0 | 114 | 369 |
| 07:45 AM | 16 | 14 | 57 | 0 | 87 | **68** | 64 | 2 | 0 | 134 | 0 | 15 | 6 | 0 | 21 | **8** | 81 | **36** | 0 | **125** | 367 |
| 08:00 AM | 17 | **21** | 63 | 0 | 101 | 68 | 68 | 0 | 0 | 136 | **1** | 13 | 4 | 0 | 18 | 6 | 69 | 19 | 0 | 94 | 349 |
| 08:15 AM | 12 | 7 | 66 | **3** | 88 | 63 | **76** | 2 | 0 | **141** | 1 | **19** | **9** | 0 | **29** | 5 | **92** | 26 | 0 | 123 | **381** |
| Total Volume | 64 | 60 | 256 | 4 | 384 | 254 | 275 | 6 | 0 | 535 | 2 | 65 | 24 | 0 | 91 | 24 | 328 | 104 | 0 | 456 | 1466 |
| % App. Total | 16.7 | 15.6 | 66.7 | 1 | | 47.5 | 51.4 | 1.1 | 0 | | 2.2 | 71.4 | 26.4 | 0 | | 5.3 | 71.9 | 22.8 | 0 | | |
| PHF | .842 | .714 | .914 | .333 | .889 | .934 | .905 | .750 | .000 | .949 | .500 | .855 | .667 | .000 | .784 | .750 | .891 | .722 | .000 | .912 | .962 |
| CARS | 64 | 59 | 253 | 4 | 380 | 251 | 264 | 5 | 0 | 520 | 2 | 60 | 24 | 0 | 86 | 23 | 312 | 102 | 0 | 437 | 1423 |
| % CARS | 100 | 98.3 | 98.8 | 100 | 99.0 | 98.8 | 96.0 | 83.3 | 0 | 97.2 | 100 | 92.3 | 100 | 0 | 94.5 | 95.8 | 95.1 | 98.1 | 0 | 95.8 | 97.1 |
| HV | 0 | 1 | 3 | 0 | 4 | 3 | 11 | 1 | 0 | 15 | 0 | 5 | 0 | 0 | 5 | 1 | 16 | 2 | 0 | 19 | 43 |
| % HV | 0 | 1.7 | 1.2 | 0 | 1.0 | 1.2 | 4.0 | 16.7 | 0 | 2.8 | 0 | 7.7 | 0 | 0 | 5.5 | 4.2 | 4.9 | 1.9 | 0 | 4.2 | 2.9 |



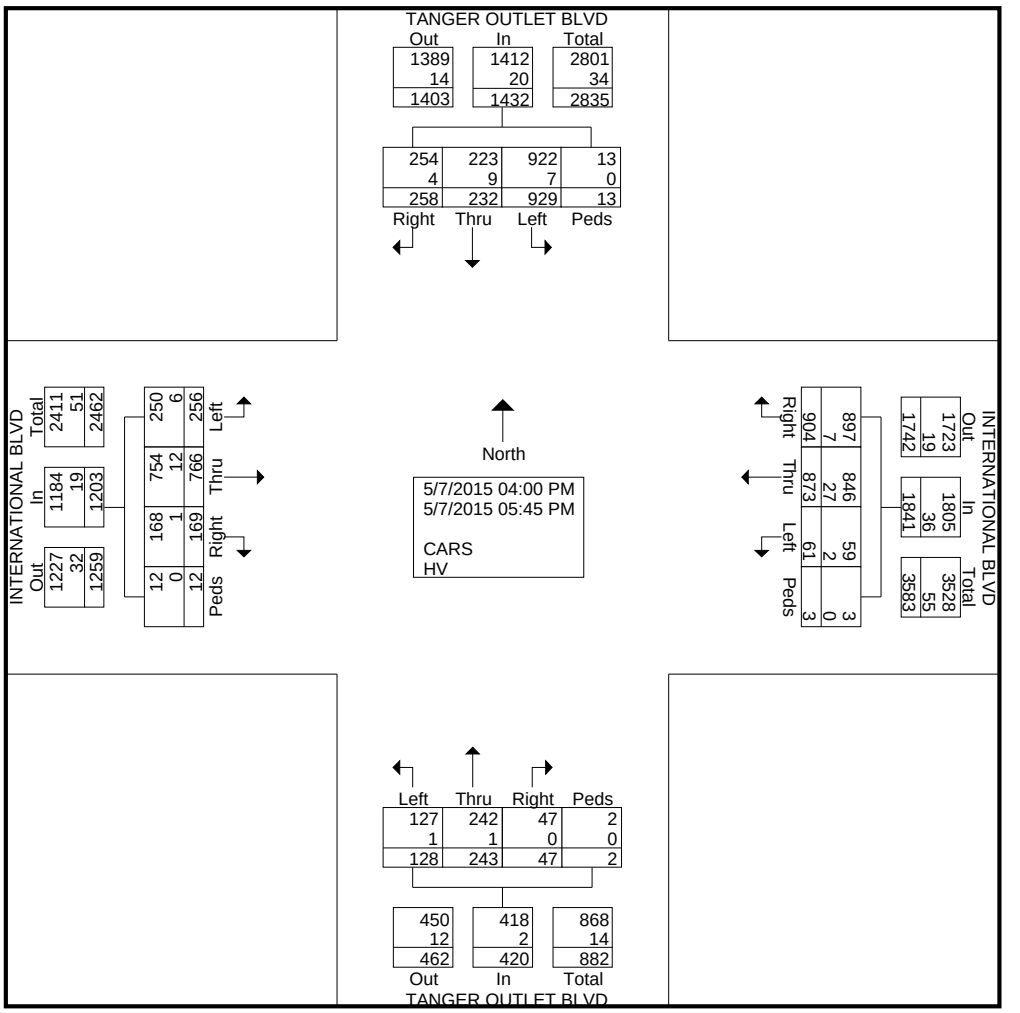
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #25 TANGEROUTLET&INTERNATIONALPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | TANGER OUTLET BLVD Southbound | | | | | INTERNATIONAL BLVD Westbound | | | | | TANGER OUTLET BLVD Northbound | | | | | INTERNATIONAL BLVD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 31 | 26 | 96 | 2 | 155 | 96 | 83 | 3 | 0 | 182 | 4 | 34 | 15 | 0 | 53 | 22 | 74 | 26 | 1 | 123 | 513 |
| 04:15 PM | 29 | 28 | 114 | 1 | 172 | 132 | 114 | 8 | 1 | 255 | 7 | 23 | 11 | 0 | 41 | 18 | 101 | 29 | 1 | 149 | 617 |
| 04:30 PM | 32 | 32 | 146 | 2 | 212 | 106 | 88 | 4 | 0 | 198 | 8 | 26 | 14 | 0 | 48 | 17 | 91 | 25 | 0 | 133 | 591 |
| 04:45 PM | 31 | 23 | 134 | 4 | 192 | 98 | 111 | 8 | 0 | 217 | 6 | 27 | 17 | 1 | 51 | 19 | 102 | 33 | 2 | 156 | 616 |
| Total | 123 | 109 | 490 | 9 | 731 | 432 | 396 | 23 | 1 | 852 | 25 | 110 | 57 | 1 | 193 | 76 | 368 | 113 | 4 | 561 | 2337 |
| 05:00 PM | 40 | 25 | 98 | 0 | 163 | 125 | 121 | 13 | 0 | 259 | 5 | 30 | 15 | 0 | 50 | 25 | 108 | 37 | 2 | 172 | 644 |
| 05:15 PM | 30 | 32 | 111 | 0 | 173 | 119 | 139 | 8 | 0 | 266 | 7 | 38 | 24 | 0 | 69 | 24 | 107 | 26 | 0 | 157 | 665 |
| 05:30 PM | 31 | 26 | 116 | 1 | 174 | 113 | 111 | 11 | 0 | 235 | 5 | 44 | 15 | 0 | 64 | 15 | 85 | 44 | 4 | 148 | 621 |
| 05:45 PM | 34 | 40 | 114 | 3 | 191 | 115 | 106 | 6 | 2 | 229 | 5 | 21 | 17 | 1 | 44 | 29 | 98 | 36 | 2 | 165 | 629 |
| Total | 135 | 123 | 439 | 4 | 701 | 472 | 477 | 38 | 2 | 989 | 22 | 133 | 71 | 1 | 227 | 93 | 398 | 143 | 8 | 642 | 2559 |
| Grand Total | 258 | 232 | 929 | 13 | 1432 | 904 | 873 | 61 | 3 | 1841 | 47 | 243 | 128 | 2 | 420 | 169 | 766 | 256 | 12 | 1203 | 4896 |
| Apprch % | 18 | 16.2 | 64.9 | 0.9 | | 49.1 | 47.4 | 3.3 | 0.2 | | 11.2 | 57.9 | 30.5 | 0.5 | | 14 | 63.7 | 21.3 | 1 | | |
| Total % | 5.3 | 4.7 | 19 | 0.3 | 29.2 | 18.5 | 17.8 | 1.2 | 0.1 | 37.6 | 1 | 5 | 2.6 | 0 | 8.6 | 3.5 | 15.6 | 5.2 | 0.2 | 24.6 | |
| CARS | 254 | 223 | 922 | 13 | 1412 | 897 | 846 | 59 | 3 | 1805 | 47 | 242 | 127 | 2 | 418 | 168 | 754 | 250 | 12 | 1184 | 4819 |
| % CARS | 98.4 | 96.1 | 99.2 | 100 | 98.6 | 99.2 | 96.9 | 96.7 | 100 | 98 | 100 | 99.6 | 99.2 | 100 | 99.5 | 99.4 | 98.4 | 97.7 | 100 | 98.4 | 98.4 |
| HV | 4 | 9 | 7 | 0 | 20 | 7 | 27 | 2 | 0 | 36 | 0 | 1 | 1 | 0 | 2 | 1 | 12 | 6 | 0 | 19 | 77 |
| % HV | 1.6 | 3.9 | 0.8 | 0 | 1.4 | 0.8 | 3.1 | 3.3 | 0 | 2 | 0 | 0.4 | 0.8 | 0 | 0.5 | 0.6 | 1.6 | 2.3 | 0 | 1.6 | 1.6 |

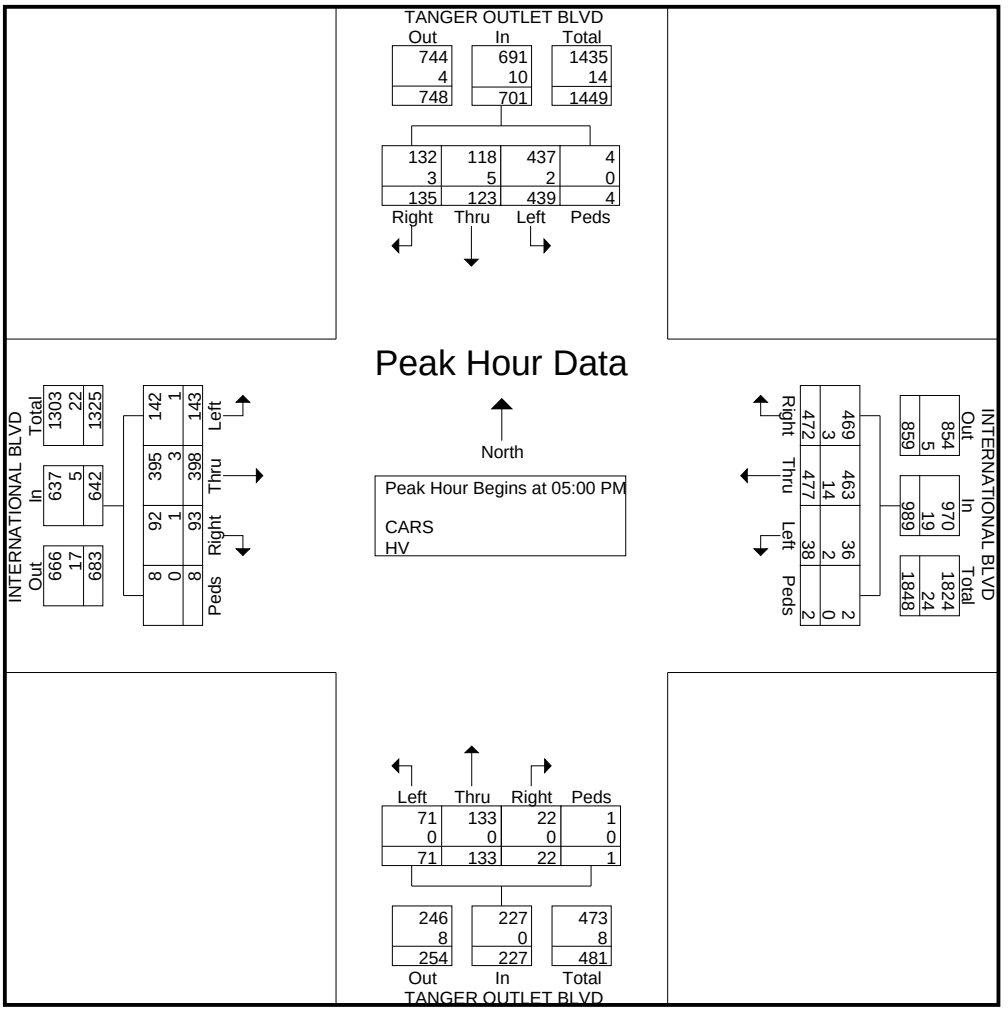


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #25 TANGEROUTLET&INTERNATIONALPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | TANGER OUTLET BLVD Southbound | | | | | INTERNATIONAL BLVD Westbound | | | | | TANGER OUTLET BLVD Northbound | | | | | INTERNATIONAL BLVD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | **40** | 25 | 98 | 0 | 163 | **125** | 121 | **13** | 0 | 259 | 5 | 30 | 15 | 0 | 50 | 25 | **108** | 37 | 2 | **172** | 644 |
| 05:15 PM | 30 | 32 | 111 | 0 | 173 | 119 | **139** | 8 | 0 | **266** | **7** | 38 | **24** | 0 | **69** | 24 | 107 | 26 | 0 | 157 | **665** |
| 05:30 PM | 31 | 26 | **116** | 1 | 174 | 113 | 111 | 11 | 0 | 235 | 5 | **44** | 15 | 0 | 64 | 15 | 85 | **44** | **4** | 148 | 621 |
| 05:45 PM | 34 | **40** | 114 | **3** | **191** | 115 | 106 | 6 | **2** | 229 | 5 | 21 | 17 | **1** | 44 | **29** | 98 | 36 | 2 | 165 | 629 |
| Total Volume | 135 | 123 | 439 | 4 | 701 | 472 | 477 | 38 | 2 | 989 | 22 | 133 | 71 | 1 | 227 | 93 | 398 | 143 | 8 | 642 | 2559 |
| % App. Total | 19.3 | 17.5 | 62.6 | 0.6 | | 47.7 | 48.2 | 3.8 | 0.2 | | 9.7 | 58.6 | 31.3 | 0.4 | | 14.5 | 62 | 22.3 | 1.2 | | |
| PHF | .844 | .769 | .946 | .333 | .918 | .944 | .858 | .731 | .250 | .930 | .786 | .756 | .740 | .250 | .822 | .802 | .921 | .813 | .500 | .933 | .962 |
| CARS | 132 | 118 | 437 | 4 | 691 | 469 | 463 | 36 | 2 | 970 | 22 | 133 | 71 | 1 | 227 | 92 | 395 | 142 | 8 | 637 | 2525 |
| % CARS | 97.8 | 95.9 | 99.5 | 100 | 98.6 | 99.4 | 97.1 | 94.7 | 100 | 98.1 | 100 | 100 | 100 | 100 | 100 | 98.9 | 99.2 | 99.3 | 100 | 99.2 | 98.7 |
| HV | 3 | 5 | 2 | 0 | 10 | 3 | 14 | 2 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 5 | 34 |
| % HV | 2.2 | 4.1 | 0.5 | 0 | 1.4 | 0.6 | 2.9 | 5.3 | 0 | 1.9 | 0 | 0 | 0 | 0 | 0 | 1.1 | 0.8 | 0.7 | 0 | 0.8 | 1.3 |



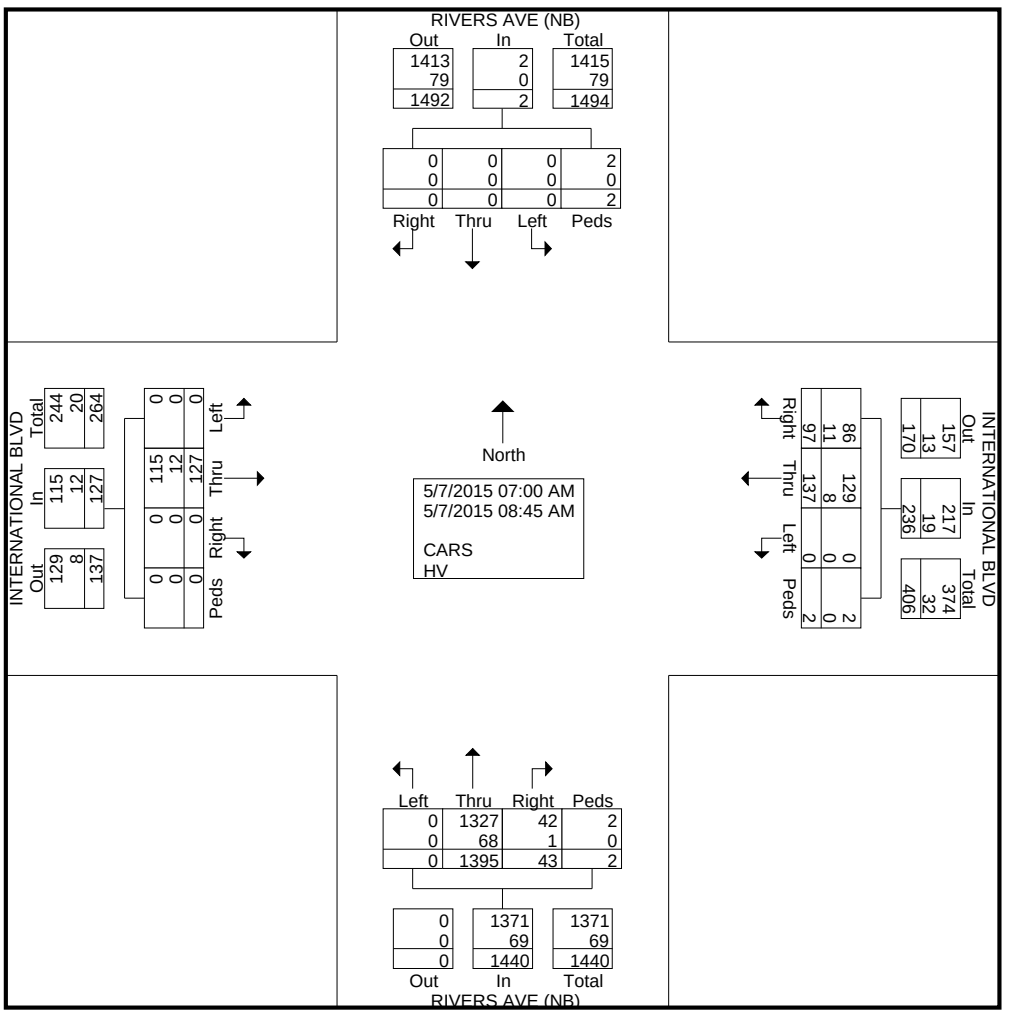
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #26 RIVERSNB&HARLEYAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | RIVERS AVE (NB) Southbound | | | | | INTERNATIONAL BLVD Westbound | | | | | RIVERS AVE (NB) Northbound | | | | | INTERNATIONAL BLVD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 12 | 14 | 0 | 0 | 26 | 4 | 110 | 0 | 0 | 114 | 0 | 19 | 0 | 0 | 19 | 159 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 11 | 19 | 0 | 0 | 30 | 6 | 151 | 0 | 0 | 157 | 0 | 18 | 0 | 0 | 18 | 205 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 16 | 12 | 0 | 1 | 29 | 5 | 183 | 0 | 0 | 188 | 0 | 17 | 0 | 0 | 17 | 234 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 13 | 21 | 0 | 0 | 34 | 8 | 183 | 0 | 0 | 191 | 0 | 23 | 0 | 0 | 23 | 248 |
| Total | 0 | 0 | 0 | 0 | 0 | 52 | 66 | 0 | 1 | 119 | 23 | 627 | 0 | 0 | 650 | 0 | 77 | 0 | 0 | 77 | 846 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 12 | 15 | 0 | 1 | 28 | 8 | 190 | 0 | 2 | 200 | 0 | 23 | 0 | 0 | 23 | 251 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 12 | 22 | 0 | 0 | 34 | 4 | 206 | 0 | 0 | 210 | 0 | 8 | 0 | 0 | 8 | 252 |
| 08:30 AM | 0 | 0 | 0 | 1 | 1 | 9 | 19 | 0 | 0 | 28 | 3 | 190 | 0 | 0 | 193 | 0 | 11 | 0 | 0 | 11 | 233 |
| 08:45 AM | 0 | 0 | 0 | 1 | 1 | 12 | 15 | 0 | 0 | 27 | 5 | 182 | 0 | 0 | 187 | 0 | 8 | 0 | 0 | 8 | 223 |
| Total | 0 | 0 | 0 | 2 | 2 | 45 | 71 | 0 | 1 | 117 | 20 | 768 | 0 | 2 | 790 | 0 | 50 | 0 | 0 | 50 | 959 |
| Grand Total | 0 | 0 | 0 | 2 | 2 | 97 | 137 | 0 | 2 | 236 | 43 | 1395 | 0 | 2 | 1440 | 0 | 127 | 0 | 0 | 127 | 1805 |
| Apprch % | 0 | 0 | 0 | 100 | | 41.1 | 58.1 | 0 | 0.8 | | 3 | 96.9 | 0 | 0.1 | | 0 | 100 | 0 | 0 | | |
| Total % | 0 | 0 | 0 | 0.1 | 0.1 | 5.4 | 7.6 | 0 | 0.1 | 13.1 | 2.4 | 77.3 | 0 | 0.1 | 79.8 | 0 | 7 | 0 | 0 | 7 | |
| CARS | 0 | 0 | 0 | 2 | 2 | 86 | 129 | 0 | 2 | 217 | 42 | 1327 | | | | | | | | | |
| % CARS | 0 | 0 | 0 | 100 | 100 | 88.7 | 94.2 | 0 | 100 | 91.9 | 97.7 | 95.1 | 0 | 100 | 95.2 | 0 | 90.6 | 0 | 0 | 90.6 | 94.5 |
| HV | 0 | 0 | 0 | 0 | 0 | 11 | 8 | 0 | 0 | 19 | 1 | 68 | 0 | 0 | 69 | 0 | 12 | 0 | 0 | 12 | 100 |
| % HV | 0 | 0 | 0 | 0 | 0 | 11.3 | 5.8 | 0 | 0 | 8.1 | 2.3 | 4.9 | 0 | 0 | 4.8 | 0 | 9.4 | 0 | 0 | 9.4 | 5.5 |

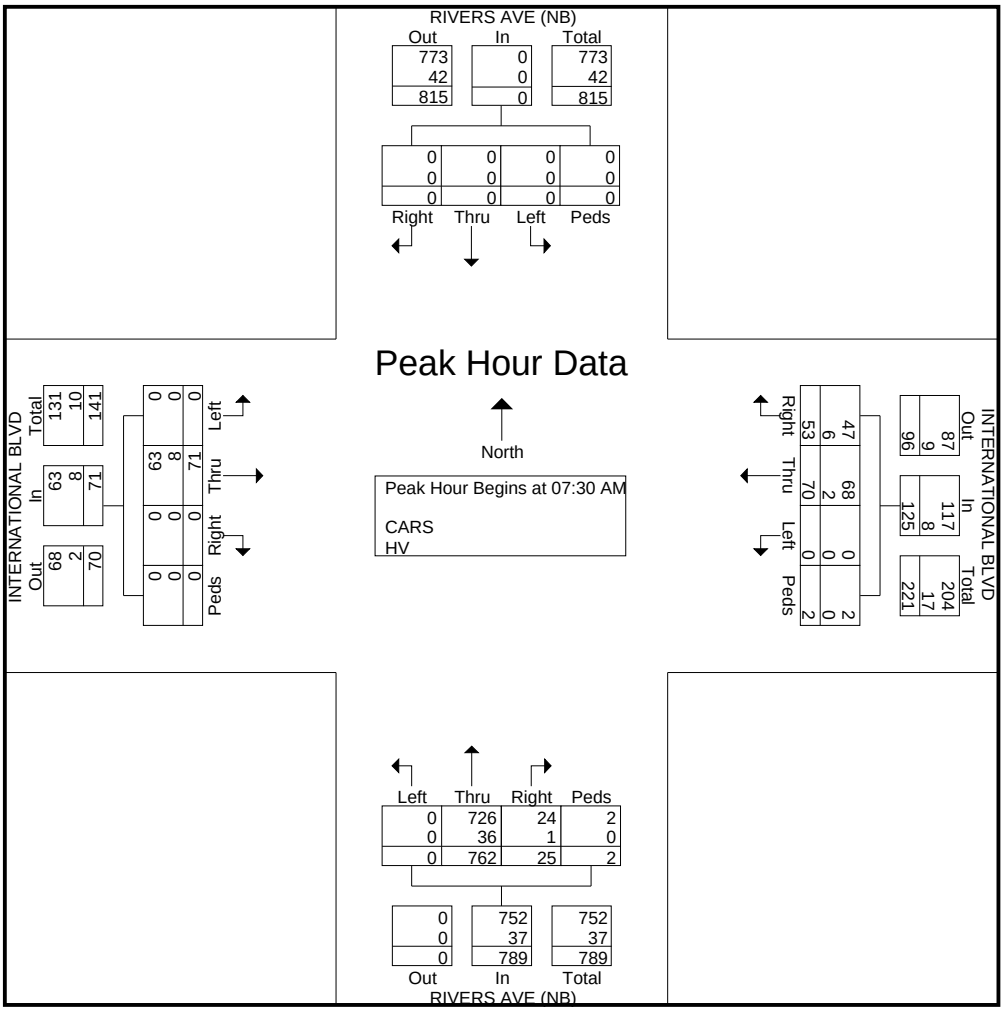


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #26 RIVERSNB&HARLEYAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | RIVERS AVE (NB) Southbound | | | | | INTERNATIONAL BLVD Westbound | | | | | RIVERS AVE (NB) Northbound | | | | | INTERNATIONAL BLVD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | **16** | 12 | 0 | **1** | 29 | 5 | 183 | 0 | 0 | 188 | 0 | 17 | 0 | 0 | 17 | 234 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 13 | 21 | 0 | 0 | **34** | **8** | 183 | 0 | 0 | 191 | 0 | **23** | 0 | 0 | **23** | 248 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 12 | 15 | 0 | 1 | 28 | 8 | 190 | 0 | **2** | 200 | 0 | 23 | 0 | 0 | 23 | 251 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 12 | **22** | 0 | 0 | 34 | 4 | **206** | 0 | 0 | **210** | 0 | 8 | 0 | 0 | 8 | **252** |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 53 | 70 | 0 | 2 | 125 | 25 | 762 | 0 | 2 | 789 | 0 | 71 | 0 | 0 | 71 | 985 |
| % App. Total | 0 | 0 | 0 | 0 | | 42.4 | 56 | 0 | 1.6 | | 3.2 | 96.6 | 0 | 0.3 | | 0 | 100 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .828 | .795 | .000 | .500 | .919 | .781 | .925 | .000 | .250 | .939 | .000 | .772 | .000 | .000 | .772 | .977 |
| CARS | 0 | 0 | 0 | 0 | 0 | 47 | 68 | 0 | 2 | 117 | 24 | 726 | 0 | 2 | 752 | 0 | 63 | 0 | 0 | 63 | 932 |
| % CARS | 0 | 0 | 0 | 0 | 0 | 88.7 | 97.1 | 0 | 100 | 93.6 | 96.0 | 95.3 | 0 | 100 | 95.3 | 0 | 88.7 | 0 | 0 | 88.7 | 94.6 |
| HV | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 0 | 8 | 1 | 36 | 0 | 0 | 37 | 0 | 8 | 0 | 0 | 8 | 53 |
| % HV | 0 | 0 | 0 | 0 | 0 | 11.3 | 2.9 | 0 | 0 | 6.4 | 4.0 | 4.7 | 0 | 0 | 4.7 | 0 | 11.3 | 0 | 0 | 11.3 | 5.4 |



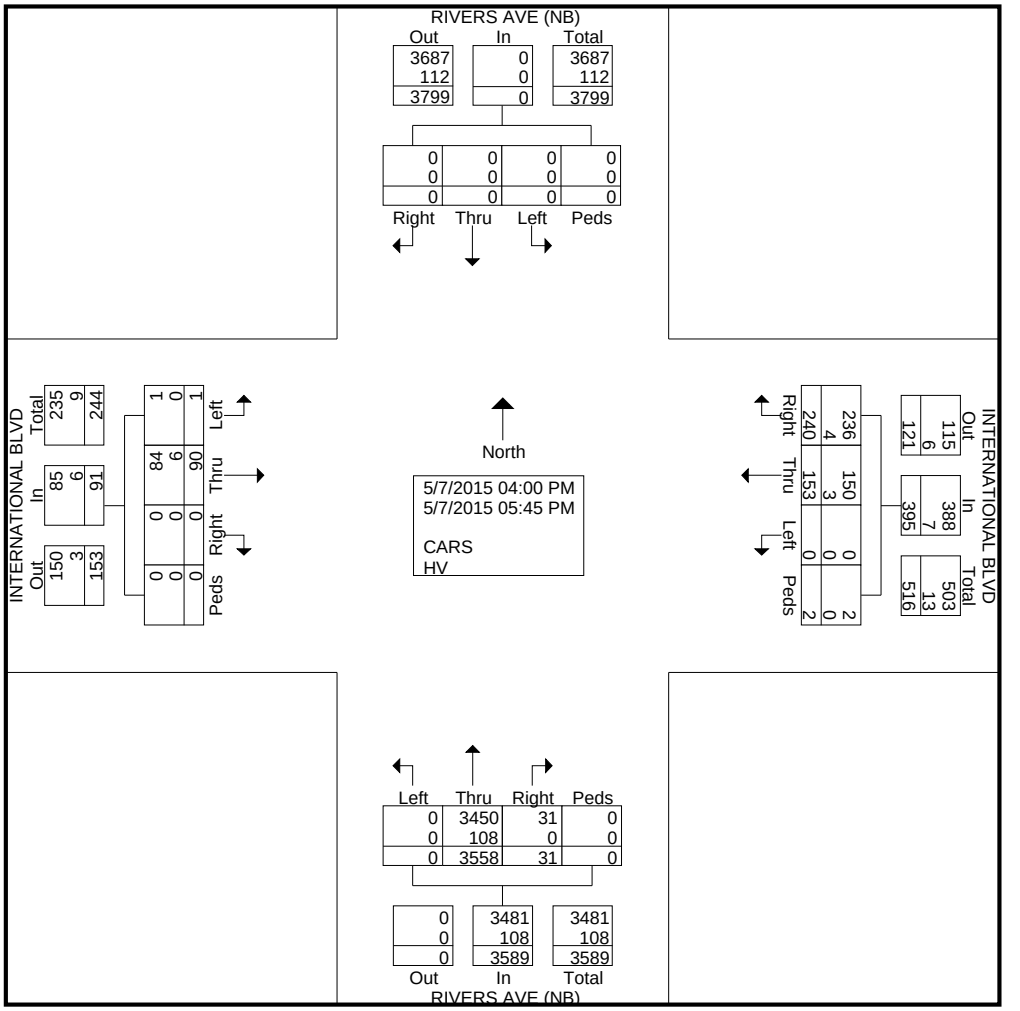
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #26 RIVERSNB&HARLEYPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | RIVERS AVE (NB) Southbound | | | | | INTERNATIONAL BLVD Westbound | | | | | RIVERS AVE (NB) Northbound | | | | | INTERNATIONAL BLVD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 29 | 20 | 0 | 0 | 49 | 2 | 361 | 0 | 0 | 363 | 0 | 8 | 0 | 0 | 8 | 420 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 30 | 14 | 0 | 0 | 44 | 2 | 391 | 0 | 0 | 393 | 0 | 9 | 0 | 0 | 9 | 446 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 28 | 21 | 0 | 0 | 49 | 2 | 475 | 0 | 0 | 477 | 0 | 12 | 1 | 0 | 13 | 539 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 33 | 21 | 0 | 0 | 54 | 5 | 454 | 0 | 0 | 459 | 0 | 19 | 0 | 0 | 19 | 532 |
| Total | 0 | 0 | 0 | 0 | 0 | 120 | 76 | 0 | 0 | 196 | 11 | 1681 | 0 | 0 | 1692 | 0 | 48 | 1 | 0 | 49 | 1937 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 29 | 23 | 0 | 0 | 52 | 1 | 515 | 0 | 0 | 516 | 0 | 11 | 0 | 0 | 11 | 579 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 34 | 25 | 0 | 1 | 60 | 3 | 473 | 0 | 0 | 476 | 0 | 9 | 0 | 0 | 9 | 545 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 23 | 17 | 0 | 0 | 40 | 7 | 457 | 0 | 0 | 464 | 0 | 12 | 0 | 0 | 12 | 516 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 34 | 12 | 0 | 1 | 47 | 9 | 432 | 0 | 0 | 441 | 0 | 10 | 0 | 0 | 10 | 498 |
| Total | 0 | 0 | 0 | 0 | 0 | 120 | 77 | 0 | 2 | 199 | 20 | 1877 | 0 | 0 | 1897 | 0 | 42 | 0 | 0 | 42 | 2138 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 240 | 153 | 0 | 2 | 395 | 31 | 3558 | 0 | 0 | 3589 | 0 | 90 | 1 | 0 | 91 | 4075 |
| Apprch % | 0 | 0 | 0 | 0 | | 60.8 | 38.7 | 0 | 0.5 | | 0.9 | 99.1 | 0 | 0 | | 0 | 98.9 | 1.1 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 5.9 | 3.8 | 0 | 0 | 9.7 | 0.8 | 87.3 | 0 | 0 | 88.1 | 0 | 2.2 | 0 | 0 | 2.2 | |
| CARS | 0 | 0 | 0 | 0 | 0 | 236 | 150 | 0 | 2 | 388 | 31 | 3450 | | | | | | | | | |
| % CARS | 0 | 0 | 0 | 0 | 0 | 98.3 | 98 | 0 | 100 | 98.2 | 100 | 97 | 0 | 0 | 97 | 0 | 93.3 | 100 | 0 | 93.4 | 97 |
| HV | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 7 | 0 | 108 | 0 | 0 | 108 | 0 | 6 | 0 | 0 | 6 | 121 |
| % HV | 0 | 0 | 0 | 0 | 0 | 1.7 | 2 | 0 | 0 | 1.8 | 0 | 3 | 0 | 0 | 3 | 0 | 6.7 | 0 | 0 | 6.6 | 3 |

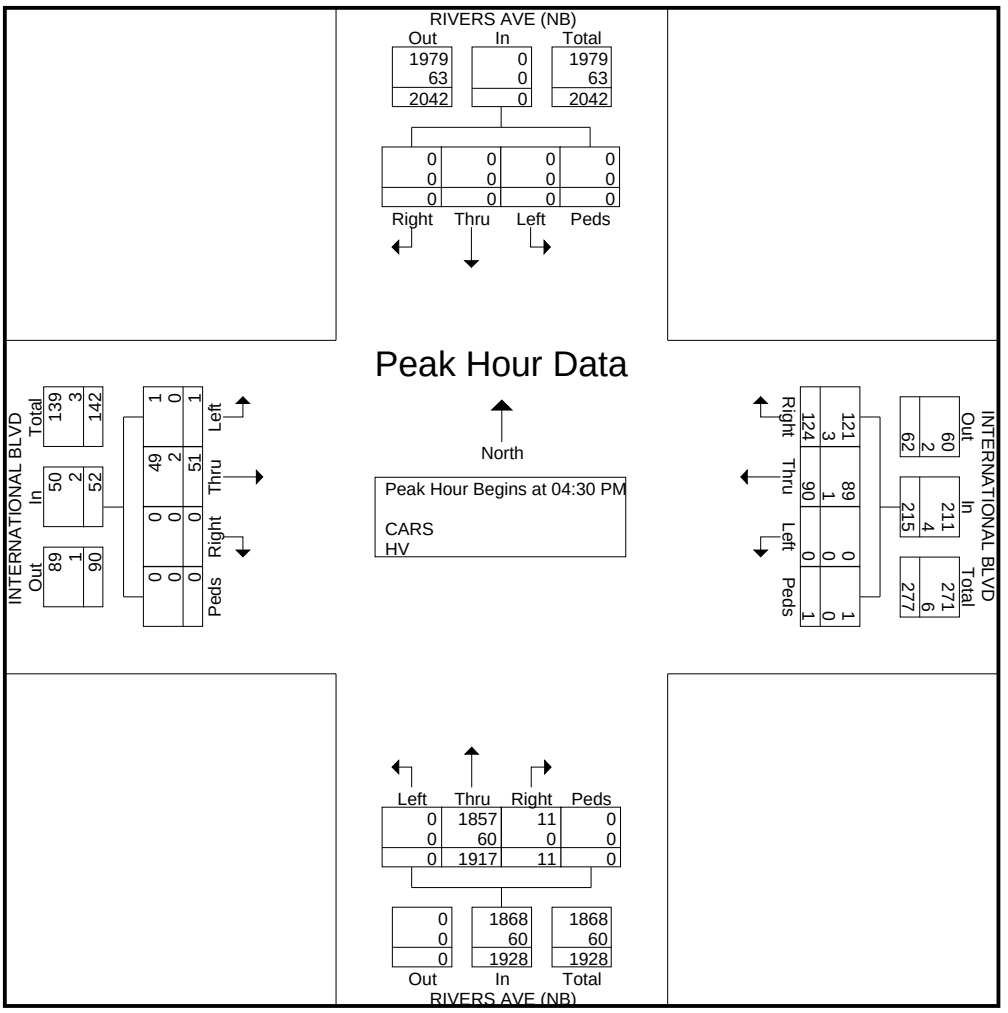


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #26 RIVERSNB&HARLEYPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | RIVERS AVE (NB) Southbound | | | | | INTERNATIONAL BLVD Westbound | | | | | RIVERS AVE (NB) Northbound | | | | | INTERNATIONAL BLVD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 28 | 21 | 0 | 0 | 49 | 2 | 475 | 0 | 0 | 477 | 0 | 12 | **1** | 0 | 13 | 539 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 33 | 21 | 0 | 0 | 54 | **5** | 454 | 0 | 0 | 459 | 0 | **19** | 0 | 0 | **19** | 532 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 29 | 23 | 0 | 0 | 52 | 1 | **515** | 0 | 0 | **516** | 0 | 11 | 0 | 0 | 11 | **579** |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | **34** | **25** | 0 | **1** | **60** | 3 | 473 | 0 | 0 | 476 | 0 | 9 | 0 | 0 | 9 | 545 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 124 | 90 | 0 | 1 | 215 | 11 | 1917 | 0 | 0 | 1928 | 0 | 51 | 1 | 0 | 52 | 2195 |
| % App. Total | 0 | 0 | 0 | 0 | | 57.7 | 41.9 | 0 | 0.5 | | 0.6 | 99.4 | 0 | 0 | | 0 | 98.1 | 1.9 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .912 | .900 | .000 | .250 | .896 | .550 | .931 | .000 | .000 | .934 | .000 | .671 | .250 | .000 | .684 | .948 |
| CARS | 0 | 0 | 0 | 0 | 0 | 121 | 89 | 0 | 1 | 211 | 11 | 1857 | | | | | | | | | |
| % CARS | 0 | 0 | 0 | 0 | 0 | 97.6 | 98.9 | 0 | 100 | 98.1 | 100 | 96.9 | 0 | 0 | 96.9 | 0 | 96.1 | 100 | 0 | 96.2 | 97.0 |
| HV | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 4 | 0 | 60 | 0 | 0 | 60 | 0 | 2 | 0 | 0 | 2 | 66 |
| % HV | 0 | 0 | 0 | 0 | 0 | 2.4 | 1.1 | 0 | 0 | 1.9 | 0 | 3.1 | 0 | 0 | 3.1 | 0 | 3.9 | 0 | 0 | 3.8 | 3.0 |



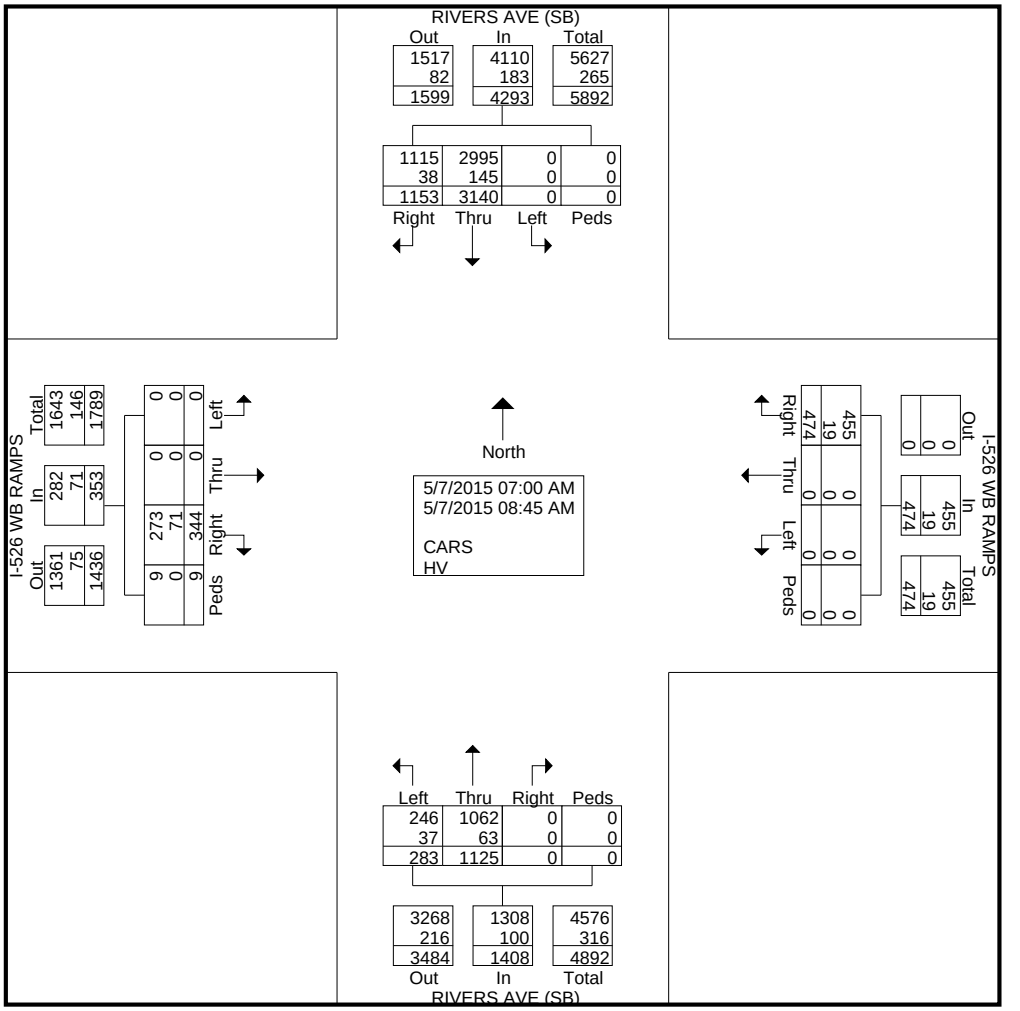
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #27 RIVERSSB&I526RAMPSAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | RIVERS AVE (SB) Southbound | | | | | I-526 WB RAMPS Westbound | | | | | RIVERS AVE (SB) Northbound | | | | | I-526 WB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 126 | 396 | 0 | 0 | 522 | 46 | 0 | 0 | 0 | 46 | 0 | 98 | 34 | 0 | 132 | 35 | 0 | 0 | 2 | 37 | 737 |
| 07:15 AM | 155 | 446 | 0 | 0 | 601 | 49 | 0 | 0 | 0 | 49 | 0 | 121 | 35 | 0 | 156 | 39 | 0 | 0 | 2 | 41 | 847 |
| 07:30 AM | 167 | 464 | 0 | 0 | 631 | 49 | 0 | 0 | 0 | 49 | 0 | 156 | 46 | 0 | 202 | 29 | 0 | 0 | 1 | 30 | 912 |
| 07:45 AM | 241 | 458 | 0 | 0 | 699 | 79 | 0 | 0 | 0 | 79 | 0 | 147 | 31 | 0 | 178 | 43 | 0 | 0 | 1 | 44 | 1000 |
| Total | 689 | 1764 | 0 | 0 | 2453 | 223 | 0 | 0 | 0 | 223 | 0 | 522 | 146 | 0 | 668 | 146 | 0 | 0 | 6 | 152 | 3496 |
| 08:00 AM | 162 | 374 | 0 | 0 | 536 | 68 | 0 | 0 | 0 | 68 | 0 | 162 | 26 | 0 | 188 | 54 | 0 | 0 | 3 | 57 | 849 |
| 08:15 AM | 112 | 435 | 0 | 0 | 547 | 66 | 0 | 0 | 0 | 66 | 0 | 138 | 26 | 0 | 164 | 57 | 0 | 0 | 0 | 57 | 834 |
| 08:30 AM | 116 | 314 | 0 | 0 | 430 | 68 | 0 | 0 | 0 | 68 | 0 | 152 | 29 | 0 | 181 | 47 | 0 | 0 | 0 | 47 | 726 |
| 08:45 AM | 74 | 253 | 0 | 0 | 327 | 49 | 0 | 0 | 0 | 49 | 0 | 151 | 56 | 0 | 207 | 40 | 0 | 0 | 0 | 40 | 623 |
| Total | 464 | 1376 | 0 | 0 | 1840 | 251 | 0 | 0 | 0 | 251 | 0 | 603 | 137 | 0 | 740 | 198 | 0 | 0 | 3 | 201 | 3032 |
| Grand Total | 1153 | 3140 | 0 | 0 | 4293 | 474 | 0 | 0 | 0 | 474 | 0 | 1125 | 283 | 0 | 1408 | 344 | 0 | 0 | 9 | 353 | 6528 |
| Apprch % | 26.9 | 73.1 | 0 | 0 | | 100 | 0 | 0 | 0 | | 0 | 79.9 | 20.1 | 0 | | 97.5 | 0 | 0 | 2.5 | | |
| Total % | 17.7 | 48.1 | 0 | 0 | 65.8 | 7.3 | 0 | 0 | 0 | 7.3 | 0 | 17.2 | 4.3 | 0 | 21.6 | 5.3 | 0 | 0 | 0.1 | 5.4 | |
| CARS | 1115 | 2995 | | | | | | | | | | 1062 | | | | | | | | | |
| % CARS | 96.7 | 95.4 | 0 | 0 | 95.7 | 96 | 0 | 0 | 0 | 96 | 0 | 94.4 | 86.9 | 0 | 92.9 | 79.4 | 0 | 0 | 100 | 79.9 | 94.3 |
| HV | 38 | 145 | 0 | 0 | 183 | 19 | 0 | 0 | 0 | 19 | 0 | 63 | 37 | 0 | 100 | 71 | 0 | 0 | 0 | 71 | 373 |
| % HV | 3.3 | 4.6 | 0 | 0 | 4.3 | 4 | 0 | 0 | 0 | 4 | 0 | 5.6 | 13.1 | 0 | 7.1 | 20.6 | 0 | 0 | 0 | 20.1 | 5.7 |

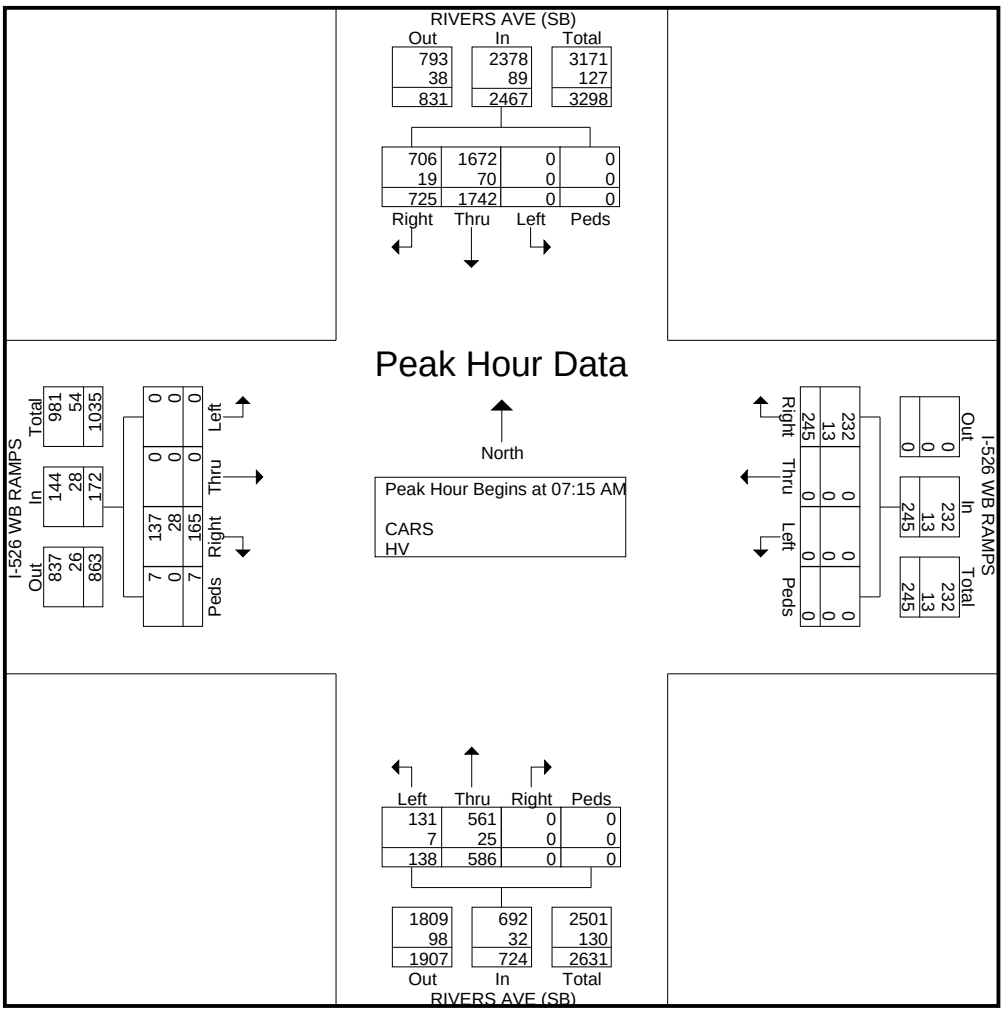


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #27 RIVERSSB&I526RAMPSAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | RIVERS AVE (SB) Southbound | | | | | I-526 WB RAMPS Westbound | | | | | RIVERS AVE (SB) Northbound | | | | | I-526 WB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 155 | 446 | 0 | 0 | 601 | 49 | 0 | 0 | 0 | 49 | 0 | 121 | 35 | 0 | 156 | 39 | 0 | 0 | 2 | 41 | 847 |
| 07:30 AM | 167 | **464** | 0 | 0 | 631 | 49 | 0 | 0 | 0 | 49 | 0 | 156 | **46** | 0 | **202** | 29 | 0 | 0 | 1 | 30 | 912 |
| 07:45 AM | **241** | 458 | 0 | 0 | **699** | **79** | 0 | 0 | 0 | **79** | 0 | 147 | 31 | 0 | 178 | 43 | 0 | 0 | 1 | 44 | **1000** |
| 08:00 AM | 162 | 374 | 0 | 0 | 536 | 68 | 0 | 0 | 0 | 68 | 0 | **162** | 26 | 0 | 188 | **54** | 0 | 0 | **3** | **57** | 849 |
| Total Volume | 725 | 1742 | 0 | 0 | 2467 | 245 | 0 | 0 | 0 | 245 | 0 | 586 | 138 | 0 | 724 | 165 | 0 | 0 | 7 | 172 | 3608 |
| % App. Total | 29.4 | 70.6 | 0 | 0 | | 100 | 0 | 0 | 0 | | 0 | 80.9 | 19.1 | 0 | | 95.9 | 0 | 0 | 4.1 | | |
| PHF | .752 | .939 | .000 | .000 | .882 | .775 | .000 | .000 | .000 | .775 | .000 | .904 | .750 | .000 | .896 | .764 | .000 | .000 | .583 | .754 | .902 |
| CARS | 706 | 1672 | | | | | | | | | | | | | | | | | | | |
| % CARS | 97.4 | 96.0 | 0 | 0 | 96.4 | 94.7 | 0 | 0 | 0 | 94.7 | 0 | 95.7 | 94.9 | 0 | 95.6 | 83.0 | 0 | 0 | 100 | 83.7 | 95.5 |
| HV | 19 | 70 | 0 | 0 | 89 | 13 | 0 | 0 | 0 | 13 | 0 | 25 | 7 | 0 | 32 | 28 | 0 | 0 | 0 | 28 | 162 |
| % HV | 2.6 | 4.0 | 0 | 0 | 3.6 | 5.3 | 0 | 0 | 0 | 5.3 | 0 | 4.3 | 5.1 | 0 | 4.4 | 17.0 | 0 | 0 | 0 | 16.3 | 4.5 |



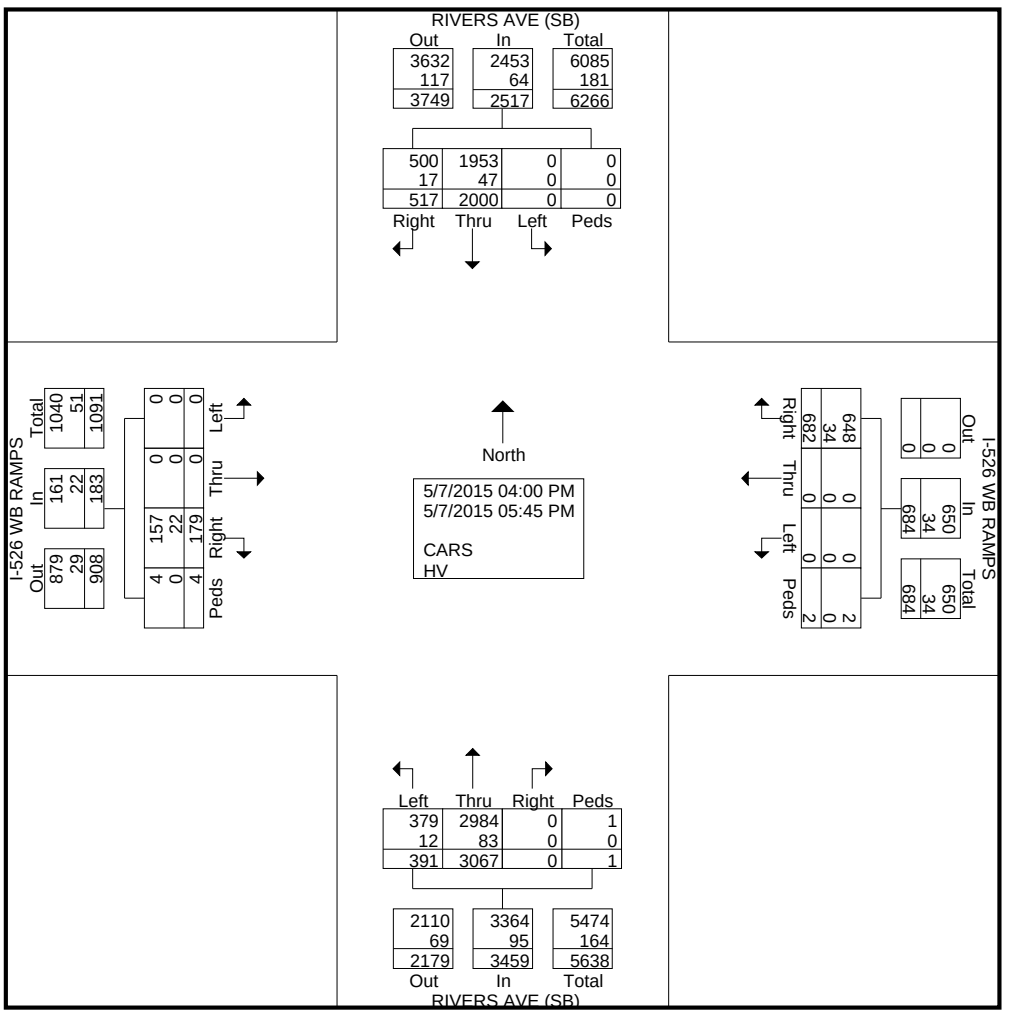
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #27 RIVERSSB&I526RAMPSPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | RIVERS AVE (SB) Southbound | | | | | I-526 WB RAMPS Westbound | | | | | RIVERS AVE (SB) Northbound | | | | | I-526 WB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 69 | 266 | 0 | 0 | 335 | 55 | 0 | 0 | 0 | 55 | 0 | 318 | 57 | 0 | 375 | 17 | 0 | 0 | 0 | 17 | 782 |
| 04:15 PM | 68 | 240 | 0 | 0 | 308 | 70 | 0 | 0 | 0 | 70 | 0 | 328 | 44 | 0 | 372 | 25 | 0 | 0 | 0 | 25 | 775 |
| 04:30 PM | 73 | 258 | 0 | 0 | 331 | 91 | 0 | 0 | 0 | 91 | 0 | 422 | 57 | 0 | 479 | 28 | 0 | 0 | 0 | 28 | 929 |
| 04:45 PM | 56 | 255 | 0 | 0 | 311 | 94 | 0 | 0 | 0 | 94 | 0 | 401 | 40 | 0 | 441 | 34 | 0 | 0 | 0 | 34 | 880 |
| Total | 266 | 1019 | 0 | 0 | 1285 | 310 | 0 | 0 | 0 | 310 | 0 | 1469 | 198 | 0 | 1667 | 104 | 0 | 0 | 0 | 104 | 3366 |
| 05:00 PM | 75 | 279 | 0 | 0 | 354 | 81 | 0 | 0 | 2 | 83 | 0 | 441 | 66 | 0 | 507 | 11 | 0 | 0 | 0 | 11 | 955 |
| 05:15 PM | 63 | 249 | 0 | 0 | 312 | 92 | 0 | 0 | 0 | 92 | 0 | 420 | 46 | 0 | 466 | 11 | 0 | 0 | 4 | 15 | 885 |
| 05:30 PM | 58 | 247 | 0 | 0 | 305 | 103 | 0 | 0 | 0 | 103 | 0 | 368 | 42 | 0 | 410 | 22 | 0 | 0 | 0 | 22 | 840 |
| 05:45 PM | 55 | 206 | 0 | 0 | 261 | 96 | 0 | 0 | 0 | 96 | 0 | 369 | 39 | 1 | 409 | 31 | 0 | 0 | 0 | 31 | 797 |
| Total | 251 | 981 | 0 | 0 | 1232 | 372 | 0 | 0 | 2 | 374 | 0 | 1598 | 193 | 1 | 1792 | 75 | 0 | 0 | 4 | 79 | 3477 |
| Grand Total | 517 | 2000 | 0 | 0 | 2517 | 682 | 0 | 0 | 2 | 684 | 0 | 3067 | 391 | 1 | 3459 | 179 | 0 | 0 | 4 | 183 | 6843 |
| Apprch % | 20.5 | 79.5 | 0 | 0 | | 99.7 | 0 | 0 | 0.3 | | 0 | 88.7 | 11.3 | 0 | | 97.8 | 0 | 0 | 2.2 | | |
| Total % | 7.6 | 29.2 | 0 | 0 | 36.8 | 10 | 0 | 0 | 0 | 10 | 0 | 44.8 | 5.7 | 0 | 50.5 | 2.6 | 0 | 0 | 0.1 | 2.7 | |
| CARS | 500 | 1953 | | | | | | | | | | 2984 | | | | | | | | | |
| % CARS | 96.7 | 97.7 | 0 | 0 | 97.5 | 95 | 0 | 0 | 100 | 95 | 0 | 97.3 | 96.9 | 100 | 97.3 | 87.7 | 0 | 0 | 100 | 88 | 96.9 |
| HV | 17 | 47 | 0 | 0 | 64 | 34 | 0 | 0 | 0 | 34 | 0 | 83 | 12 | 0 | 95 | 22 | 0 | 0 | 0 | 22 | 215 |
| % HV | 3.3 | 2.3 | 0 | 0 | 2.5 | 5 | 0 | 0 | 0 | 5 | 0 | 2.7 | 3.1 | 0 | 2.7 | 12.3 | 0 | 0 | 0 | 12 | 3.1 |

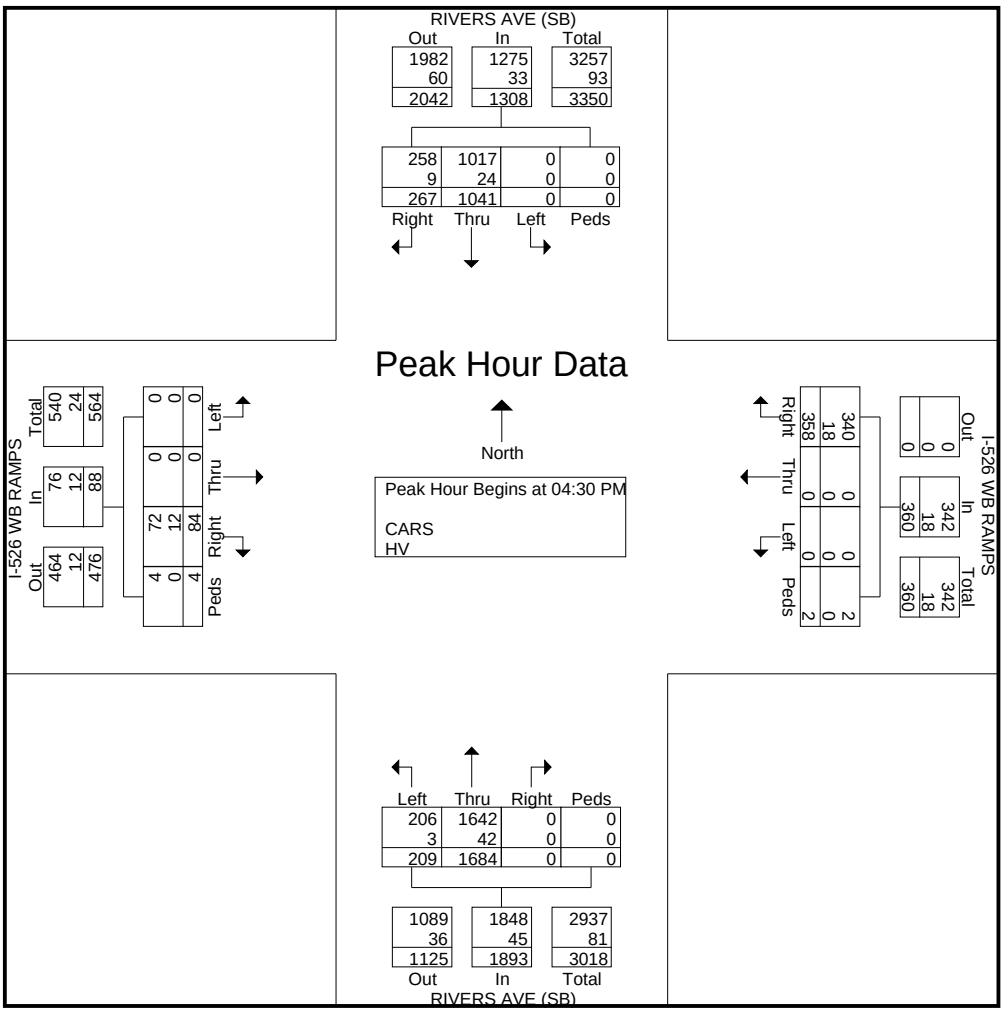


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #27 RIVERSSB&I526RAMPSPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | RIVERS AVE (SB) Southbound | | | | | I-526 WB RAMPS Westbound | | | | | RIVERS AVE (SB) Northbound | | | | | I-526 WB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 73 | 258 | 0 | 0 | 331 | 91 | 0 | 0 | 0 | 91 | 0 | 422 | 57 | 0 | 479 | 28 | 0 | 0 | 0 | 28 | 929 |
| 04:45 PM | 56 | 255 | 0 | 0 | 311 | **94** | 0 | 0 | 0 | **94** | 0 | 401 | 40 | 0 | 441 | **34** | 0 | 0 | 0 | **34** | 880 |
| 05:00 PM | **75** | **279** | 0 | 0 | **354** | 81 | 0 | 0 | **2** | 83 | 0 | **441** | **66** | 0 | **507** | 11 | 0 | 0 | 0 | 11 | **955** |
| 05:15 PM | 63 | 249 | 0 | 0 | 312 | 92 | 0 | 0 | 0 | 92 | 0 | 420 | 46 | 0 | 466 | 11 | 0 | 0 | **4** | 15 | 885 |
| Total Volume | 267 | 1041 | 0 | 0 | 1308 | 358 | 0 | 0 | 2 | 360 | 0 | 1684 | 209 | 0 | 1893 | 84 | 0 | 0 | 4 | 88 | 3649 |
| % App. Total | 20.4 | 79.6 | 0 | 0 | | 99.4 | 0 | 0 | 0.6 | | 0 | 89 | 11 | 0 | | 95.5 | 0 | 0 | 4.5 | | |
| PHF | .890 | .933 | .000 | .000 | .924 | .952 | .000 | .000 | .250 | .957 | .000 | .955 | .792 | .000 | .933 | .618 | .000 | .000 | .250 | .647 | .955 |
| CARS | 258 | 1017 | | | | | | | | | | 1642 | | | | | | | | | |
| % CARS | 96.6 | 97.7 | 0 | 0 | 97.5 | 95.0 | 0 | 0 | 100 | 95.0 | 0 | 97.5 | 98.6 | 0 | 97.6 | 85.7 | 0 | 0 | 100 | 86.4 | 97.0 |
| HV | 9 | 24 | 0 | 0 | 33 | 18 | 0 | 0 | 0 | 18 | 0 | 42 | 3 | 0 | 45 | 12 | 0 | 0 | 0 | 12 | 108 |
| % HV | 3.4 | 2.3 | 0 | 0 | 2.5 | 5.0 | 0 | 0 | 0 | 5.0 | 0 | 2.5 | 1.4 | 0 | 2.4 | 14.3 | 0 | 0 | 0 | 13.6 | 3.0 |



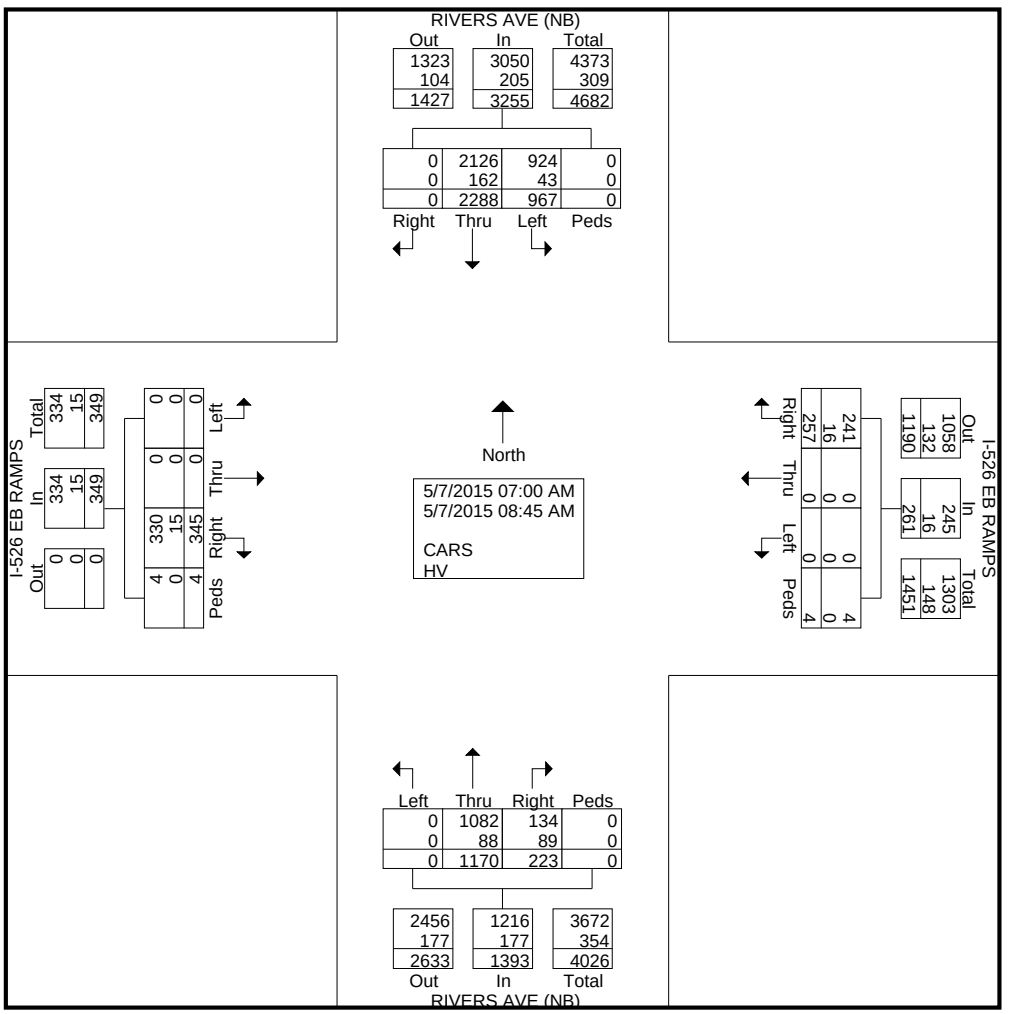
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #28 RIVERSNB&I526EBRAMPSAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | RIVERS AVE (NB) Southbound | | | | | I-526 EB RAMPS Westbound | | | | | RIVERS AVE (NB) Northbound | | | | | I-526 EB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 279 | 123 | 0 | 402 | 34 | 0 | 0 | 0 | 34 | 22 | 94 | 0 | 0 | 116 | 36 | 0 | 0 | 2 | 38 | 590 |
| 07:15 AM | 0 | 295 | 150 | 0 | 445 | 33 | 0 | 0 | 0 | 33 | 34 | 121 | 0 | 0 | 155 | 44 | 0 | 0 | 0 | 44 | 677 |
| 07:30 AM | 0 | 279 | 175 | 0 | 454 | 39 | 0 | 0 | 0 | 39 | 29 | 167 | 0 | 0 | 196 | 50 | 0 | 0 | 2 | 52 | 741 |
| 07:45 AM | 0 | 306 | 150 | 0 | 456 | 22 | 0 | 0 | 0 | 22 | 29 | 159 | 0 | 0 | 188 | 47 | 0 | 0 | 0 | 47 | 713 |
| Total | 0 | 1159 | 598 | 0 | 1757 | 128 | 0 | 0 | 0 | 128 | 114 | 541 | 0 | 0 | 655 | 177 | 0 | 0 | 4 | 181 | 2721 |
| 08:00 AM | 0 | 309 | 87 | 0 | 396 | 35 | 0 | 0 | 0 | 35 | 19 | 160 | 0 | 0 | 179 | 42 | 0 | 0 | 0 | 42 | 652 |
| 08:15 AM | 0 | 335 | 113 | 0 | 448 | 21 | 0 | 0 | 0 | 21 | 26 | 160 | 0 | 0 | 186 | 46 | 0 | 0 | 0 | 46 | 701 |
| 08:30 AM | 0 | 265 | 87 | 0 | 352 | 36 | 0 | 0 | 2 | 38 | 30 | 156 | 0 | 0 | 186 | 37 | 0 | 0 | 0 | 37 | 613 |
| 08:45 AM | 0 | 220 | 82 | 0 | 302 | 37 | 0 | 0 | 2 | 39 | 34 | 153 | 0 | 0 | 187 | 43 | 0 | 0 | 0 | 43 | 571 |
| Total | 0 | 1129 | 369 | 0 | 1498 | 129 | 0 | 0 | 4 | 133 | 109 | 629 | 0 | 0 | 738 | 168 | 0 | 0 | 0 | 168 | 2537 |
| Grand Total | 0 | 2288 | 967 | 0 | 3255 | 257 | 0 | 0 | 4 | 261 | 223 | 1170 | 0 | 0 | 1393 | 345 | 0 | 0 | 4 | 349 | 5258 |
| Apprch % | 0 | 70.3 | 29.7 | 0 | | 98.5 | 0 | 0 | 1.5 | | 16 | 84 | 0 | 0 | | 98.9 | 0 | 0 | 1.1 | | |
| Total % | 0 | 43.5 | 18.4 | 0 | 61.9 | 4.9 | 0 | 0 | 0.1 | 5 | 4.2 | 22.3 | 0 | 0 | 26.5 | 6.6 | 0 | 0 | 0.1 | 6.6 | |
| CARS | 0 | 2126 | | | | | | | | | | 1082 | | | | | | | | | |
| % CARS | 0 | 92.9 | 95.6 | 0 | 93.7 | 93.8 | 0 | 0 | 100 | 93.9 | 60.1 | 92.5 | 0 | 0 | 87.3 | 95.7 | 0 | 0 | 100 | 95.7 | 92.1 |
| HV | 0 | 162 | 43 | 0 | 205 | 16 | 0 | 0 | 0 | 16 | 89 | 88 | 0 | 0 | 177 | 15 | 0 | 0 | 0 | 15 | 413 |
| % HV | 0 | 7.1 | 4.4 | 0 | 6.3 | 6.2 | 0 | 0 | 0 | 6.1 | 39.9 | 7.5 | 0 | 0 | 12.7 | 4.3 | 0 | 0 | 0 | 4.3 | 7.9 |

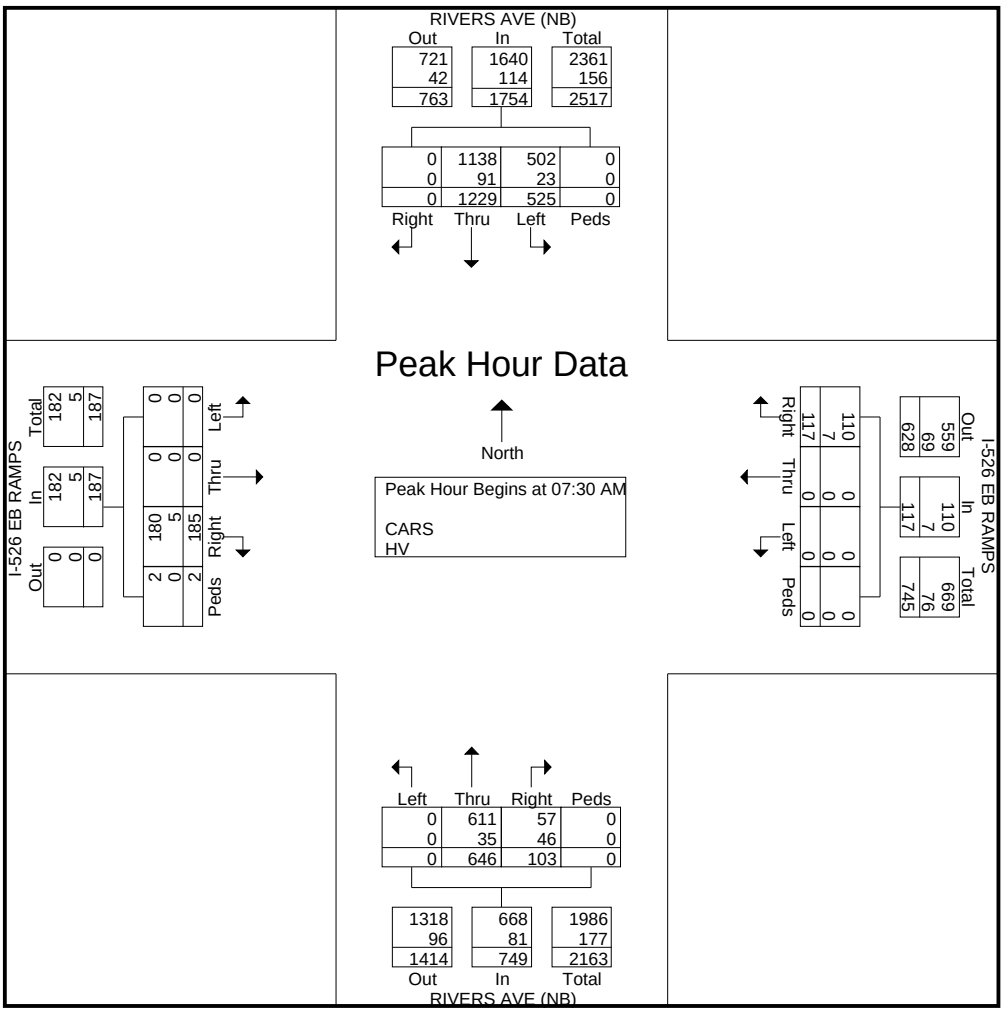


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #28 RIVERSNB&I526EBRAMPSAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | RIVERS AVE (NB) Southbound | | | | | I-526 EB RAMPS Westbound | | | | | RIVERS AVE (NB) Northbound | | | | | I-526 EB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 279 | **175** | 0 | 454 | **39** | 0 | 0 | 0 | **39** | **29** | **167** | 0 | 0 | **196** | **50** | 0 | 0 | **2** | **52** | **741** |
| 07:45 AM | 0 | 306 | 150 | 0 | **456** | 22 | 0 | 0 | 0 | 22 | 29 | 159 | 0 | 0 | 188 | 47 | 0 | 0 | 0 | 47 | 713 |
| 08:00 AM | 0 | 309 | 87 | 0 | 396 | 35 | 0 | 0 | 0 | 35 | 19 | 160 | 0 | 0 | 179 | 42 | 0 | 0 | 0 | 42 | 652 |
| 08:15 AM | 0 | **335** | 113 | 0 | 448 | 21 | 0 | 0 | 0 | 21 | 26 | 160 | 0 | 0 | 186 | 46 | 0 | 0 | 0 | 46 | 701 |
| Total Volume | 0 | 1229 | 525 | 0 | 1754 | 117 | 0 | 0 | 0 | 117 | 103 | 646 | 0 | 0 | 749 | 185 | 0 | 0 | 2 | 187 | 2807 |
| % App. Total | 0 | 70.1 | 29.9 | 0 | | 100 | 0 | 0 | 0 | | 13.8 | 86.2 | 0 | 0 | | 98.9 | 0 | 0 | 1.1 | | |
| PHF | .000 | .917 | .750 | .000 | .962 | .750 | .000 | .000 | .000 | .750 | .888 | .967 | .000 | .000 | .955 | .925 | .000 | .000 | .250 | .899 | .947 |
| CARS | 0 | 1138 | | | | | | | | | | | | | | | | | | | |
| % CARS | 0 | 92.6 | 95.6 | 0 | 93.5 | 94.0 | 0 | 0 | 0 | 94.0 | 55.3 | 94.6 | 0 | 0 | 89.2 | 97.3 | 0 | 0 | 100 | 97.3 | 92.6 |
| HV | 0 | 91 | 23 | 0 | 114 | 7 | 0 | 0 | 0 | 7 | 46 | 35 | 0 | 0 | 81 | 5 | 0 | 0 | 0 | 5 | 207 |
| % HV | 0 | 7.4 | 4.4 | 0 | 6.5 | 6.0 | 0 | 0 | 0 | 6.0 | 44.7 | 5.4 | 0 | 0 | 10.8 | 2.7 | 0 | 0 | 0 | 2.7 | 7.4 |



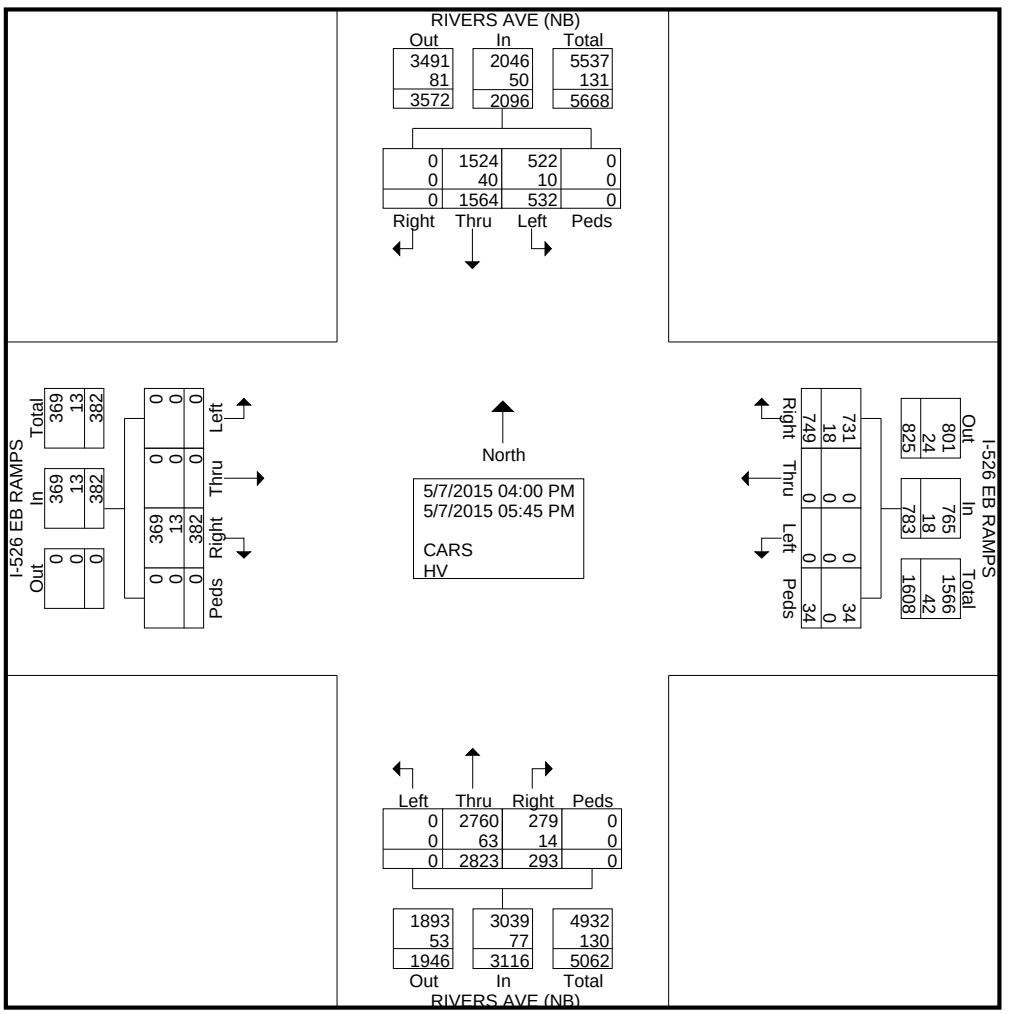
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #28 RIVERSNB&I526EBRAMPSPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | RIVERS AVE (NB) Southbound | | | | | I-526 EB RAMPS Westbound | | | | | RIVERS AVE (NB) Northbound | | | | | I-526 EB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 207 | 51 | 0 | 258 | 91 | 0 | 0 | 2 | 93 | 42 | 302 | 0 | 0 | 344 | 64 | 0 | 0 | 0 | 64 | 759 |
| 04:15 PM | 0 | 197 | 75 | 0 | 272 | 72 | 0 | 0 | 3 | 75 | 29 | 311 | 0 | 0 | 340 | 60 | 0 | 0 | 0 | 60 | 747 |
| 04:30 PM | 0 | 214 | 50 | 0 | 264 | 134 | 0 | 0 | 4 | 138 | 35 | 345 | 0 | 0 | 380 | 43 | 0 | 0 | 0 | 43 | 825 |
| 04:45 PM | 0 | 213 | 63 | 0 | 276 | 152 | 0 | 0 | 7 | 159 | 33 | 326 | 0 | 0 | 359 | 47 | 0 | 0 | 0 | 47 | 841 |
| Total | 0 | 831 | 239 | 0 | 1070 | 449 | 0 | 0 | 16 | 465 | 139 | 1284 | 0 | 0 | 1423 | 214 | 0 | 0 | 0 | 214 | 3172 |
| 05:00 PM | 0 | 205 | 58 | 0 | 263 | 96 | 0 | 0 | 5 | 101 | 43 | 424 | 0 | 0 | 467 | 70 | 0 | 0 | 0 | 70 | 901 |
| 05:15 PM | 0 | 169 | 86 | 0 | 255 | 85 | 0 | 0 | 2 | 87 | 38 | 386 | 0 | 0 | 424 | 30 | 0 | 0 | 0 | 30 | 796 |
| 05:30 PM | 0 | 191 | 75 | 0 | 266 | 60 | 0 | 0 | 3 | 63 | 36 | 360 | 0 | 0 | 396 | 33 | 0 | 0 | 0 | 33 | 758 |
| 05:45 PM | 0 | 168 | 74 | 0 | 242 | 59 | 0 | 0 | 8 | 67 | 37 | 369 | 0 | 0 | 406 | 35 | 0 | 0 | 0 | 35 | 750 |
| Total | 0 | 733 | 293 | 0 | 1026 | 300 | 0 | 0 | 18 | 318 | 154 | 1539 | 0 | 0 | 1693 | 168 | 0 | 0 | 0 | 168 | 3205 |
| Grand Total | 0 | 1564 | 532 | 0 | 2096 | 749 | 0 | 0 | 34 | 783 | 293 | 2823 | 0 | 0 | 3116 | 382 | 0 | 0 | 0 | 382 | 6377 |
| Apprch % | 0 | 74.6 | 25.4 | 0 | | 95.7 | 0 | 0 | 4.3 | | 9.4 | 90.6 | 0 | 0 | | 100 | 0 | 0 | 0 | | |
| Total % | 0 | 24.5 | 8.3 | 0 | 32.9 | 11.7 | 0 | 0 | 0.5 | 12.3 | 4.6 | 44.3 | 0 | 0 | 48.9 | 6 | 0 | 0 | 0 | 6 | |
| CARS | 0 | 1524 | | | | | | | | | | 2760 | | | | | | | | | |
| % CARS | 0 | 97.4 | 98.1 | 0 | 97.6 | 97.6 | 0 | 0 | 100 | 97.7 | 95.2 | 97.8 | 0 | 0 | 97.5 | 96.6 | 0 | 0 | 0 | 96.6 | 97.5 |
| HV | 0 | 40 | 10 | 0 | 50 | 18 | 0 | 0 | 0 | 18 | 14 | 63 | 0 | 0 | 77 | 13 | 0 | 0 | 0 | 13 | 158 |
| % HV | 0 | 2.6 | 1.9 | 0 | 2.4 | 2.4 | 0 | 0 | 0 | 2.3 | 4.8 | 2.2 | 0 | 0 | 2.5 | 3.4 | 0 | 0 | 0 | 3.4 | 2.5 |

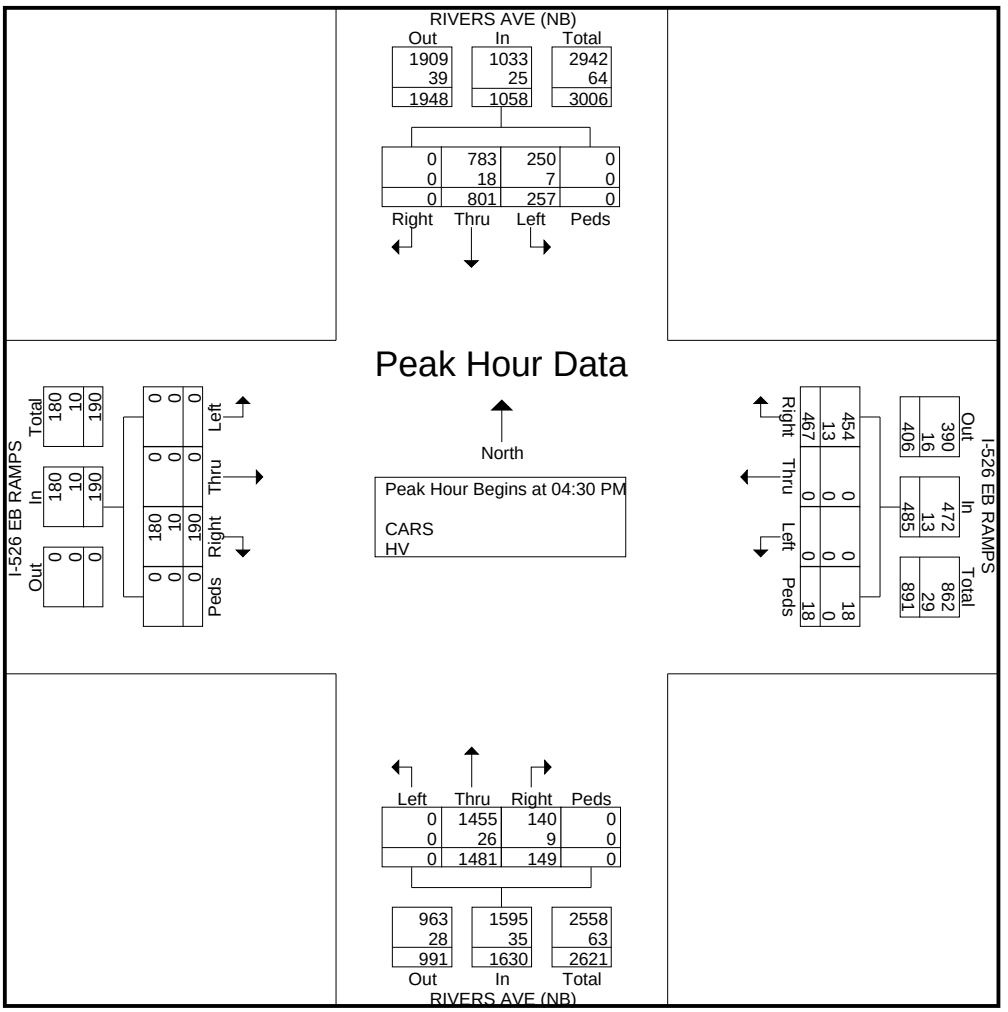


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #28 RIVERSNB&I526EBRAMPSPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | RIVERS AVE (NB) Southbound | | | | | I-526 EB RAMPS Westbound | | | | | RIVERS AVE (NB) Northbound | | | | | I-526 EB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 0 | **214** | 50 | 0 | 264 | 134 | 0 | 0 | 4 | 138 | 35 | 345 | 0 | 0 | 380 | 43 | 0 | 0 | 0 | 43 | 825 |
| 04:45 PM | 0 | 213 | 63 | 0 | **276** | **152** | 0 | 0 | **7** | **159** | 33 | 326 | 0 | 0 | 359 | 47 | 0 | 0 | 0 | 47 | 841 |
| 05:00 PM | 0 | 205 | 58 | 0 | 263 | 96 | 0 | 0 | 5 | 101 | **43** | **424** | 0 | 0 | **467** | **70** | 0 | 0 | 0 | **70** | **901** |
| 05:15 PM | 0 | 169 | **86** | 0 | 255 | 85 | 0 | 0 | 2 | 87 | 38 | 386 | 0 | 0 | 424 | 30 | 0 | 0 | 0 | 30 | 796 |
| Total Volume | 0 | 801 | 257 | 0 | 1058 | 467 | 0 | 0 | 18 | 485 | 149 | 1481 | 0 | 0 | 1630 | 190 | 0 | 0 | 0 | 190 | 3363 |
| % App. Total | 0 | 75.7 | 24.3 | 0 | | 96.3 | 0 | 0 | 3.7 | | 9.1 | 90.9 | 0 | 0 | | 100 | 0 | 0 | 0 | | |
| PHF | .000 | .936 | .747 | .000 | .958 | .768 | .000 | .000 | .643 | .763 | .866 | .873 | .000 | .000 | .873 | .679 | .000 | .000 | .000 | .679 | .933 |
| CARS | 0 | 783 | 250 | 0 | 1033 | 454 | 0 | 0 | 18 | 472 | 140 | 1455 | | | | | | | | | |
| % CARS | 0 | 97.8 | 97.3 | 0 | 97.6 | 97.2 | 0 | 0 | 100 | 97.3 | 94.0 | 98.2 | 0 | 0 | 97.9 | 94.7 | 0 | 0 | 0 | 94.7 | 97.5 |
| HV | 0 | 18 | 7 | 0 | 25 | 13 | 0 | 0 | 0 | 13 | 9 | 26 | 0 | 0 | 35 | 10 | 0 | 0 | 0 | 10 | 83 |
| % HV | 0 | 2.2 | 2.7 | 0 | 2.4 | 2.8 | 0 | 0 | 0 | 2.7 | 6.0 | 1.8 | 0 | 0 | 2.1 | 5.3 | 0 | 0 | 0 | 5.3 | 2.5 |



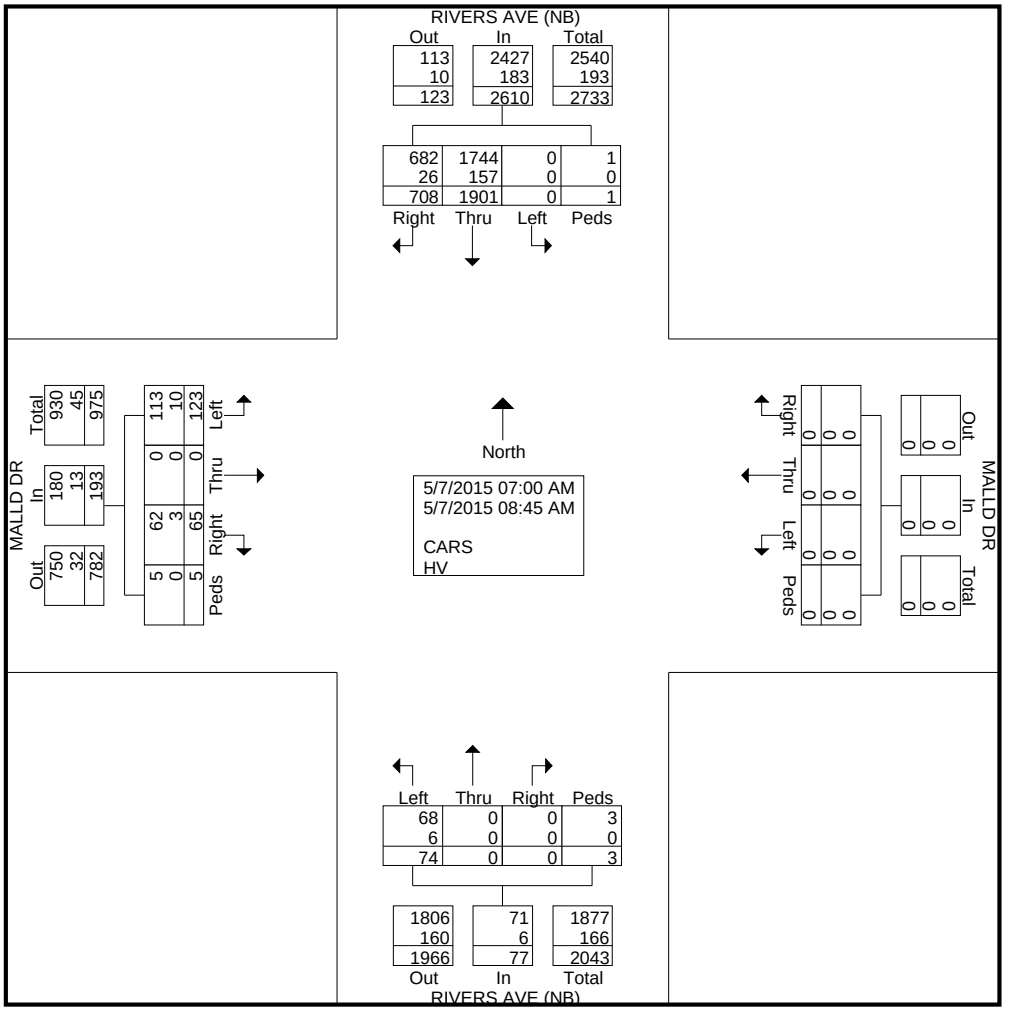
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #29 RIVERSSB&MALLDAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | RIVERS AVE (NB) Southbound | | | | | MALLD DR Westbound | | | | | RIVERS AVE (NB) Northbound | | | | | MALLD DR Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 81 | 252 | 0 | 0 | 333 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 7 | 0 | 5 | 1 | 13 | 352 |
| 07:15 AM | 76 | 263 | 0 | 0 | 339 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 9 | 0 | 11 | 1 | 21 | 366 |
| 07:30 AM | 81 | 256 | 0 | 0 | 337 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 13 | 11 | 0 | 15 | 0 | 26 | 376 |
| 07:45 AM | 126 | 229 | 0 | 0 | 355 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 7 | 0 | 16 | 0 | 23 | 384 |
| Total | 364 | 1000 | 0 | 0 | 1364 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 1 | 31 | 34 | 0 | 47 | 2 | 83 | 1478 |
| 08:00 AM | 105 | 226 | 0 | 1 | 332 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 14 | 9 | 0 | 17 | 3 | 29 | 375 |
| 08:15 AM | 91 | 253 | 0 | 0 | 344 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 8 | 11 | 0 | 25 | 0 | 36 | 388 |
| 08:30 AM | 83 | 234 | 0 | 0 | 317 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 7 | 0 | 15 | 0 | 22 | 345 |
| 08:45 AM | 65 | 188 | 0 | 0 | 253 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 1 | 18 | 4 | 0 | 19 | 0 | 23 | 294 |
| Total | 344 | 901 | 0 | 1 | 1246 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 2 | 46 | 31 | 0 | 76 | 3 | 110 | 1402 |
| Grand Total | 708 | 1901 | 0 | 1 | 2610 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 3 | 77 | 65 | 0 | 123 | 5 | 193 | 2880 |
| Apprch % | 27.1 | 72.8 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 96.1 | 3.9 | | 33.7 | 0 | 63.7 | 2.6 | | |
| Total % | 24.6 | 66 | 0 | 0 | 90.6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2.6 | 0.1 | 2.7 | 2.3 | 0 | 4.3 | 0.2 | 6.7 | |
| CARS | 682 | 1744 | | | | | | | | | | | | | | | | | | | |
| % CARS | 96.3 | 91.7 | 0 | 100 | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91.9 | 100 | 92.2 | 95.4 | 0 | 91.9 | 100 | 93.3 | 93 |
| HV | 26 | 157 | 0 | 0 | 183 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 3 | 0 | 10 | 0 | 13 | 202 |
| % HV | 3.7 | 8.3 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8.1 | 0 | 7.8 | 4.6 | 0 | 8.1 | 0 | 6.7 | 7 |

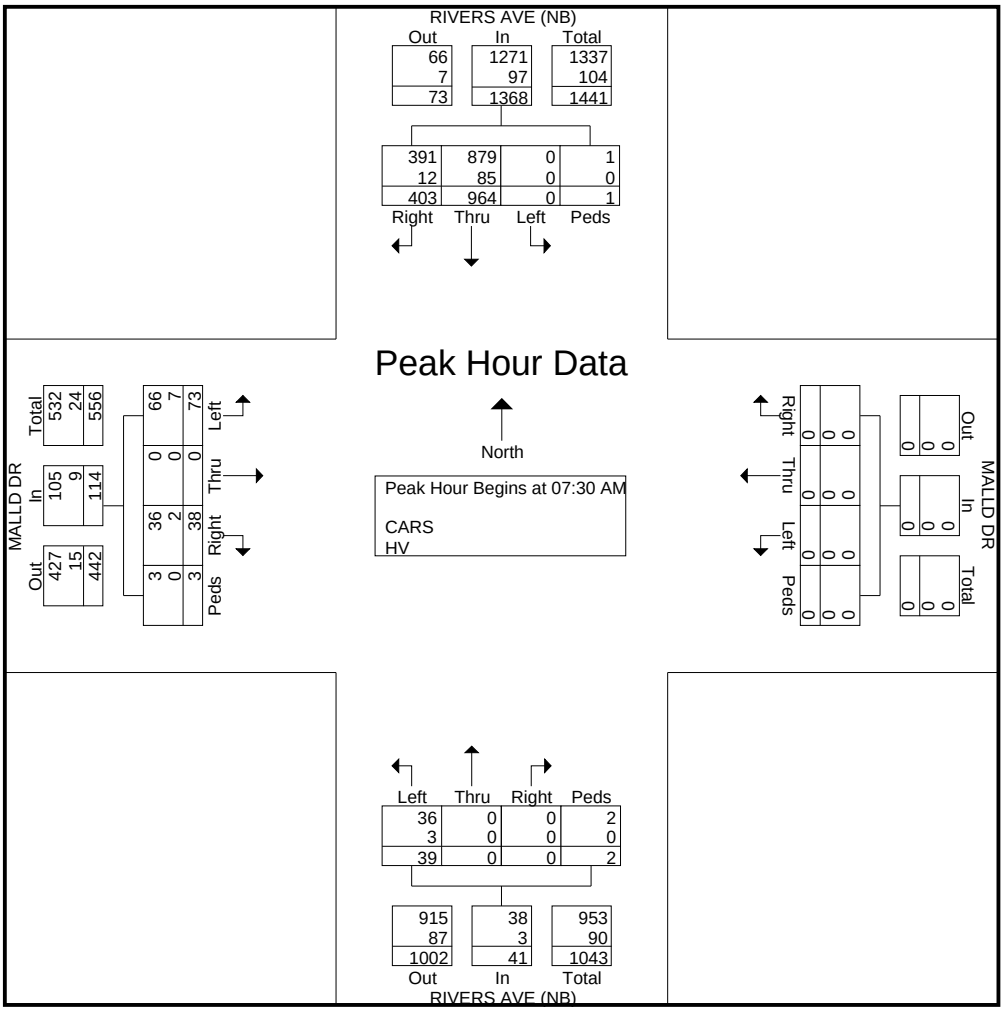


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #29 RIVERSSB&MALLDAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | RIVERS AVE (NB) Southbound | | | | | MALLD DR Westbound | | | | | RIVERS AVE (NB) Northbound | | | | | MALLD DR Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 81 | **256** | 0 | 0 | 337 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | **1** | 13 | **11** | 0 | 15 | 0 | 26 | 376 |
| 07:45 AM | **126** | 229 | 0 | 0 | **355** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 7 | 0 | 16 | 0 | 23 | 384 |
| 08:00 AM | 105 | 226 | 0 | **1** | 332 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **14** | 0 | **14** | 9 | 0 | 17 | **3** | 29 | 375 |
| 08:15 AM | 91 | 253 | 0 | 0 | 344 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 8 | 11 | 0 | **25** | 0 | **36** | **388** |
| Total Volume | 403 | 964 | 0 | 1 | 1368 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 2 | 41 | 38 | 0 | 73 | 3 | 114 | 1523 |
| % App. Total | 29.5 | 70.5 | 0 | 0.1 | | 0 | 0 | 0 | 0 | | 0 | 0 | 95.1 | 4.9 | | 33.3 | 0 | 64 | 2.6 | | |
| PHF | .800 | .941 | .000 | .250 | .963 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .696 | .500 | .732 | .864 | .000 | .730 | .250 | .792 | .981 |
| CARS | 391 | 879 | 0 | 1 | 1271 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 2 | 38 | 36 | 0 | 66 | 3 | 105 | 1414 |
| % CARS | 97.0 | 91.2 | 0 | 100 | 92.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92.3 | 100 | 92.7 | 94.7 | 0 | 90.4 | 100 | 92.1 | 92.8 |
| HV | 12 | 85 | 0 | 0 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 2 | 0 | 7 | 0 | 9 | 109 |
| % HV | 3.0 | 8.8 | 0 | 0 | 7.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7.7 | 0 | 7.3 | 5.3 | 0 | 9.6 | 0 | 7.9 | 7.2 |



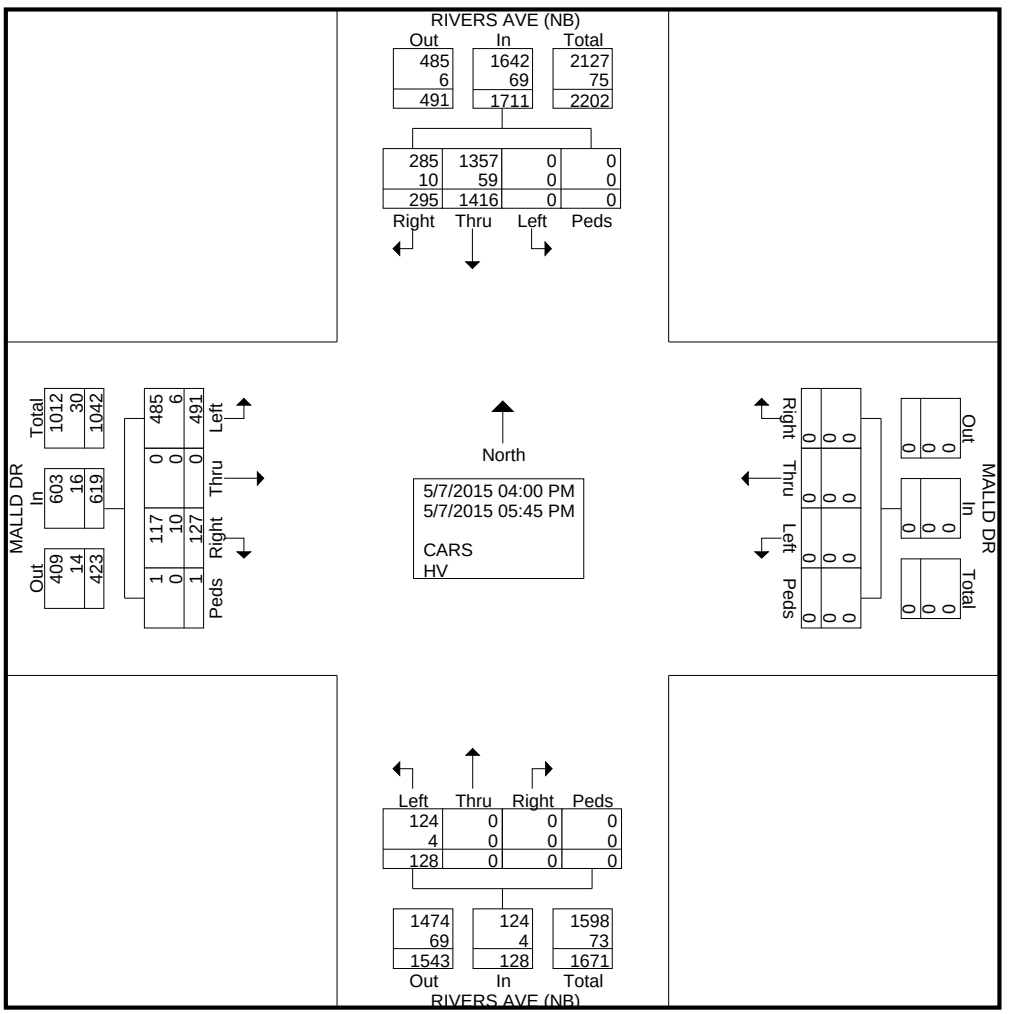
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #29 RIVERSSB&MALLDPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | RIVERS AVE (NB) Southbound | | | | | MALLD DR Westbound | | | | | RIVERS AVE (NB) Northbound | | | | | MALLD DR Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 46 | 166 | 0 | 0 | 212 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 21 | 19 | 0 | 39 | 0 | 58 | 291 |
| 04:15 PM | 37 | 190 | 0 | 0 | 227 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 16 | 14 | 0 | 44 | 0 | 58 | 301 |
| 04:30 PM | 37 | 201 | 0 | 0 | 238 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 21 | 11 | 0 | 63 | 0 | 74 | 333 |
| 04:45 PM | 45 | 197 | 0 | 0 | 242 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 15 | 19 | 0 | 61 | 0 | 80 | 337 |
| Total | 165 | 754 | 0 | 0 | 919 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 0 | 73 | 63 | 0 | 207 | 0 | 270 | 1262 |
| 05:00 PM | 36 | 210 | 0 | 0 | 246 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 20 | 25 | 0 | 105 | 0 | 130 | 396 |
| 05:15 PM | 28 | 136 | 0 | 0 | 164 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 11 | 16 | 0 | 78 | 1 | 95 | 270 |
| 05:30 PM | 34 | 168 | 0 | 0 | 202 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 16 | 0 | 62 | 0 | 78 | 286 |
| 05:45 PM | 32 | 148 | 0 | 0 | 180 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 18 | 7 | 0 | 39 | 0 | 46 | 244 |
| Total | 130 | 662 | 0 | 0 | 792 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 0 | 55 | 64 | 0 | 284 | 1 | 349 | 1196 |
| Grand Total | 295 | 1416 | 0 | 0 | 1711 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 | 0 | 128 | 127 | 0 | 491 | 1 | 619 | 2458 |
| Apprch % | 17.2 | 82.8 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 100 | 0 | | 20.5 | 0 | 79.3 | 0.2 | | |
| Total % | 12 | 57.6 | 0 | 0 | 69.6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5.2 | 0 | 5.2 | 5.2 | 0 | 20 | 0 | 25.2 | |
| CARS | 285 | 1357 | | | | | | | | | | | | | | | | | | | |
| % CARS | 96.6 | 95.8 | 0 | 0 | 96 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96.9 | 0 | 96.9 | 92.1 | 0 | 98.8 | 100 | 97.4 | 96.4 |
| HV | 10 | 59 | 0 | 0 | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 10 | 0 | 6 | 0 | 16 | 89 |
| % HV | 3.4 | 4.2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3.1 | 0 | 3.1 | 7.9 | 0 | 1.2 | 0 | 2.6 | 3.6 |

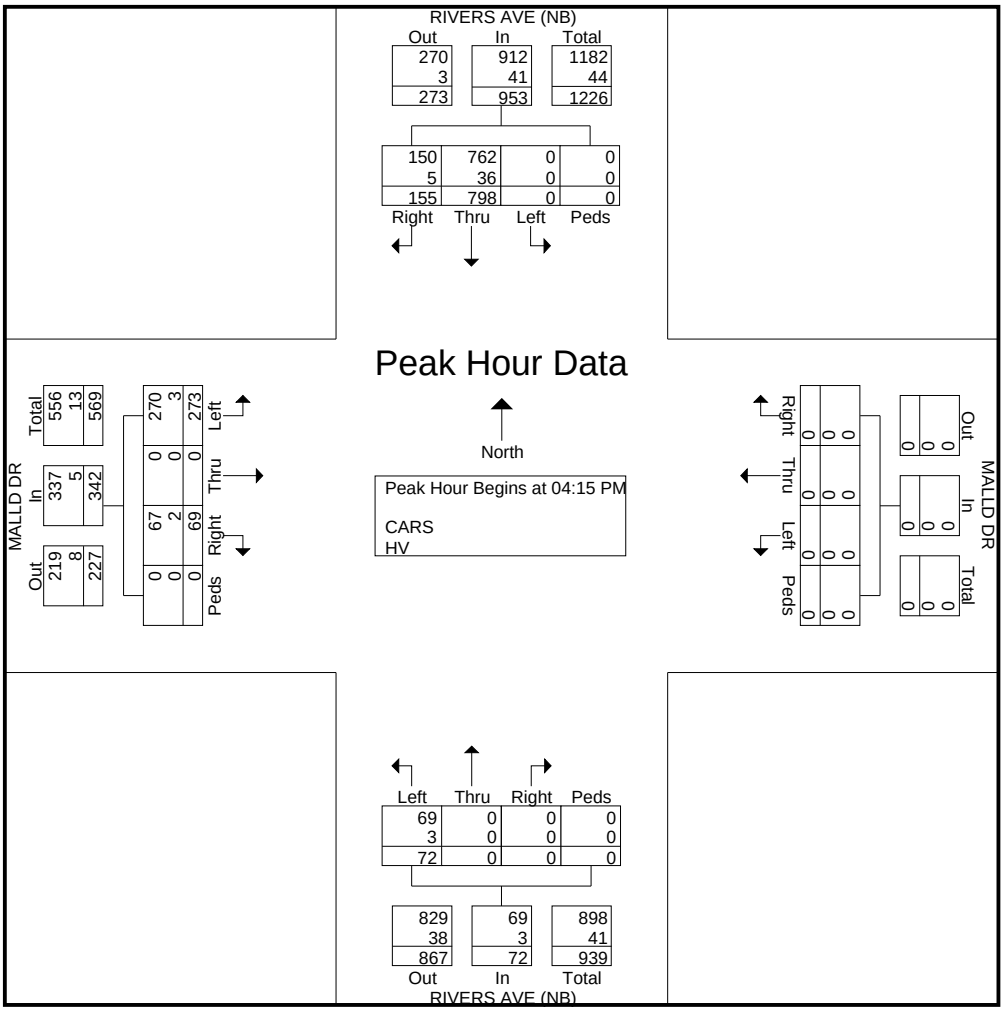


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #29 RIVERSSB&MALLDPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | RIVERS AVE (NB) Southbound | | | | | MALLD DR Westbound | | | | | RIVERS AVE (NB) Northbound | | | | | MALLD DR Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 37 | 190 | 0 | 0 | 227 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 16 | 14 | 0 | 44 | 0 | 58 | 301 |
| 04:30 PM | 37 | 201 | 0 | 0 | 238 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **21** | 0 | **21** | 11 | 0 | 63 | 0 | 74 | 333 |
| 04:45 PM | **45** | 197 | 0 | 0 | 242 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 15 | 19 | 0 | 61 | 0 | 80 | 337 |
| 05:00 PM | 36 | **210** | 0 | 0 | **246** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 20 | **25** | 0 | **105** | 0 | **130** | **396** |
| Total Volume | 155 | 798 | 0 | 0 | 953 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 0 | 72 | 69 | 0 | 273 | 0 | 342 | 1367 |
| % App. Total | 16.3 | 83.7 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 100 | 0 | | 20.2 | 0 | 79.8 | 0 | | |
| PHF | .861 | .950 | .000 | .000 | .968 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .857 | .000 | .857 | .690 | .000 | .650 | .000 | .658 | .863 |
| CARS | 150 | 762 | 0 | 0 | 912 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 0 | 69 | 67 | 0 | 270 | 0 | 337 | 1318 |
| % CARS | 96.8 | 95.5 | 0 | 0 | 95.7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95.8 | 0 | 95.8 | 97.1 | 0 | 98.9 | 0 | 98.5 | 96.4 |
| HV | 5 | 36 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 2 | 0 | 3 | 0 | 5 | 49 |
| % HV | 3.2 | 4.5 | 0 | 0 | 4.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4.2 | 0 | 4.2 | 2.9 | 0 | 1.1 | 0 | 1.5 | 3.6 |



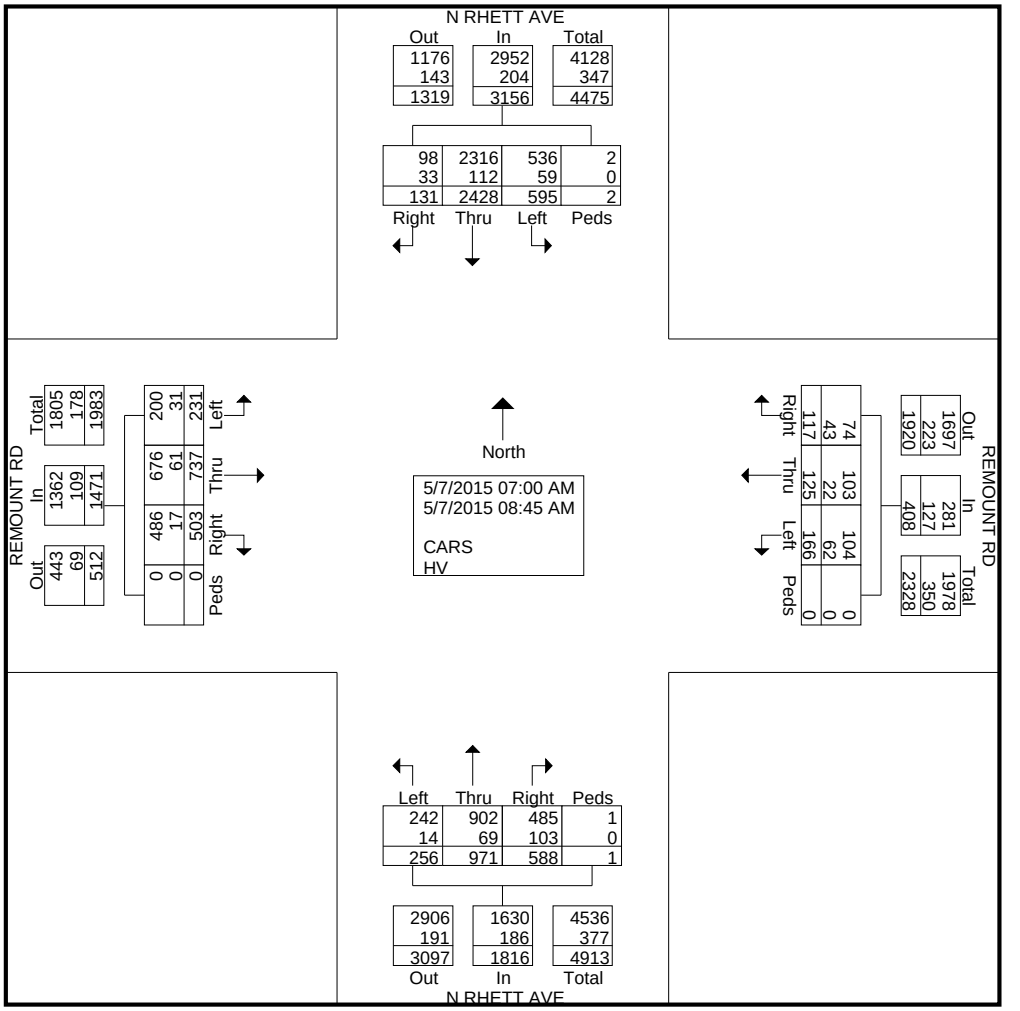
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #30 NRHETT&REMOUNTAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | N RHETT AVE Southbound | | | | | REMOUNT RD Westbound | | | | | N RHETT AVE Northbound | | | | | REMOUNT RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 22 | 377 | 89 | 0 | 488 | 14 | 16 | 12 | 0 | 42 | 71 | 175 | 35 | 0 | 281 | 74 | 85 | 27 | 0 | 186 | 997 |
| 07:15 AM | 14 | 355 | 66 | 0 | 435 | 10 | 8 | 17 | 0 | 35 | 72 | 147 | 30 | 0 | 249 | 84 | 101 | 30 | 0 | 215 | 934 |
| 07:30 AM | 11 | 334 | 81 | 1 | 427 | 10 | 18 | 13 | 0 | 41 | 98 | 128 | 38 | 0 | 264 | 73 | 104 | 35 | 0 | 212 | 944 |
| 07:45 AM | 17 | 279 | 73 | 1 | 370 | 11 | 20 | 17 | 0 | 48 | 77 | 113 | 33 | 1 | 224 | 68 | 109 | 36 | 0 | 213 | 855 |
| Total | 64 | 1345 | 309 | 2 | 1720 | 45 | 62 | 59 | 0 | 166 | 318 | 563 | 136 | 1 | 1018 | 299 | 399 | 128 | 0 | 826 | 3730 |
| 08:00 AM | 17 | 295 | 98 | 0 | 410 | 18 | 18 | 16 | 0 | 52 | 78 | 114 | 32 | 0 | 224 | 49 | 104 | 40 | 0 | 193 | 879 |
| 08:15 AM | 14 | 272 | 70 | 0 | 356 | 21 | 18 | 25 | 0 | 64 | 69 | 97 | 40 | 0 | 206 | 56 | 108 | 17 | 0 | 181 | 807 |
| 08:30 AM | 19 | 309 | 64 | 0 | 392 | 12 | 12 | 34 | 0 | 58 | 57 | 106 | 22 | 0 | 185 | 56 | 69 | 21 | 0 | 146 | 781 |
| 08:45 AM | 17 | 207 | 54 | 0 | 278 | 21 | 15 | 32 | 0 | 68 | 66 | 91 | 26 | 0 | 183 | 43 | 57 | 25 | 0 | 125 | 654 |
| Total | 67 | 1083 | 286 | 0 | 1436 | 72 | 63 | 107 | 0 | 242 | 270 | 408 | 120 | 0 | 798 | 204 | 338 | 103 | 0 | 645 | 3121 |
| Grand Total | 131 | 2428 | 595 | 2 | 3156 | 117 | 125 | 166 | 0 | 408 | 588 | 971 | 256 | 1 | 1816 | 503 | 737 | 231 | 0 | 1471 | 6851 |
| Apprch % | 4.2 | 76.9 | 18.9 | 0.1 | | 28.7 | 30.6 | 40.7 | 0 | | 32.4 | 53.5 | 14.1 | 0.1 | | 34.2 | 50.1 | 15.7 | 0 | | |
| Total % | 1.9 | 35.4 | 8.7 | 0 | 46.1 | 1.7 | 1.8 | 2.4 | 0 | 6 | 8.6 | 14.2 | 3.7 | 0 | 26.5 | 7.3 | 10.8 | 3.4 | 0 | 21.5 | |
| CARS | 98 | 2316 | | | | | | | | | | | | | | | | | | | |
| % CARS | 74.8 | 95.4 | 90.1 | 100 | 93.5 | 63.2 | 82.4 | 62.7 | 0 | 68.9 | 82.5 | 92.9 | 94.5 | 100 | 89.8 | 96.6 | 91.7 | 86.6 | 0 | 92.6 | 90.9 |
| HV | 33 | 112 | 59 | 0 | 204 | 43 | 22 | 62 | 0 | 127 | 103 | 69 | 14 | 0 | 186 | 17 | 61 | 31 | 0 | 109 | 626 |
| % HV | 25.2 | 4.6 | 9.9 | 0 | 6.5 | 36.8 | 17.6 | 37.3 | 0 | 31.1 | 17.5 | 7.1 | 5.5 | 0 | 10.2 | 3.4 | 8.3 | 13.4 | 0 | 7.4 | 9.1 |

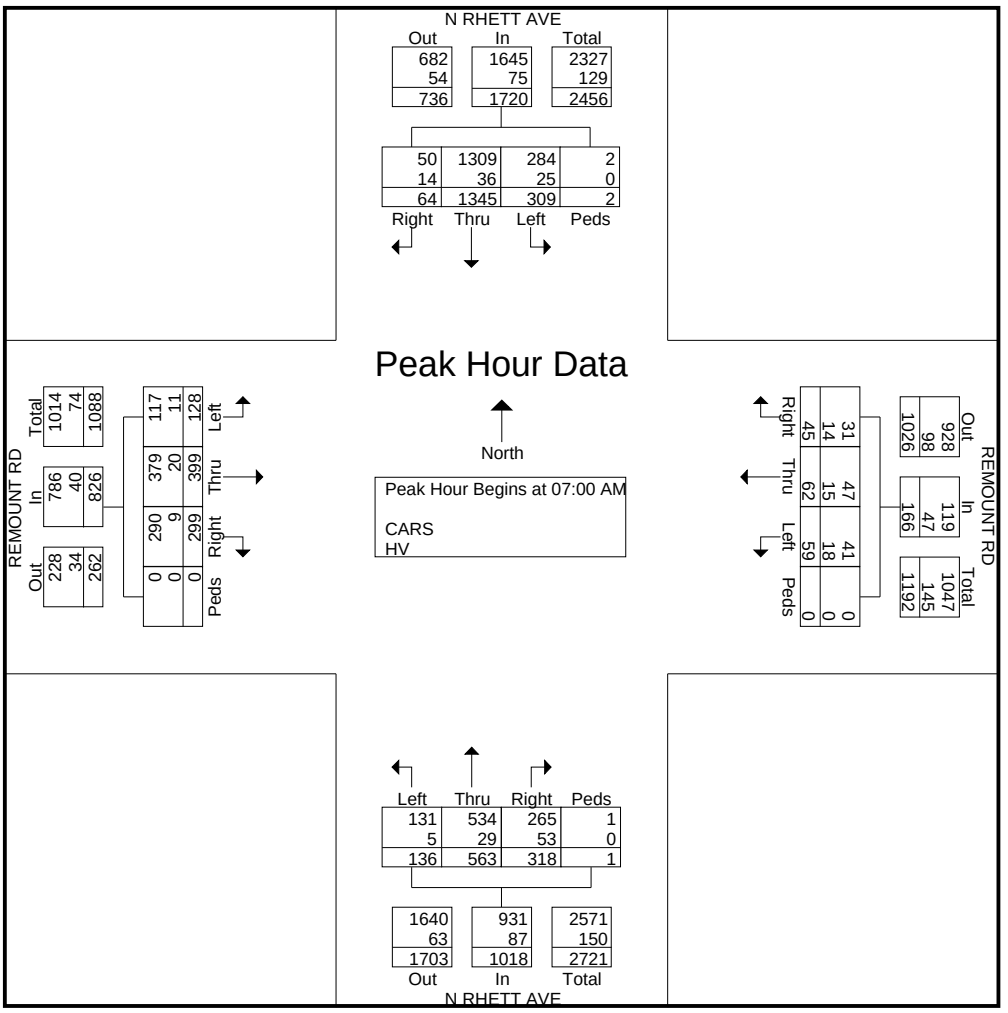


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #30 NRHETT&REMOUNTAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | N RHETT AVE Southbound | | | | | REMOUNT RD Westbound | | | | | N RHETT AVE Northbound | | | | | REMOUNT RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | **22** | **377** | **89** | 0 | **488** | **14** | 16 | 12 | 0 | 42 | 71 | **175** | 35 | 0 | **281** | 74 | 85 | 27 | 0 | 186 | **997** |
| 07:15 AM | 14 | 355 | 66 | 0 | 435 | 10 | 8 | **17** | 0 | 35 | 72 | 147 | 30 | 0 | 249 | **84** | 101 | 30 | 0 | **215** | 934 |
| 07:30 AM | 11 | 334 | 81 | **1** | 427 | 10 | 18 | 13 | 0 | 41 | **98** | 128 | **38** | 0 | 264 | 73 | 104 | 35 | 0 | 212 | 944 |
| 07:45 AM | 17 | 279 | 73 | 1 | 370 | 11 | **20** | 17 | 0 | **48** | 77 | 113 | 33 | **1** | 224 | 68 | **109** | **36** | 0 | 213 | 855 |
| Total Volume | 64 | 1345 | 309 | 2 | 1720 | 45 | 62 | 59 | 0 | 166 | 318 | 563 | 136 | 1 | 1018 | 299 | 399 | 128 | 0 | 826 | 3730 |
| % App. Total | 3.7 | 78.2 | 18 | 0.1 | | 27.1 | 37.3 | 35.5 | 0 | | 31.2 | 55.3 | 13.4 | 0.1 | | 36.2 | 48.3 | 15.5 | 0 | | |
| PHF | .727 | .892 | .868 | .500 | .881 | .804 | .775 | .868 | .000 | .865 | .811 | .804 | .895 | .250 | .906 | .890 | .915 | .889 | .000 | .960 | .935 |
| CARS | 50 | 1309 | | | | | | | | | | | | | | | | | | | |
| % CARS | 78.1 | 97.3 | 91.9 | 100 | 95.6 | 68.9 | 75.8 | 69.5 | 0 | 71.7 | 83.3 | 94.8 | 96.3 | 100 | 91.5 | 97.0 | 95.0 | 91.4 | 0 | 95.2 | 93.3 |
| HV | 14 | 36 | 25 | 0 | 75 | 14 | 15 | 18 | 0 | 47 | 53 | 29 | 5 | 0 | 87 | 9 | 20 | 11 | 0 | 40 | 249 |
| % HV | 21.9 | 2.7 | 8.1 | 0 | 4.4 | 31.1 | 24.2 | 30.5 | 0 | 28.3 | 16.7 | 5.2 | 3.7 | 0 | 8.5 | 3.0 | 5.0 | 8.6 | 0 | 4.8 | 6.7 |



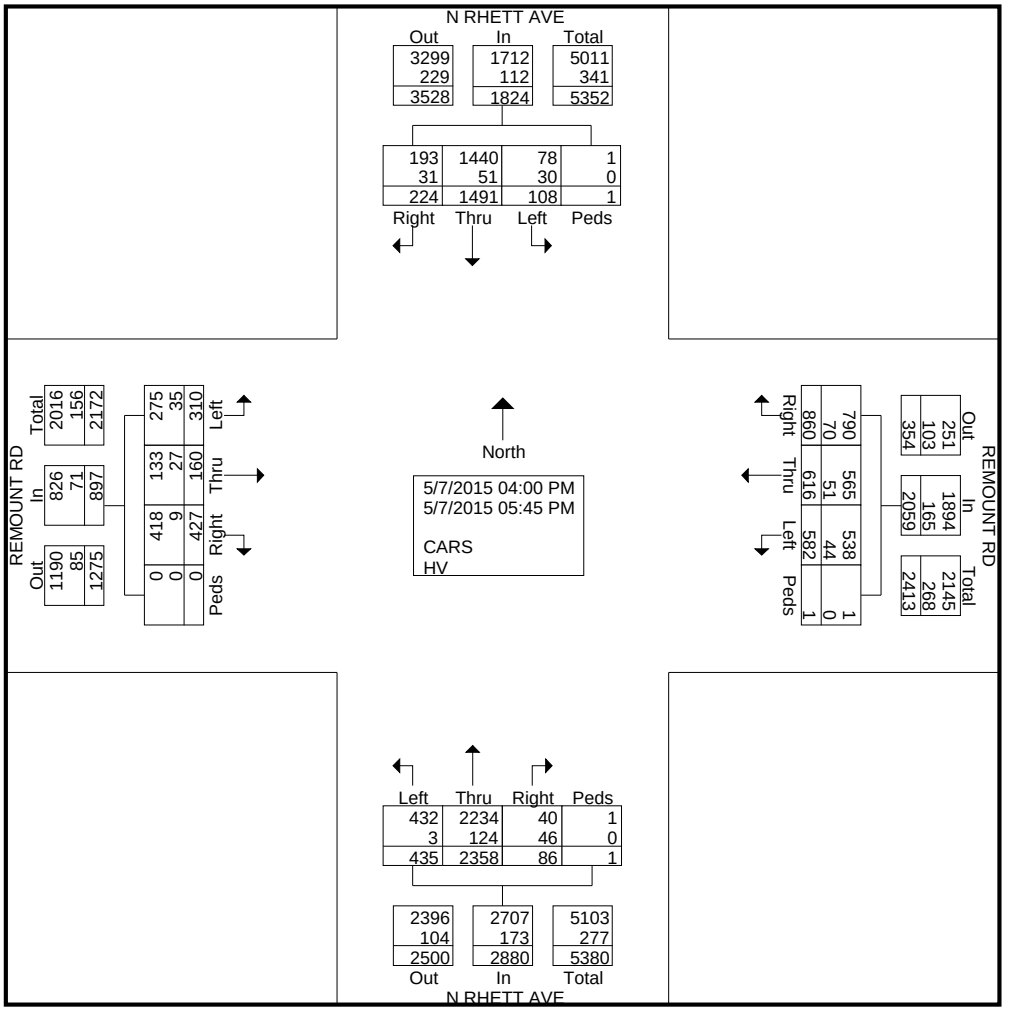
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #30 NRHETT&REMOUNTPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | N RHETT AVE Southbound | | | | | REMOUNT RD Westbound | | | | | N RHETT AVE Northbound | | | | | REMOUNT RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 34 | 219 | 22 | 0 | 275 | 120 | 87 | 81 | 0 | 288 | 13 | 209 | 50 | 0 | 272 | 54 | 12 | 35 | 0 | 101 | 936 |
| 04:15 PM | 20 | 175 | 7 | 0 | 202 | 109 | 80 | 93 | 0 | 282 | 15 | 259 | 37 | 0 | 311 | 45 | 17 | 29 | 0 | 91 | 886 |
| 04:30 PM | 27 | 193 | 12 | 0 | 232 | 120 | 86 | 77 | 0 | 283 | 18 | 305 | 45 | 0 | 368 | 58 | 25 | 32 | 0 | 115 | 998 |
| 04:45 PM | 32 | 164 | 15 | 0 | 211 | 104 | 87 | 82 | 0 | 273 | 11 | 324 | 50 | 0 | 385 | 50 | 19 | 39 | 0 | 108 | 977 |
| Total | 113 | 751 | 56 | 0 | 920 | 453 | 340 | 333 | 0 | 1126 | 57 | 1097 | 182 | 0 | 1336 | 207 | 73 | 135 | 0 | 415 | 3797 |
| 05:00 PM | 35 | 187 | 14 | 0 | 236 | 92 | 83 | 69 | 0 | 244 | 9 | 334 | 50 | 0 | 393 | 66 | 19 | 45 | 0 | 130 | 1003 |
| 05:15 PM | 28 | 190 | 14 | 0 | 232 | 133 | 74 | 66 | 0 | 273 | 8 | 334 | 57 | 1 | 400 | 46 | 27 | 34 | 0 | 107 | 1012 |
| 05:30 PM | 26 | 213 | 15 | 0 | 254 | 94 | 53 | 61 | 0 | 208 | 6 | 324 | 70 | 0 | 400 | 65 | 22 | 49 | 0 | 136 | 998 |
| 05:45 PM | 22 | 150 | 9 | 1 | 182 | 88 | 66 | 53 | 1 | 208 | 6 | 269 | 76 | 0 | 351 | 43 | 19 | 47 | 0 | 109 | 850 |
| Total | 111 | 740 | 52 | 1 | 904 | 407 | 276 | 249 | 1 | 933 | 29 | 1261 | 253 | 1 | 1544 | 220 | 87 | 175 | 0 | 482 | 3863 |
| Grand Total | 224 | 1491 | 108 | 1 | 1824 | 860 | 616 | 582 | 1 | 2059 | 86 | 2358 | 435 | 1 | 2880 | 427 | 160 | 310 | 0 | 897 | 7660 |
| Apprch % | 12.3 | 81.7 | 5.9 | 0.1 | | 41.8 | 29.9 | 28.3 | 0 | | 3 | 81.9 | 15.1 | 0 | | 47.6 | 17.8 | 34.6 | 0 | | |
| Total % | 2.9 | 19.5 | 1.4 | 0 | 23.8 | 11.2 | 8 | 7.6 | 0 | 26.9 | 1.1 | 30.8 | 5.7 | 0 | 37.6 | 5.6 | 2.1 | 4 | 0 | 11.7 | |
| CARS | 193 | 1440 | | | | | | | | | | 2234 | | | | | | | | | |
| % CARS | 86.2 | 96.6 | 72.2 | 100 | 93.9 | 91.9 | 91.7 | 92.4 | 100 | 92 | 46.5 | 94.7 | 99.3 | 100 | 94 | 97.9 | 83.1 | 88.7 | 0 | 92.1 | 93.2 |
| HV | 31 | 51 | 30 | 0 | 112 | 70 | 51 | 44 | 0 | 165 | 46 | 124 | 3 | 0 | 173 | 9 | 27 | 35 | 0 | 71 | 521 |
| % HV | 13.8 | 3.4 | 27.8 | 0 | 6.1 | 8.1 | 8.3 | 7.6 | 0 | 8 | 53.5 | 5.3 | 0.7 | 0 | 6 | 2.1 | 16.9 | 11.3 | 0 | 7.9 | 6.8 |

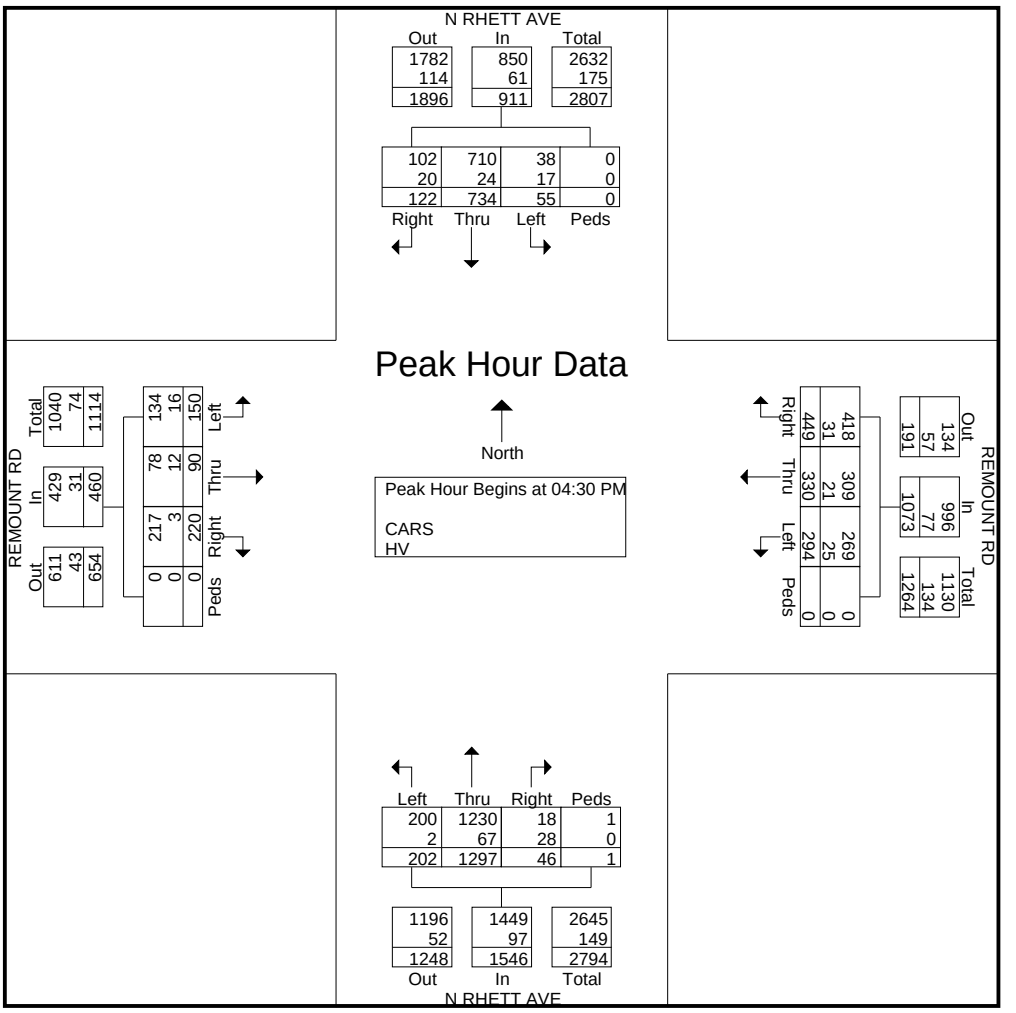


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #30 NRHETT&REMOUNTPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | N RHETT AVE Southbound | | | | | REMOUNT RD Westbound | | | | | N RHETT AVE Northbound | | | | | REMOUNT RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 27 | **193** | 12 | 0 | 232 | 120 | 86 | 77 | 0 | **283** | **18** | 305 | 45 | 0 | 368 | 58 | 25 | 32 | 0 | 115 | 998 |
| 04:45 PM | 32 | 164 | **15** | 0 | 211 | 104 | **87** | **82** | 0 | 273 | 11 | 324 | 50 | 0 | 385 | 50 | 19 | 39 | 0 | 108 | 977 |
| 05:00 PM | **35** | 187 | 14 | 0 | **236** | 92 | 83 | 69 | 0 | 244 | 9 | **334** | 50 | 0 | 393 | **66** | 19 | **45** | 0 | **130** | 1003 |
| 05:15 PM | 28 | 190 | 14 | 0 | 232 | **133** | 74 | 66 | 0 | 273 | 8 | 334 | **57** | **1** | **400** | 46 | **27** | 34 | 0 | 107 | **1012** |
| Total Volume | 122 | 734 | 55 | 0 | 911 | 449 | 330 | 294 | 0 | 1073 | 46 | 1297 | 202 | 1 | 1546 | 220 | 90 | 150 | 0 | 460 | 3990 |
| % App. Total | 13.4 | 80.6 | 6 | 0 | | 41.8 | 30.8 | 27.4 | 0 | | 3 | 83.9 | 13.1 | 0.1 | | 47.8 | 19.6 | 32.6 | 0 | | |
| PHF | .871 | .951 | .917 | .000 | .965 | .844 | .948 | .896 | .000 | .948 | .639 | .971 | .886 | .250 | .966 | .833 | .833 | .833 | .000 | .885 | .986 |
| CARS | 102 | 710 | 38 | 0 | 850 | 418 | 309 | 269 | 0 | 996 | 18 | 1230 | | | | | | | | | |
| % CARS | 83.6 | 96.7 | 69.1 | 0 | 93.3 | 93.1 | 93.6 | 91.5 | 0 | 92.8 | 39.1 | 94.8 | 99.0 | 100 | 93.7 | 98.6 | 86.7 | 89.3 | 0 | 93.3 | 93.3 |
| HV | 20 | 24 | 17 | 0 | 61 | 31 | 21 | 25 | 0 | 77 | 28 | 67 | 2 | 0 | 97 | 3 | 12 | 16 | 0 | 31 | 266 |
| % HV | 16.4 | 3.3 | 30.9 | 0 | 6.7 | 6.9 | 6.4 | 8.5 | 0 | 7.2 | 60.9 | 5.2 | 1.0 | 0 | 6.3 | 1.4 | 13.3 | 10.7 | 0 | 6.7 | 6.7 |



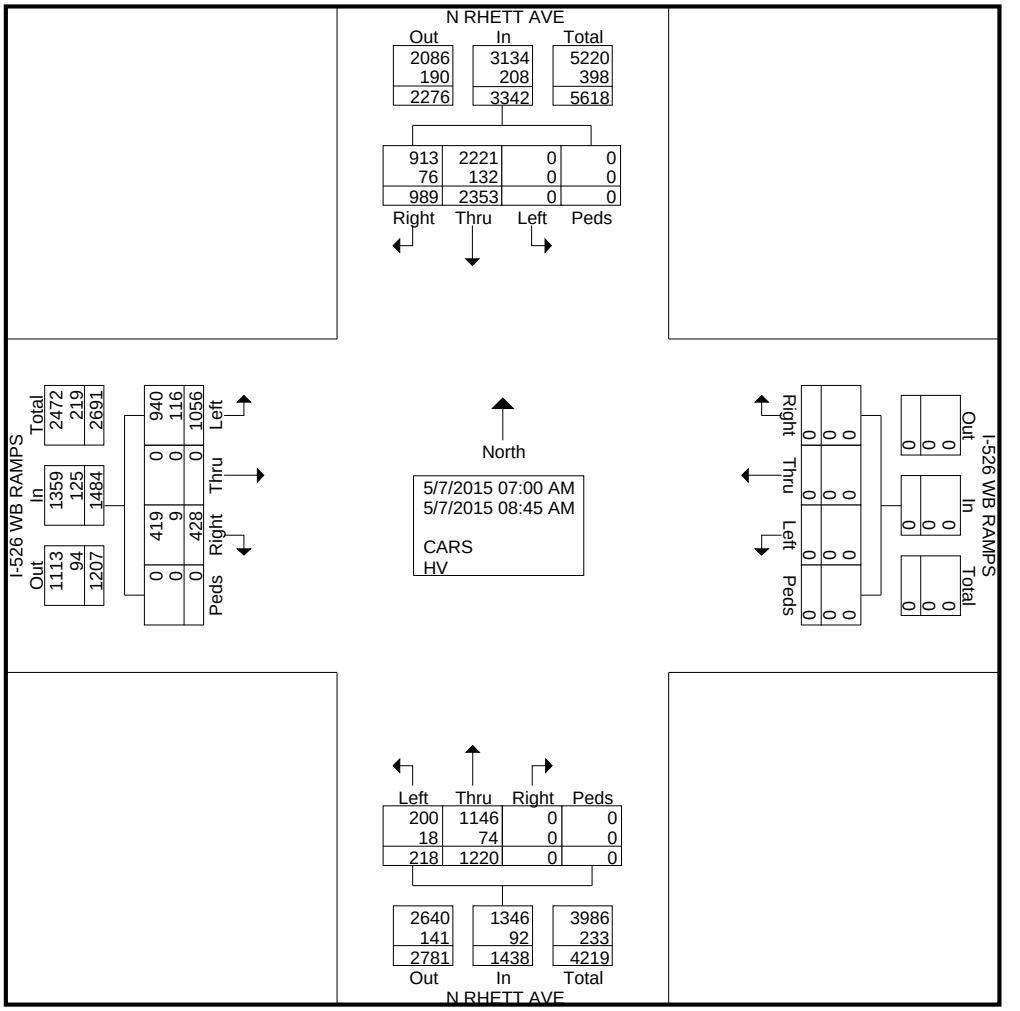
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #31 NRHETT&I526WBRAMPSAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | N RHETT AVE Southbound | | | | | I-526 WB RAMPS Westbound | | | | | N RHETT AVE Northbound | | | | | I-526 WB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 151 | 328 | 0 | 0 | 479 | 0 | 0 | 0 | 0 | 0 | 0 | 167 | 29 | 0 | 196 | 49 | 0 | 146 | 0 | 195 | 870 |
| 07:15 AM | 148 | 324 | 0 | 0 | 472 | 0 | 0 | 0 | 0 | 0 | 0 | 183 | 29 | 0 | 212 | 71 | 0 | 150 | 0 | 221 | 905 |
| 07:30 AM | 122 | 309 | 0 | 0 | 431 | 0 | 0 | 0 | 0 | 0 | 0 | 156 | 39 | 0 | 195 | 102 | 0 | 140 | 0 | 242 | 868 |
| 07:45 AM | 102 | 308 | 0 | 0 | 410 | 0 | 0 | 0 | 0 | 0 | 0 | 147 | 26 | 0 | 173 | 86 | 0 | 156 | 0 | 242 | 825 |
| Total | 523 | 1269 | 0 | 0 | 1792 | 0 | 0 | 0 | 0 | 0 | 0 | 653 | 123 | 0 | 776 | 308 | 0 | 592 | 0 | 900 | 3468 |
| 08:00 AM | 83 | 297 | 0 | 0 | 380 | 0 | 0 | 0 | 0 | 0 | 0 | 155 | 23 | 0 | 178 | 48 | 0 | 138 | 0 | 186 | 744 |
| 08:15 AM | 114 | 301 | 0 | 0 | 415 | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 29 | 0 | 165 | 23 | 0 | 132 | 0 | 155 | 735 |
| 08:30 AM | 156 | 287 | 0 | 0 | 443 | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 26 | 0 | 145 | 20 | 0 | 96 | 0 | 116 | 704 |
| 08:45 AM | 113 | 199 | 0 | 0 | 312 | 0 | 0 | 0 | 0 | 0 | 0 | 157 | 17 | 0 | 174 | 29 | 0 | 98 | 0 | 127 | 613 |
| Total | 466 | 1084 | 0 | 0 | 1550 | 0 | 0 | 0 | 0 | 0 | 0 | 567 | 95 | 0 | 662 | 120 | 0 | 464 | 0 | 584 | 2796 |
| Grand Total | 989 | 2353 | 0 | 0 | 3342 | 0 | 0 | 0 | 0 | 0 | 0 | 1220 | 218 | 0 | 1438 | 428 | 0 | 1056 | 0 | 1484 | 6264 |
| Apprch % | 29.6 | 70.4 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 84.8 | 15.2 | 0 | | 28.8 | 0 | 71.2 | 0 | | |
| Total % | 15.8 | 37.6 | 0 | 0 | 53.4 | 0 | 0 | 0 | 0 | 0 | 0 | 19.5 | 3.5 | 0 | 23 | 6.8 | 0 | 16.9 | 0 | 23.7 | |
| CARS | 913 | 2221 | | | | | | | | | | 1146 | | | | | | | | | |
| % CARS | 92.3 | 94.4 | 0 | 0 | 93.8 | 0 | 0 | 0 | 0 | 0 | 0 | 93.9 | 91.7 | 0 | 93.6 | 97.9 | 0 | 89 | 0 | 91.6 | 93.2 |
| HV | 76 | 132 | 0 | 0 | 208 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 18 | 0 | 92 | 9 | 0 | 116 | 0 | 125 | 425 |
| % HV | 7.7 | 5.6 | 0 | 0 | 6.2 | 0 | 0 | 0 | 0 | 0 | 0 | 6.1 | 8.3 | 0 | 6.4 | 2.1 | 0 | 11 | 0 | 8.4 | 6.8 |

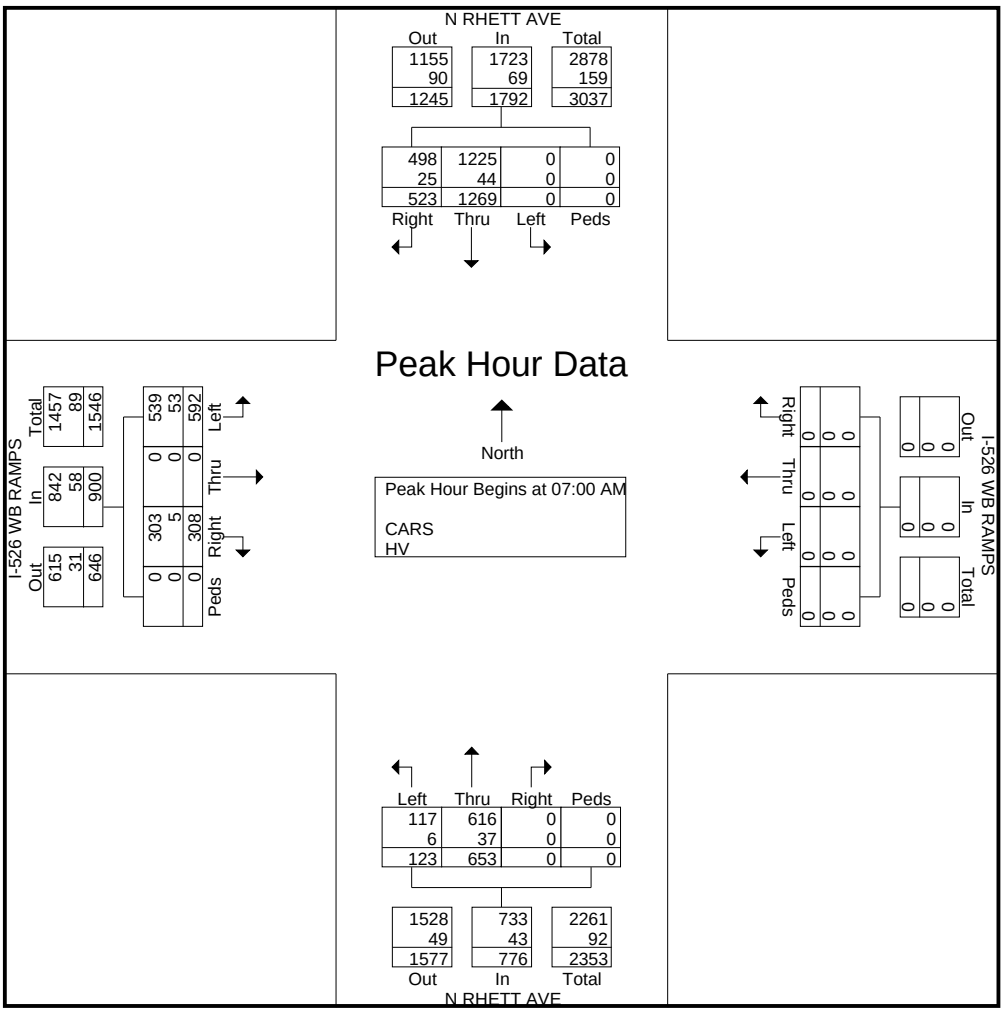


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #31 NRHETT&I526WBRAMPSAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | N RHETT AVE Southbound | | | | | I-526 WB RAMPS Westbound | | | | | N RHETT AVE Northbound | | | | | I-526 WB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | **151** | **328** | 0 | 0 | **479** | 0 | 0 | 0 | 0 | 0 | 0 | 167 | 29 | 0 | 196 | 49 | 0 | 146 | 0 | 195 | 870 |
| 07:15 AM | 148 | 324 | 0 | 0 | 472 | 0 | 0 | 0 | 0 | 0 | 0 | **183** | 29 | 0 | **212** | 71 | 0 | 150 | 0 | 221 | **905** |
| 07:30 AM | 122 | 309 | 0 | 0 | 431 | 0 | 0 | 0 | 0 | 0 | 0 | 156 | **39** | 0 | 195 | **102** | 0 | 140 | 0 | **242** | 868 |
| 07:45 AM | 102 | 308 | 0 | 0 | 410 | 0 | 0 | 0 | 0 | 0 | 0 | 147 | 26 | 0 | 173 | 86 | 0 | **156** | 0 | 242 | 825 |
| Total Volume | 523 | 1269 | 0 | 0 | 1792 | 0 | 0 | 0 | 0 | 0 | 0 | 653 | 123 | 0 | 776 | 308 | 0 | 592 | 0 | 900 | 3468 |
| % App. Total | 29.2 | 70.8 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 84.1 | 15.9 | 0 | | 34.2 | 0 | 65.8 | 0 | | |
| PHF | .866 | .967 | .000 | .000 | .935 | .000 | .000 | .000 | .000 | .000 | .000 | .892 | .788 | .000 | .915 | .755 | .000 | .949 | .000 | .930 | .958 |
| CARS | 498 | 1225 | | | | | | | | | | | | | | | | | | | |
| % CARS | 95.2 | 96.5 | 0 | 0 | 96.1 | 0 | 0 | 0 | 0 | 0 | 0 | 94.3 | 95.1 | 0 | 94.5 | 98.4 | 0 | 91.0 | 0 | 93.6 | 95.1 |
| HV | 25 | 44 | 0 | 0 | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 6 | 0 | 43 | 5 | 0 | 53 | 0 | 58 | 170 |
| % HV | 4.8 | 3.5 | 0 | 0 | 3.9 | 0 | 0 | 0 | 0 | 0 | 0 | 5.7 | 4.9 | 0 | 5.5 | 1.6 | 0 | 9.0 | 0 | 6.4 | 4.9 |



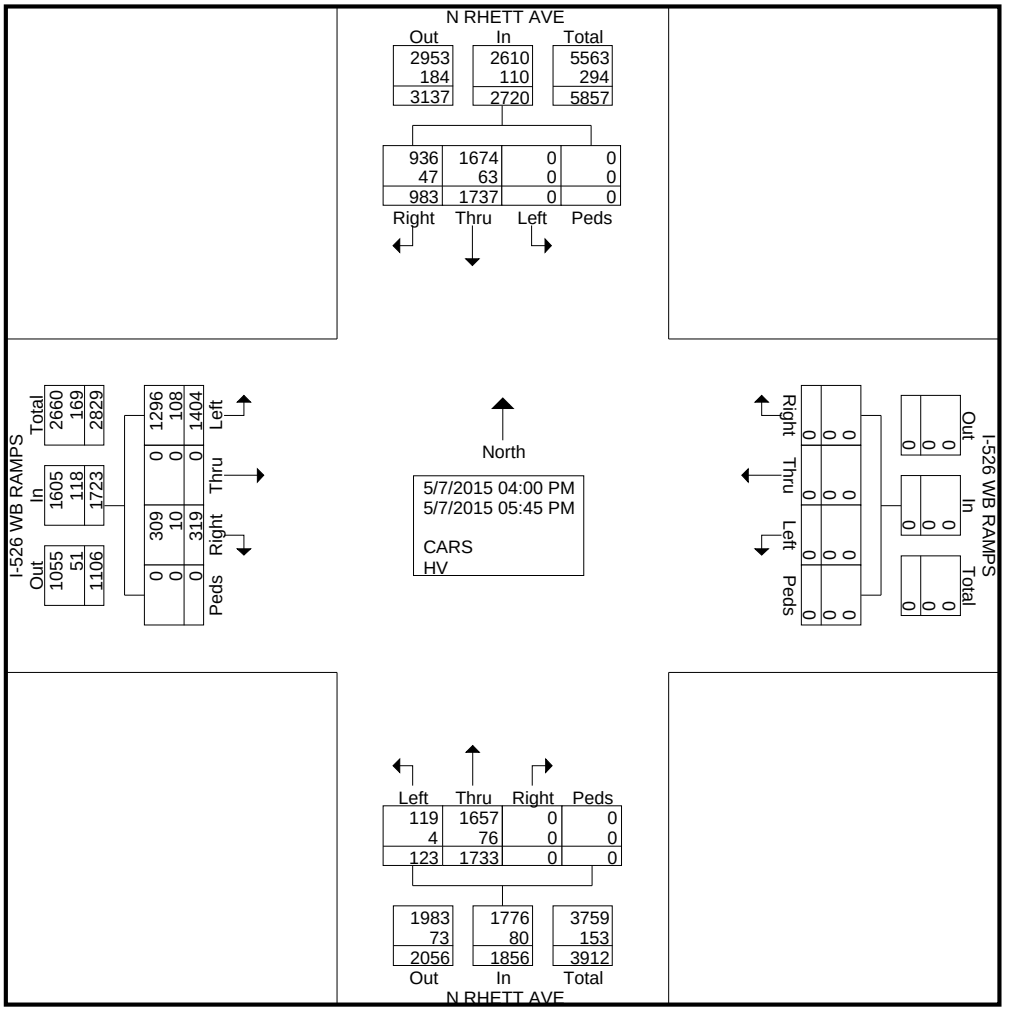
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #31 NRHETT&I526WBRAMPSPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | N RHETT AVE Southbound | | | | | I-526 WB RAMPS Westbound | | | | | N RHETT AVE Northbound | | | | | I-526 WB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 154 | 228 | 0 | 0 | 382 | 0 | 0 | 0 | 0 | 0 | 0 | 210 | 28 | 0 | 238 | 24 | 0 | 83 | 0 | 107 | 727 |
| 04:15 PM | 147 | 196 | 0 | 0 | 343 | 0 | 0 | 0 | 0 | 0 | 0 | 194 | 15 | 0 | 209 | 36 | 0 | 153 | 0 | 189 | 741 |
| 04:30 PM | 128 | 240 | 0 | 0 | 368 | 0 | 0 | 0 | 0 | 0 | 0 | 237 | 17 | 0 | 254 | 35 | 0 | 197 | 0 | 232 | 854 |
| 04:45 PM | 120 | 209 | 0 | 0 | 329 | 0 | 0 | 0 | 0 | 0 | 0 | 252 | 15 | 0 | 267 | 39 | 0 | 172 | 0 | 211 | 807 |
| Total | 549 | 873 | 0 | 0 | 1422 | 0 | 0 | 0 | 0 | 0 | 0 | 893 | 75 | 0 | 968 | 134 | 0 | 605 | 0 | 739 | 3129 |
| 05:00 PM | 124 | 232 | 0 | 0 | 356 | 0 | 0 | 0 | 0 | 0 | 0 | 208 | 15 | 0 | 223 | 44 | 0 | 206 | 0 | 250 | 829 |
| 05:15 PM | 110 | 209 | 0 | 0 | 319 | 0 | 0 | 0 | 0 | 0 | 0 | 217 | 11 | 0 | 228 | 46 | 0 | 219 | 0 | 265 | 812 |
| 05:30 PM | 118 | 242 | 0 | 0 | 360 | 0 | 0 | 0 | 0 | 0 | 0 | 206 | 14 | 0 | 220 | 52 | 0 | 207 | 0 | 259 | 839 |
| 05:45 PM | 82 | 181 | 0 | 0 | 263 | 0 | 0 | 0 | 0 | 0 | 0 | 209 | 8 | 0 | 217 | 43 | 0 | 167 | 0 | 210 | 690 |
| Total | 434 | 864 | 0 | 0 | 1298 | 0 | 0 | 0 | 0 | 0 | 0 | 840 | 48 | 0 | 888 | 185 | 0 | 799 | 0 | 984 | 3170 |
| Grand Total | 983 | 1737 | 0 | 0 | 2720 | 0 | 0 | 0 | 0 | 0 | 0 | 1733 | 123 | 0 | 1856 | 319 | 0 | 1404 | 0 | 1723 | 6299 |
| Apprch % | 36.1 | 63.9 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 93.4 | 6.6 | 0 | | 18.5 | 0 | 81.5 | 0 | | |
| Total % | 15.6 | 27.6 | 0 | 0 | 43.2 | 0 | 0 | 0 | 0 | 0 | 0 | 27.5 | 2 | 0 | 29.5 | 5.1 | 0 | 22.3 | 0 | 27.4 | |
| CARS | 936 | 1674 | | | | | | | | | | 1657 | | | | | | 1296 | | | |
| % CARS | 95.2 | 96.4 | 0 | 0 | 96 | 0 | 0 | 0 | 0 | 0 | 0 | 95.6 | 96.7 | 0 | 95.7 | 96.9 | 0 | 92.3 | 0 | 93.2 | 95.1 |
| HV | 47 | 63 | 0 | 0 | 110 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 4 | 0 | 80 | 10 | 0 | 108 | 0 | 118 | 308 |
| % HV | 4.8 | 3.6 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.4 | 3.3 | 0 | 4.3 | 3.1 | 0 | 7.7 | 0 | 6.8 | 4.9 |

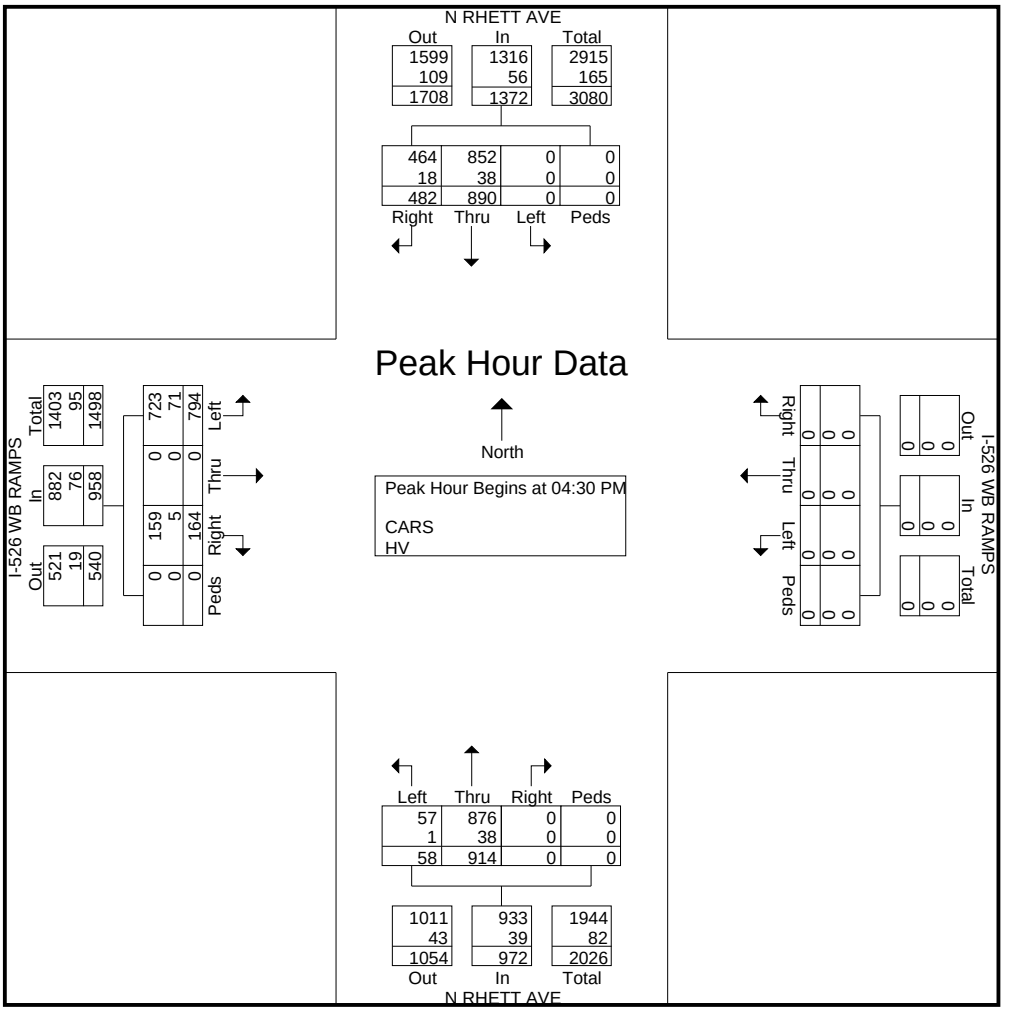


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #31 NRHETT&I526WBRAMPSPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | N RHETT AVE Southbound | | | | | I-526 WB RAMPS Westbound | | | | | N RHETT AVE Northbound | | | | | I-526 WB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | **128** | **240** | 0 | 0 | **368** | 0 | 0 | 0 | 0 | 0 | 0 | 237 | **17** | 0 | 254 | 35 | 0 | 197 | 0 | 232 | **854** |
| 04:45 PM | 120 | 209 | 0 | 0 | 329 | 0 | 0 | 0 | 0 | 0 | 0 | **252** | 15 | 0 | **267** | 39 | 0 | 172 | 0 | 211 | 807 |
| 05:00 PM | 124 | 232 | 0 | 0 | 356 | 0 | 0 | 0 | 0 | 0 | 0 | 208 | 15 | 0 | 223 | 44 | 0 | 206 | 0 | 250 | 829 |
| 05:15 PM | 110 | 209 | 0 | 0 | 319 | 0 | 0 | 0 | 0 | 0 | 0 | 217 | 11 | 0 | 228 | **46** | 0 | **219** | 0 | **265** | 812 |
| Total Volume | 482 | 890 | 0 | 0 | 1372 | 0 | 0 | 0 | 0 | 0 | 0 | 914 | 58 | 0 | 972 | 164 | 0 | 794 | 0 | 958 | 3302 |
| % App. Total | 35.1 | 64.9 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 94 | 6 | 0 | | 17.1 | 0 | 82.9 | 0 | | |
| PHF | .941 | .927 | .000 | .000 | .932 | .000 | .000 | .000 | .000 | .000 | .000 | .907 | .853 | .000 | .910 | .891 | .000 | .906 | .000 | .904 | .967 |
| CARS | 464 | 852 | 0 | 0 | 1316 | 0 | 0 | 0 | 0 | 0 | 0 | 876 | 57 | 0 | 933 | 159 | 0 | 723 | 0 | 882 | 3131 |
| % CARS | 96.3 | 95.7 | 0 | 0 | 95.9 | 0 | 0 | 0 | 0 | 0 | 0 | 95.8 | 98.3 | 0 | 96.0 | 97.0 | 0 | 91.1 | 0 | 92.1 | 94.8 |
| HV | 18 | 38 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 1 | 0 | 39 | 5 | 0 | 71 | 0 | 76 | 171 |
| % HV | 3.7 | 4.3 | 0 | 0 | 4.1 | 0 | 0 | 0 | 0 | 0 | 0 | 4.2 | 1.7 | 0 | 4.0 | 3.0 | 0 | 8.9 | 0 | 7.9 | 5.2 |



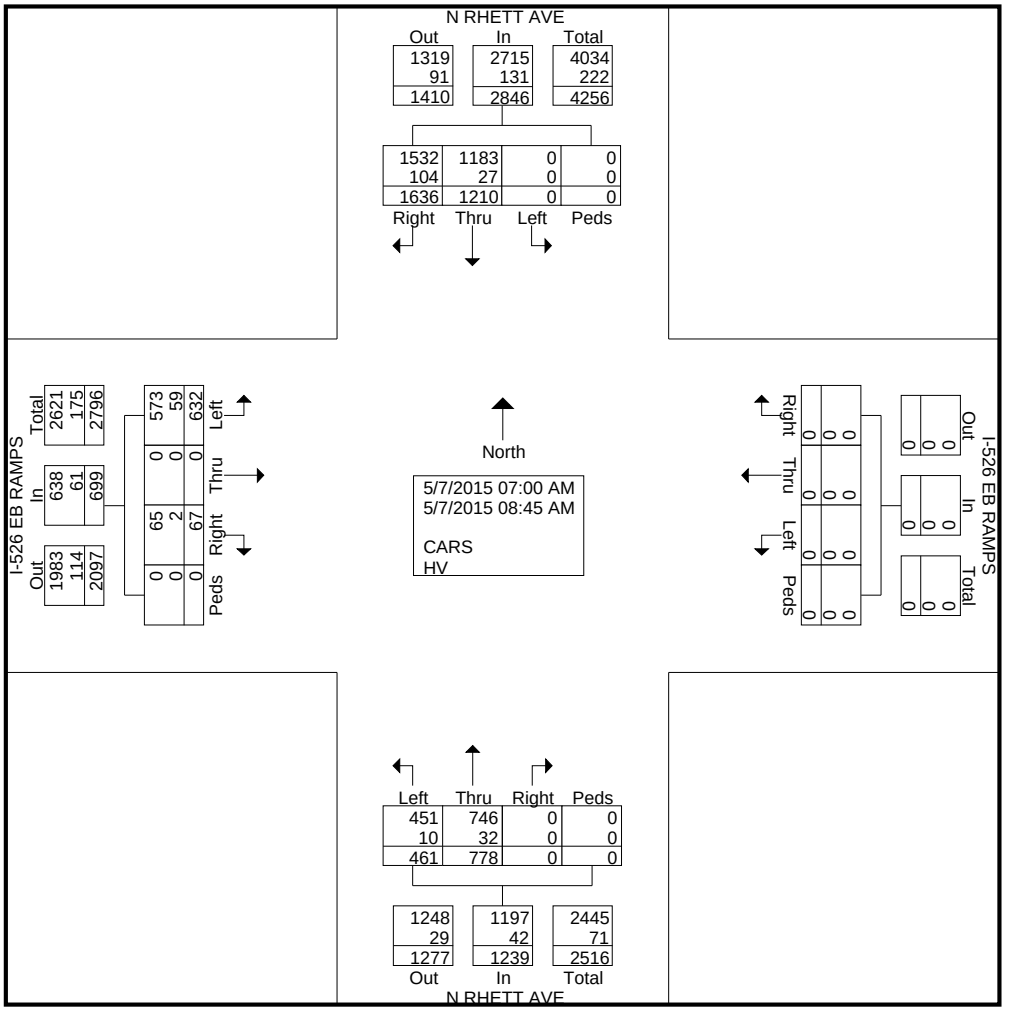
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #32 NRHETT&I526EBRAMPSAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | N RHETT AVE Southbound | | | | | I-526 EB RAMPS Westbound | | | | | N RHETT AVE Northbound | | | | | I-526 EB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 209 | 135 | 0 | 0 | 344 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 27 | 0 | 106 | 13 | 0 | 110 | 0 | 123 | 573 |
| 07:15 AM | 222 | 183 | 0 | 0 | 405 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 50 | 0 | 145 | 10 | 0 | 95 | 0 | 105 | 655 |
| 07:30 AM | 215 | 181 | 0 | 0 | 396 | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 60 | 0 | 181 | 11 | 0 | 85 | 0 | 96 | 673 |
| 07:45 AM | 214 | 201 | 0 | 0 | 415 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 71 | 0 | 171 | 4 | 0 | 75 | 0 | 79 | 665 |
| Total | 860 | 700 | 0 | 0 | 1560 | 0 | 0 | 0 | 0 | 0 | 0 | 395 | 208 | 0 | 603 | 38 | 0 | 365 | 0 | 403 | 2566 |
| 08:00 AM | 202 | 156 | 0 | 0 | 358 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 80 | 0 | 194 | 6 | 0 | 64 | 0 | 70 | 622 |
| 08:15 AM | 201 | 126 | 0 | 0 | 327 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 66 | 0 | 175 | 6 | 0 | 52 | 0 | 58 | 560 |
| 08:30 AM | 198 | 121 | 0 | 0 | 319 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 57 | 0 | 148 | 6 | 0 | 61 | 0 | 67 | 534 |
| 08:45 AM | 175 | 107 | 0 | 0 | 282 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 50 | 0 | 119 | 11 | 0 | 90 | 0 | 101 | 502 |
| Total | 776 | 510 | 0 | 0 | 1286 | 0 | 0 | 0 | 0 | 0 | 0 | 383 | 253 | 0 | 636 | 29 | 0 | 267 | 0 | 296 | 2218 |
| Grand Total | 1636 | 1210 | 0 | 0 | 2846 | 0 | 0 | 0 | 0 | 0 | 0 | 778 | 461 | 0 | 1239 | 67 | 0 | 632 | 0 | 699 | 4784 |
| Apprch % | 57.5 | 42.5 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 62.8 | 37.2 | 0 | | 9.6 | 0 | 90.4 | 0 | | |
| Total % | 34.2 | 25.3 | 0 | 0 | 59.5 | 0 | 0 | 0 | 0 | 0 | 0 | 16.3 | 9.6 | 0 | 25.9 | 1.4 | 0 | 13.2 | 0 | 14.6 | |
| CARS | 1532 | 1183 | | | | | | | | | | | | | | | | | | | |
| % CARS | 93.6 | 97.8 | 0 | 0 | 95.4 | 0 | 0 | 0 | 0 | 0 | 0 | 95.9 | 97.8 | 0 | 96.6 | 97 | 0 | 90.7 | 0 | 91.3 | 95.1 |
| HV | 104 | 27 | 0 | 0 | 131 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 10 | 0 | 42 | 2 | 0 | 59 | 0 | 61 | 234 |
| % HV | 6.4 | 2.2 | 0 | 0 | 4.6 | 0 | 0 | 0 | 0 | 0 | 0 | 4.1 | 2.2 | 0 | 3.4 | 3 | 0 | 9.3 | 0 | 8.7 | 4.9 |

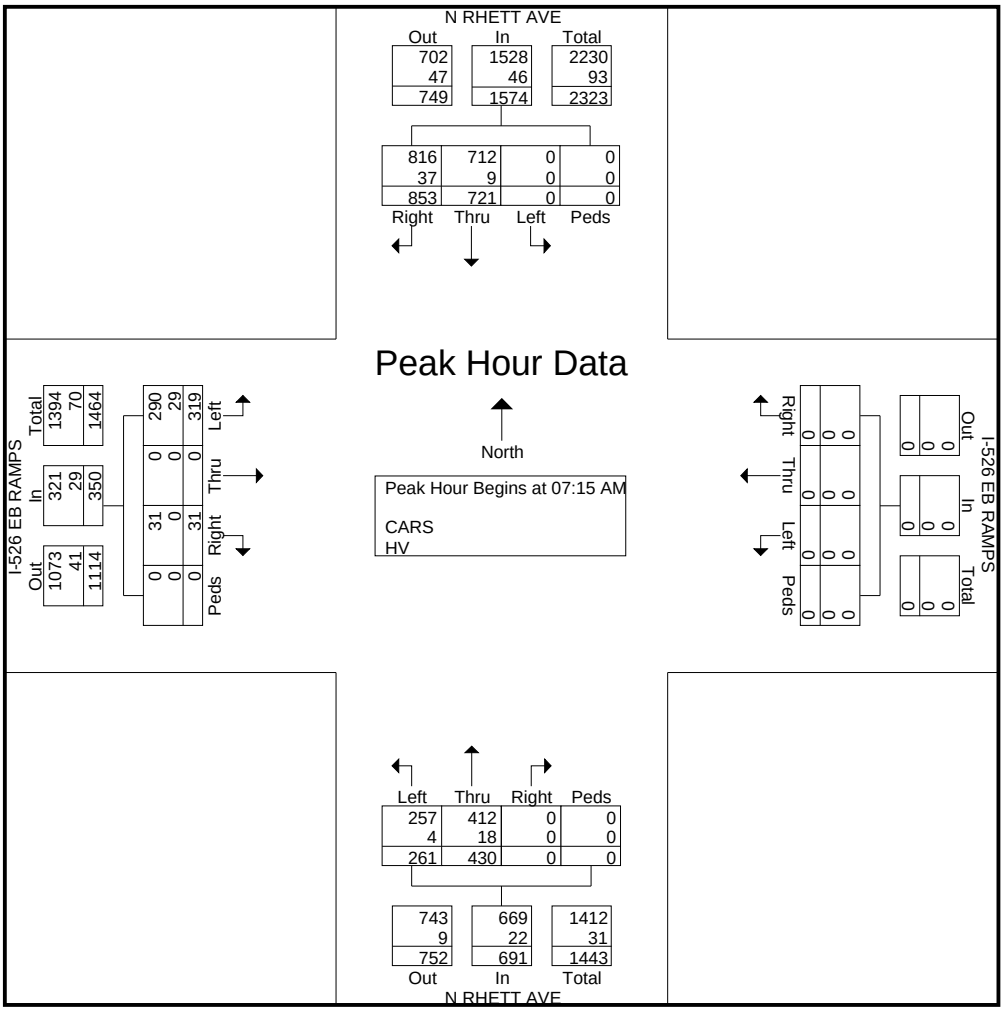


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #32 NRHETT&I526EBRAMPSAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | N RHETT AVE Southbound | | | | | I-526 EB RAMPS Westbound | | | | | N RHETT AVE Northbound | | | | | I-526 EB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | **222** | 183 | 0 | 0 | 405 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 50 | 0 | 145 | 10 | 0 | **95** | 0 | **105** | 655 |
| 07:30 AM | 215 | 181 | 0 | 0 | 396 | 0 | 0 | 0 | 0 | 0 | 0 | **121** | 60 | 0 | 181 | **11** | 0 | 85 | 0 | 96 | **673** |
| 07:45 AM | 214 | **201** | 0 | 0 | **415** | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 71 | 0 | 171 | 4 | 0 | 75 | 0 | 79 | 665 |
| 08:00 AM | 202 | 156 | 0 | 0 | 358 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | **80** | 0 | **194** | 6 | 0 | 64 | 0 | 70 | 622 |
| Total Volume | 853 | 721 | 0 | 0 | 1574 | 0 | 0 | 0 | 0 | 0 | 0 | 430 | 261 | 0 | 691 | 31 | 0 | 319 | 0 | 350 | 2615 |
| % App. Total | 54.2 | 45.8 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 62.2 | 37.8 | 0 | | 8.9 | 0 | 91.1 | 0 | | |
| PHF | .961 | .897 | .000 | .000 | .948 | .000 | .000 | .000 | .000 | .000 | .000 | .888 | .816 | .000 | .890 | .705 | .000 | .839 | .000 | .833 | .971 |
| CARS | 816 | 712 | 0 | 0 | 1528 | 0 | 0 | 0 | 0 | 0 | 0 | 412 | 257 | 0 | 669 | 31 | 0 | 290 | 0 | 321 | 2518 |
| % CARS | 95.7 | 98.8 | 0 | 0 | 97.1 | 0 | 0 | 0 | 0 | 0 | 0 | 95.8 | 98.5 | 0 | 96.8 | 100 | 0 | 90.9 | 0 | 91.7 | 96.3 |
| HV | 37 | 9 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 4 | 0 | 22 | 0 | 0 | 29 | 0 | 29 | 97 |
| % HV | 4.3 | 1.2 | 0 | 0 | 2.9 | 0 | 0 | 0 | 0 | 0 | 0 | 4.2 | 1.5 | 0 | 3.2 | 0 | 0 | 9.1 | 0 | 8.3 | 3.7 |



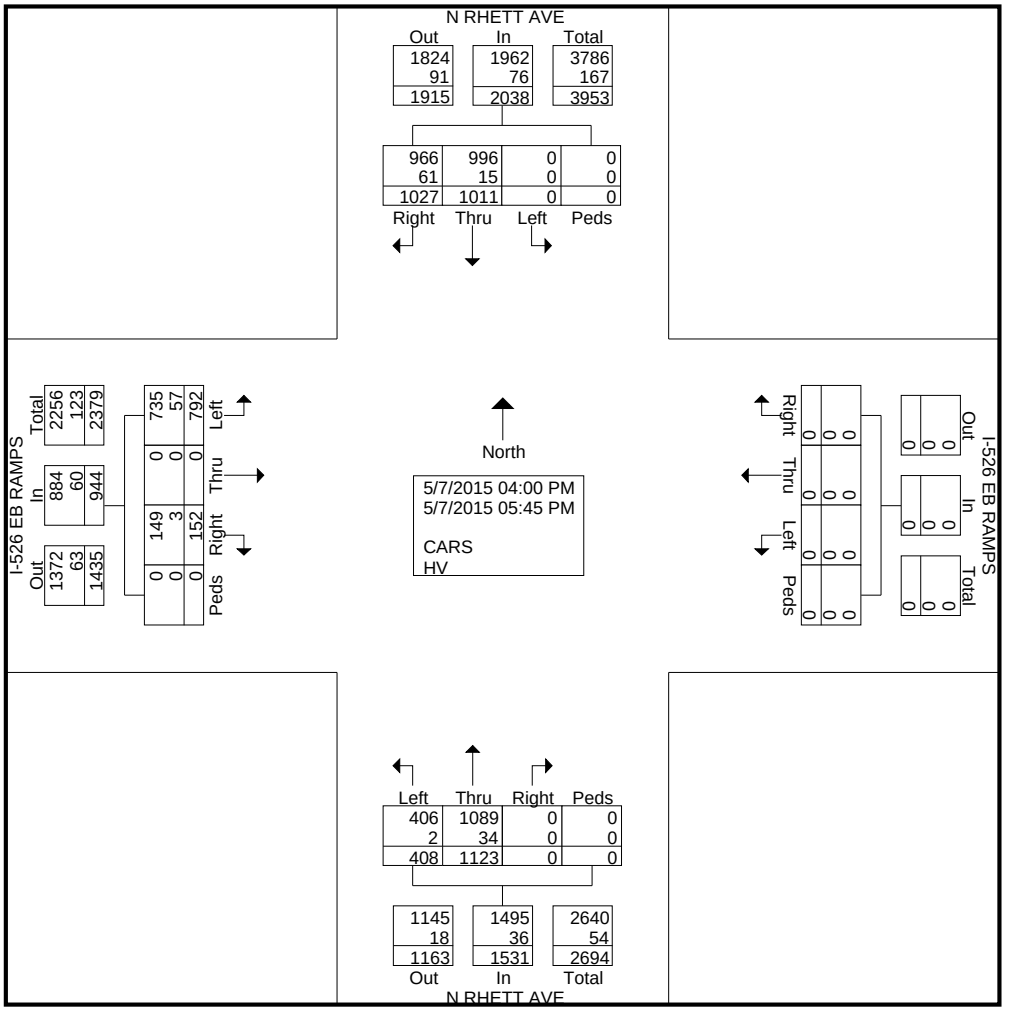
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #32 NRHETT&I526EBRAMPSPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | N RHETT AVE Southbound | | | | | I-526 EB RAMPS Westbound | | | | | N RHETT AVE Northbound | | | | | I-526 EB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 133 | 89 | 0 | 0 | 222 | 0 | 0 | 0 | 0 | 0 | 0 | 138 | 46 | 0 | 184 | 31 | 0 | 95 | 0 | 126 | 532 |
| 04:15 PM | 114 | 107 | 0 | 0 | 221 | 0 | 0 | 0 | 0 | 0 | 0 | 132 | 42 | 0 | 174 | 19 | 0 | 94 | 0 | 113 | 508 |
| 04:30 PM | 126 | 125 | 0 | 0 | 251 | 0 | 0 | 0 | 0 | 0 | 0 | 140 | 49 | 0 | 189 | 18 | 0 | 113 | 0 | 131 | 571 |
| 04:45 PM | 141 | 151 | 0 | 0 | 292 | 0 | 0 | 0 | 0 | 0 | 0 | 137 | 46 | 0 | 183 | 20 | 0 | 143 | 0 | 163 | 638 |
| Total | 514 | 472 | 0 | 0 | 986 | 0 | 0 | 0 | 0 | 0 | 0 | 547 | 183 | 0 | 730 | 88 | 0 | 445 | 0 | 533 | 2249 |
| 05:00 PM | 141 | 126 | 0 | 0 | 267 | 0 | 0 | 0 | 0 | 0 | 0 | 145 | 42 | 0 | 187 | 19 | 0 | 54 | 0 | 73 | 527 |
| 05:15 PM | 115 | 123 | 0 | 0 | 238 | 0 | 0 | 0 | 0 | 0 | 0 | 141 | 53 | 0 | 194 | 13 | 0 | 102 | 0 | 115 | 547 |
| 05:30 PM | 155 | 147 | 0 | 0 | 302 | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 61 | 0 | 205 | 13 | 0 | 96 | 0 | 109 | 616 |
| 05:45 PM | 102 | 143 | 0 | 0 | 245 | 0 | 0 | 0 | 0 | 0 | 0 | 146 | 69 | 0 | 215 | 19 | 0 | 95 | 0 | 114 | 574 |
| Total | 513 | 539 | 0 | 0 | 1052 | 0 | 0 | 0 | 0 | 0 | 0 | 576 | 225 | 0 | 801 | 64 | 0 | 347 | 0 | 411 | 2264 |
| Grand Total | 1027 | 1011 | 0 | 0 | 2038 | 0 | 0 | 0 | 0 | 0 | 0 | 1123 | 408 | 0 | 1531 | 152 | 0 | 792 | 0 | 944 | 4513 |
| Apprch % | 50.4 | 49.6 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 73.4 | 26.6 | 0 | | 16.1 | 0 | 83.9 | 0 | | |
| Total % | 22.8 | 22.4 | 0 | 0 | 45.2 | 0 | 0 | 0 | 0 | 0 | 0 | 24.9 | 9 | 0 | 33.9 | 3.4 | 0 | 17.5 | 0 | 20.9 | |
| CARS | 966 | 996 | 0 | 0 | 1962 | 0 | 0 | 0 | 0 | 0 | 0 | 1089 | | | | | | | | | |
| % CARS | 94.1 | 98.5 | 0 | 0 | 96.3 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 99.5 | 0 | 97.6 | 98 | 0 | 92.8 | 0 | 93.6 | 96.2 |
| HV | 61 | 15 | 0 | 0 | 76 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 2 | 0 | 36 | 3 | 0 | 57 | 0 | 60 | 172 |
| % HV | 5.9 | 1.5 | 0 | 0 | 3.7 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0.5 | 0 | 2.4 | 2 | 0 | 7.2 | 0 | 6.4 | 3.8 |

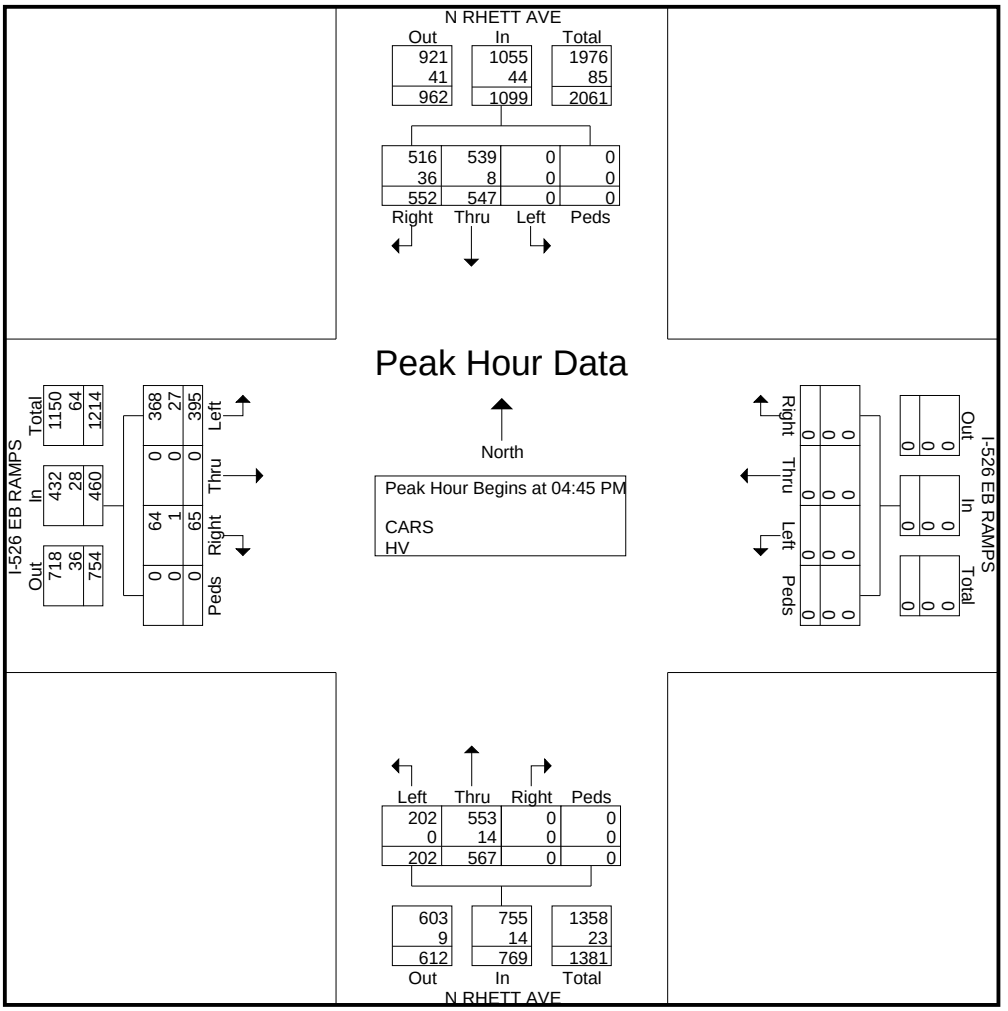


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #32 NRHETT&I526EBRAMPSPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | N RHETT AVE Southbound | | | | | I-526 EB RAMPS Westbound | | | | | N RHETT AVE Northbound | | | | | I-526 EB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 141 | **151** | 0 | 0 | 292 | 0 | 0 | 0 | 0 | 0 | 0 | 137 | 46 | 0 | 183 | **20** | 0 | **143** | 0 | **163** | **638** |
| 05:00 PM | 141 | 126 | 0 | 0 | 267 | 0 | 0 | 0 | 0 | 0 | 0 | **145** | 42 | 0 | 187 | 19 | 0 | 54 | 0 | 73 | 527 |
| 05:15 PM | 115 | 123 | 0 | 0 | 238 | 0 | 0 | 0 | 0 | 0 | 0 | 141 | 53 | 0 | 194 | 13 | 0 | 102 | 0 | 115 | 547 |
| 05:30 PM | **155** | 147 | 0 | 0 | **302** | 0 | 0 | 0 | 0 | 0 | 0 | 144 | **61** | 0 | **205** | 13 | 0 | 96 | 0 | 109 | 616 |
| Total Volume | 552 | 547 | 0 | 0 | 1099 | 0 | 0 | 0 | 0 | 0 | 0 | 567 | 202 | 0 | 769 | 65 | 0 | 395 | 0 | 460 | 2328 |
| % App. Total | 50.2 | 49.8 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 73.7 | 26.3 | 0 | | 14.1 | 0 | 85.9 | 0 | | |
| PHF | .890 | .906 | .000 | .000 | .910 | .000 | .000 | .000 | .000 | .000 | .000 | .978 | .828 | .000 | .938 | .813 | .000 | .691 | .000 | .706 | .912 |
| CARS | 516 | 539 | 0 | 0 | 1055 | 0 | 0 | 0 | 0 | 0 | 0 | 553 | 202 | 0 | 755 | 64 | 0 | 368 | 0 | 432 | 2242 |
| % CARS | 93.5 | 98.5 | 0 | 0 | 96.0 | 0 | 0 | 0 | 0 | 0 | 0 | 97.5 | 100 | 0 | 98.2 | 98.5 | 0 | 93.2 | 0 | 93.9 | 96.3 |
| HV | 36 | 8 | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 1 | 0 | 27 | 0 | 28 | 86 |
| % HV | 6.5 | 1.5 | 0 | 0 | 4.0 | 0 | 0 | 0 | 0 | 0 | 0 | 2.5 | 0 | 0 | 1.8 | 1.5 | 0 | 6.8 | 0 | 6.1 | 3.7 |



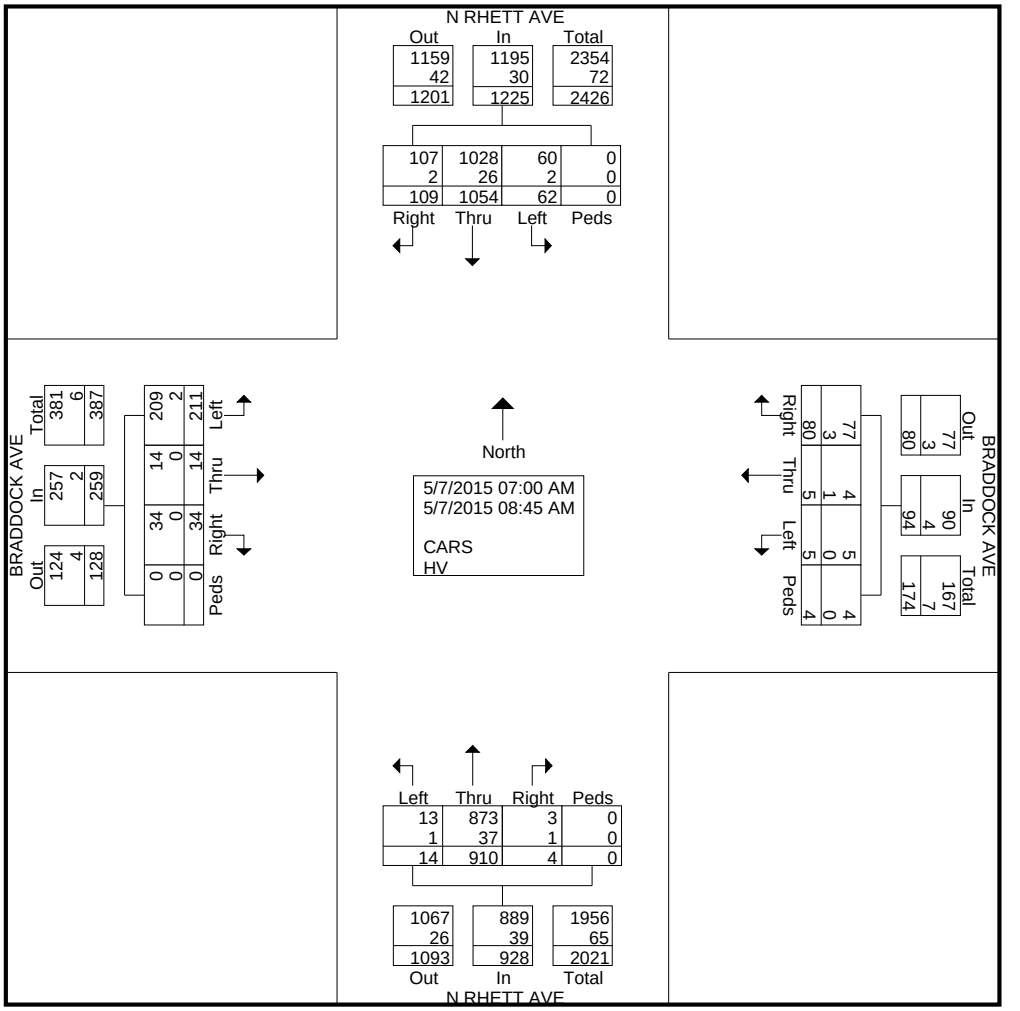
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #33 NRHETT&BRADDOCKAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | N RHETT AVE Southbound | | | | | BRADDOCK AVE Westbound | | | | | N RHETT AVE Northbound | | | | | BRADDOCK AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 9 | 140 | 9 | 0 | 158 | 9 | 1 | 2 | 0 | 12 | 0 | 90 | 1 | 0 | 91 | 5 | 4 | 26 | 0 | 35 | 296 |
| 07:15 AM | 13 | 179 | 7 | 0 | 199 | 5 | 1 | 1 | 2 | 9 | 0 | 122 | 4 | 0 | 126 | 6 | 1 | 32 | 0 | 39 | 373 |
| 07:30 AM | 16 | 168 | 9 | 0 | 193 | 11 | 1 | 2 | 0 | 14 | 1 | 123 | 0 | 0 | 124 | 5 | 1 | 41 | 0 | 47 | 378 |
| 07:45 AM | 28 | 149 | 8 | 0 | 185 | 7 | 1 | 0 | 0 | 8 | 0 | 128 | 1 | 0 | 129 | 6 | 1 | 28 | 0 | 35 | 357 |
| Total | 66 | 636 | 33 | 0 | 735 | 32 | 4 | 5 | 2 | 43 | 1 | 463 | 6 | 0 | 470 | 22 | 7 | 127 | 0 | 156 | 1404 |
| 08:00 AM | 21 | 116 | 6 | 0 | 143 | 9 | 0 | 0 | 1 | 10 | 2 | 134 | 4 | 0 | 140 | 4 | 2 | 25 | 0 | 31 | 324 |
| 08:15 AM | 6 | 120 | 4 | 0 | 130 | 18 | 1 | 0 | 0 | 19 | 0 | 126 | 2 | 0 | 128 | 3 | 1 | 25 | 0 | 29 | 306 |
| 08:30 AM | 8 | 104 | 11 | 0 | 123 | 10 | 0 | 0 | 1 | 11 | 1 | 100 | 1 | 0 | 102 | 3 | 2 | 18 | 0 | 23 | 259 |
| 08:45 AM | 8 | 78 | 8 | 0 | 94 | 11 | 0 | 0 | 0 | 11 | 0 | 87 | 1 | 0 | 88 | 2 | 2 | 16 | 0 | 20 | 213 |
| Total | 43 | 418 | 29 | 0 | 490 | 48 | 1 | 0 | 2 | 51 | 3 | 447 | 8 | 0 | 458 | 12 | 7 | 84 | 0 | 103 | 1102 |
| Grand Total | 109 | 1054 | 62 | 0 | 1225 | 80 | 5 | 5 | 4 | 94 | 4 | 910 | 14 | 0 | 928 | 34 | 14 | 211 | 0 | 259 | 2506 |
| Apprch % | 8.9 | 86 | 5.1 | 0 | | 85.1 | 5.3 | 5.3 | 4.3 | | 0.4 | 98.1 | 1.5 | 0 | | 13.1 | 5.4 | 81.5 | 0 | | |
| Total % | 4.3 | 42.1 | 2.5 | 0 | 48.9 | 3.2 | 0.2 | 0.2 | 0.2 | 3.8 | 0.2 | 36.3 | 0.6 | 0 | 37 | 1.4 | 0.6 | 8.4 | 0 | 10.3 | |
| CARS | 107 | 1028 | | | | | | | | | | | | | | | | | | | |
| % CARS | 98.2 | 97.5 | 96.8 | 0 | 97.6 | 96.2 | 80 | 100 | 100 | 95.7 | 75 | 95.9 | 92.9 | 0 | 95.8 | 100 | 100 | 99.1 | 0 | 99.2 | 97 |
| HV | 2 | 26 | 2 | 0 | 30 | 3 | 1 | 0 | 0 | 4 | 1 | 37 | 1 | 0 | 39 | 0 | 0 | 2 | 0 | 2 | 75 |
| % HV | 1.8 | 2.5 | 3.2 | 0 | 2.4 | 3.8 | 20 | 0 | 0 | 4.3 | 25 | 4.1 | 7.1 | 0 | 4.2 | 0 | 0 | 0.9 | 0 | 0.8 | 3 |

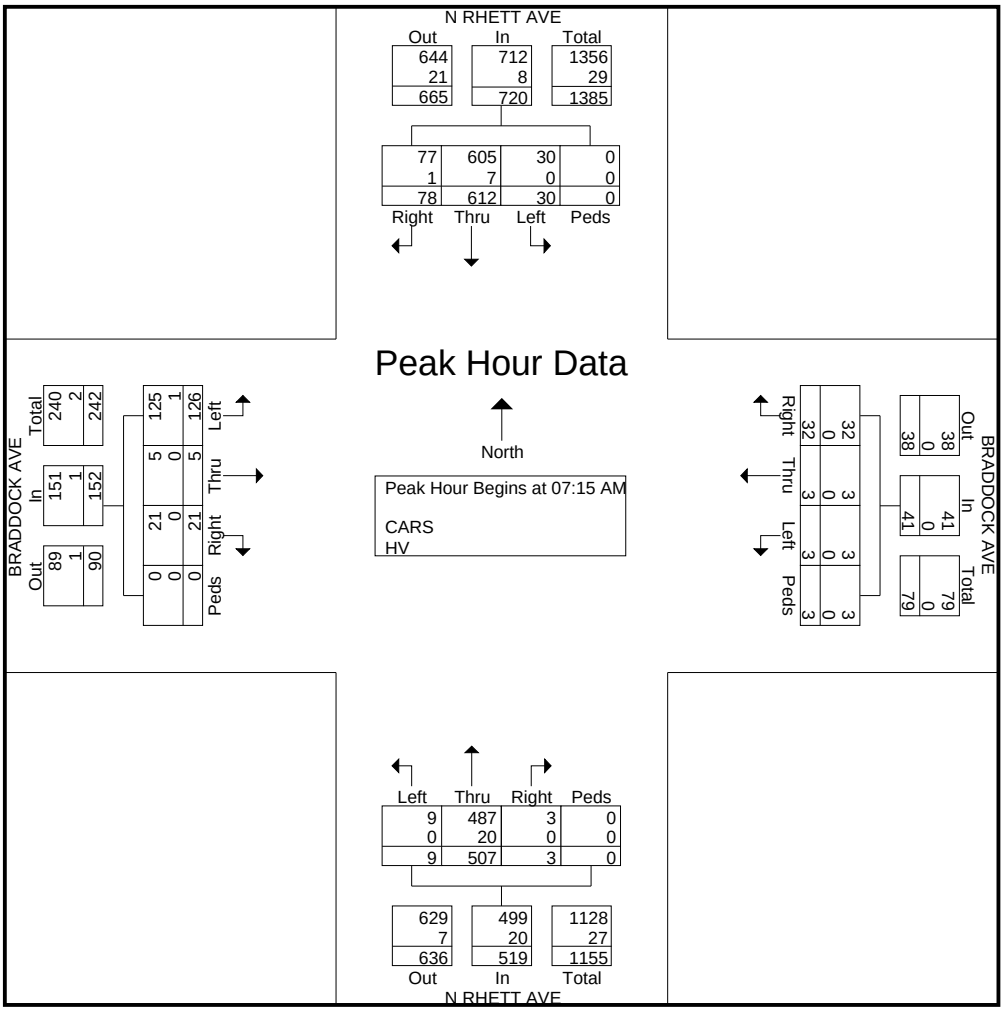


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #33 NRHETT&BRADDOCKAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | N RHETT AVE Southbound | | | | | BRADDOCK AVE Westbound | | | | | N RHETT AVE Northbound | | | | | BRADDOCK AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 13 | **179** | 7 | 0 | **199** | 5 | **1** | 1 | **2** | 9 | 0 | 122 | **4** | 0 | 126 | **6** | 1 | 32 | 0 | 39 | 373 |
| 07:30 AM | 16 | 168 | **9** | 0 | 193 | **11** | 1 | **2** | 0 | **14** | 1 | 123 | 0 | 0 | 124 | 5 | 1 | **41** | 0 | **47** | **378** |
| 07:45 AM | **28** | 149 | 8 | 0 | 185 | 7 | 1 | 0 | 0 | 8 | 0 | 128 | 1 | 0 | 129 | 6 | 1 | 28 | 0 | 35 | 357 |
| 08:00 AM | 21 | 116 | 6 | 0 | 143 | 9 | 0 | 0 | 1 | 10 | **2** | **134** | 4 | 0 | **140** | 4 | **2** | 25 | 0 | 31 | 324 |
| Total Volume | 78 | 612 | 30 | 0 | 720 | 32 | 3 | 3 | 3 | 41 | 3 | 507 | 9 | 0 | 519 | 21 | 5 | 126 | 0 | 152 | 1432 |
| % App. Total | 10.8 | 85 | 4.2 | 0 | | 78 | 7.3 | 7.3 | 7.3 | | 0.6 | 97.7 | 1.7 | 0 | | 13.8 | 3.3 | 82.9 | 0 | | |
| PHF | .696 | .855 | .833 | .000 | .905 | .727 | .750 | .375 | .375 | .732 | .375 | .946 | .563 | .000 | .927 | .875 | .625 | .768 | .000 | .809 | .947 |
| CARS | 77 | 605 | 30 | 0 | 712 | 32 | 3 | 3 | 3 | 41 | 3 | 487 | 9 | 0 | 499 | 21 | 5 | 125 | 0 | 151 | 1403 |
| % CARS | 98.7 | 98.9 | 100 | 0 | 98.9 | 100 | 100 | 100 | 100 | 100 | 100 | 96.1 | 100 | 0 | 96.1 | 100 | 100 | 99.2 | 0 | 99.3 | 98.0 |
| HV | 1 | 7 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 20 | 0 | 0 | 1 | 0 | 1 | 29 |
| % HV | 1.3 | 1.1 | 0 | 0 | 1.1 | 0 | 0 | 0 | 0 | 0 | 0 | 3.9 | 0 | 0 | 3.9 | 0 | 0 | 0.8 | 0 | 0.7 | 2.0 |



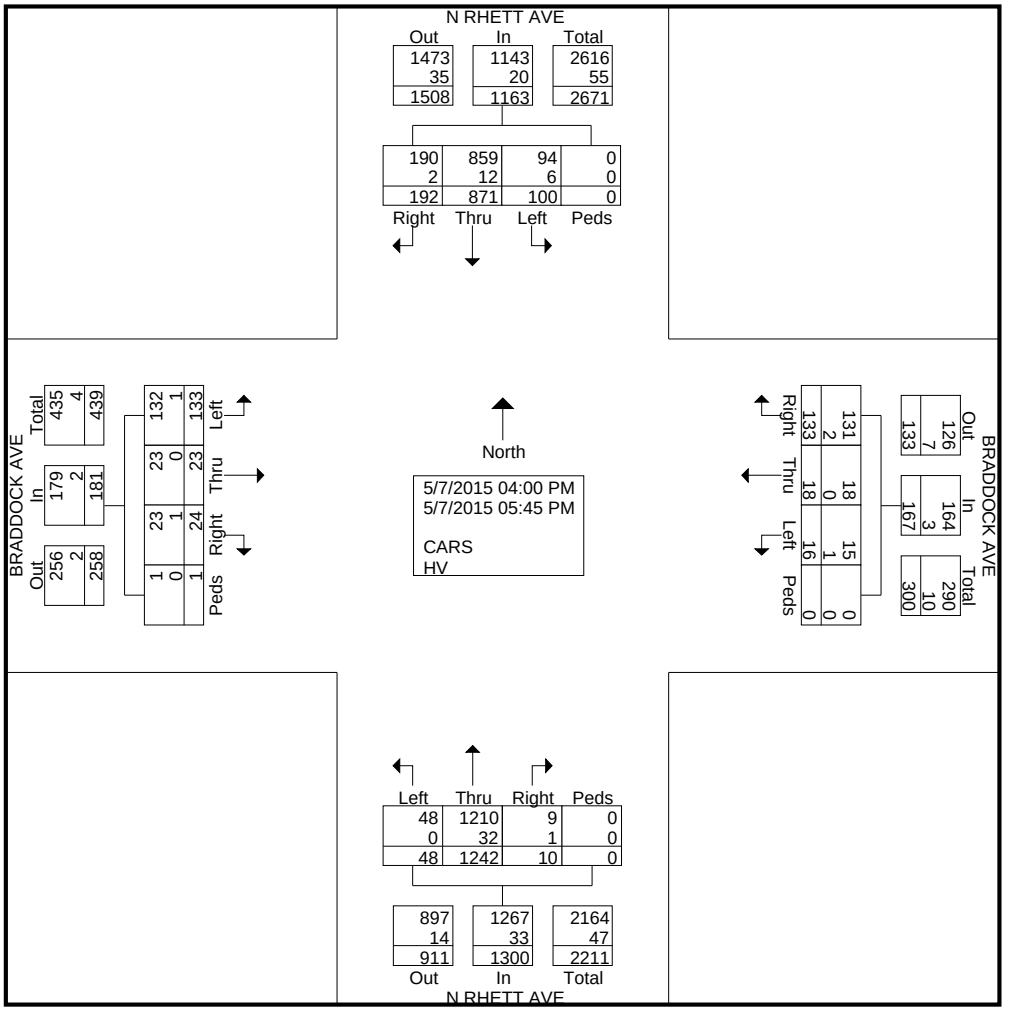
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #33 NRHETT&BRADDOCKPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | N RHETT AVE Southbound | | | | | BRADDOCK AVE Westbound | | | | | N RHETT AVE Northbound | | | | | BRADDOCK AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 19 | 93 | 12 | 0 | 124 | 15 | 2 | 3 | 0 | 20 | 2 | 141 | 2 | 0 | 145 | 1 | 0 | 18 | 0 | 19 | 308 |
| 04:15 PM | 24 | 102 | 7 | 0 | 133 | 17 | 2 | 1 | 0 | 20 | 2 | 147 | 2 | 0 | 151 | 1 | 2 | 18 | 0 | 21 | 325 |
| 04:30 PM | 22 | 116 | 19 | 0 | 157 | 25 | 3 | 4 | 0 | 32 | 0 | 142 | 3 | 0 | 145 | 3 | 3 | 16 | 0 | 22 | 356 |
| 04:45 PM | 18 | 111 | 17 | 0 | 146 | 17 | 3 | 4 | 0 | 24 | 0 | 151 | 5 | 0 | 156 | 0 | 2 | 15 | 0 | 17 | 343 |
| Total | 83 | 422 | 55 | 0 | 560 | 74 | 10 | 12 | 0 | 96 | 4 | 581 | 12 | 0 | 597 | 5 | 7 | 67 | 0 | 79 | 1332 |
| 05:00 PM | 34 | 110 | 10 | 0 | 154 | 16 | 1 | 2 | 0 | 19 | 2 | 158 | 10 | 0 | 170 | 3 | 5 | 20 | 0 | 28 | 371 |
| 05:15 PM | 16 | 121 | 9 | 0 | 146 | 11 | 0 | 1 | 0 | 12 | 1 | 161 | 7 | 0 | 169 | 6 | 2 | 20 | 0 | 28 | 355 |
| 05:30 PM | 28 | 117 | 14 | 0 | 159 | 16 | 2 | 1 | 0 | 19 | 1 | 173 | 11 | 0 | 185 | 5 | 3 | 13 | 0 | 21 | 384 |
| 05:45 PM | 31 | 101 | 12 | 0 | 144 | 16 | 5 | 0 | 0 | 21 | 2 | 169 | 8 | 0 | 179 | 5 | 6 | 13 | 1 | 25 | 369 |
| Total | 109 | 449 | 45 | 0 | 603 | 59 | 8 | 4 | 0 | 71 | 6 | 661 | 36 | 0 | 703 | 19 | 16 | 66 | 1 | 102 | 1479 |
| Grand Total | 192 | 871 | 100 | 0 | 1163 | 133 | 18 | 16 | 0 | 167 | 10 | 1242 | 48 | 0 | 1300 | 24 | 23 | 133 | 1 | 181 | 2811 |
| Apprch % | 16.5 | 74.9 | 8.6 | 0 | | 79.6 | 10.8 | 9.6 | 0 | | 0.8 | 95.5 | 3.7 | 0 | | 13.3 | 12.7 | 73.5 | 0.6 | | |
| Total % | 6.8 | 31 | 3.6 | 0 | 41.4 | 4.7 | 0.6 | 0.6 | 0 | 5.9 | 0.4 | 44.2 | 1.7 | 0 | 46.2 | 0.9 | 0.8 | 4.7 | 0 | 6.4 | |
| CARS | 190 | 859 | 94 | 0 | 1143 | 131 | 18 | 15 | 0 | 164 | 9 | 1210 | | | | | | | | | |
| % CARS | 99 | 98.6 | 94 | 0 | 98.3 | 98.5 | 100 | 93.8 | 0 | 98.2 | 90 | 97.4 | 100 | 0 | 97.5 | 95.8 | 100 | 99.2 | 100 | 98.9 | 97.9 |
| HV | 2 | 12 | 6 | 0 | 20 | 2 | 0 | 1 | 0 | 3 | 1 | 32 | 0 | 0 | 33 | 1 | 0 | 1 | 0 | 2 | 58 |
| % HV | 1 | 1.4 | 6 | 0 | 1.7 | 1.5 | 0 | 6.2 | 0 | 1.8 | 10 | 2.6 | 0 | 0 | 2.5 | 4.2 | 0 | 0.8 | 0 | 1.1 | 2.1 |

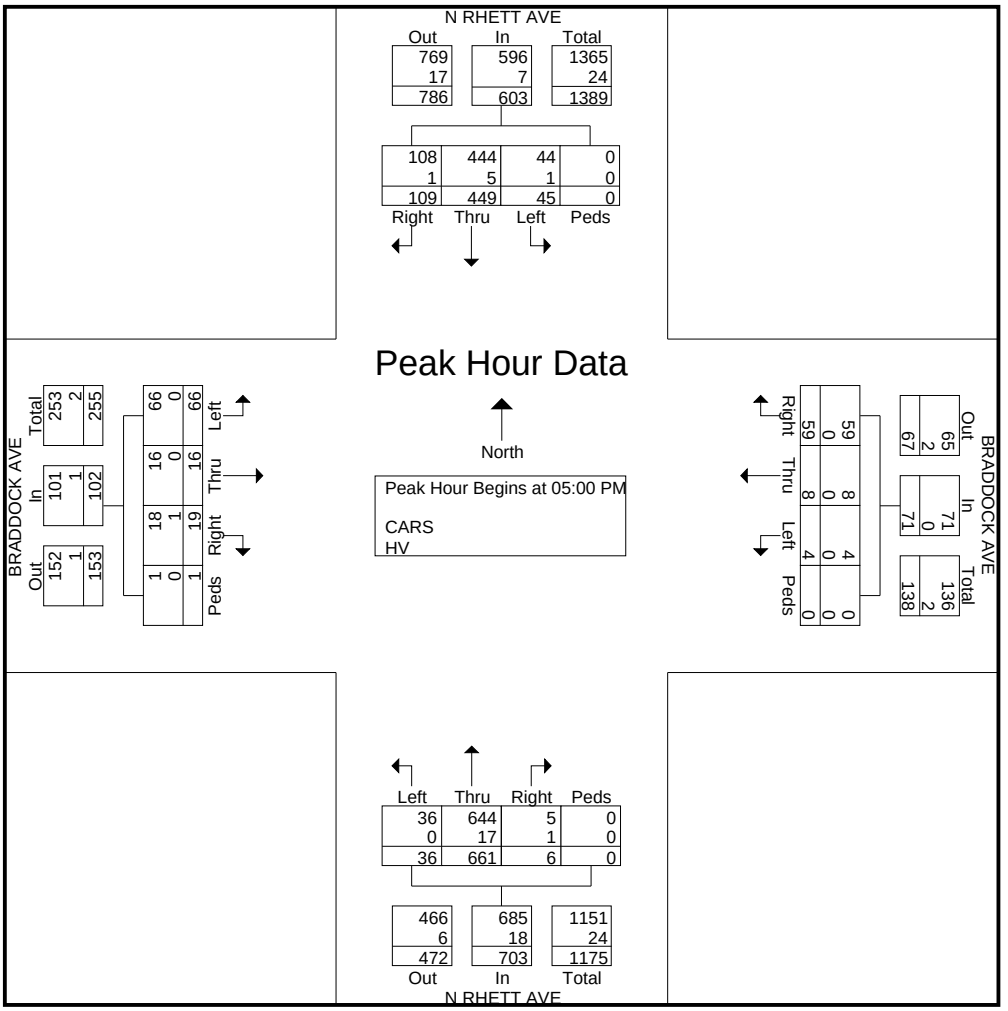


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #33 NRHETT&BRADDOCKPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | N RHETT AVE Southbound | | | | | BRADDOCK AVE Westbound | | | | | N RHETT AVE Northbound | | | | | BRADDOCK AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | **34** | 110 | 10 | 0 | 154 | **16** | 1 | **2** | 0 | 19 | **2** | 158 | 10 | 0 | 170 | 3 | 5 | **20** | 0 | **28** | 371 |
| 05:15 PM | 16 | **121** | 9 | 0 | 146 | 11 | 0 | 1 | 0 | 12 | 1 | 161 | 7 | 0 | 169 | **6** | 2 | 20 | 0 | 28 | 355 |
| 05:30 PM | 28 | 117 | **14** | 0 | **159** | 16 | 2 | 1 | 0 | 19 | 1 | **173** | **11** | 0 | **185** | 5 | 3 | 13 | 0 | 21 | **384** |
| 05:45 PM | 31 | 101 | 12 | 0 | 144 | 16 | **5** | 0 | 0 | **21** | 2 | 169 | 8 | 0 | 179 | 5 | **6** | 13 | **1** | 25 | 369 |
| Total Volume | 109 | 449 | 45 | 0 | 603 | 59 | 8 | 4 | 0 | 71 | 6 | 661 | 36 | 0 | 703 | 19 | 16 | 66 | 1 | 102 | 1479 |
| % App. Total | 18.1 | 74.5 | 7.5 | 0 | | 83.1 | 11.3 | 5.6 | 0 | | 0.9 | 94 | 5.1 | 0 | | 18.6 | 15.7 | 64.7 | 1 | | |
| PHF | .801 | .928 | .804 | .000 | .948 | .922 | .400 | .500 | .000 | .845 | .750 | .955 | .818 | .000 | .950 | .792 | .667 | .825 | .250 | .911 | .963 |
| CARS | 108 | 444 | 44 | 0 | 596 | 59 | 8 | 4 | 0 | 71 | 5 | 644 | 36 | 0 | 685 | 18 | 16 | 66 | 1 | 101 | 1453 |
| % CARS | 99.1 | 98.9 | 97.8 | 0 | 98.8 | 100 | 100 | 100 | 0 | 100 | 83.3 | 97.4 | 100 | 0 | 97.4 | 94.7 | 100 | 100 | 100 | 99.0 | 98.2 |
| HV | 1 | 5 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 17 | 0 | 0 | 18 | 1 | 0 | 0 | 0 | 1 | 26 |
| % HV | 0.9 | 1.1 | 2.2 | 0 | 1.2 | 0 | 0 | 0 | 0 | 0 | 16.7 | 2.6 | 0 | 0 | 2.6 | 5.3 | 0 | 0 | 0 | 1.0 | 1.8 |



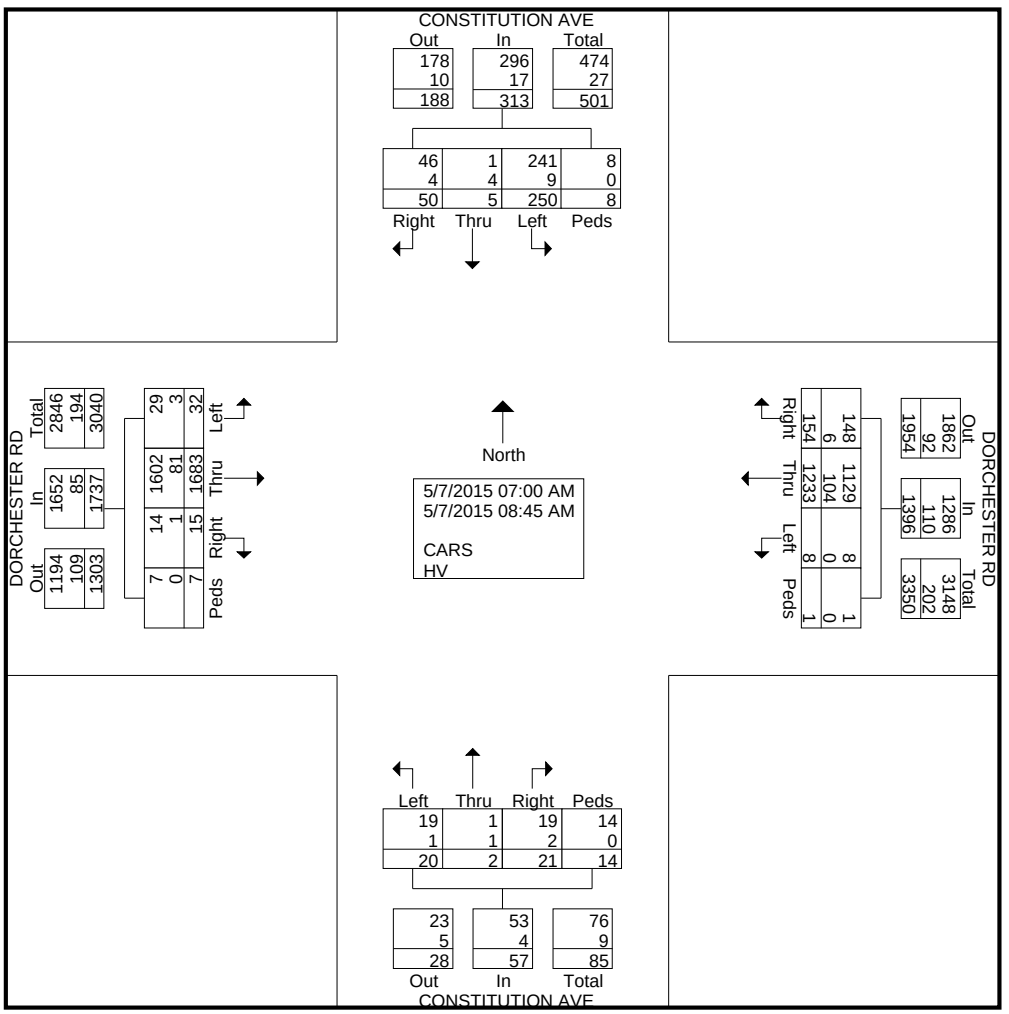
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #34 CONSTITUTION&DORCHESTERAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | CONSTITUTION AVE Southbound | | | | | DORCHESTER RD Westbound | | | | | CONSTITUTION AVE Northbound | | | | | DORCHESTER RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 3 | 1 | 24 | 0 | 28 | 18 | 108 | 0 | 1 | 127 | 1 | 0 | 4 | 1 | 6 | 1 | 195 | 5 | 1 | 202 | 363 |
| 07:15 AM | 10 | 1 | 46 | 4 | 61 | 21 | 151 | 0 | 0 | 172 | 3 | 1 | 2 | 2 | 8 | 0 | 199 | 4 | 1 | 204 | 445 |
| 07:30 AM | 6 | 0 | 42 | 0 | 48 | 22 | 155 | 1 | 0 | 178 | 3 | 0 | 1 | 1 | 5 | 7 | 228 | 1 | 4 | 240 | 471 |
| 07:45 AM | 4 | 1 | 31 | 3 | 39 | 28 | 193 | 1 | 0 | 222 | 1 | 0 | 4 | 1 | 6 | 0 | 231 | 3 | 1 | 235 | 502 |
| Total | 23 | 3 | 143 | 7 | 176 | 89 | 607 | 2 | 1 | 699 | 8 | 1 | 11 | 5 | 25 | 8 | 853 | 13 | 7 | 881 | 1781 |
| 08:00 AM | 6 | 0 | 33 | 0 | 39 | 25 | 174 | 1 | 0 | 200 | 1 | 1 | 6 | 3 | 11 | 1 | 231 | 4 | 0 | 236 | 486 |
| 08:15 AM | 9 | 1 | 25 | 0 | 35 | 10 | 153 | 2 | 0 | 165 | 2 | 0 | 2 | 3 | 7 | 2 | 206 | 4 | 0 | 212 | 419 |
| 08:30 AM | 3 | 0 | 23 | 1 | 27 | 13 | 147 | 3 | 0 | 163 | 8 | 0 | 0 | 0 | 8 | 1 | 195 | 6 | 0 | 202 | 400 |
| 08:45 AM | 9 | 1 | 26 | 0 | 36 | 17 | 152 | 0 | 0 | 169 | 2 | 0 | 1 | 3 | 6 | 3 | 198 | 5 | 0 | 206 | 417 |
| Total | 27 | 2 | 107 | 1 | 137 | 65 | 626 | 6 | 0 | 697 | 13 | 1 | 9 | 9 | 32 | 7 | 830 | 19 | 0 | 856 | 1722 |
| Grand Total | 50 | 5 | 250 | 8 | 313 | 154 | 1233 | 8 | 1 | 1396 | 21 | 2 | 20 | 14 | 57 | 15 | 1683 | 32 | 7 | 1737 | 3503 |
| Apprch % | 16 | 1.6 | 79.9 | 2.6 | | 11 | 88.3 | 0.6 | 0.1 | | 36.8 | 3.5 | 35.1 | 24.6 | | 0.9 | 96.9 | 1.8 | 0.4 | | |
| Total % | 1.4 | 0.1 | 7.1 | 0.2 | 8.9 | 4.4 | 35.2 | 0.2 | 0 | 39.9 | 0.6 | 0.1 | 0.6 | 0.4 | 1.6 | 0.4 | 48 | 0.9 | 0.2 | 49.6 | |
| CARS | 46 | 1 | 241 | 8 | 296 | 148 | 1129 | | | | | | | | | | 1602 | | | | |
| % CARS | 92 | 20 | 96.4 | 100 | 94.6 | 96.1 | 91.6 | 100 | 100 | 92.1 | 90.5 | 50 | 95 | 100 | 93 | 93.3 | 95.2 | 90.6 | 100 | 95.1 | 93.8 |
| HV | 4 | 4 | 9 | 0 | 17 | 6 | 104 | 0 | 0 | 110 | 2 | 1 | 1 | 0 | 4 | 1 | 81 | 3 | 0 | 85 | 216 |
| % HV | 8 | 80 | 3.6 | 0 | 5.4 | 3.9 | 8.4 | 0 | 0 | 7.9 | 9.5 | 50 | 5 | 0 | 7 | 6.7 | 4.8 | 9.4 | 0 | 4.9 | 6.2 |

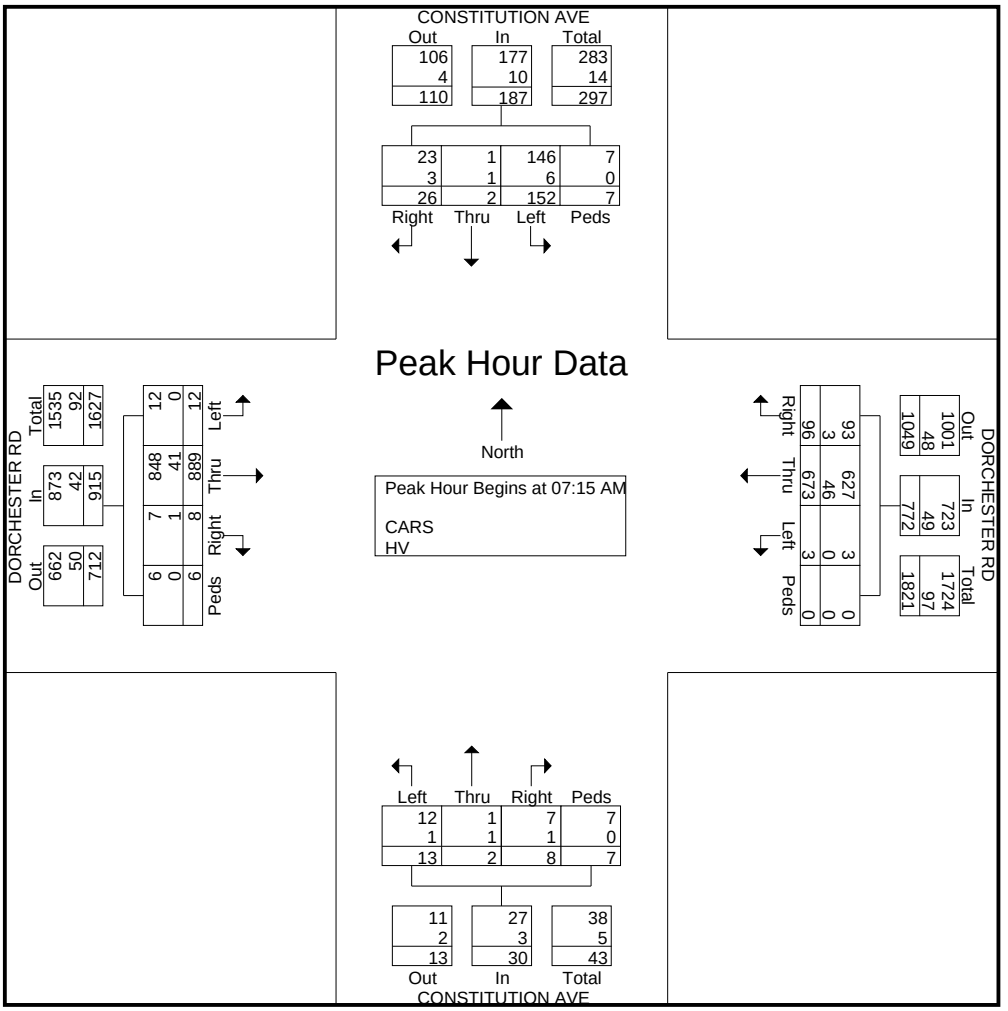


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #34 CONSTITUTION&DORCHESTERAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | CONSTITUTION AVE Southbound | | | | | DORCHESTER RD Westbound | | | | | CONSTITUTION AVE Northbound | | | | | DORCHESTER RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | **10** | **1** | **46** | **4** | **61** | 21 | 151 | 0 | 0 | 172 | **3** | **1** | 2 | 2 | 8 | 0 | 199 | **4** | 1 | 204 | 445 |
| 07:30 AM | 6 | 0 | 42 | 0 | 48 | 22 | 155 | **1** | 0 | 178 | 3 | 0 | 1 | 1 | 5 | **7** | 228 | 1 | **4** | **240** | 471 |
| 07:45 AM | 4 | 1 | 31 | 3 | 39 | **28** | **193** | 1 | 0 | **222** | 1 | 0 | 4 | 1 | 6 | 0 | **231** | 3 | 1 | 235 | **502** |
| 08:00 AM | 6 | 0 | 33 | 0 | 39 | 25 | 174 | 1 | 0 | 200 | 1 | 1 | **6** | **3** | **11** | 1 | 231 | 4 | 0 | 236 | 486 |
| Total Volume | 26 | 2 | 152 | 7 | 187 | 96 | 673 | 3 | 0 | 772 | 8 | 2 | 13 | 7 | 30 | 8 | 889 | 12 | 6 | 915 | 1904 |
| % App. Total | 13.9 | 1.1 | 81.3 | 3.7 | | 12.4 | 87.2 | 0.4 | 0 | | 26.7 | 6.7 | 43.3 | 23.3 | | 0.9 | 97.2 | 1.3 | 0.7 | | |
| PHF | .650 | .500 | .826 | .438 | .766 | .857 | .872 | .750 | .000 | .869 | .667 | .500 | .542 | .583 | .682 | .286 | .962 | .750 | .375 | .953 | .948 |
| CARS | 23 | 1 | 146 | 7 | 177 | 93 | 627 | 3 | 0 | 723 | 7 | 1 | 12 | 7 | 27 | 7 | 848 | 12 | 6 | 873 | 1800 |
| % CARS | 88.5 | 50.0 | 96.1 | 100 | 94.7 | 96.9 | 93.2 | 100 | 0 | 93.7 | 87.5 | 50.0 | 92.3 | 100 | 90.0 | 87.5 | 95.4 | 100 | 100 | 95.4 | 94.5 |
| HV | 3 | 1 | 6 | 0 | 10 | 3 | 46 | 0 | 0 | 49 | 1 | 1 | 1 | 0 | 3 | 1 | 41 | 0 | 0 | 42 | 104 |
| % HV | 11.5 | 50.0 | 3.9 | 0 | 5.3 | 3.1 | 6.8 | 0 | 0 | 6.3 | 12.5 | 50.0 | 7.7 | 0 | 10.0 | 12.5 | 4.6 | 0 | 0 | 4.6 | 5.5 |



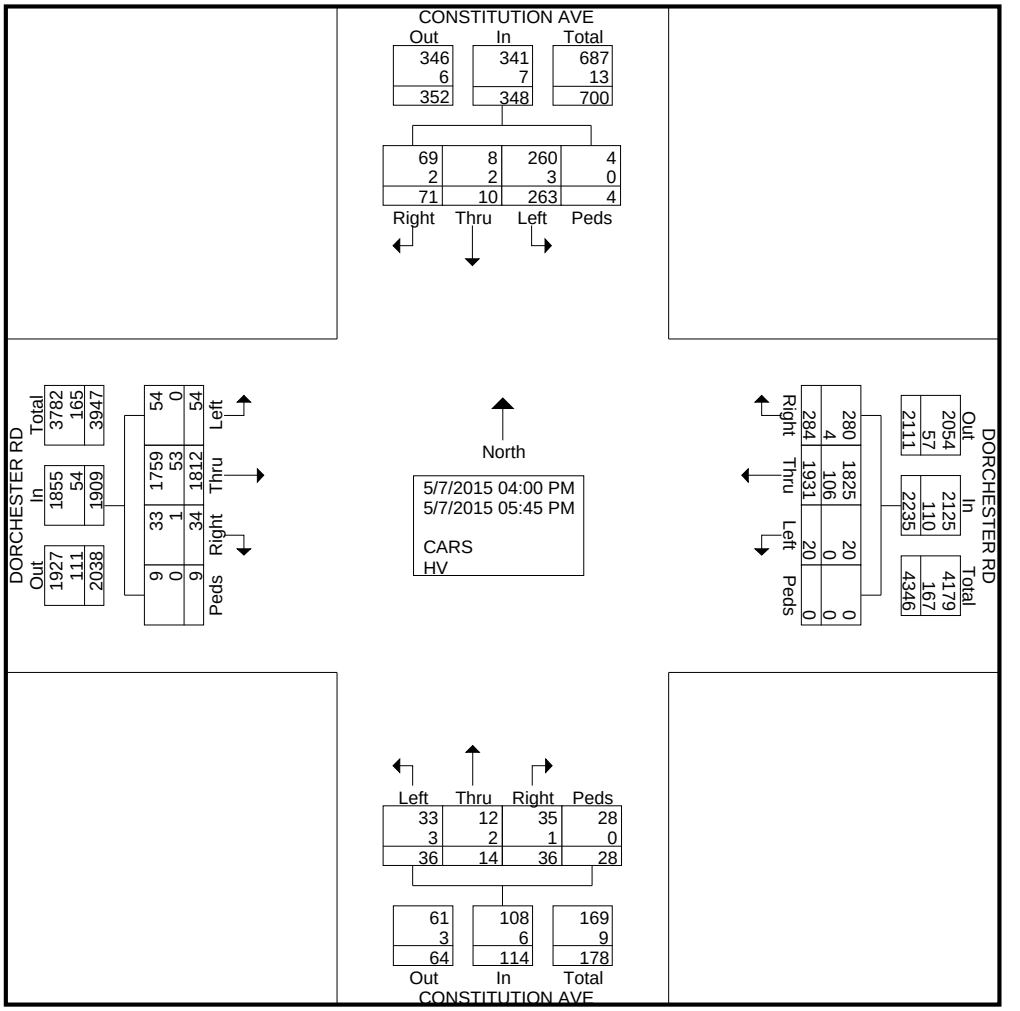
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #34 CONSTITUTION&DORCHESTERPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | CONSTITUTION AVE Southbound | | | | | DORCHESTER RD Westbound | | | | | CONSTITUTION AVE Northbound | | | | | DORCHESTER RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 12 | 0 | 26 | 1 | 39 | 31 | 236 | 0 | 0 | 267 | 3 | 0 | 2 | 2 | 7 | 3 | 223 | 4 | 1 | 231 | 544 |
| 04:15 PM | 6 | 2 | 34 | 1 | 43 | 33 | 200 | 8 | 0 | 241 | 4 | 2 | 7 | 6 | 19 | 2 | 233 | 8 | 3 | 246 | 549 |
| 04:30 PM | 13 | 1 | 30 | 0 | 44 | 36 | 254 | 0 | 0 | 290 | 5 | 2 | 5 | 4 | 16 | 4 | 195 | 5 | 0 | 204 | 554 |
| 04:45 PM | 12 | 0 | 23 | 0 | 35 | 42 | 226 | 1 | 0 | 269 | 5 | 1 | 4 | 1 | 11 | 5 | 221 | 7 | 1 | 234 | 549 |
| Total | 43 | 3 | 113 | 2 | 161 | 142 | 916 | 9 | 0 | 1067 | 17 | 5 | 18 | 13 | 53 | 14 | 872 | 24 | 5 | 915 | 2196 |
| 05:00 PM | 3 | 1 | 39 | 2 | 45 | 33 | 255 | 2 | 0 | 290 | 3 | 5 | 4 | 4 | 16 | 6 | 286 | 6 | 2 | 300 | 651 |
| 05:15 PM | 6 | 3 | 31 | 0 | 40 | 44 | 254 | 2 | 0 | 300 | 9 | 0 | 4 | 4 | 17 | 5 | 258 | 9 | 0 | 272 | 629 |
| 05:30 PM | 11 | 0 | 42 | 0 | 53 | 28 | 248 | 3 | 0 | 279 | 2 | 3 | 5 | 3 | 13 | 6 | 206 | 9 | 0 | 221 | 566 |
| 05:45 PM | 8 | 3 | 38 | 0 | 49 | 37 | 258 | 4 | 0 | 299 | 5 | 1 | 5 | 4 | 15 | 3 | 190 | 6 | 2 | 201 | 564 |
| Total | 28 | 7 | 150 | 2 | 187 | 142 | 1015 | 11 | 0 | 1168 | 19 | 9 | 18 | 15 | 61 | 20 | 940 | 30 | 4 | 994 | 2410 |
| Grand Total | 71 | 10 | 263 | 4 | 348 | 284 | 1931 | 20 | 0 | 2235 | 36 | 14 | 36 | 28 | 114 | 34 | 1812 | 54 | 9 | 1909 | 4606 |
| Apprch % | 20.4 | 2.9 | 75.6 | 1.1 | | 12.7 | 86.4 | 0.9 | 0 | | 31.6 | 12.3 | 31.6 | 24.6 | | 1.8 | 94.9 | 2.8 | 0.5 | | |
| Total % | 1.5 | 0.2 | 5.7 | 0.1 | 7.6 | 6.2 | 41.9 | 0.4 | 0 | 48.5 | 0.8 | 0.3 | 0.8 | 0.6 | 2.5 | 0.7 | 39.3 | 1.2 | 0.2 | 41.4 | |
| CARS | 69 | 8 | 260 | 4 | 341 | 280 | 1825 | | | | | | | | | | 1759 | | | | |
| % CARS | 97.2 | 80 | 98.9 | 100 | 98 | 98.6 | 94.5 | 100 | 0 | 95.1 | 97.2 | 85.7 | 91.7 | 100 | 94.7 | 97.1 | 97.1 | 100 | 100 | 97.2 | 96.2 |
| HV | 2 | 2 | 3 | 0 | 7 | 4 | 106 | 0 | 0 | 110 | 1 | 2 | 3 | 0 | 6 | 1 | 53 | 0 | 0 | 54 | 177 |
| % HV | 2.8 | 20 | 1.1 | 0 | 2 | 1.4 | 5.5 | 0 | 0 | 4.9 | 2.8 | 14.3 | 8.3 | 0 | 5.3 | 2.9 | 2.9 | 0 | 0 | 2.8 | 3.8 |

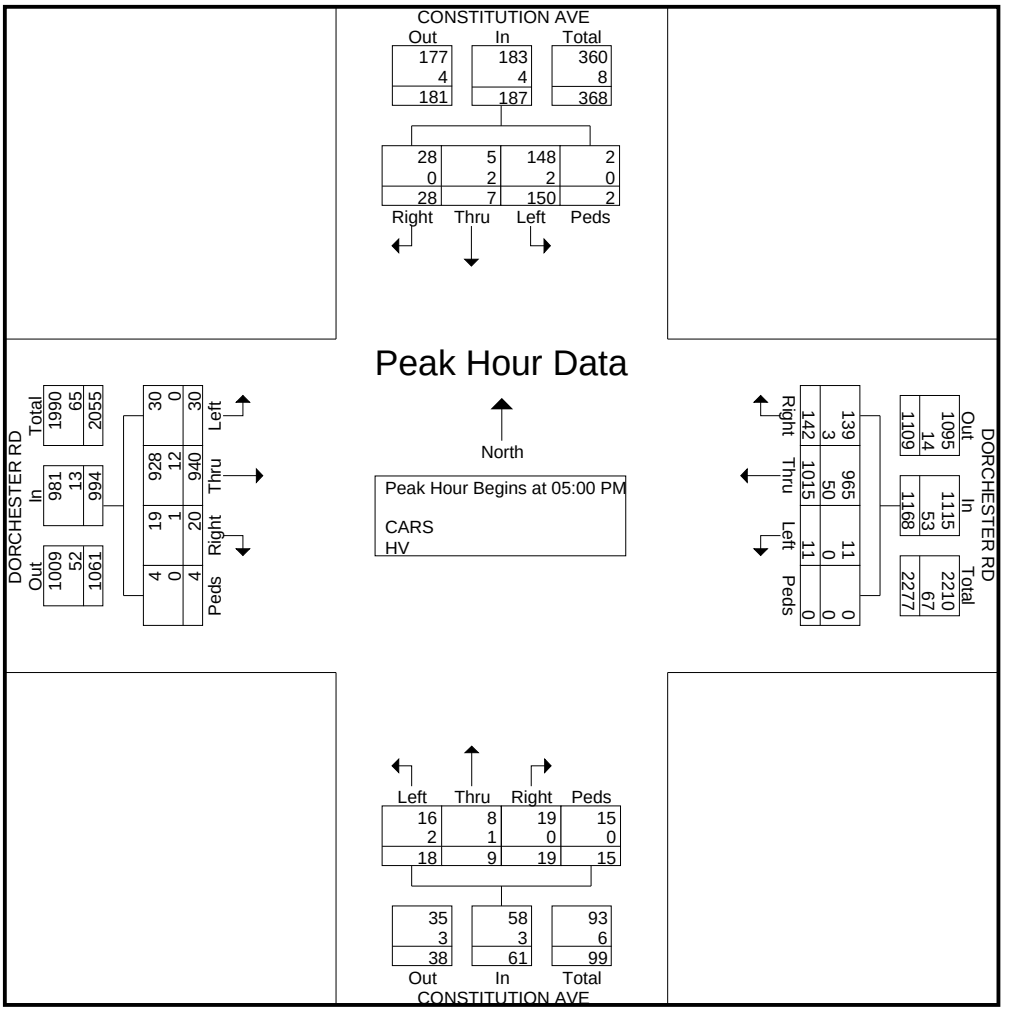


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #34 CONSTITUTION&DORCHESTERPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | CONSTITUTION AVE Southbound | | | | | DORCHESTER RD Westbound | | | | | CONSTITUTION AVE Northbound | | | | | DORCHESTER RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 3 | 1 | 39 | **2** | 45 | 33 | 255 | 2 | 0 | 290 | 3 | **5** | 4 | **4** | 16 | **6** | **286** | 6 | **2** | **300** | **651** |
| 05:15 PM | 6 | **3** | 31 | 0 | 40 | **44** | 254 | 2 | 0 | **300** | **9** | 0 | 4 | 4 | **17** | 5 | 258 | **9** | 0 | 272 | 629 |
| 05:30 PM | **11** | 0 | **42** | 0 | **53** | 28 | 248 | 3 | 0 | 279 | 2 | 3 | **5** | 3 | 13 | 6 | 206 | 9 | 0 | 221 | 566 |
| 05:45 PM | 8 | 3 | 38 | 0 | 49 | 37 | **258** | **4** | 0 | 299 | 5 | 1 | 5 | 4 | 15 | 3 | 190 | 6 | 2 | 201 | 564 |
| Total Volume | 28 | 7 | 150 | 2 | 187 | 142 | 1015 | 11 | 0 | 1168 | 19 | 9 | 18 | 15 | 61 | 20 | 940 | 30 | 4 | 994 | 2410 |
| % App. Total | 15 | 3.7 | 80.2 | 1.1 | | 12.2 | 86.9 | 0.9 | 0 | | 31.1 | 14.8 | 29.5 | 24.6 | | 2 | 94.6 | 3 | 0.4 | | |
| PHF | .636 | .583 | .893 | .250 | .882 | .807 | .984 | .688 | .000 | .973 | .528 | .450 | .900 | .938 | .897 | .833 | .822 | .833 | .500 | .828 | .925 |
| CARS | 28 | 5 | 148 | 2 | 183 | 139 | 965 | 11 | 0 | 1115 | 19 | 8 | 16 | 15 | 58 | 19 | 928 | 30 | 4 | 981 | 2337 |
| % CARS | 100 | 71.4 | 98.7 | 100 | 97.9 | 97.9 | 95.1 | 100 | 0 | 95.5 | 100 | 88.9 | 88.9 | 100 | 95.1 | 95.0 | 98.7 | 100 | 100 | 98.7 | 97.0 |
| HV | 0 | 2 | 2 | 0 | 4 | 3 | 50 | 0 | 0 | 53 | 0 | 1 | 2 | 0 | 3 | 1 | 12 | 0 | 0 | 13 | 73 |
| % HV | 0 | 28.6 | 1.3 | 0 | 2.1 | 2.1 | 4.9 | 0 | 0 | 4.5 | 0 | 11.1 | 11.1 | 0 | 4.9 | 5.0 | 1.3 | 0 | 0 | 1.3 | 3.0 |



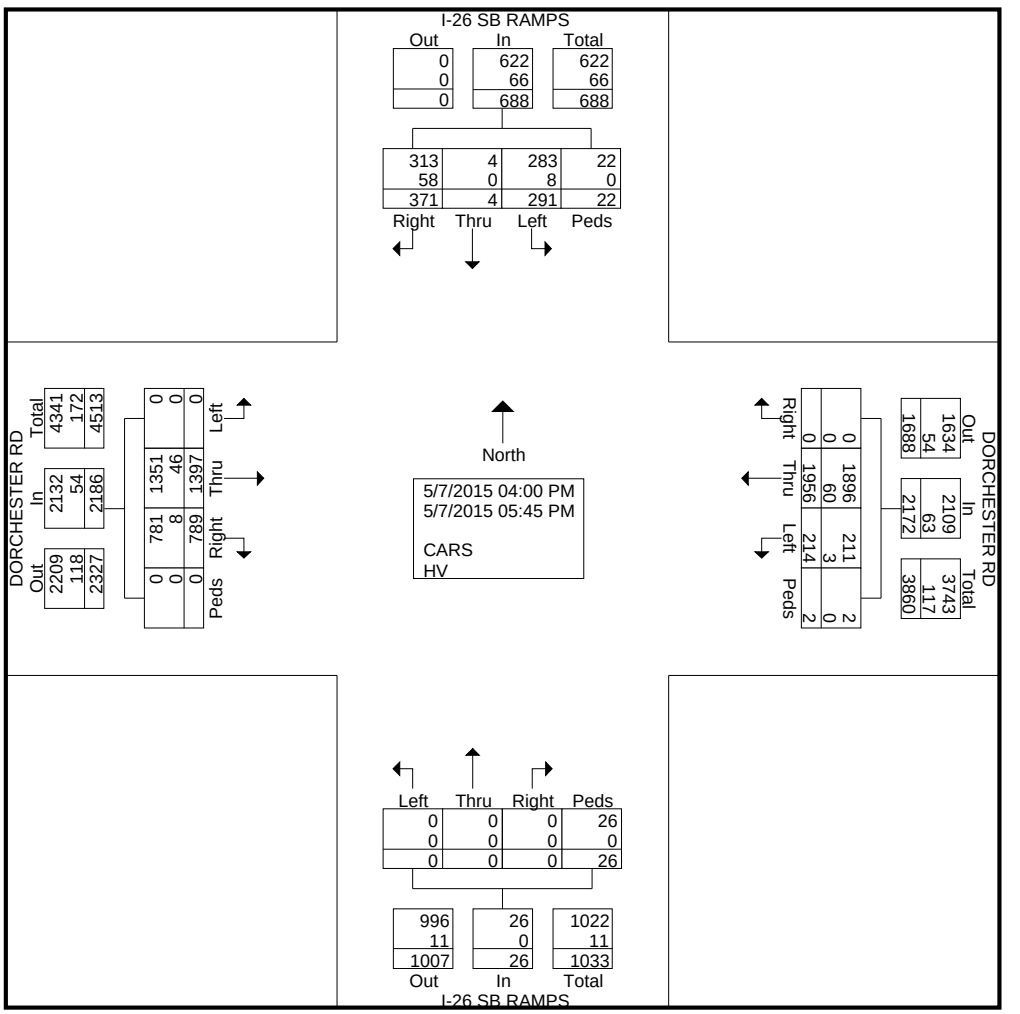
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #35 I26SBRAMPS&DORCHESTERPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | I-26 SB RAMPS Southbound | | | | | DORCHESTER RD Westbound | | | | | I-26 SB RAMPS Northbound | | | | | DORCHESTER RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 34 | 1 | 40 | 1 | 76 | 0 | 240 | 28 | 2 | 270 | 0 | 0 | 0 | 3 | 3 | 106 | 156 | 0 | 0 | 262 | 611 |
| 04:15 PM | 29 | 1 | 33 | 2 | 65 | 0 | 234 | 25 | 0 | 259 | 0 | 0 | 0 | 3 | 3 | 102 | 189 | 0 | 0 | 291 | 618 |
| 04:30 PM | 53 | 0 | 42 | 4 | 99 | 0 | 232 | 34 | 0 | 266 | 0 | 0 | 0 | 4 | 4 | 86 | 168 | 0 | 0 | 254 | 623 |
| 04:45 PM | 44 | 1 | 32 | 2 | 79 | 0 | 244 | 36 | 0 | 280 | 0 | 0 | 0 | 2 | 2 | 90 | 157 | 0 | 0 | 247 | 608 |
| Total | 160 | 3 | 147 | 9 | 319 | 0 | 950 | 123 | 2 | 1075 | 0 | 0 | 0 | 12 | 12 | 384 | 670 | 0 | 0 | 1054 | 2460 |
| | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 55 | 0 | 38 | 5 | 98 | 0 | 251 | 26 | 0 | 277 | 0 | 0 | 0 | 1 | 1 | 111 | 208 | 0 | 0 | 319 | 695 |
| 05:15 PM | 63 | 0 | 44 | 2 | 109 | 0 | 259 | 27 | 0 | 286 | 0 | 0 | 0 | 2 | 2 | 125 | 188 | 0 | 0 | 313 | 710 |
| 05:30 PM | 47 | 1 | 32 | 2 | 82 | 0 | 236 | 21 | 0 | 257 | 0 | 0 | 0 | 5 | 5 | 88 | 173 | 0 | 0 | 261 | 605 |
| 05:45 PM | 46 | 0 | 30 | 4 | 80 | 0 | 260 | 17 | 0 | 277 | 0 | 0 | 0 | 6 | 6 | 81 | 158 | 0 | 0 | 239 | 602 |
| Total | 211 | 1 | 144 | 13 | 369 | 0 | 1006 | 91 | 0 | 1097 | 0 | 0 | 0 | 14 | 14 | 405 | 727 | 0 | 0 | 1132 | 2612 |
| | | | | | | | | | | | | | | | | | | | | | |
| Grand Total | 371 | 4 | 291 | 22 | 688 | 0 | 1956 | 214 | 2 | 2172 | 0 | 0 | 0 | 26 | 26 | 789 | 1397 | 0 | 0 | 2186 | 5072 |
| Apprch % | 53.9 | 0.6 | 42.3 | 3.2 | | 0 | 90.1 | 9.9 | 0.1 | | 0 | 0 | 0 | 100 | | 36.1 | 63.9 | 0 | 0 | | |
| Total % | 7.3 | 0.1 | 5.7 | 0.4 | 13.6 | 0 | 38.6 | 4.2 | 0 | 42.8 | 0 | 0 | 0 | 0.5 | 0.5 | 15.6 | 27.5 | 0 | 0 | 43.1 | |
| CARS | 313 | 4 | 283 | 22 | 622 | 0 | 1896 | | | | | | | | | | 1351 | | | | |
| % CARS | 84.4 | 100 | 97.3 | 100 | 90.4 | 0 | 96.9 | 98.6 | 100 | 97.1 | 0 | 0 | 0 | 100 | 100 | 99 | 96.7 | 0 | 0 | 97.5 | 96.4 |
| HV | 58 | 0 | 8 | 0 | 66 | 0 | 60 | 3 | 0 | 63 | 0 | 0 | 0 | 0 | 0 | 8 | 46 | 0 | 0 | 54 | 183 |
| % HV | 15.6 | 0 | 2.7 | 0 | 9.6 | 0 | 3.1 | 1.4 | 0 | 2.9 | 0 | 0 | 0 | 0 | 0 | 1 | 3.3 | 0 | 0 | 2.5 | 3.6 |

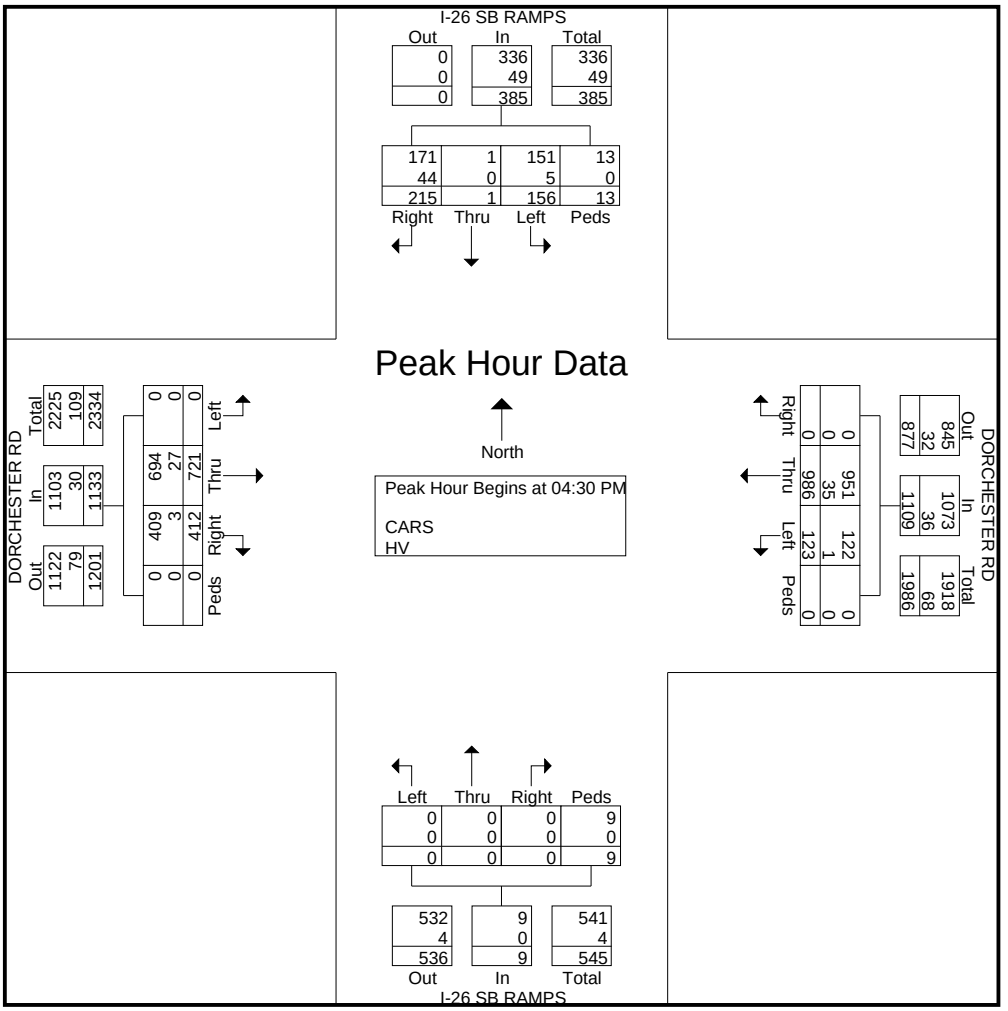


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #35 I26SBRAMPS&DORCHESTERPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | I-26 SB RAMPS Southbound | | | | | DORCHESTER RD Westbound | | | | | I-26 SB RAMPS Northbound | | | | | DORCHESTER RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 53 | 0 | 42 | 4 | 99 | 0 | 232 | 34 | 0 | 266 | 0 | 0 | 0 | **4** | **4** | 86 | 168 | 0 | 0 | 254 | 623 |
| 04:45 PM | 44 | **1** | 32 | 2 | 79 | 0 | 244 | **36** | 0 | 280 | 0 | 0 | 0 | 2 | 2 | 90 | 157 | 0 | 0 | 247 | 608 |
| 05:00 PM | 55 | 0 | 38 | **5** | 98 | 0 | 251 | 26 | 0 | 277 | 0 | 0 | 0 | 1 | 1 | 111 | **208** | 0 | 0 | **319** | 695 |
| 05:15 PM | **63** | 0 | **44** | 2 | **109** | 0 | **259** | 27 | 0 | **286** | 0 | 0 | 0 | 2 | 2 | **125** | 188 | 0 | 0 | 313 | **710** |
| Total Volume | 215 | 1 | 156 | 13 | 385 | 0 | 986 | 123 | 0 | 1109 | 0 | 0 | 0 | 9 | 9 | 412 | 721 | 0 | 0 | 1133 | 2636 |
| % App. Total | 55.8 | 0.3 | 40.5 | 3.4 | | 0 | 88.9 | 11.1 | 0 | | 0 | 0 | 0 | 100 | | 36.4 | 63.6 | 0 | 0 | | |
| PHF | .853 | .250 | .886 | .650 | .883 | .000 | .952 | .854 | .000 | .969 | .000 | .000 | .000 | .563 | .563 | .824 | .867 | .000 | .000 | .888 | .928 |
| CARS | 171 | 1 | 151 | 13 | 336 | 0 | 951 | 122 | 0 | 1073 | 0 | 0 | 0 | 9 | 9 | 409 | 694 | 0 | 0 | 1103 | 2521 |
| % CARS | 79.5 | 100 | 96.8 | 100 | 87.3 | 0 | 96.5 | 99.2 | 0 | 96.8 | 0 | 0 | 0 | 100 | 100 | 99.3 | 96.3 | 0 | 0 | 97.4 | 95.6 |
| HV | 44 | 0 | 5 | 0 | 49 | 0 | 35 | 1 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 3 | 27 | 0 | 0 | 30 | 115 |
| % HV | 20.5 | 0 | 3.2 | 0 | 12.7 | 0 | 3.5 | 0.8 | 0 | 3.2 | 0 | 0 | 0 | 0 | 0 | 0.7 | 3.7 | 0 | 0 | 2.6 | 4.4 |



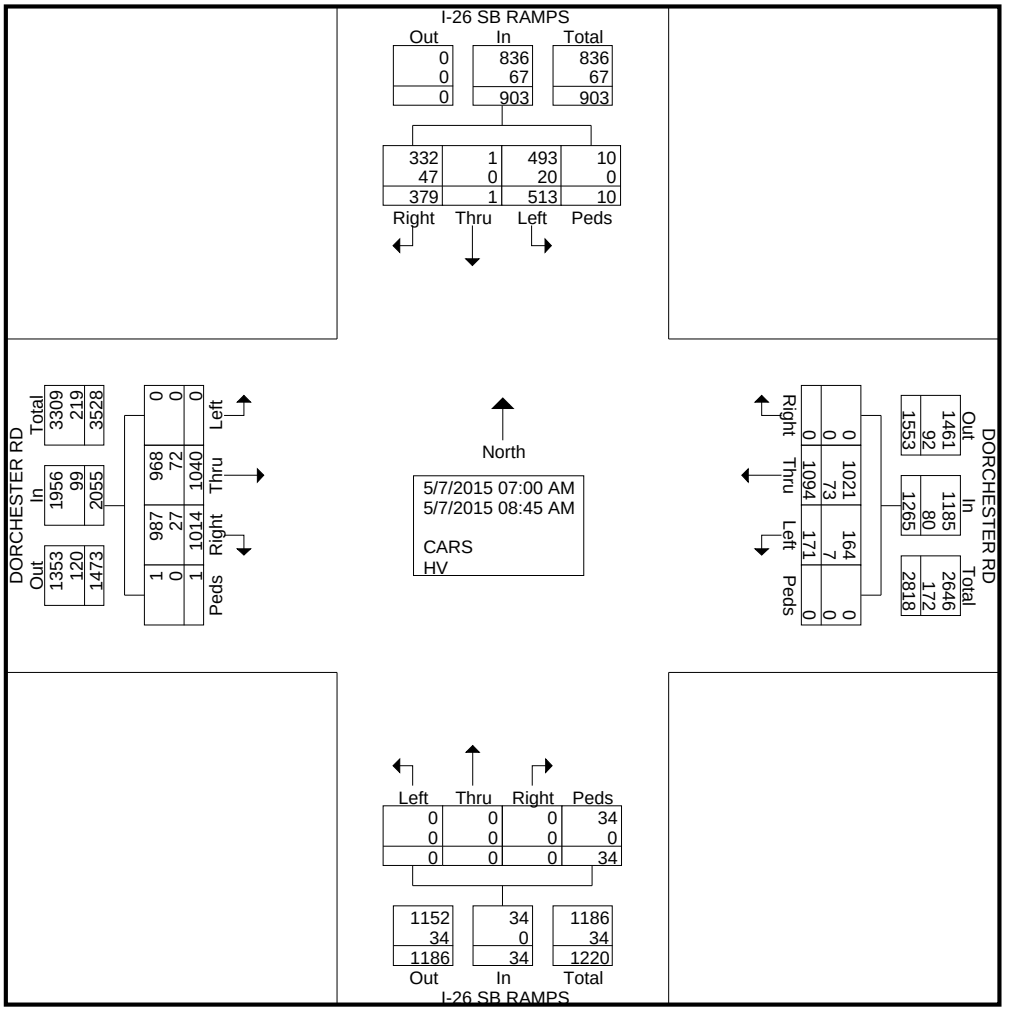
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #35 I26SBRAMPS&DORCHESTERAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | I-26 SB RAMPS Southbound | | | | | DORCHESTER RD Westbound | | | | | I-26 SB RAMPS Northbound | | | | | DORCHESTER RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 49 | 0 | 74 | 1 | 124 | 0 | 100 | 13 | 0 | 113 | 0 | 0 | 0 | 7 | 7 | 97 | 122 | 0 | 1 | 220 | 464 |
| 07:15 AM | 49 | 0 | 72 | 0 | 121 | 0 | 125 | 17 | 0 | 142 | 0 | 0 | 0 | 5 | 5 | 113 | 122 | 0 | 0 | 235 | 503 |
| 07:30 AM | 38 | 0 | 73 | 2 | 113 | 0 | 143 | 25 | 0 | 168 | 0 | 0 | 0 | 7 | 7 | 151 | 139 | 0 | 0 | 290 | 578 |
| 07:45 AM | 59 | 0 | 66 | 1 | 126 | 0 | 169 | 34 | 0 | 203 | 0 | 0 | 0 | 2 | 2 | 150 | 141 | 0 | 0 | 291 | 622 |
| Total | 195 | 0 | 285 | 4 | 484 | 0 | 537 | 89 | 0 | 626 | 0 | 0 | 0 | 21 | 21 | 511 | 524 | 0 | 1 | 1036 | 2167 |
| 08:00 AM | 54 | 0 | 50 | 2 | 106 | 0 | 154 | 18 | 0 | 172 | 0 | 0 | 0 | 4 | 4 | 150 | 126 | 0 | 0 | 276 | 558 |
| 08:15 AM | 40 | 0 | 63 | 1 | 104 | 0 | 131 | 23 | 0 | 154 | 0 | 0 | 0 | 2 | 2 | 126 | 134 | 0 | 0 | 260 | 520 |
| 08:30 AM | 40 | 0 | 60 | 2 | 102 | 0 | 142 | 15 | 0 | 157 | 0 | 0 | 0 | 6 | 6 | 122 | 114 | 0 | 0 | 236 | 501 |
| 08:45 AM | 50 | 1 | 55 | 1 | 107 | 0 | 130 | 26 | 0 | 156 | 0 | 0 | 0 | 1 | 1 | 105 | 142 | 0 | 0 | 247 | 511 |
| Total | 184 | 1 | 228 | 6 | 419 | 0 | 557 | 82 | 0 | 639 | 0 | 0 | 0 | 13 | 13 | 503 | 516 | 0 | 0 | 1019 | 2090 |
| Grand Total | 379 | 1 | 513 | 10 | 903 | 0 | 1094 | 171 | 0 | 1265 | 0 | 0 | 0 | 34 | 34 | 1014 | 1040 | 0 | 1 | 2055 | 4257 |
| Apprch % | 42 | 0.1 | 56.8 | 1.1 | | 0 | 86.5 | 13.5 | 0 | | 0 | 0 | 0 | 100 | | 49.3 | 50.6 | 0 | 0 | | |
| Total % | 8.9 | 0 | 12.1 | 0.2 | 21.2 | 0 | 25.7 | 4 | 0 | 29.7 | 0 | 0 | 0 | 0.8 | 0.8 | 23.8 | 24.4 | 0 | 0 | 48.3 | |
| CARS | 332 | 1 | 493 | 10 | 836 | 0 | 1021 | | | | | | | | | | | | | | |
| % CARS | 87.6 | 100 | 96.1 | 100 | 92.6 | 0 | 93.3 | 95.9 | 0 | 93.7 | 0 | 0 | 0 | 100 | 100 | 97.3 | 93.1 | 0 | 100 | 95.2 | 94.2 |
| HV | 47 | 0 | 20 | 0 | 67 | 0 | 73 | 7 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 27 | 72 | 0 | 0 | 99 | 246 |
| % HV | 12.4 | 0 | 3.9 | 0 | 7.4 | 0 | 6.7 | 4.1 | 0 | 6.3 | 0 | 0 | 0 | 0 | 0 | 2.7 | 6.9 | 0 | 0 | 4.8 | 5.8 |

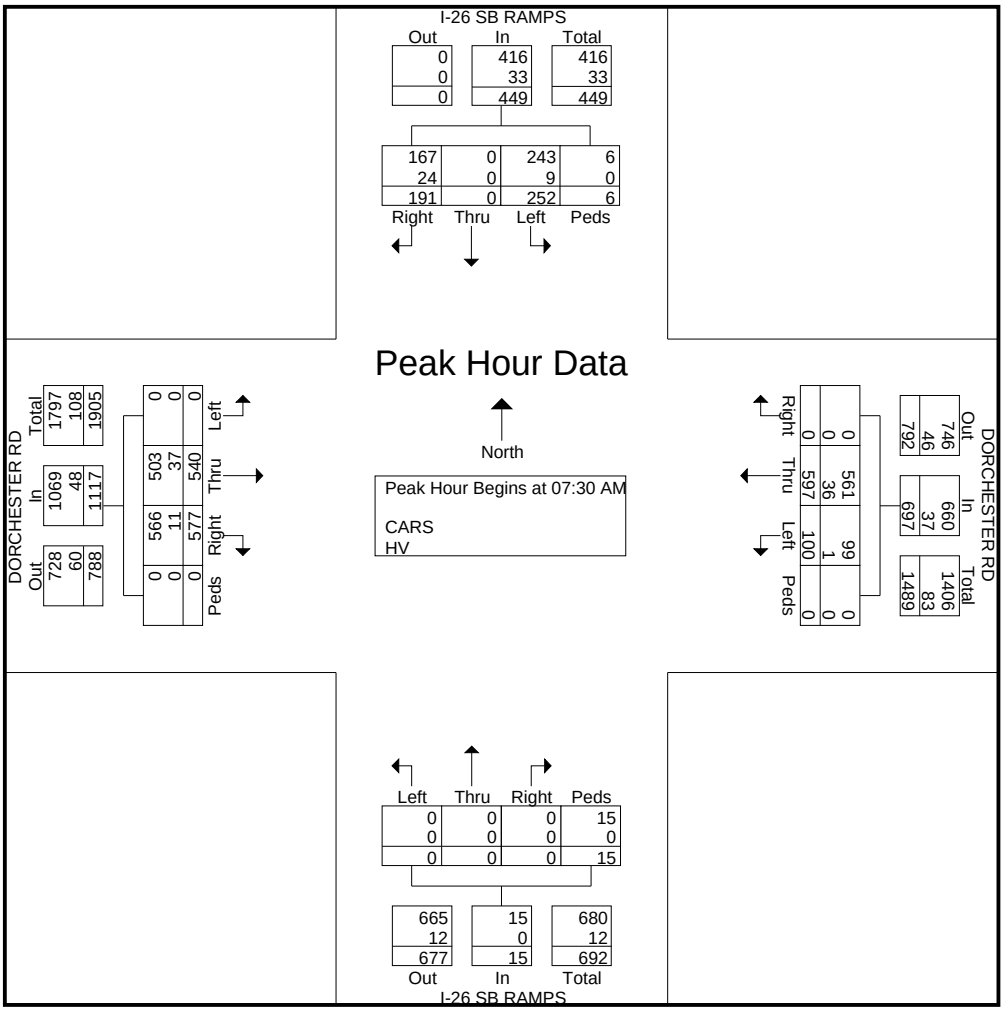


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #35 I26SBRAMPS&DORCHESTERAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | I-26 SB RAMPS Southbound | | | | | DORCHESTER RD Westbound | | | | | I-26 SB RAMPS Northbound | | | | | DORCHESTER RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 38 | 0 | **73** | **2** | 113 | 0 | 143 | 25 | 0 | 168 | 0 | 0 | 0 | **7** | **7** | **151** | 139 | 0 | 0 | 290 | 578 |
| 07:45 AM | **59** | 0 | 66 | 1 | **126** | 0 | **169** | **34** | 0 | **203** | 0 | 0 | 0 | 2 | 2 | 150 | **141** | 0 | 0 | **291** | **622** |
| 08:00 AM | 54 | 0 | 50 | 2 | 106 | 0 | 154 | 18 | 0 | 172 | 0 | 0 | 0 | 4 | 4 | 150 | 126 | 0 | 0 | 276 | 558 |
| 08:15 AM | 40 | 0 | 63 | 1 | 104 | 0 | 131 | 23 | 0 | 154 | 0 | 0 | 0 | 2 | 2 | 126 | 134 | 0 | 0 | 260 | 520 |
| Total Volume | 191 | 0 | 252 | 6 | 449 | 0 | 597 | 100 | 0 | 697 | 0 | 0 | 0 | 15 | 15 | 577 | 540 | 0 | 0 | 1117 | 2278 |
| % App. Total | 42.5 | 0 | 56.1 | 1.3 | | 0 | 85.7 | 14.3 | 0 | | 0 | 0 | 0 | 100 | | 51.7 | 48.3 | 0 | 0 | | |
| PHF | .809 | .000 | .863 | .750 | .891 | .000 | .883 | .735 | .000 | .858 | .000 | .000 | .000 | .536 | .536 | .955 | .957 | .000 | .000 | .960 | .916 |
| CARS | 167 | 0 | 243 | 6 | 416 | 0 | 561 | 99 | 0 | 660 | 0 | 0 | 0 | 15 | 15 | 566 | 503 | 0 | 0 | 1069 | 2160 |
| % CARS | 87.4 | 0 | 96.4 | 100 | 92.7 | 0 | 94.0 | 99.0 | 0 | 94.7 | 0 | 0 | 0 | 100 | 100 | 98.1 | 93.1 | 0 | 0 | 95.7 | 94.8 |
| HV | 24 | 0 | 9 | 0 | 33 | 0 | 36 | 1 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 11 | 37 | 0 | 0 | 48 | 118 |
| % HV | 12.6 | 0 | 3.6 | 0 | 7.3 | 0 | 6.0 | 1.0 | 0 | 5.3 | 0 | 0 | 0 | 0 | 0 | 1.9 | 6.9 | 0 | 0 | 4.3 | 5.2 |



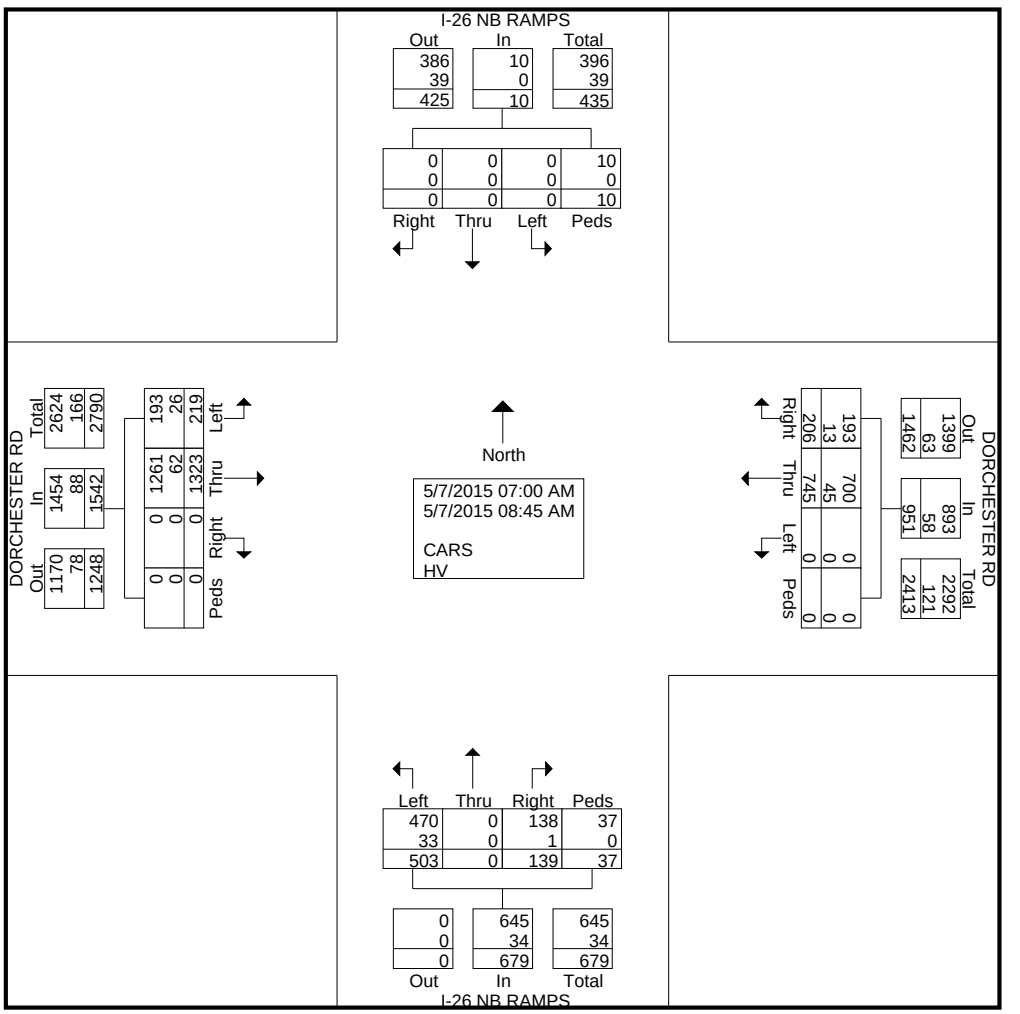
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #36 I26NBRAMPS&DORCHESTERAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | I-26 NB RAMPS Southbound | | | | | DORCHESTER RD Westbound | | | | | I-26 NB RAMPS Northbound | | | | | DORCHESTER RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 2 | 2 | 16 | 68 | 0 | 0 | 84 | 19 | 0 | 40 | 7 | 66 | 0 | 170 | 27 | 0 | 197 | 349 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 21 | 96 | 0 | 0 | 117 | 11 | 0 | 43 | 4 | 58 | 0 | 172 | 21 | 0 | 193 | 368 |
| 07:30 AM | 0 | 0 | 0 | 1 | 1 | 24 | 100 | 0 | 0 | 124 | 22 | 0 | 78 | 8 | 108 | 0 | 184 | 22 | 0 | 206 | 439 |
| 07:45 AM | 0 | 0 | 0 | 1 | 1 | 27 | 113 | 0 | 0 | 140 | 24 | 0 | 76 | 4 | 104 | 0 | 180 | 29 | 0 | 209 | 454 |
| Total | 0 | 0 | 0 | 4 | 4 | 88 | 377 | 0 | 0 | 465 | 76 | 0 | 237 | 23 | 336 | 0 | 706 | 99 | 0 | 805 | 1610 |
| 08:00 AM | 0 | 0 | 0 | 2 | 2 | 23 | 102 | 0 | 0 | 125 | 22 | 0 | 71 | 3 | 96 | 0 | 148 | 21 | 0 | 169 | 392 |
| 08:15 AM | 0 | 0 | 0 | 1 | 1 | 30 | 92 | 0 | 0 | 122 | 13 | 0 | 70 | 3 | 86 | 0 | 152 | 39 | 0 | 191 | 400 |
| 08:30 AM | 0 | 0 | 0 | 2 | 2 | 32 | 84 | 0 | 0 | 116 | 14 | 0 | 66 | 6 | 86 | 0 | 151 | 26 | 0 | 177 | 381 |
| 08:45 AM | 0 | 0 | 0 | 1 | 1 | 33 | 90 | 0 | 0 | 123 | 14 | 0 | 59 | 2 | 75 | 0 | 166 | 34 | 0 | 200 | 399 |
| Total | 0 | 0 | 0 | 6 | 6 | 118 | 368 | 0 | 0 | 486 | 63 | 0 | 266 | 14 | 343 | 0 | 617 | 120 | 0 | 737 | 1572 |
| Grand Total | 0 | 0 | 0 | 10 | 10 | 206 | 745 | 0 | 0 | 951 | 139 | 0 | 503 | 37 | 679 | 0 | 1323 | 219 | 0 | 1542 | 3182 |
| Apprch % | 0 | 0 | 0 | 100 | | 21.7 | 78.3 | 0 | 0 | | 20.5 | 0 | 74.1 | 5.4 | | 0 | 85.8 | 14.2 | 0 | | |
| Total % | 0 | 0 | 0 | 0.3 | 0.3 | 6.5 | 23.4 | 0 | 0 | 29.9 | 4.4 | 0 | 15.8 | 1.2 | 21.3 | 0 | 41.6 | 6.9 | 0 | 48.5 | |
| CARS | 0 | 0 | 0 | 10 | 10 | 193 | 700 | 0 | 0 | 893 | 138 | 0 | 470 | 37 | 645 | 0 | 1261 | | | | |
| % CARS | 0 | 0 | 0 | 100 | 100 | 93.7 | 94 | 0 | 0 | 93.9 | 99.3 | 0 | 93.4 | 100 | 95 | 0 | 95.3 | 88.1 | 0 | 94.3 | 94.3 |
| HV | 0 | 0 | 0 | 0 | 0 | 13 | 45 | 0 | 0 | 58 | 1 | 0 | 33 | 0 | 34 | 0 | 62 | 26 | 0 | 88 | 180 |
| % HV | 0 | 0 | 0 | 0 | 0 | 6.3 | 6 | 0 | 0 | 6.1 | 0.7 | 0 | 6.6 | 0 | 5 | 0 | 4.7 | 11.9 | 0 | 5.7 | 5.7 |

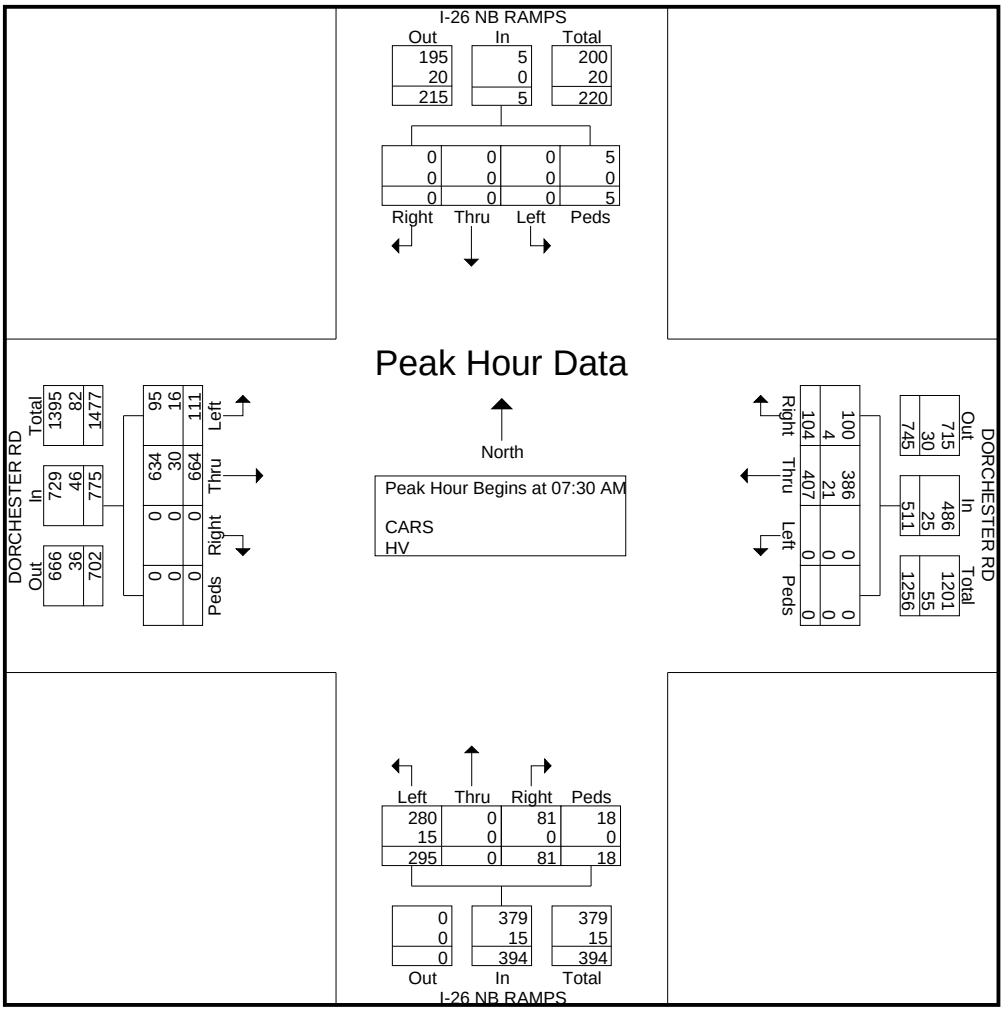


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #36 I26NBRAMPS&DORCHESTERAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | I-26 NB RAMPS Southbound | | | | | DORCHESTER RD Westbound | | | | | I-26 NB RAMPS Northbound | | | | | DORCHESTER RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | 1 | 1 | 24 | 100 | 0 | 0 | 124 | 22 | 0 | **78** | **8** | **108** | 0 | **184** | 22 | 0 | 206 | 439 |
| 07:45 AM | 0 | 0 | 0 | 1 | 1 | 27 | **113** | 0 | 0 | **140** | **24** | 0 | 76 | 4 | 104 | 0 | 180 | 29 | 0 | **209** | **454** |
| 08:00 AM | 0 | 0 | 0 | **2** | **2** | 23 | 102 | 0 | 0 | 125 | 22 | 0 | 71 | 3 | 96 | 0 | 148 | 21 | 0 | 169 | 392 |
| 08:15 AM | 0 | 0 | 0 | 1 | 1 | **30** | 92 | 0 | 0 | 122 | 13 | 0 | 70 | 3 | 86 | 0 | 152 | **39** | 0 | 191 | 400 |
| Total Volume | 0 | 0 | 0 | 5 | 5 | 104 | 407 | 0 | 0 | 511 | 81 | 0 | 295 | 18 | 394 | 0 | 664 | 111 | 0 | 775 | 1685 |
| % App. Total | 0 | 0 | 0 | 100 | | 20.4 | 79.6 | 0 | 0 | | 20.6 | 0 | 74.9 | 4.6 | | 0 | 85.7 | 14.3 | 0 | | |
| PHF | .000 | .000 | .000 | .625 | .625 | .867 | .900 | .000 | .000 | .913 | .844 | .000 | .946 | .563 | .912 | .000 | .902 | .712 | .000 | .927 | .928 |
| CARS | 0 | 0 | 0 | 5 | 5 | 100 | 386 | 0 | 0 | 486 | 81 | 0 | 280 | 18 | 379 | 0 | 634 | 95 | 0 | 729 | 1599 |
| % CARS | 0 | 0 | 0 | 100 | 100 | 96.2 | 94.8 | 0 | 0 | 95.1 | 100 | 0 | 94.9 | 100 | 96.2 | 0 | 95.5 | 85.6 | 0 | 94.1 | 94.9 |
| HV | 0 | 0 | 0 | 0 | 0 | 4 | 21 | 0 | 0 | 25 | 0 | 0 | 15 | 0 | 15 | 0 | 30 | 16 | 0 | 46 | 86 |
| % HV | 0 | 0 | 0 | 0 | 0 | 3.8 | 5.2 | 0 | 0 | 4.9 | 0 | 0 | 5.1 | 0 | 3.8 | 0 | 4.5 | 14.4 | 0 | 5.9 | 5.1 |



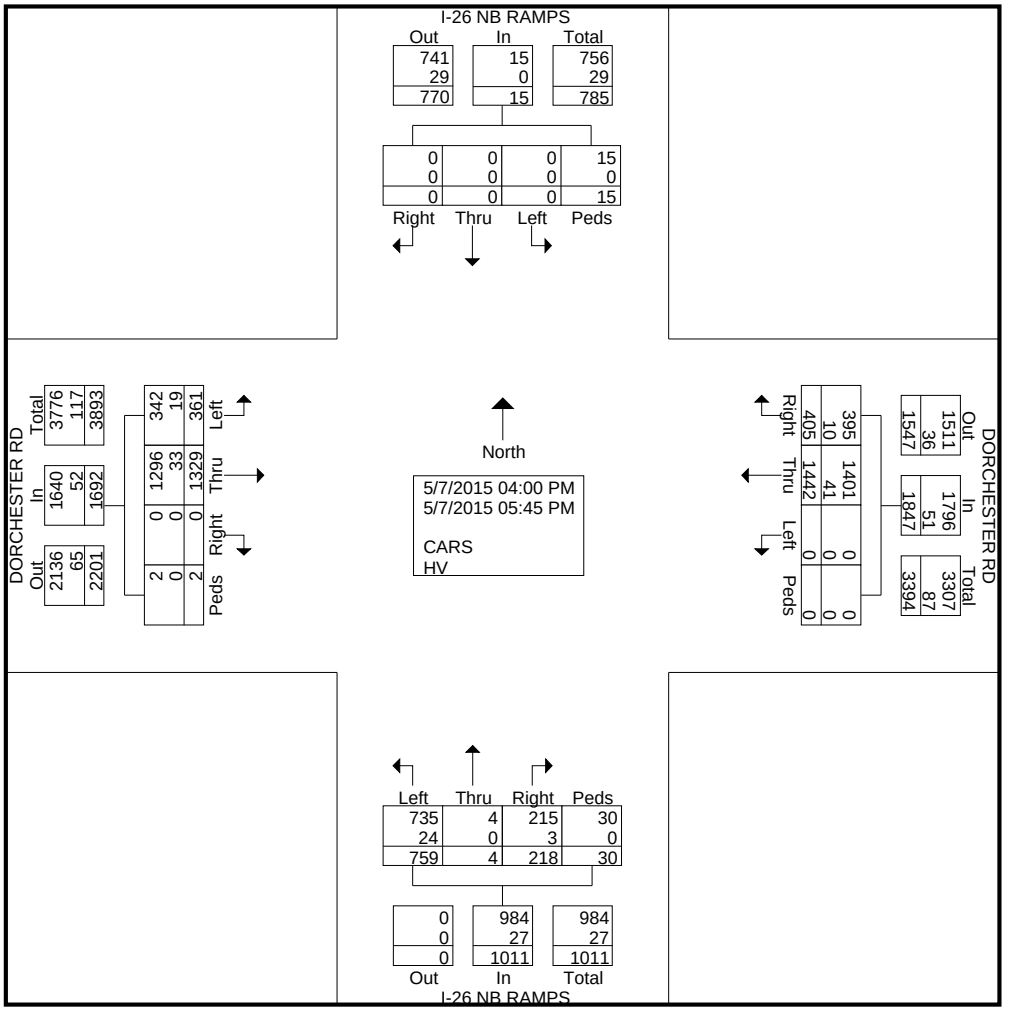
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #36 I26NBRAMPS&DORCHESTERPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | I-26 NB RAMPS Southbound | | | | | DORCHESTER RD Westbound | | | | | I-26 NB RAMPS Northbound | | | | | DORCHESTER RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 3 | 3 | 64 | 200 | 0 | 0 | 264 | 19 | 2 | 82 | 3 | 106 | 0 | 147 | 42 | 0 | 189 | 562 |
| 04:15 PM | 0 | 0 | 0 | 3 | 3 | 49 | 174 | 0 | 0 | 223 | 17 | 1 | 93 | 3 | 114 | 0 | 169 | 56 | 0 | 225 | 565 |
| 04:30 PM | 0 | 0 | 0 | 3 | 3 | 61 | 185 | 0 | 0 | 246 | 24 | 0 | 88 | 3 | 115 | 0 | 157 | 56 | 0 | 213 | 577 |
| 04:45 PM | 0 | 0 | 0 | 1 | 1 | 60 | 198 | 0 | 0 | 258 | 19 | 0 | 90 | 5 | 114 | 0 | 146 | 35 | 2 | 183 | 556 |
| Total | 0 | 0 | 0 | 10 | 10 | 234 | 757 | 0 | 0 | 991 | 79 | 3 | 353 | 14 | 449 | 0 | 619 | 189 | 2 | 810 | 2260 |
| 05:00 PM | 0 | 0 | 0 | 2 | 2 | 54 | 180 | 0 | 0 | 234 | 20 | 0 | 80 | 3 | 103 | 0 | 190 | 58 | 0 | 248 | 587 |
| 05:15 PM | 0 | 0 | 0 | 1 | 1 | 44 | 183 | 0 | 0 | 227 | 30 | 1 | 106 | 2 | 139 | 0 | 193 | 45 | 0 | 238 | 605 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 37 | 156 | 0 | 0 | 193 | 36 | 0 | 105 | 6 | 147 | 0 | 161 | 43 | 0 | 204 | 544 |
| 05:45 PM | 0 | 0 | 0 | 2 | 2 | 36 | 166 | 0 | 0 | 202 | 53 | 0 | 115 | 5 | 173 | 0 | 166 | 26 | 0 | 192 | 569 |
| Total | 0 | 0 | 0 | 5 | 5 | 171 | 685 | 0 | 0 | 856 | 139 | 1 | 406 | 16 | 562 | 0 | 710 | 172 | 0 | 882 | 2305 |
| Grand Total | 0 | 0 | 0 | 15 | 15 | 405 | 1442 | 0 | 0 | 1847 | 218 | 4 | 759 | 30 | 1011 | 0 | 1329 | 361 | 2 | 1692 | 4565 |
| Apprch % | 0 | 0 | 0 | 100 | | 21.9 | 78.1 | 0 | 0 | | 21.6 | 0.4 | 75.1 | 3 | | 0 | 78.5 | 21.3 | 0.1 | | |
| Total % | 0 | 0 | 0 | 0.3 | 0.3 | 8.9 | 31.6 | 0 | 0 | 40.5 | 4.8 | 0.1 | 16.6 | 0.7 | 22.1 | 0 | 29.1 | 7.9 | 0 | 37.1 | |
| CARS | 0 | 0 | 0 | 15 | 15 | 395 | 1401 | | | | | | | | | | 1296 | | | | |
| % CARS | 0 | 0 | 0 | 100 | 100 | 97.5 | 97.2 | 0 | 0 | 97.2 | 98.6 | 100 | 96.8 | 100 | 97.3 | 0 | 97.5 | 94.7 | 100 | 96.9 | 97.2 |
| HV | 0 | 0 | 0 | 0 | 0 | 10 | 41 | 0 | 0 | 51 | 3 | 0 | 24 | 0 | 27 | 0 | 33 | 19 | 0 | 52 | 130 |
| % HV | 0 | 0 | 0 | 0 | 0 | 2.5 | 2.8 | 0 | 0 | 2.8 | 1.4 | 0 | 3.2 | 0 | 2.7 | 0 | 2.5 | 5.3 | 0 | 3.1 | 2.8 |

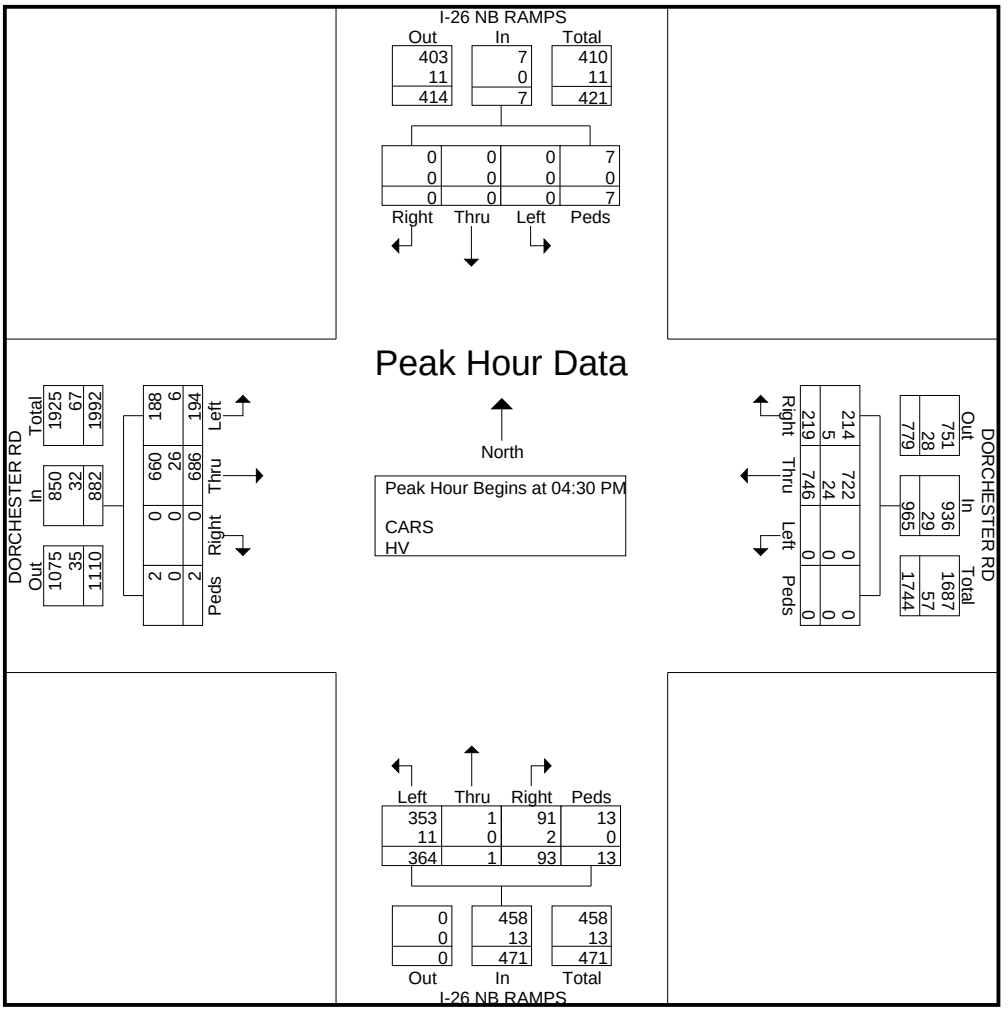


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #36 I26NBRAMPS&DORCHESTERPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | I-26 NB RAMPS Southbound | | | | | DORCHESTER RD Westbound | | | | | I-26 NB RAMPS Northbound | | | | | DORCHESTER RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 0 | 0 | 0 | **3** | **3** | **61** | 185 | 0 | 0 | 246 | 24 | 0 | 88 | 3 | 115 | 0 | 157 | 56 | 0 | 213 | 577 |
| 04:45 PM | 0 | 0 | 0 | 1 | 1 | 60 | **198** | 0 | 0 | **258** | 19 | 0 | 90 | **5** | 114 | 0 | 146 | 35 | **2** | 183 | 556 |
| 05:00 PM | 0 | 0 | 0 | 2 | 2 | 54 | 180 | 0 | 0 | 234 | 20 | 0 | 80 | 3 | 103 | 0 | 190 | **58** | 0 | **248** | 587 |
| 05:15 PM | 0 | 0 | 0 | 1 | 1 | 44 | 183 | 0 | 0 | 227 | **30** | **1** | **106** | 2 | **139** | 0 | **193** | 45 | 0 | 238 | **605** |
| Total Volume | 0 | 0 | 0 | 7 | 7 | 219 | 746 | 0 | 0 | 965 | 93 | 1 | 364 | 13 | 471 | 0 | 686 | 194 | 2 | 882 | 2325 |
| % App. Total | 0 | 0 | 0 | 100 | | 22.7 | 77.3 | 0 | 0 | | 19.7 | 0.2 | 77.3 | 2.8 | | 0 | 77.8 | 22 | 0.2 | | |
| PHF | .000 | .000 | .000 | .583 | .583 | .898 | .942 | .000 | .000 | .935 | .775 | .250 | .858 | .650 | .847 | .000 | .889 | .836 | .250 | .889 | .961 |
| CARS | 0 | 0 | 0 | 7 | 7 | 214 | 722 | 0 | 0 | 936 | 91 | 1 | 353 | 13 | 458 | 0 | 660 | 188 | 2 | 850 | 2251 |
| % CARS | 0 | 0 | 0 | 100 | 100 | 97.7 | 96.8 | 0 | 0 | 97.0 | 97.8 | 100 | 97.0 | 100 | 97.2 | 0 | 96.2 | 96.9 | 100 | 96.4 | 96.8 |
| HV | 0 | 0 | 0 | 0 | 0 | 5 | 24 | 0 | 0 | 29 | 2 | 0 | 11 | 0 | 13 | 0 | 26 | 6 | 0 | 32 | 74 |
| % HV | 0 | 0 | 0 | 0 | 0 | 2.3 | 3.2 | 0 | 0 | 3.0 | 2.2 | 0 | 3.0 | 0 | 2.8 | 0 | 3.8 | 3.1 | 0 | 3.6 | 3.2 |



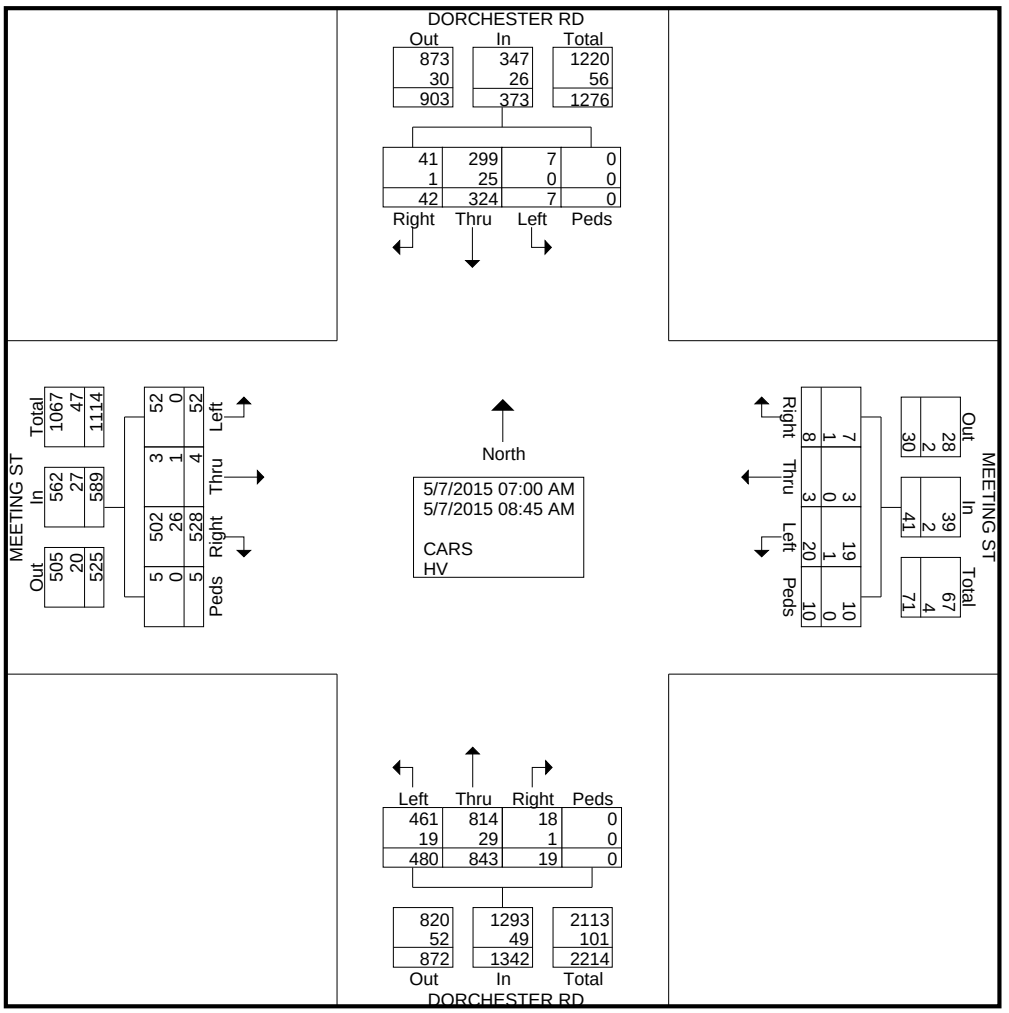
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #37 DORCHESTER&MEETINGAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | DORCHESTER RD Southbound | | | | | MEETING ST Westbound | | | | | DORCHESTER RD Northbound | | | | | MEETING ST Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 5 | 29 | 1 | 0 | 35 | 0 | 0 | 5 | 1 | 6 | 3 | 116 | 53 | 0 | 172 | 40 | 1 | 1 | 0 | 42 | 255 |
| 07:15 AM | 6 | 40 | 1 | 0 | 47 | 0 | 1 | 5 | 2 | 8 | 6 | 111 | 57 | 0 | 174 | 56 | 0 | 5 | 0 | 61 | 290 |
| 07:30 AM | 4 | 39 | 2 | 0 | 45 | 1 | 1 | 4 | 0 | 6 | 1 | 112 | 63 | 0 | 176 | 63 | 1 | 8 | 0 | 72 | 299 |
| 07:45 AM | 9 | 55 | 0 | 0 | 64 | 1 | 0 | 3 | 2 | 6 | 1 | 125 | 64 | 0 | 190 | 80 | 0 | 11 | 0 | 91 | 351 |
| Total | 24 | 163 | 4 | 0 | 191 | 2 | 2 | 17 | 5 | 26 | 11 | 464 | 237 | 0 | 712 | 239 | 2 | 25 | 0 | 266 | 1195 |
| 08:00 AM | 5 | 43 | 1 | 0 | 49 | 0 | 0 | 2 | 1 | 3 | 3 | 88 | 75 | 0 | 166 | 73 | 0 | 5 | 2 | 80 | 298 |
| 08:15 AM | 2 | 37 | 0 | 0 | 39 | 1 | 0 | 0 | 2 | 3 | 1 | 107 | 56 | 0 | 164 | 71 | 1 | 11 | 2 | 85 | 291 |
| 08:30 AM | 5 | 40 | 0 | 0 | 45 | 3 | 1 | 1 | 0 | 5 | 1 | 92 | 57 | 0 | 150 | 75 | 1 | 8 | 0 | 84 | 284 |
| 08:45 AM | 6 | 41 | 2 | 0 | 49 | 2 | 0 | 0 | 2 | 4 | 3 | 92 | 55 | 0 | 150 | 70 | 0 | 3 | 1 | 74 | 277 |
| Total | 18 | 161 | 3 | 0 | 182 | 6 | 1 | 3 | 5 | 15 | 8 | 379 | 243 | 0 | 630 | 289 | 2 | 27 | 5 | 323 | 1150 |
| Grand Total | 42 | 324 | 7 | 0 | 373 | 8 | 3 | 20 | 10 | 41 | 19 | 843 | 480 | 0 | 1342 | 528 | 4 | 52 | 5 | 589 | 2345 |
| Apprch % | 11.3 | 86.9 | 1.9 | 0 | | 19.5 | 7.3 | 48.8 | 24.4 | | 1.4 | 62.8 | 35.8 | 0 | | 89.6 | 0.7 | 8.8 | 0.8 | | |
| Total % | 1.8 | 13.8 | 0.3 | 0 | 15.9 | 0.3 | 0.1 | 0.9 | 0.4 | 1.7 | 0.8 | 35.9 | 20.5 | 0 | 57.2 | 22.5 | 0.2 | 2.2 | 0.2 | 25.1 | |
| CARS | 41 | 299 | 7 | 0 | 347 | 7 | 3 | 19 | 10 | 39 | 18 | 814 | 461 | 0 | 1293 | 502 | 3 | 52 | 5 | 562 | 2241 |
| % CARS | 97.6 | 92.3 | 100 | 0 | 93 | 87.5 | 100 | 95 | 100 | 95.1 | 94.7 | 96.6 | 96 | 0 | 96.3 | 95.1 | 75 | 100 | 100 | 95.4 | 95.6 |
| HV | 1 | 25 | 0 | 0 | 26 | 1 | 0 | 1 | 0 | 2 | 1 | 29 | 19 | 0 | 49 | 26 | 1 | 0 | 0 | 27 | 104 |
| % HV | 2.4 | 7.7 | 0 | 0 | 7 | 12.5 | 0 | 5 | 0 | 4.9 | 5.3 | 3.4 | 4 | 0 | 3.7 | 4.9 | 25 | 0 | 0 | 4.6 | 4.4 |

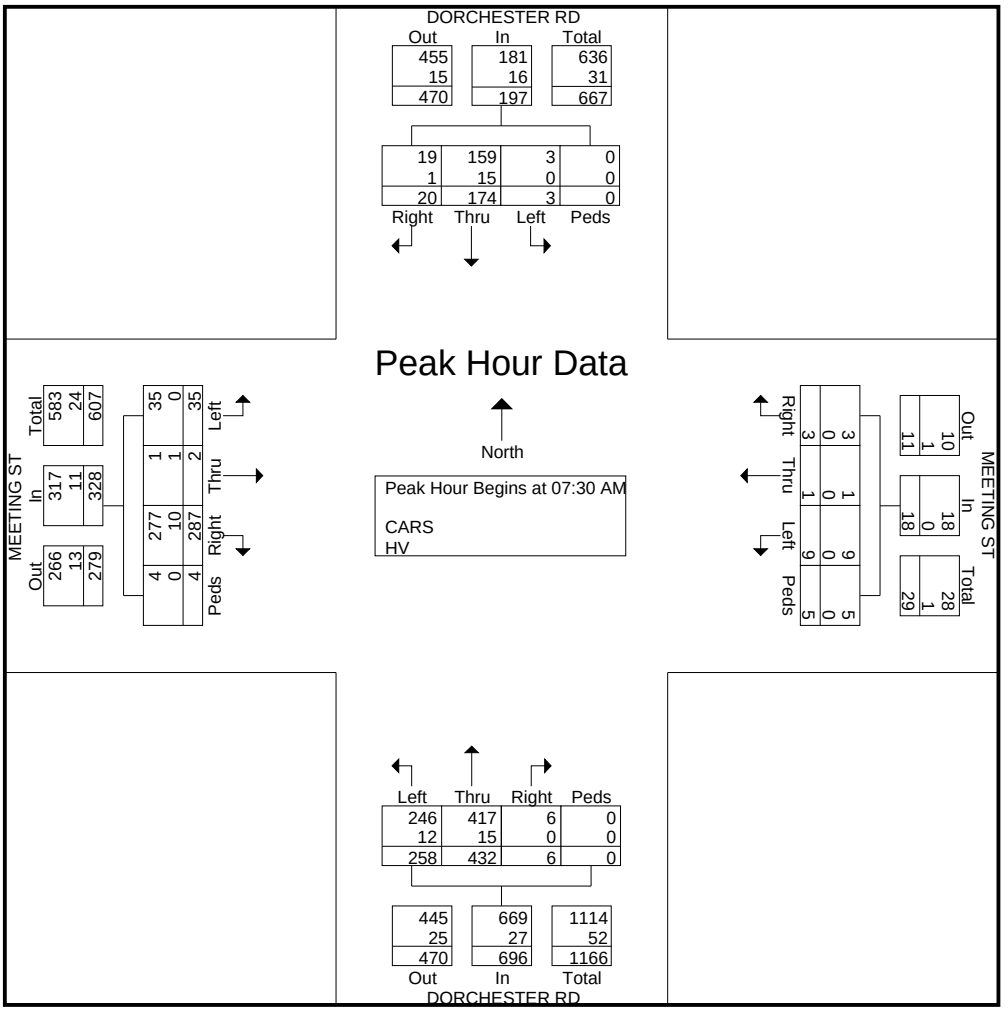


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #37 DORCHESTER&MEETINGAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | DORCHESTER RD Southbound | | | | | MEETING ST Westbound | | | | | DORCHESTER RD Northbound | | | | | MEETING ST Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 4 | 39 | **2** | 0 | 45 | **1** | **1** | **4** | 0 | **6** | 1 | 112 | 63 | 0 | 176 | 63 | **1** | 8 | 0 | 72 | 299 |
| 07:45 AM | **9** | **55** | 0 | 0 | **64** | 1 | 0 | 3 | **2** | 6 | 1 | **125** | 64 | 0 | **190** | **80** | 0 | **11** | 0 | **91** | **351** |
| 08:00 AM | 5 | 43 | 1 | 0 | 49 | 0 | 0 | 2 | 1 | 3 | **3** | 88 | **75** | 0 | 166 | 73 | 0 | 5 | **2** | 80 | 298 |
| 08:15 AM | 2 | 37 | 0 | 0 | 39 | 1 | 0 | 0 | 2 | 3 | 1 | 107 | 56 | 0 | 164 | 71 | 1 | 11 | 2 | 85 | 291 |
| Total Volume | 20 | 174 | 3 | 0 | 197 | 3 | 1 | 9 | 5 | 18 | 6 | 432 | 258 | 0 | 696 | 287 | 2 | 35 | 4 | 328 | 1239 |
| % App. Total | 10.2 | 88.3 | 1.5 | 0 | | 16.7 | 5.6 | 50 | 27.8 | | 0.9 | 62.1 | 37.1 | 0 | | 87.5 | 0.6 | 10.7 | 1.2 | | |
| PHF | .556 | .791 | .375 | .000 | .770 | .750 | .250 | .563 | .625 | .750 | .500 | .864 | .860 | .000 | .916 | .897 | .500 | .795 | .500 | .901 | .882 |
| CARS | 19 | 159 | 3 | 0 | 181 | 3 | 1 | 9 | 5 | 18 | 6 | 417 | 246 | 0 | 669 | 277 | 1 | 35 | 4 | 317 | 1185 |
| % CARS | 95.0 | 91.4 | 100 | 0 | 91.9 | 100 | 100 | 100 | 100 | 100 | 100 | 96.5 | 95.3 | 0 | 96.1 | 96.5 | 50.0 | 100 | 100 | 96.6 | 95.6 |
| HV | 1 | 15 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 12 | 0 | 27 | 10 | 1 | 0 | 0 | 11 | 54 |
| % HV | 5.0 | 8.6 | 0 | 0 | 8.1 | 0 | 0 | 0 | 0 | 0 | 0 | 3.5 | 4.7 | 0 | 3.9 | 3.5 | 50.0 | 0 | 0 | 3.4 | 4.4 |



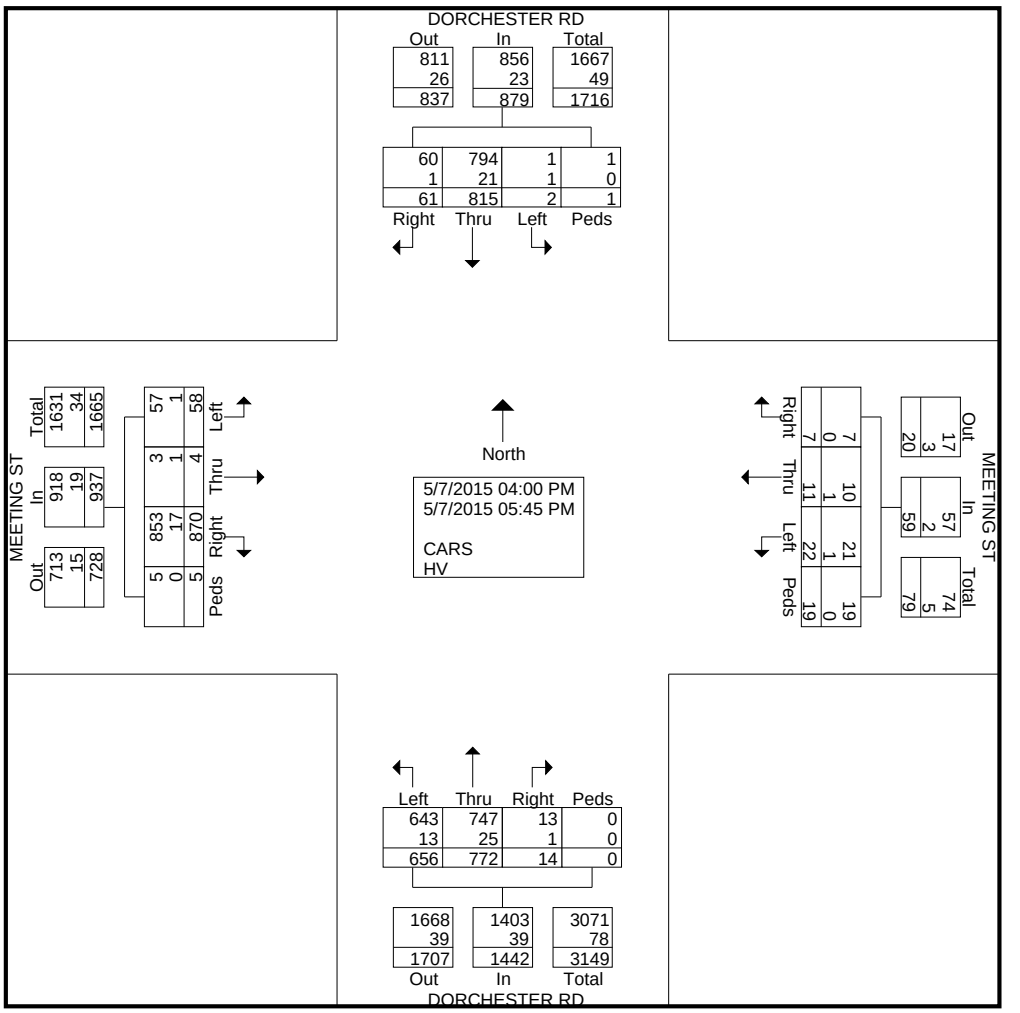
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #37 DORCHESTER&MEETINGPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | DORCHESTER RD Southbound | | | | | MEETING ST Westbound | | | | | DORCHESTER RD Northbound | | | | | MEETING ST Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 5 | 113 | 1 | 0 | 119 | 2 | 1 | 4 | 1 | 8 | 3 | 89 | 80 | 0 | 172 | 109 | 0 | 7 | 0 | 116 | 415 |
| 04:15 PM | 3 | 100 | 0 | 1 | 104 | 3 | 2 | 3 | 4 | 12 | 4 | 94 | 67 | 0 | 165 | 88 | 1 | 3 | 2 | 94 | 375 |
| 04:30 PM | 5 | 113 | 0 | 0 | 118 | 1 | 0 | 1 | 3 | 5 | 1 | 77 | 73 | 0 | 151 | 128 | 0 | 7 | 0 | 135 | 409 |
| 04:45 PM | 4 | 96 | 0 | 0 | 100 | 0 | 1 | 1 | 2 | 4 | 0 | 80 | 70 | 0 | 150 | 123 | 1 | 4 | 1 | 129 | 383 |
| Total | 17 | 422 | 1 | 1 | 441 | 6 | 4 | 9 | 10 | 29 | 8 | 340 | 290 | 0 | 638 | 448 | 2 | 21 | 3 | 474 | 1582 |
| 05:00 PM | 9 | 112 | 0 | 0 | 121 | 0 | 0 | 1 | 3 | 4 | 2 | 103 | 97 | 0 | 202 | 136 | 0 | 8 | 0 | 144 | 471 |
| 05:15 PM | 15 | 106 | 1 | 0 | 122 | 1 | 1 | 1 | 1 | 4 | 1 | 128 | 97 | 0 | 226 | 98 | 1 | 10 | 0 | 109 | 461 |
| 05:30 PM | 13 | 75 | 0 | 0 | 88 | 0 | 5 | 10 | 1 | 16 | 2 | 101 | 88 | 0 | 191 | 95 | 0 | 11 | 1 | 107 | 402 |
| 05:45 PM | 7 | 100 | 0 | 0 | 107 | 0 | 1 | 1 | 4 | 6 | 1 | 100 | 84 | 0 | 185 | 93 | 1 | 8 | 1 | 103 | 401 |
| Total | 44 | 393 | 1 | 0 | 438 | 1 | 7 | 13 | 9 | 30 | 6 | 432 | 366 | 0 | 804 | 422 | 2 | 37 | 2 | 463 | 1735 |
| Grand Total | 61 | 815 | 2 | 1 | 879 | 7 | 11 | 22 | 19 | 59 | 14 | 772 | 656 | 0 | 1442 | 870 | 4 | 58 | 5 | 937 | 3317 |
| Apprch % | 6.9 | 92.7 | 0.2 | 0.1 | | 11.9 | 18.6 | 37.3 | 32.2 | | 1 | 53.5 | 45.5 | 0 | | 92.8 | 0.4 | 6.2 | 0.5 | | |
| Total % | 1.8 | 24.6 | 0.1 | 0 | 26.5 | 0.2 | 0.3 | 0.7 | 0.6 | 1.8 | 0.4 | 23.3 | 19.8 | 0 | 43.5 | 26.2 | 0.1 | 1.7 | 0.2 | 28.2 | |
| CARS | 60 | 794 | 1 | 1 | 856 | 7 | 10 | 21 | 19 | 57 | 13 | 747 | 643 | 0 | 1403 | 853 | 3 | 57 | 5 | 918 | 3234 |
| % CARS | 98.4 | 97.4 | 50 | 100 | 97.4 | 100 | 90.9 | 95.5 | 100 | 96.6 | 92.9 | 96.8 | 98 | 0 | 97.3 | 98 | 75 | 98.3 | 100 | 98 | 97.5 |
| HV | 1 | 21 | 1 | 0 | 23 | 0 | 1 | 1 | 0 | 2 | 1 | 25 | 13 | 0 | 39 | 17 | 1 | 1 | 0 | 19 | 83 |
| % HV | 1.6 | 2.6 | 50 | 0 | 2.6 | 0 | 9.1 | 4.5 | 0 | 3.4 | 7.1 | 3.2 | 2 | 0 | 2.7 | 2 | 25 | 1.7 | 0 | 2 | 2.5 |

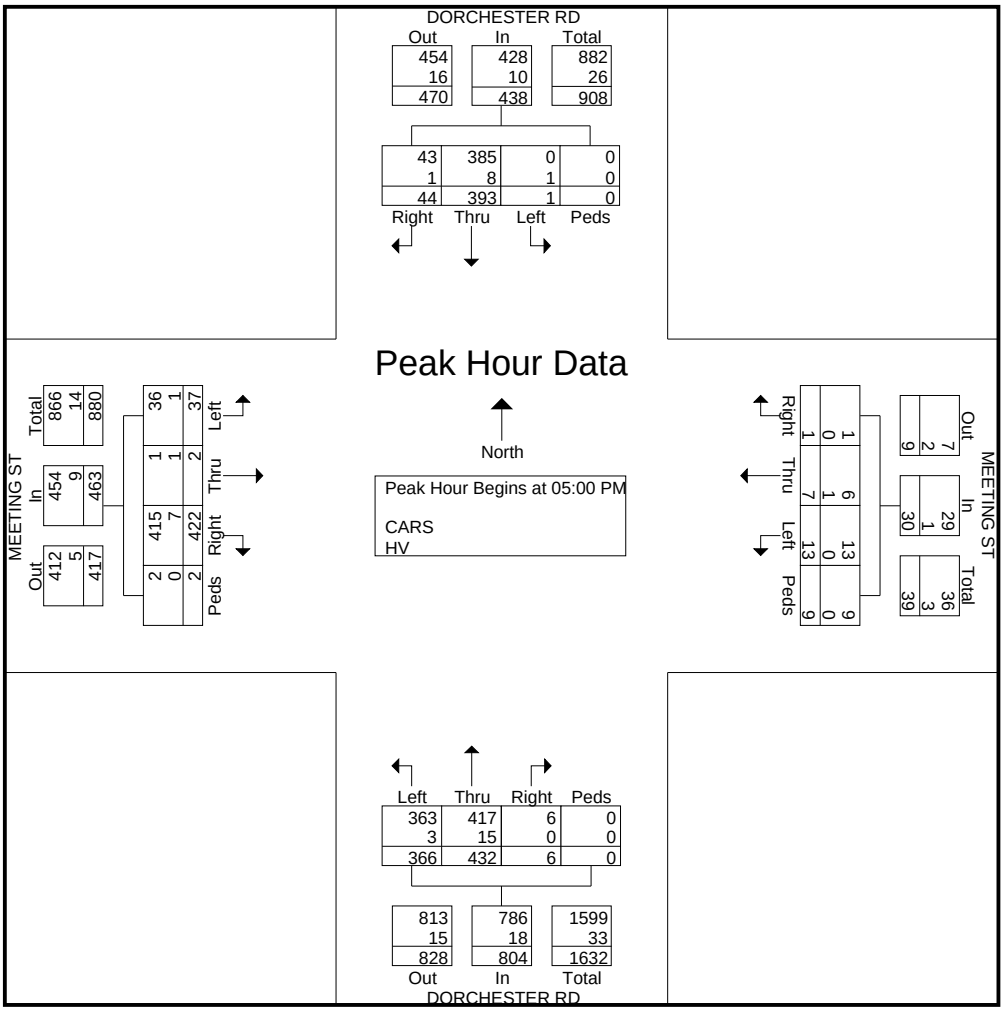


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #37 DORCHESTER&MEETINGPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | DORCHESTER RD Southbound | | | | | MEETING ST Westbound | | | | | DORCHESTER RD Northbound | | | | | MEETING ST Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 9 | **112** | 0 | 0 | 121 | 0 | 0 | 1 | 3 | 4 | **2** | 103 | **97** | 0 | 202 | **136** | 0 | 8 | 0 | **144** | **471** |
| 05:15 PM | **15** | 106 | **1** | 0 | **122** | **1** | 1 | 1 | 1 | 4 | 1 | **128** | 97 | 0 | **226** | 98 | **1** | 10 | 0 | 109 | 461 |
| 05:30 PM | 13 | 75 | 0 | 0 | 88 | 0 | **5** | **10** | 1 | **16** | 2 | 101 | 88 | 0 | 191 | 95 | 0 | **11** | **1** | 107 | 402 |
| 05:45 PM | 7 | 100 | 0 | 0 | 107 | 0 | 1 | 1 | **4** | 6 | 1 | 100 | 84 | 0 | 185 | 93 | 1 | 8 | 1 | 103 | 401 |
| Total Volume | 44 | 393 | 1 | 0 | 438 | 1 | 7 | 13 | 9 | 30 | 6 | 432 | 366 | 0 | 804 | 422 | 2 | 37 | 2 | 463 | 1735 |
| % App. Total | 10 | 89.7 | 0.2 | 0 | | 3.3 | 23.3 | 43.3 | 30 | | 0.7 | 53.7 | 45.5 | 0 | | 91.1 | 0.4 | 8 | 0.4 | | |
| PHF | .733 | .877 | .250 | .000 | .898 | .250 | .350 | .325 | .563 | .469 | .750 | .844 | .943 | .000 | .889 | .776 | .500 | .841 | .500 | .804 | .921 |
| CARS | 43 | 385 | 0 | 0 | 428 | 1 | 6 | 13 | 9 | 29 | 6 | 417 | 363 | 0 | 786 | 415 | 1 | 36 | 2 | 454 | 1697 |
| % CARS | 97.7 | 98.0 | 0 | 0 | 97.7 | 100 | 85.7 | 100 | 100 | 96.7 | 100 | 96.5 | 99.2 | 0 | 97.8 | 98.3 | 50.0 | 97.3 | 100 | 98.1 | 97.8 |
| HV | 1 | 8 | 1 | 0 | 10 | 0 | 1 | 0 | 0 | 1 | 0 | 15 | 3 | 0 | 18 | 7 | 1 | 1 | 0 | 9 | 38 |
| % HV | 2.3 | 2.0 | 100 | 0 | 2.3 | 0 | 14.3 | 0 | 0 | 3.3 | 0 | 3.5 | 0.8 | 0 | 2.2 | 1.7 | 50.0 | 2.7 | 0 | 1.9 | 2.2 |



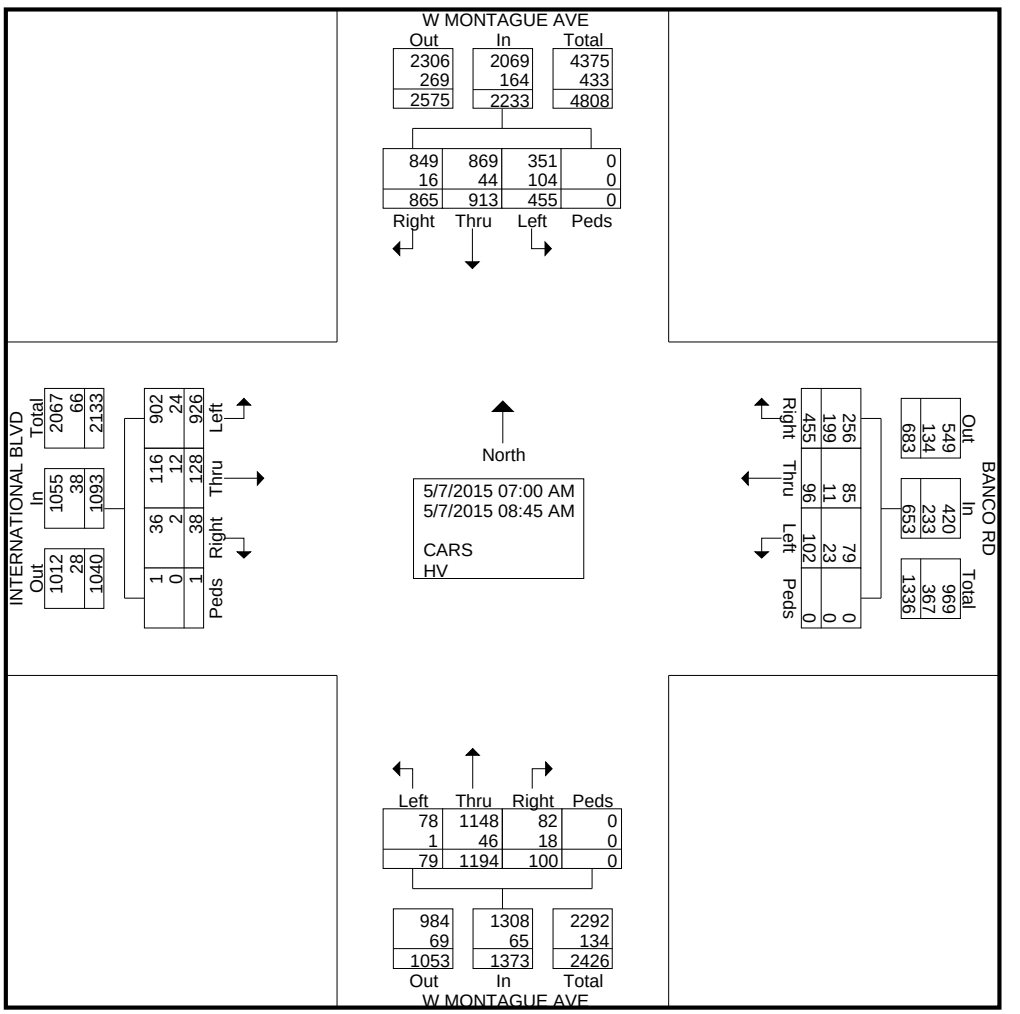
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #38 WMONTAGUE&INTERNATIONALAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | W MONTAGUE AVE Southbound | | | | | BANCO RD Westbound | | | | | W MONTAGUE AVE Northbound | | | | | INTERNATIONAL BLVD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 69 | 68 | 66 | 0 | 203 | 63 | 6 | 7 | 0 | 76 | 13 | 137 | 9 | 0 | 159 | 3 | 24 | 112 | 0 | 139 | 577 |
| 07:15 AM | 103 | 111 | 62 | 0 | 276 | 59 | 18 | 10 | 0 | 87 | 17 | 186 | 10 | 0 | 213 | 3 | 11 | 105 | 0 | 119 | 695 |
| 07:30 AM | 111 | 136 | 53 | 0 | 300 | 59 | 9 | 9 | 0 | 77 | 17 | 160 | 5 | 0 | 182 | 4 | 18 | 122 | 0 | 144 | 703 |
| 07:45 AM | 112 | 118 | 63 | 0 | 293 | 61 | 9 | 23 | 0 | 93 | 16 | 182 | 5 | 0 | 203 | 2 | 16 | 124 | 0 | 142 | 731 |
| Total | 395 | 433 | 244 | 0 | 1072 | 242 | 42 | 49 | 0 | 333 | 63 | 665 | 29 | 0 | 757 | 12 | 69 | 463 | 0 | 544 | 2706 |
| 08:00 AM | 115 | 154 | 64 | 0 | 333 | 55 | 19 | 9 | 0 | 83 | 9 | 168 | 9 | 0 | 186 | 2 | 19 | 113 | 0 | 134 | 736 |
| 08:15 AM | 118 | 110 | 43 | 0 | 271 | 61 | 17 | 19 | 0 | 97 | 13 | 123 | 10 | 0 | 146 | 10 | 16 | 134 | 0 | 160 | 674 |
| 08:30 AM | 111 | 101 | 54 | 0 | 266 | 39 | 9 | 14 | 0 | 62 | 8 | 127 | 11 | 0 | 146 | 7 | 12 | 126 | 0 | 145 | 619 |
| 08:45 AM | 126 | 115 | 50 | 0 | 291 | 58 | 9 | 11 | 0 | 78 | 7 | 111 | 20 | 0 | 138 | 7 | 12 | 90 | 1 | 110 | 617 |
| Total | 470 | 480 | 211 | 0 | 1161 | 213 | 54 | 53 | 0 | 320 | 37 | 529 | 50 | 0 | 616 | 26 | 59 | 463 | 1 | 549 | 2646 |
| Grand Total | 865 | 913 | 455 | 0 | 2233 | 455 | 96 | 102 | 0 | 653 | 100 | 1194 | 79 | 0 | 1373 | 38 | 128 | 926 | 1 | 1093 | 5352 |
| Apprch % | 38.7 | 40.9 | 20.4 | 0 | | 69.7 | 14.7 | 15.6 | 0 | | 7.3 | 87 | 5.8 | 0 | | 3.5 | 11.7 | 84.7 | 0.1 | | |
| Total % | 16.2 | 17.1 | 8.5 | 0 | 41.7 | 8.5 | 1.8 | 1.9 | 0 | 12.2 | 1.9 | 22.3 | 1.5 | 0 | 25.7 | 0.7 | 2.4 | 17.3 | 0 | 20.4 | |
| CARS | 849 | 869 | 351 | 0 | 2069 | 256 | 85 | 79 | 0 | 420 | 82 | 1148 | | | | | | | | | |
| % CARS | 98.2 | 95.2 | 77.1 | 0 | 92.7 | 56.3 | 88.5 | 77.5 | 0 | 64.3 | 82 | 96.1 | 98.7 | 0 | 95.3 | 94.7 | 90.6 | 97.4 | 100 | 96.5 | 90.7 |
| HV | 16 | 44 | 104 | 0 | 164 | 199 | 11 | 23 | 0 | 233 | 18 | 46 | 1 | 0 | 65 | 2 | 12 | 24 | 0 | 38 | 500 |
| % HV | 1.8 | 4.8 | 22.9 | 0 | 7.3 | 43.7 | 11.5 | 22.5 | 0 | 35.7 | 18 | 3.9 | 1.3 | 0 | 4.7 | 5.3 | 9.4 | 2.6 | 0 | 3.5 | 9.3 |

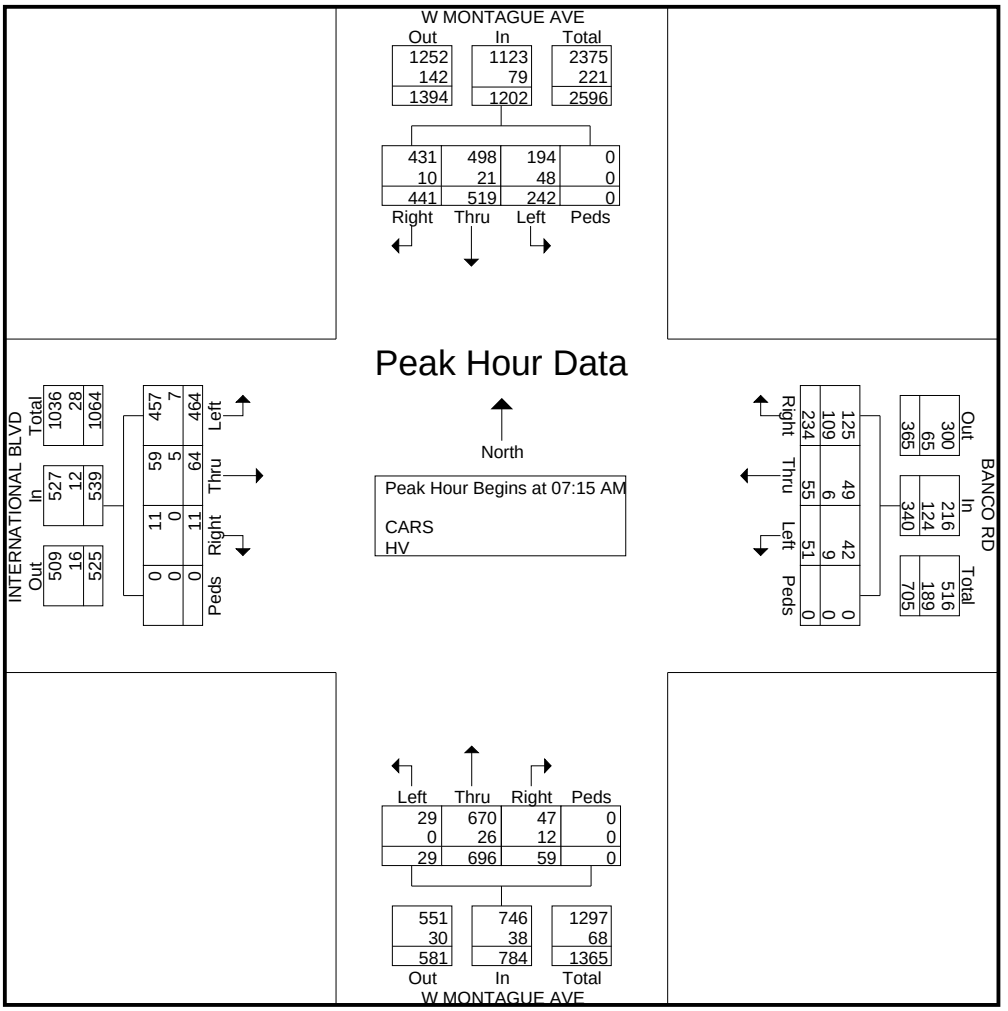


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #38 WMONTAGUE&INTERNATIONALAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | W MONTAGUE AVE Southbound | | | | | BANCO RD Westbound | | | | | W MONTAGUE AVE Northbound | | | | | INTERNATIONAL BLVD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 103 | 111 | 62 | 0 | 276 | 59 | 18 | 10 | 0 | 87 | **17** | **186** | **10** | 0 | **213** | 3 | 11 | 105 | 0 | 119 | 695 |
| 07:30 AM | 111 | 136 | 53 | 0 | 300 | 59 | 9 | 9 | 0 | 77 | 17 | 160 | 5 | 0 | 182 | **4** | 18 | 122 | 0 | **144** | 703 |
| 07:45 AM | 112 | 118 | 63 | 0 | 293 | **61** | 9 | **23** | 0 | **93** | 16 | 182 | 5 | 0 | 203 | 2 | 16 | **124** | 0 | 142 | 731 |
| 08:00 AM | **115** | **154** | **64** | 0 | **333** | 55 | **19** | 9 | 0 | 83 | 9 | 168 | 9 | 0 | 186 | 2 | **19** | 113 | 0 | 134 | **736** |
| Total Volume | 441 | 519 | 242 | 0 | 1202 | 234 | 55 | 51 | 0 | 340 | 59 | 696 | 29 | 0 | 784 | 11 | 64 | 464 | 0 | 539 | 2865 |
| % App. Total | 36.7 | 43.2 | 20.1 | 0 | | 68.8 | 16.2 | 15 | 0 | | 7.5 | 88.8 | 3.7 | 0 | | 2 | 11.9 | 86.1 | 0 | | |
| PHF | .959 | .843 | .945 | .000 | .902 | .959 | .724 | .554 | .000 | .914 | .868 | .935 | .725 | .000 | .920 | .688 | .842 | .935 | .000 | .936 | .973 |
| CARS | 431 | 498 | 194 | 0 | 1123 | 125 | 49 | 42 | 0 | 216 | 47 | 670 | 29 | 0 | 746 | 11 | 59 | 457 | 0 | 527 | 2612 |
| % CARS | 97.7 | 96.0 | 80.2 | 0 | 93.4 | 53.4 | 89.1 | 82.4 | 0 | 63.5 | 79.7 | 96.3 | 100 | 0 | 95.2 | 100 | 92.2 | 98.5 | 0 | 97.8 | 91.2 |
| HV | 10 | 21 | 48 | 0 | 79 | 109 | 6 | 9 | 0 | 124 | 12 | 26 | 0 | 0 | 38 | 0 | 5 | 7 | 0 | 12 | 253 |
| % HV | 2.3 | 4.0 | 19.8 | 0 | 6.6 | 46.6 | 10.9 | 17.6 | 0 | 36.5 | 20.3 | 3.7 | 0 | 0 | 4.8 | 0 | 7.8 | 1.5 | 0 | 2.2 | 8.8 |



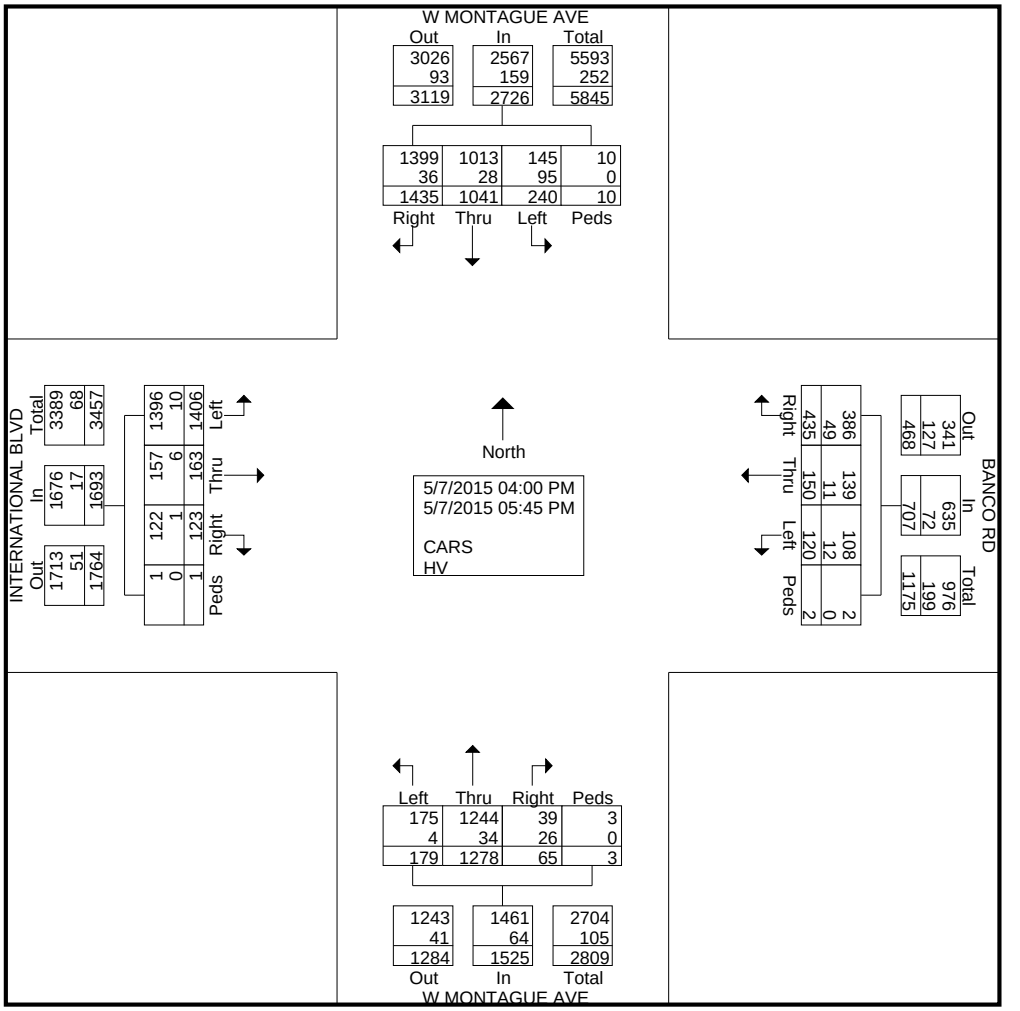
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #38 WMONTAGUE&INTERNATIONALPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | W MONTAGUE AVE Southbound | | | | | BANCO RD Westbound | | | | | W MONTAGUE AVE Northbound | | | | | INTERNATIONAL BLVD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 150 | 100 | 42 | 0 | 292 | 54 | 25 | 21 | 0 | 100 | 10 | 121 | 19 | 0 | 150 | 15 | 17 | 150 | 0 | 182 | 724 |
| 04:15 PM | 210 | 112 | 35 | 0 | 357 | 64 | 20 | 13 | 0 | 97 | 7 | 169 | 27 | 0 | 203 | 17 | 23 | 165 | 0 | 205 | 862 |
| 04:30 PM | 184 | 146 | 32 | 0 | 362 | 49 | 19 | 6 | 0 | 74 | 6 | 170 | 21 | 0 | 197 | 15 | 17 | 191 | 0 | 223 | 856 |
| 04:45 PM | 180 | 105 | 23 | 0 | 308 | 45 | 15 | 14 | 1 | 75 | 3 | 141 | 28 | 1 | 173 | 17 | 21 | 212 | 0 | 250 | 806 |
| Total | 724 | 463 | 132 | 0 | 1319 | 212 | 79 | 54 | 1 | 346 | 26 | 601 | 95 | 1 | 723 | 64 | 78 | 718 | 0 | 860 | 3248 |
| 05:00 PM | 177 | 185 | 30 | 0 | 392 | 93 | 20 | 19 | 0 | 132 | 12 | 199 | 29 | 0 | 240 | 16 | 11 | 146 | 0 | 173 | 937 |
| 05:15 PM | 187 | 152 | 33 | 2 | 374 | 50 | 16 | 17 | 0 | 83 | 9 | 189 | 14 | 0 | 212 | 16 | 32 | 182 | 0 | 230 | 899 |
| 05:30 PM | 175 | 106 | 29 | 2 | 312 | 45 | 20 | 17 | 0 | 82 | 13 | 170 | 24 | 1 | 208 | 11 | 19 | 167 | 1 | 198 | 800 |
| 05:45 PM | 172 | 135 | 16 | 6 | 329 | 35 | 15 | 13 | 1 | 64 | 5 | 119 | 17 | 1 | 142 | 16 | 23 | 193 | 0 | 232 | 767 |
| Total | 711 | 578 | 108 | 10 | 1407 | 223 | 71 | 66 | 1 | 361 | 39 | 677 | 84 | 2 | 802 | 59 | 85 | 688 | 1 | 833 | 3403 |
| Grand Total | 1435 | 1041 | 240 | 10 | 2726 | 435 | 150 | 120 | 2 | 707 | 65 | 1278 | 179 | 3 | 1525 | 123 | 163 | 1406 | 1 | 1693 | 6651 |
| Apprch % | 52.6 | 38.2 | 8.8 | 0.4 | | 61.5 | 21.2 | 17 | 0.3 | | 4.3 | 83.8 | 11.7 | 0.2 | | 7.3 | 9.6 | 83 | 0.1 | | |
| Total % | 21.6 | 15.7 | 3.6 | 0.2 | 41 | 6.5 | 2.3 | 1.8 | 0 | 10.6 | 1 | 19.2 | 2.7 | 0 | 22.9 | 1.8 | 2.5 | 21.1 | 0 | 25.5 | |
| CARS | 1399 | 1013 | | | | | | | | | | 1244 | | | | | | 1396 | | | |
| % CARS | 97.5 | 97.3 | 60.4 | 100 | 94.2 | 88.7 | 92.7 | 90 | 100 | 89.8 | 60 | 97.3 | 97.8 | 100 | 95.8 | 99.2 | 96.3 | 99.3 | 100 | 99 | 95.3 |
| HV | 36 | 28 | 95 | 0 | 159 | 49 | 11 | 12 | 0 | 72 | 26 | 34 | 4 | 0 | 64 | 1 | 6 | 10 | 0 | 17 | 312 |
| % HV | 2.5 | 2.7 | 39.6 | 0 | 5.8 | 11.3 | 7.3 | 10 | 0 | 10.2 | 40 | 2.7 | 2.2 | 0 | 4.2 | 0.8 | 3.7 | 0.7 | 0 | 1 | 4.7 |

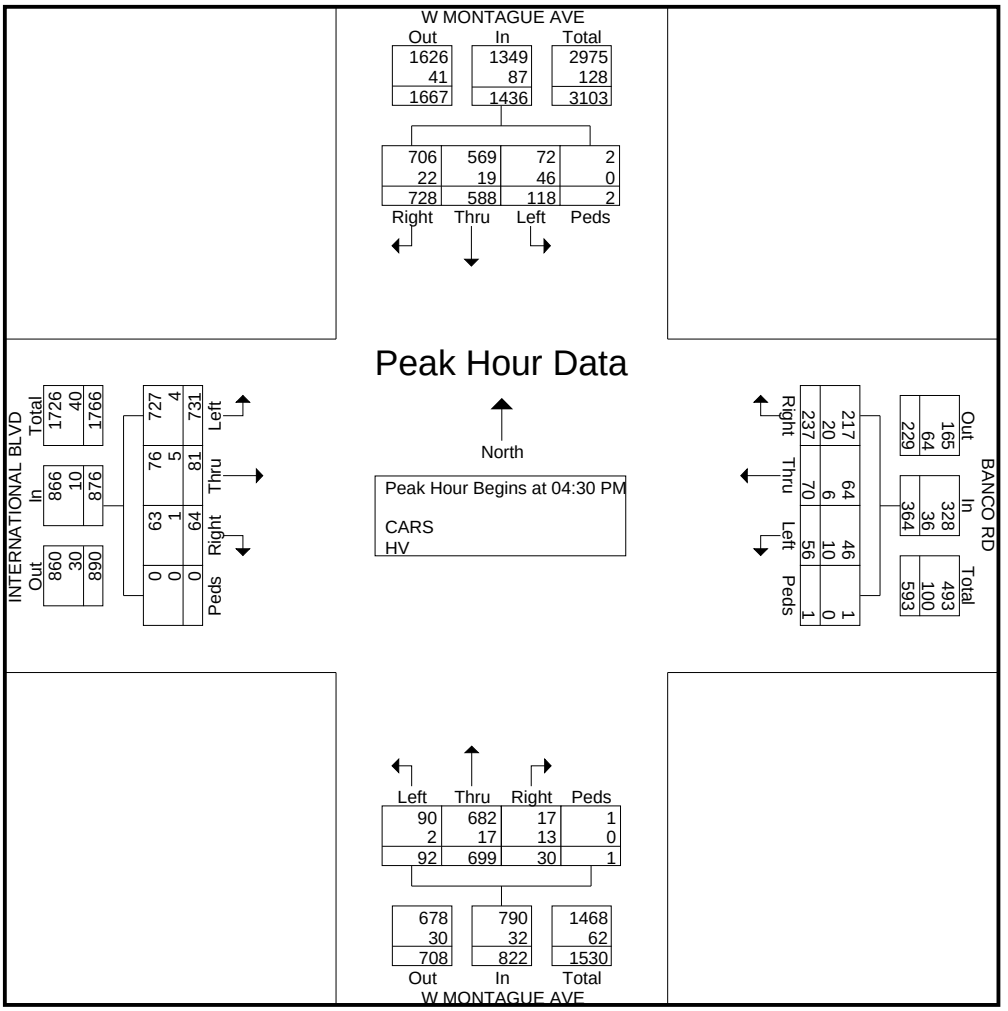


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #38 WMONTAGUE&INTERNATIONALPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | W MONTAGUE AVE Southbound | | | | | BANCO RD Westbound | | | | | W MONTAGUE AVE Northbound | | | | | INTERNATIONAL BLVD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 184 | 146 | 32 | 0 | 362 | 49 | 19 | 6 | 0 | 74 | 6 | 170 | 21 | 0 | 197 | 15 | 17 | 191 | 0 | 223 | 856 |
| 04:45 PM | 180 | 105 | 23 | 0 | 308 | 45 | 15 | 14 | **1** | 75 | 3 | 141 | 28 | **1** | 173 | **17** | 21 | **212** | 0 | **250** | 806 |
| 05:00 PM | 177 | **185** | 30 | 0 | **392** | **93** | **20** | **19** | 0 | **132** | **12** | **199** | **29** | 0 | **240** | 16 | 11 | 146 | 0 | 173 | **937** |
| 05:15 PM | **187** | 152 | **33** | **2** | 374 | 50 | 16 | 17 | 0 | 83 | 9 | 189 | 14 | 0 | 212 | 16 | **32** | 182 | 0 | 230 | 899 |
| Total Volume | 728 | 588 | 118 | 2 | 1436 | 237 | 70 | 56 | 1 | 364 | 30 | 699 | 92 | 1 | 822 | 64 | 81 | 731 | 0 | 876 | 3498 |
| % App. Total | 50.7 | 40.9 | 8.2 | 0.1 | | 65.1 | 19.2 | 15.4 | 0.3 | | 3.6 | 85 | 11.2 | 0.1 | | 7.3 | 9.2 | 83.4 | 0 | | |
| PHF | .973 | .795 | .894 | .250 | .916 | .637 | .875 | .737 | .250 | .689 | .625 | .878 | .793 | .250 | .856 | .941 | .633 | .862 | .000 | .876 | .933 |
| CARS | 706 | 569 | 72 | 2 | 1349 | 217 | 64 | 46 | 1 | 328 | 17 | 682 | 90 | 1 | 790 | 63 | 76 | 727 | 0 | 866 | 3333 |
| % CARS | 97.0 | 96.8 | 61.0 | 100 | 93.9 | 91.6 | 91.4 | 82.1 | 100 | 90.1 | 56.7 | 97.6 | 97.8 | 100 | 96.1 | 98.4 | 93.8 | 99.5 | 0 | 98.9 | 95.3 |
| HV | 22 | 19 | 46 | 0 | 87 | 20 | 6 | 10 | 0 | 36 | 13 | 17 | 2 | 0 | 32 | 1 | 5 | 4 | 0 | 10 | 165 |
| % HV | 3.0 | 3.2 | 39.0 | 0 | 6.1 | 8.4 | 8.6 | 17.9 | 0 | 9.9 | 43.3 | 2.4 | 2.2 | 0 | 3.9 | 1.6 | 6.2 | 0.5 | 0 | 1.1 | 4.7 |



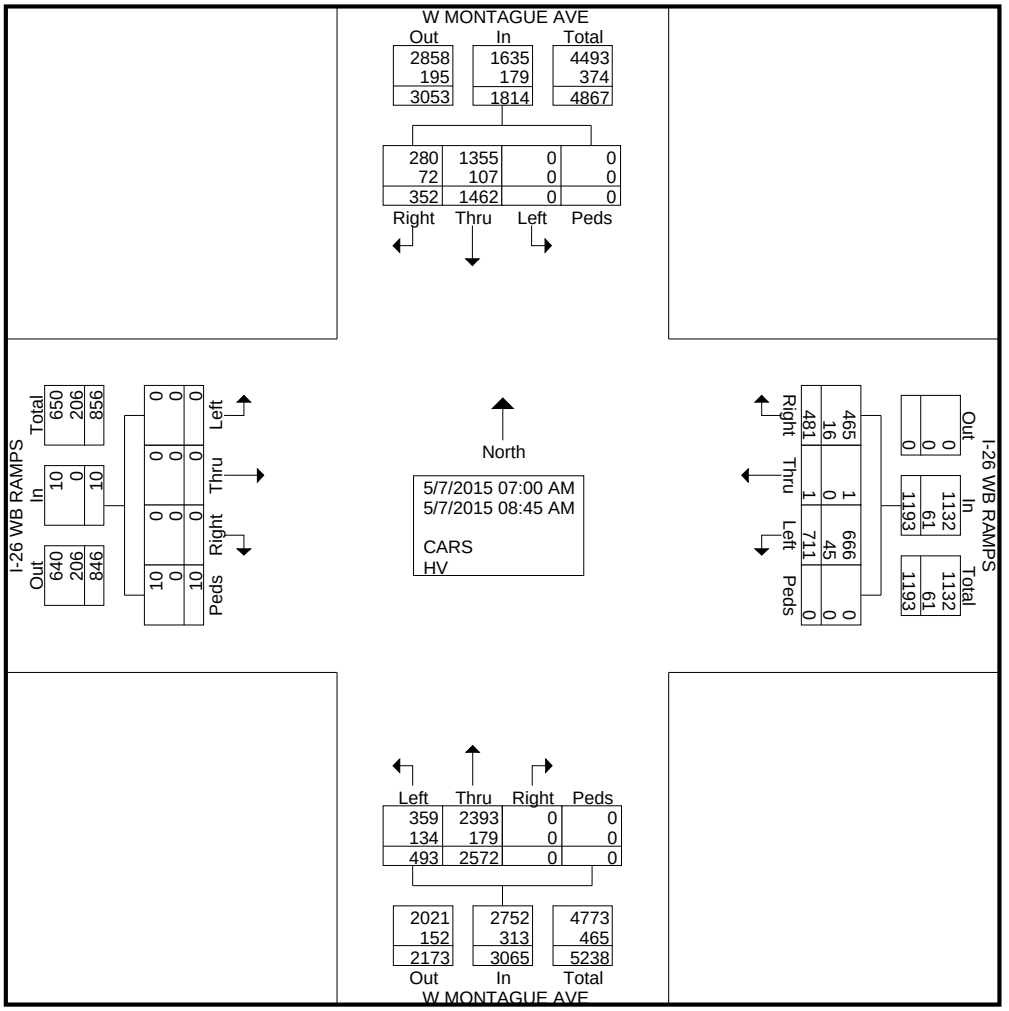
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #39 WMONTAGUE&I26WBRAMPSAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | W MONTAGUE AVE Southbound | | | | | I-26 WB RAMPS Westbound | | | | | W MONTAGUE AVE Northbound | | | | | I-26 WB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 27 | 143 | 0 | 0 | 170 | 52 | 0 | 53 | 0 | 105 | 0 | 288 | 42 | 0 | 330 | 0 | 0 | 0 | 0 | 0 | 605 |
| 07:15 AM | 51 | 170 | 0 | 0 | 221 | 66 | 0 | 92 | 0 | 158 | 0 | 329 | 65 | 0 | 394 | 0 | 0 | 0 | 0 | 0 | 773 |
| 07:30 AM | 56 | 207 | 0 | 0 | 263 | 89 | 1 | 112 | 0 | 202 | 0 | 342 | 53 | 0 | 395 | 0 | 0 | 0 | 1 | 1 | 861 |
| 07:45 AM | 51 | 215 | 0 | 0 | 266 | 88 | 0 | 93 | 0 | 181 | 0 | 384 | 74 | 0 | 458 | 0 | 0 | 0 | 2 | 2 | 907 |
| Total | 185 | 735 | 0 | 0 | 920 | 295 | 1 | 350 | 0 | 646 | 0 | 1343 | 234 | 0 | 1577 | 0 | 0 | 0 | 3 | 3 | 3146 |
| 08:00 AM | 47 | 222 | 0 | 0 | 269 | 62 | 0 | 92 | 0 | 154 | 0 | 296 | 72 | 0 | 368 | 0 | 0 | 0 | 1 | 1 | 792 |
| 08:15 AM | 45 | 165 | 0 | 0 | 210 | 46 | 0 | 91 | 0 | 137 | 0 | 373 | 67 | 0 | 440 | 0 | 0 | 0 | 0 | 0 | 787 |
| 08:30 AM | 34 | 126 | 0 | 0 | 160 | 40 | 0 | 100 | 0 | 140 | 0 | 289 | 63 | 0 | 352 | 0 | 0 | 0 | 2 | 2 | 654 |
| 08:45 AM | 41 | 214 | 0 | 0 | 255 | 38 | 0 | 78 | 0 | 116 | 0 | 271 | 57 | 0 | 328 | 0 | 0 | 0 | 4 | 4 | 703 |
| Total | 167 | 727 | 0 | 0 | 894 | 186 | 0 | 361 | 0 | 547 | 0 | 1229 | 259 | 0 | 1488 | 0 | 0 | 0 | 7 | 7 | 2936 |
| Grand Total | 352 | 1462 | 0 | 0 | 1814 | 481 | 1 | 711 | 0 | 1193 | 0 | 2572 | 493 | 0 | 3065 | 0 | 0 | 0 | 10 | 10 | 6082 |
| Apprch % | 19.4 | 80.6 | 0 | 0 | | 40.3 | 0.1 | 59.6 | 0 | | 0 | 83.9 | 16.1 | 0 | | 0 | 0 | 0 | 100 | | |
| Total % | 5.8 | 24 | 0 | 0 | 29.8 | 7.9 | 0 | 11.7 | 0 | 19.6 | 0 | 42.3 | 8.1 | 0 | 50.4 | 0 | 0 | 0 | 0.2 | 0.2 | |
| CARS | 280 | 1355 | | | | | | | | | | 2393 | | | | | | | | | |
| % CARS | 79.5 | 92.7 | 0 | 0 | 90.1 | 96.7 | 100 | 93.7 | 0 | 94.9 | 0 | 93 | 72.8 | 0 | 89.8 | 0 | 0 | 0 | 100 | 100 | 90.9 |
| HV | 72 | 107 | 0 | 0 | 179 | 16 | 0 | 45 | 0 | 61 | 0 | 179 | 134 | 0 | 313 | 0 | 0 | 0 | 0 | 0 | 553 |
| % HV | 20.5 | 7.3 | 0 | 0 | 9.9 | 3.3 | 0 | 6.3 | 0 | 5.1 | 0 | 7 | 27.2 | 0 | 10.2 | 0 | 0 | 0 | 0 | 0 | 9.1 |

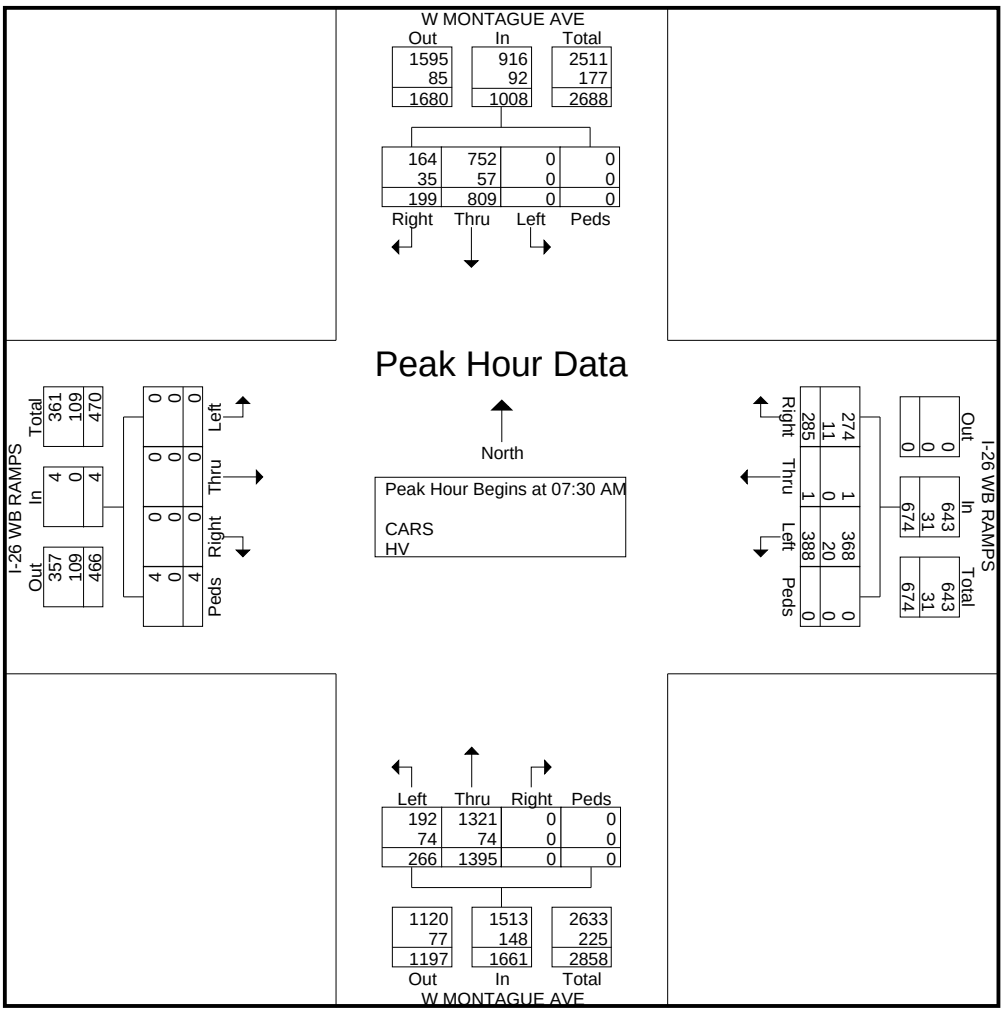


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #39 WMONTAGUE&I26WBRAMPSAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | W MONTAGUE AVE Southbound | | | | | I-26 WB RAMPS Westbound | | | | | W MONTAGUE AVE Northbound | | | | | I-26 WB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | **56** | 207 | 0 | 0 | 263 | **89** | **1** | **112** | 0 | **202** | 0 | 342 | 53 | 0 | 395 | 0 | 0 | 0 | 1 | 1 | 861 |
| 07:45 AM | 51 | 215 | 0 | 0 | 266 | 88 | 0 | 93 | 0 | 181 | 0 | **384** | **74** | 0 | **458** | 0 | 0 | 0 | **2** | **2** | **907** |
| 08:00 AM | 47 | **222** | 0 | 0 | **269** | 62 | 0 | 92 | 0 | 154 | 0 | 296 | 72 | 0 | 368 | 0 | 0 | 0 | 1 | 1 | 792 |
| 08:15 AM | 45 | 165 | 0 | 0 | 210 | 46 | 0 | 91 | 0 | 137 | 0 | 373 | 67 | 0 | 440 | 0 | 0 | 0 | 0 | 0 | 787 |
| Total Volume | 199 | 809 | 0 | 0 | 1008 | 285 | 1 | 388 | 0 | 674 | 0 | 1395 | 266 | 0 | 1661 | 0 | 0 | 0 | 4 | 4 | 3347 |
| % App. Total | 19.7 | 80.3 | 0 | 0 | | 42.3 | 0.1 | 57.6 | 0 | | 0 | 84 | 16 | 0 | | 0 | 0 | 0 | 100 | | |
| PHF | .888 | .911 | .000 | .000 | .937 | .801 | .250 | .866 | .000 | .834 | .000 | .908 | .899 | .000 | .907 | .000 | .000 | .000 | .500 | .500 | .923 |
| CARS | 164 | 752 | 0 | 0 | 916 | 274 | 1 | 368 | 0 | 643 | 0 | 1321 | | | | | | | | | |
| % CARS | 82.4 | 93.0 | 0 | 0 | 90.9 | 96.1 | 100 | 94.8 | 0 | 95.4 | 0 | 94.7 | 72.2 | 0 | 91.1 | 0 | 0 | 0 | 100 | 100 | 91.9 |
| HV | 35 | 57 | 0 | 0 | 92 | 11 | 0 | 20 | 0 | 31 | 0 | 74 | 74 | 0 | 148 | 0 | 0 | 0 | 0 | 0 | 271 |
| % HV | 17.6 | 7.0 | 0 | 0 | 9.1 | 3.9 | 0 | 5.2 | 0 | 4.6 | 0 | 5.3 | 27.8 | 0 | 8.9 | 0 | 0 | 0 | 0 | 0 | 8.1 |



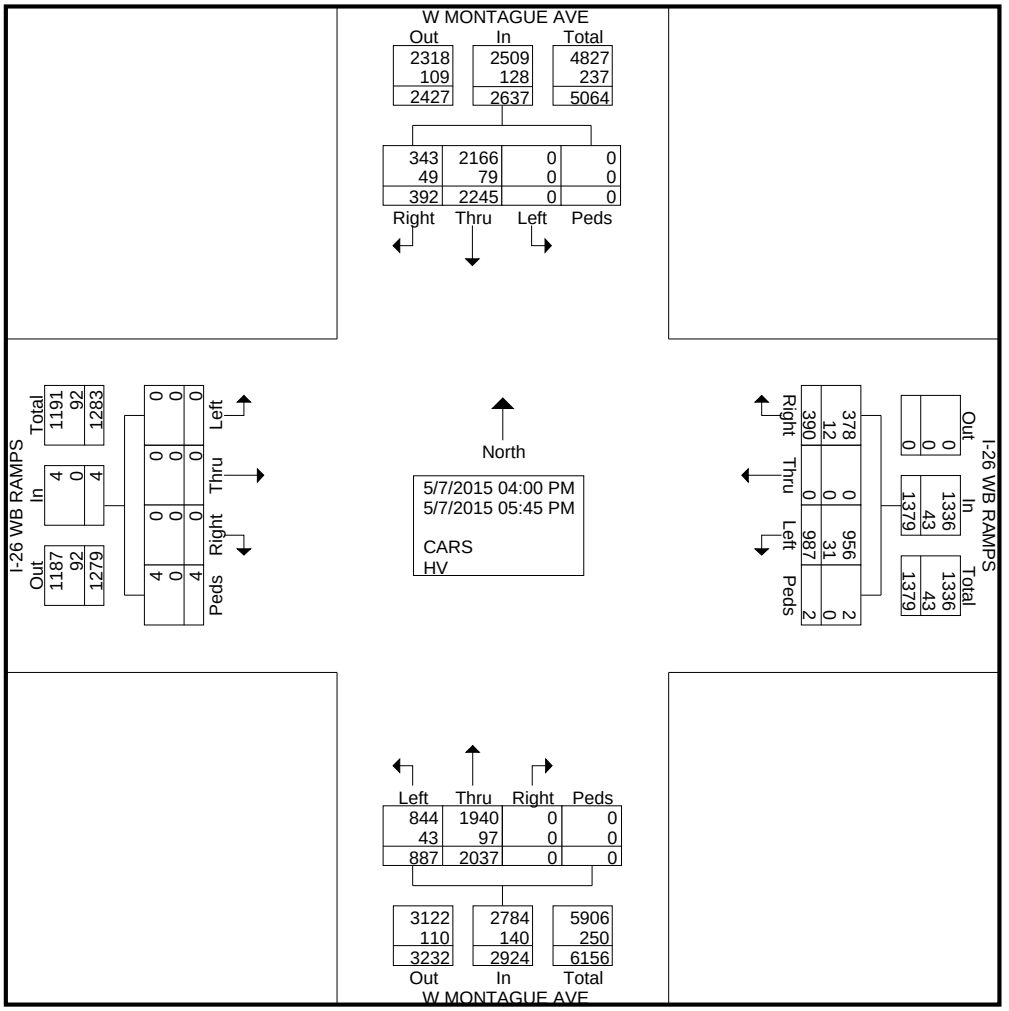
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #39 WMONTAGUE&I26WBRAMPSPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | W MONTAGUE AVE Southbound | | | | | I-26 WB RAMPS Westbound | | | | | W MONTAGUE AVE Northbound | | | | | I-26 WB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 60 | 230 | 0 | 0 | 290 | 43 | 0 | 97 | 0 | 140 | 0 | 217 | 103 | 0 | 320 | 0 | 0 | 0 | 0 | 0 | 750 |
| 04:15 PM | 49 | 296 | 0 | 0 | 345 | 46 | 0 | 121 | 0 | 167 | 0 | 259 | 123 | 0 | 382 | 0 | 0 | 0 | 0 | 0 | 894 |
| 04:30 PM | 54 | 325 | 0 | 0 | 379 | 53 | 0 | 112 | 0 | 165 | 0 | 236 | 126 | 0 | 362 | 0 | 0 | 0 | 0 | 0 | 906 |
| 04:45 PM | 40 | 225 | 0 | 0 | 265 | 66 | 0 | 118 | 1 | 185 | 0 | 250 | 110 | 0 | 360 | 0 | 0 | 0 | 0 | 0 | 810 |
| Total | 203 | 1076 | 0 | 0 | 1279 | 208 | 0 | 448 | 1 | 657 | 0 | 962 | 462 | 0 | 1424 | 0 | 0 | 0 | 0 | 0 | 3360 |
| 05:00 PM | 65 | 355 | 0 | 0 | 420 | 50 | 0 | 151 | 0 | 201 | 0 | 282 | 129 | 0 | 411 | 0 | 0 | 0 | 2 | 2 | 1034 |
| 05:15 PM | 46 | 315 | 0 | 0 | 361 | 45 | 0 | 130 | 1 | 176 | 0 | 283 | 105 | 0 | 388 | 0 | 0 | 0 | 0 | 0 | 925 |
| 05:30 PM | 41 | 266 | 0 | 0 | 307 | 34 | 0 | 117 | 0 | 151 | 0 | 280 | 111 | 0 | 391 | 0 | 0 | 0 | 0 | 0 | 849 |
| 05:45 PM | 37 | 233 | 0 | 0 | 270 | 53 | 0 | 141 | 0 | 194 | 0 | 230 | 80 | 0 | 310 | 0 | 0 | 0 | 2 | 2 | 776 |
| Total | 189 | 1169 | 0 | 0 | 1358 | 182 | 0 | 539 | 1 | 722 | 0 | 1075 | 425 | 0 | 1500 | 0 | 0 | 0 | 4 | 4 | 3584 |
| Grand Total | 392 | 2245 | 0 | 0 | 2637 | 390 | 0 | 987 | 2 | 1379 | 0 | 2037 | 887 | 0 | 2924 | 0 | 0 | 0 | 4 | 4 | 6944 |
| Apprch % | 14.9 | 85.1 | 0 | 0 | | 28.3 | 0 | 71.6 | 0.1 | | 0 | 69.7 | 30.3 | 0 | | 0 | 0 | 0 | 100 | | |
| Total % | 5.6 | 32.3 | 0 | 0 | 38 | 5.6 | 0 | 14.2 | 0 | 19.9 | 0 | 29.3 | 12.8 | 0 | 42.1 | 0 | 0 | 0 | 0.1 | 0.1 | |
| CARS | 343 | 2166 | | | | | | | | | | 1940 | | | | | | | | | |
| % CARS | 87.5 | 96.5 | 0 | 0 | 95.1 | 96.9 | 0 | 96.9 | 100 | 96.9 | 0 | 95.2 | 95.2 | 0 | 95.2 | 0 | 0 | 0 | 100 | 100 | 95.5 |
| HV | 49 | 79 | 0 | 0 | 128 | 12 | 0 | 31 | 0 | 43 | 0 | 97 | 43 | 0 | 140 | 0 | 0 | 0 | 0 | 0 | 311 |
| % HV | 12.5 | 3.5 | 0 | 0 | 4.9 | 3.1 | 0 | 3.1 | 0 | 3.1 | 0 | 4.8 | 4.8 | 0 | 4.8 | 0 | 0 | 0 | 0 | 0 | 4.5 |

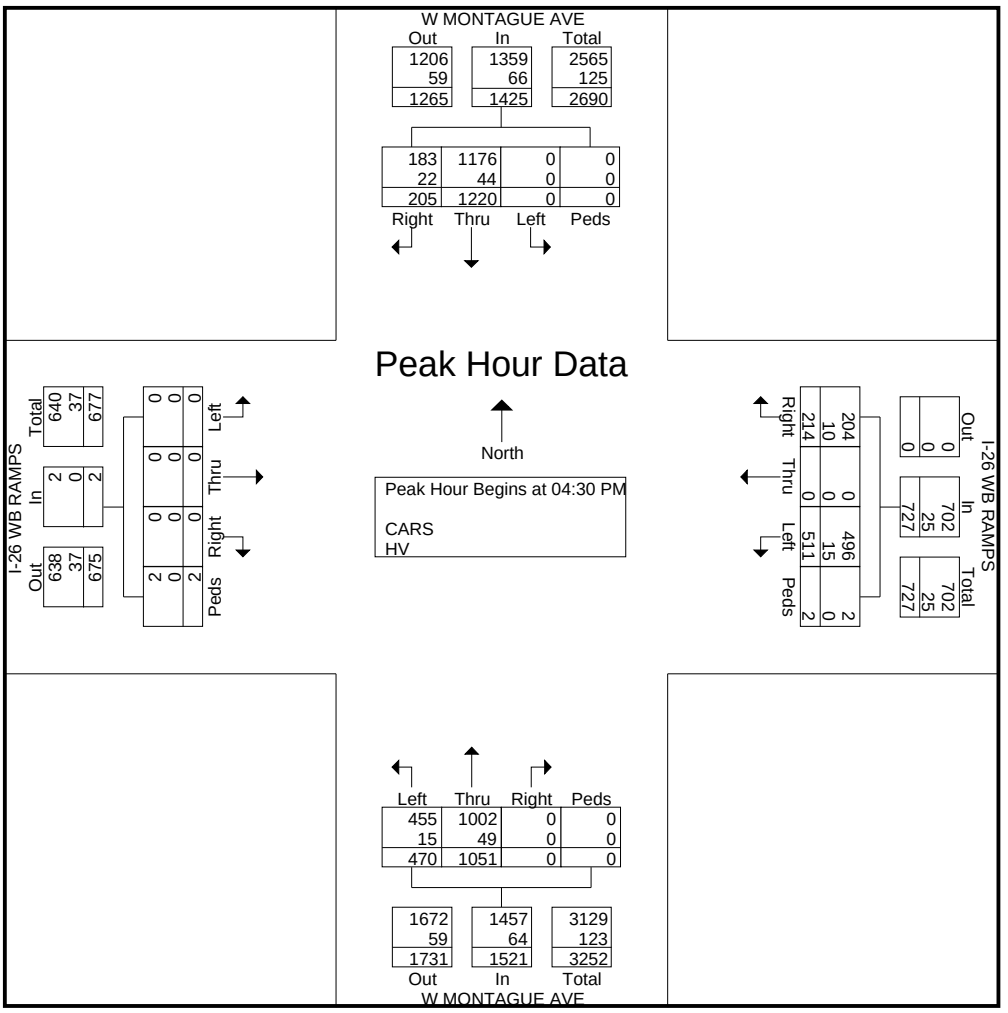


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #39 WMONTAGUE&I26WBRAMPSPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | W MONTAGUE AVE Southbound | | | | | I-26 WB RAMPS Westbound | | | | | W MONTAGUE AVE Northbound | | | | | I-26 WB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 54 | 325 | 0 | 0 | 379 | 53 | 0 | 112 | 0 | 165 | 0 | 236 | 126 | 0 | 362 | 0 | 0 | 0 | 0 | 0 | 906 |
| 04:45 PM | 40 | 225 | 0 | 0 | 265 | **66** | 0 | 118 | **1** | 185 | 0 | 250 | 110 | 0 | 360 | 0 | 0 | 0 | 0 | 0 | 810 |
| 05:00 PM | **65** | **355** | 0 | 0 | **420** | 50 | 0 | **151** | 0 | **201** | 0 | 282 | **129** | 0 | **411** | 0 | 0 | 0 | **2** | **2** | **1034** |
| 05:15 PM | 46 | 315 | 0 | 0 | 361 | 45 | 0 | 130 | 1 | 176 | 0 | **283** | 105 | 0 | 388 | 0 | 0 | 0 | 0 | 0 | 925 |
| Total Volume | 205 | 1220 | 0 | 0 | 1425 | 214 | 0 | 511 | 2 | 727 | 0 | 1051 | 470 | 0 | 1521 | 0 | 0 | 0 | 2 | 2 | 3675 |
| % App. Total | 14.4 | 85.6 | 0 | 0 | | 29.4 | 0 | 70.3 | 0.3 | | 0 | 69.1 | 30.9 | 0 | | 0 | 0 | 0 | 100 | | |
| PHF | .788 | .859 | .000 | .000 | .848 | .811 | .000 | .846 | .500 | .904 | .000 | .928 | .911 | .000 | .925 | .000 | .000 | .000 | .250 | .250 | .889 |
| CARS | 183 | 1176 | | | | | | | | | | 1002 | | | | | | | | | |
| % CARS | 89.3 | 96.4 | 0 | 0 | 95.4 | 95.3 | 0 | 97.1 | 100 | 96.6 | 0 | 95.3 | 96.8 | 0 | 95.8 | 0 | 0 | 0 | 100 | 100 | 95.8 |
| HV | 22 | 44 | 0 | 0 | 66 | 10 | 0 | 15 | 0 | 25 | 0 | 49 | 15 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 155 |
| % HV | 10.7 | 3.6 | 0 | 0 | 4.6 | 4.7 | 0 | 2.9 | 0 | 3.4 | 0 | 4.7 | 3.2 | 0 | 4.2 | 0 | 0 | 0 | 0 | 0 | 4.2 |



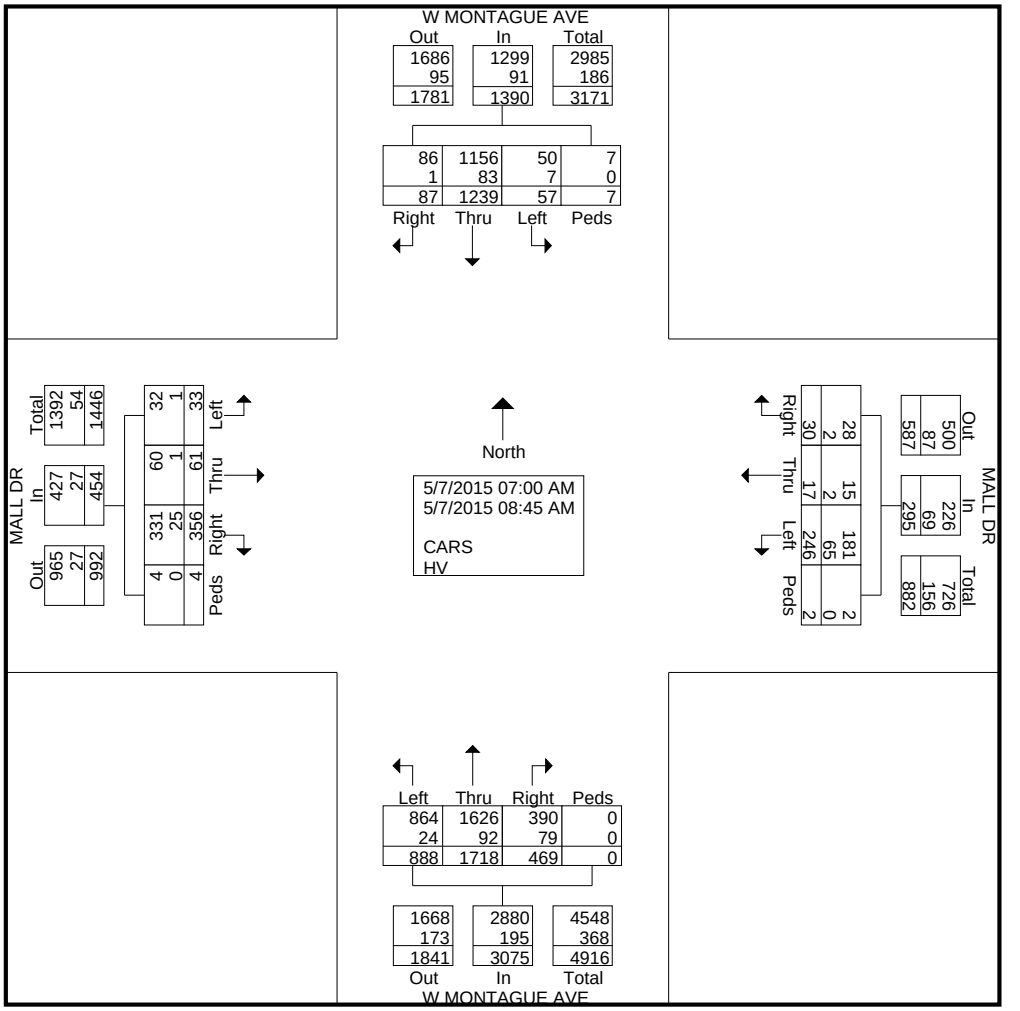
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #40 WMONTAGUE&MALLAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | W MONTAGUE AVE Southbound | | | | | MALL DR Westbound | | | | | W MONTAGUE AVE Northbound | | | | | MALL DR Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 9 | 121 | 4 | 0 | 134 | 0 | 0 | 14 | 0 | 14 | 32 | 221 | 82 | 0 | 335 | 29 | 6 | 4 | 0 | 39 | 522 |
| 07:15 AM | 16 | 170 | 7 | 0 | 193 | 3 | 1 | 25 | 1 | 30 | 55 | 240 | 90 | 0 | 385 | 41 | 5 | 4 | 0 | 50 | 658 |
| 07:30 AM | 12 | 192 | 4 | 2 | 210 | 2 | 4 | 29 | 0 | 35 | 52 | 293 | 103 | 0 | 448 | 39 | 7 | 4 | 0 | 50 | 743 |
| 07:45 AM | 12 | 207 | 12 | 0 | 231 | 1 | 2 | 26 | 0 | 29 | 70 | 304 | 132 | 0 | 506 | 43 | 15 | 8 | 0 | 66 | 832 |
| Total | 49 | 690 | 27 | 2 | 768 | 6 | 7 | 94 | 1 | 108 | 209 | 1058 | 407 | 0 | 1674 | 152 | 33 | 20 | 0 | 205 | 2755 |
| 08:00 AM | 9 | 180 | 5 | 0 | 194 | 9 | 1 | 34 | 0 | 44 | 63 | 181 | 127 | 0 | 371 | 57 | 5 | 2 | 1 | 65 | 674 |
| 08:15 AM | 11 | 117 | 13 | 4 | 145 | 6 | 1 | 37 | 0 | 44 | 78 | 181 | 132 | 0 | 391 | 56 | 8 | 5 | 0 | 69 | 649 |
| 08:30 AM | 11 | 106 | 3 | 1 | 121 | 2 | 2 | 38 | 1 | 43 | 70 | 141 | 113 | 0 | 324 | 40 | 9 | 2 | 0 | 51 | 539 |
| 08:45 AM | 7 | 146 | 9 | 0 | 162 | 7 | 6 | 43 | 0 | 56 | 49 | 157 | 109 | 0 | 315 | 51 | 6 | 4 | 3 | 64 | 597 |
| Total | 38 | 549 | 30 | 5 | 622 | 24 | 10 | 152 | 1 | 187 | 260 | 660 | 481 | 0 | 1401 | 204 | 28 | 13 | 4 | 249 | 2459 |
| Grand Total | 87 | 1239 | 57 | 7 | 1390 | 30 | 17 | 246 | 2 | 295 | 469 | 1718 | 888 | 0 | 3075 | 356 | 61 | 33 | 4 | 454 | 5214 |
| Apprch % | 6.3 | 89.1 | 4.1 | 0.5 | | 10.2 | 5.8 | 83.4 | 0.7 | | 15.3 | 55.9 | 28.9 | 0 | | 78.4 | 13.4 | 7.3 | 0.9 | | |
| Total % | 1.7 | 23.8 | 1.1 | 0.1 | 26.7 | 0.6 | 0.3 | 4.7 | 0 | 5.7 | 9 | 32.9 | 17 | 0 | 59 | 6.8 | 1.2 | 0.6 | 0.1 | 8.7 | |
| CARS | 86 | 1156 | | | | | | | | | | 1626 | | | | | | | | | |
| % CARS | 98.9 | 93.3 | 87.7 | 100 | 93.5 | 93.3 | 88.2 | 73.6 | 100 | 76.6 | 83.2 | 94.6 | 97.3 | 0 | 93.7 | 93 | 98.4 | 97 | 100 | 94.1 | 92.7 |
| HV | 1 | 83 | 7 | 0 | 91 | 2 | 2 | 65 | 0 | 69 | 79 | 92 | 24 | 0 | 195 | 25 | 1 | 1 | 0 | 27 | 382 |
| % HV | 1.1 | 6.7 | 12.3 | 0 | 6.5 | 6.7 | 11.8 | 26.4 | 0 | 23.4 | 16.8 | 5.4 | 2.7 | 0 | 6.3 | 7 | 1.6 | 3 | 0 | 5.9 | 7.3 |

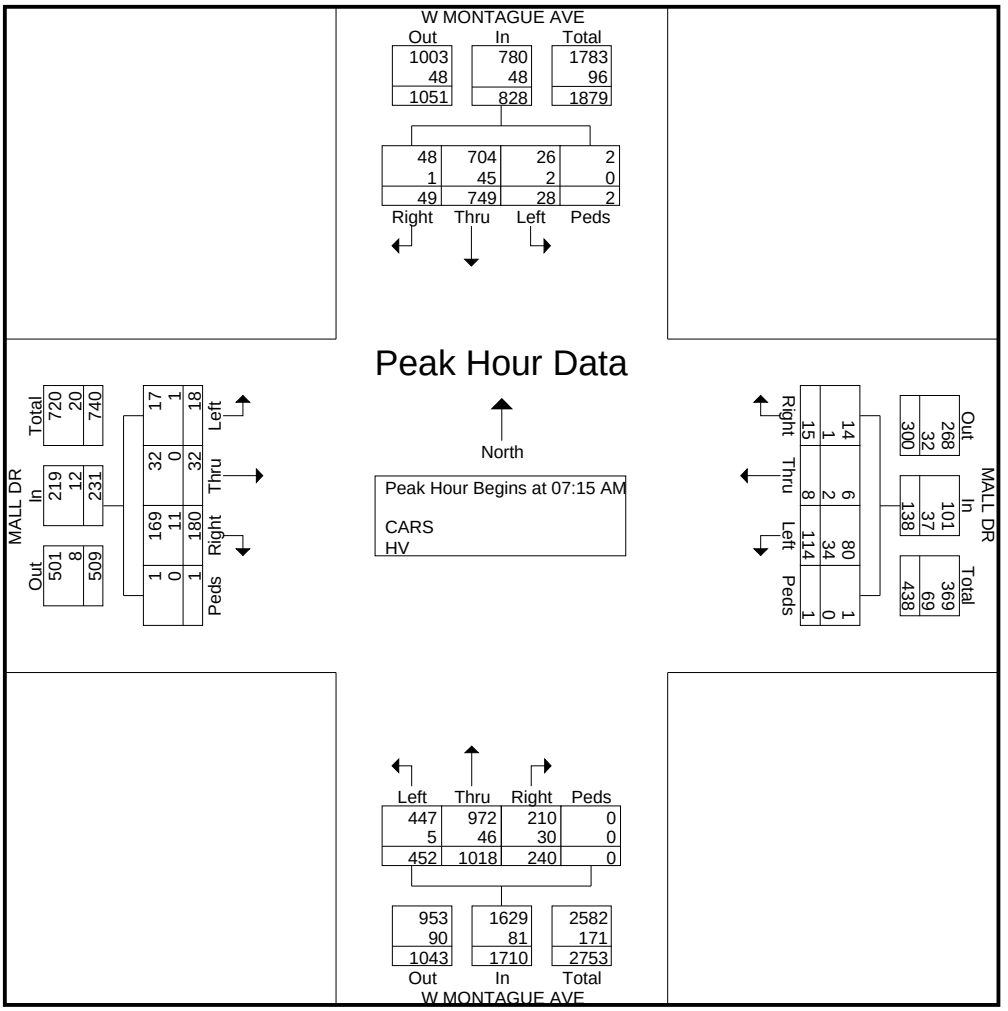


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #40 WMONTAGUE&MALLAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | W MONTAGUE AVE Southbound | | | | | MALL DR Westbound | | | | | W MONTAGUE AVE Northbound | | | | | MALL DR Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | **16** | 170 | 7 | 0 | 193 | 3 | 1 | 25 | **1** | 30 | 55 | 240 | 90 | 0 | 385 | 41 | 5 | 4 | 0 | 50 | 658 |
| 07:30 AM | 12 | 192 | 4 | **2** | 210 | 2 | **4** | 29 | 0 | 35 | 52 | 293 | 103 | 0 | 448 | 39 | 7 | 4 | 0 | 50 | 743 |
| 07:45 AM | 12 | **207** | **12** | 0 | **231** | 1 | 2 | 26 | 0 | 29 | **70** | **304** | **132** | 0 | **506** | 43 | **15** | **8** | 0 | **66** | **832** |
| 08:00 AM | 9 | 180 | 5 | 0 | 194 | **9** | 1 | **34** | 0 | **44** | 63 | 181 | 127 | 0 | 371 | **57** | 5 | 2 | **1** | 65 | 674 |
| Total Volume | 49 | 749 | 28 | 2 | 828 | 15 | 8 | 114 | 1 | 138 | 240 | 1018 | 452 | 0 | 1710 | 180 | 32 | 18 | 1 | 231 | 2907 |
| % App. Total | 5.9 | 90.5 | 3.4 | 0.2 | | 10.9 | 5.8 | 82.6 | 0.7 | | 14 | 59.5 | 26.4 | 0 | | 77.9 | 13.9 | 7.8 | 0.4 | | |
| PHF | .766 | .905 | .583 | .250 | .896 | .417 | .500 | .838 | .250 | .784 | .857 | .837 | .856 | .000 | .845 | .789 | .533 | .563 | .250 | .875 | .873 |
| CARS | 48 | 704 | 26 | 2 | 780 | 14 | 6 | 80 | 1 | 101 | 210 | 972 | 447 | 0 | 1629 | 169 | 32 | 17 | 1 | 219 | 2729 |
| % CARS | 98.0 | 94.0 | 92.9 | 100 | 94.2 | 93.3 | 75.0 | 70.2 | 100 | 73.2 | 87.5 | 95.5 | 98.9 | 0 | 95.3 | 93.9 | 100 | 94.4 | 100 | 94.8 | 93.9 |
| HV | 1 | 45 | 2 | 0 | 48 | 1 | 2 | 34 | 0 | 37 | 30 | 46 | 5 | 0 | 81 | 11 | 0 | 1 | 0 | 12 | 178 |
| % HV | 2.0 | 6.0 | 7.1 | 0 | 5.8 | 6.7 | 25.0 | 29.8 | 0 | 26.8 | 12.5 | 4.5 | 1.1 | 0 | 4.7 | 6.1 | 0 | 5.6 | 0 | 5.2 | 6.1 |



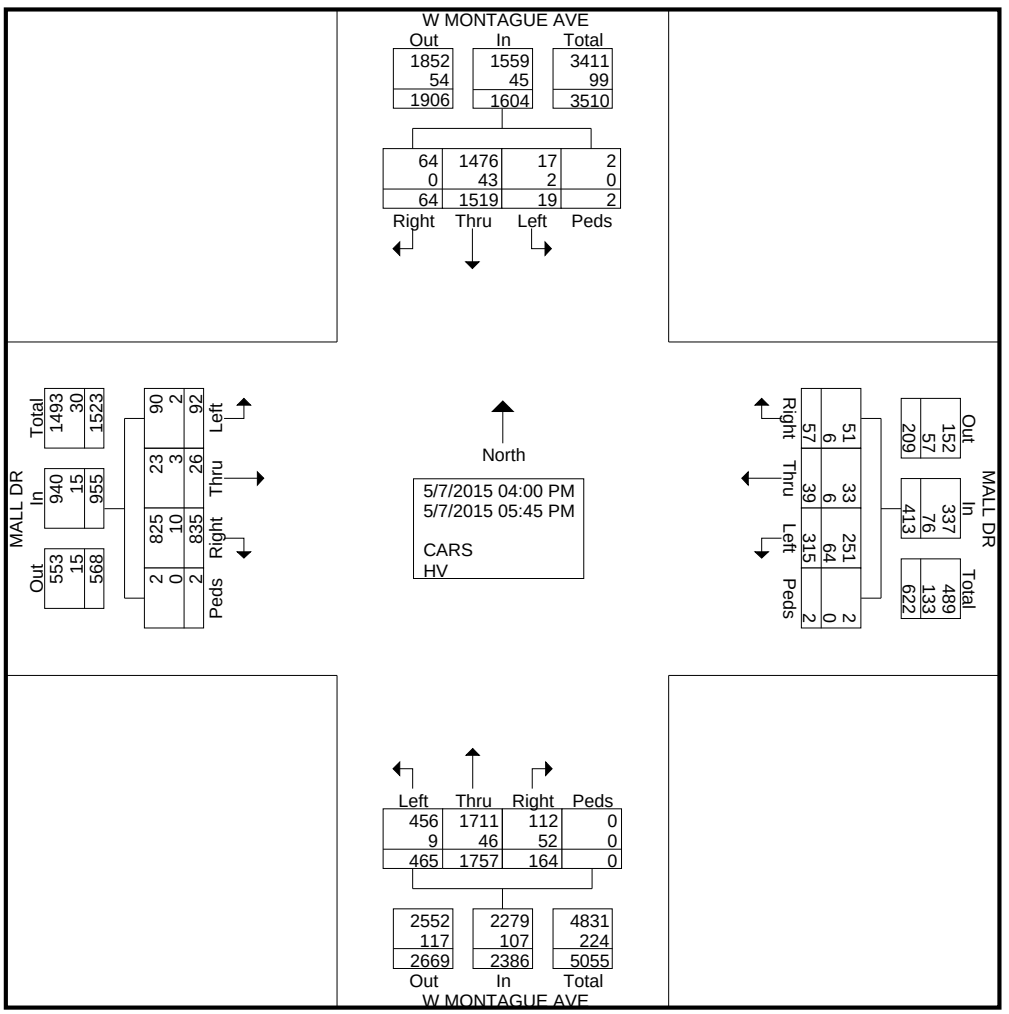
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #40 WMONTAGUE&MALLPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | W MONTAGUE AVE Southbound | | | | | MALL DR Westbound | | | | | W MONTAGUE AVE Northbound | | | | | MALL DR Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 10 | 163 | 1 | 1 | 175 | 10 | 7 | 52 | 0 | 69 | 31 | 179 | 49 | 0 | 259 | 84 | 5 | 8 | 0 | 97 | 600 |
| 04:15 PM | 9 | 213 | 1 | 0 | 223 | 7 | 8 | 42 | 1 | 58 | 19 | 201 | 64 | 0 | 284 | 82 | 4 | 8 | 0 | 94 | 659 |
| 04:30 PM | 9 | 222 | 2 | 0 | 233 | 7 | 6 | 45 | 0 | 58 | 23 | 202 | 64 | 0 | 289 | 118 | 6 | 21 | 0 | 145 | 725 |
| 04:45 PM | 12 | 156 | 5 | 0 | 173 | 8 | 6 | 35 | 0 | 49 | 21 | 214 | 53 | 0 | 288 | 77 | 3 | 12 | 1 | 93 | 603 |
| Total | 40 | 754 | 9 | 1 | 804 | 32 | 27 | 174 | 1 | 234 | 94 | 796 | 230 | 0 | 1120 | 361 | 18 | 49 | 1 | 429 | 2587 |
| | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 4 | 209 | 2 | 0 | 215 | 11 | 7 | 58 | 0 | 76 | 18 | 276 | 50 | 0 | 344 | 192 | 1 | 23 | 0 | 216 | 851 |
| 05:15 PM | 5 | 214 | 3 | 1 | 223 | 6 | 3 | 28 | 1 | 38 | 14 | 244 | 69 | 0 | 327 | 105 | 3 | 9 | 0 | 117 | 705 |
| 05:30 PM | 8 | 171 | 2 | 0 | 181 | 4 | 1 | 33 | 0 | 38 | 18 | 241 | 55 | 0 | 314 | 92 | 1 | 7 | 0 | 100 | 633 |
| 05:45 PM | 7 | 171 | 3 | 0 | 181 | 4 | 1 | 22 | 0 | 27 | 20 | 200 | 61 | 0 | 281 | 85 | 3 | 4 | 1 | 93 | 582 |
| Total | 24 | 765 | 10 | 1 | 800 | 25 | 12 | 141 | 1 | 179 | 70 | 961 | 235 | 0 | 1266 | 474 | 8 | 43 | 1 | 526 | 2771 |
| | | | | | | | | | | | | | | | | | | | | | |
| Grand Total | 64 | 1519 | 19 | 2 | 1604 | 57 | 39 | 315 | 2 | 413 | 164 | 1757 | 465 | 0 | 2386 | 835 | 26 | 92 | 2 | 955 | 5358 |
| Apprch % | 4 | 94.7 | 1.2 | 0.1 | | 13.8 | 9.4 | 76.3 | 0.5 | | 6.9 | 73.6 | 19.5 | 0 | | 87.4 | 2.7 | 9.6 | 0.2 | | |
| Total % | 1.2 | 28.4 | 0.4 | 0 | 29.9 | 1.1 | 0.7 | 5.9 | 0 | 7.7 | 3.1 | 32.8 | 8.7 | 0 | 44.5 | 15.6 | 0.5 | 1.7 | 0 | 17.8 | |
| CARS | 64 | 1476 | | | | | | | | | | 1711 | | | | | | | | | |
| % CARS | 100 | 97.2 | 89.5 | 100 | 97.2 | 89.5 | 84.6 | 79.7 | 100 | 81.6 | 68.3 | 97.4 | 98.1 | 0 | 95.5 | 98.8 | 88.5 | 97.8 | 100 | 98.4 | 95.5 |
| HV | 0 | 43 | 2 | 0 | 45 | 6 | 6 | 64 | 0 | 76 | 52 | 46 | 9 | 0 | 107 | 10 | 3 | 2 | 0 | 15 | 243 |
| % HV | 0 | 2.8 | 10.5 | 0 | 2.8 | 10.5 | 15.4 | 20.3 | 0 | 18.4 | 31.7 | 2.6 | 1.9 | 0 | 4.5 | 1.2 | 11.5 | 2.2 | 0 | 1.6 | 4.5 |

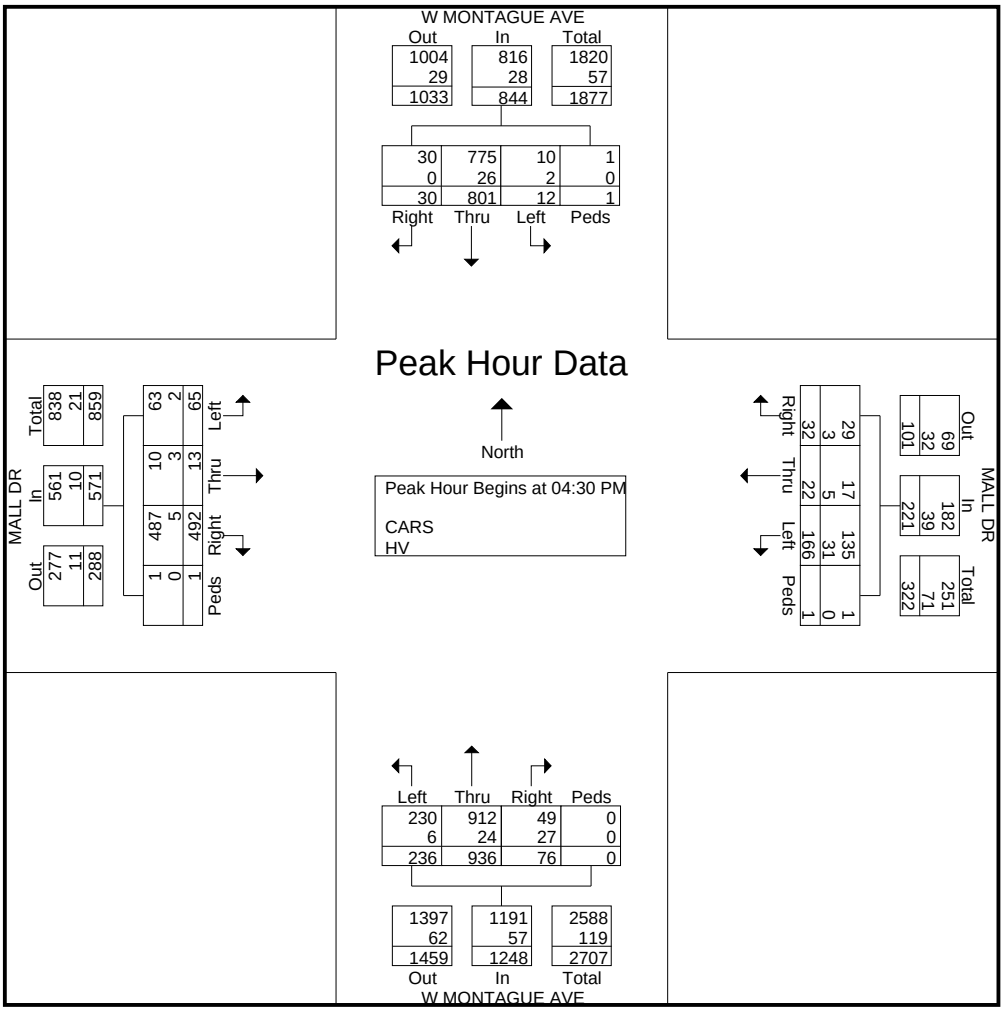


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #40 WMONTAGUE&MALLPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | W MONTAGUE AVE Southbound | | | | | MALL DR Westbound | | | | | W MONTAGUE AVE Northbound | | | | | MALL DR Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 9 | **222** | 2 | 0 | **233** | 7 | 6 | 45 | 0 | 58 | **23** | 202 | 64 | 0 | 289 | 118 | **6** | 21 | 0 | 145 | 725 |
| 04:45 PM | **12** | 156 | **5** | 0 | 173 | 8 | 6 | 35 | 0 | 49 | 21 | 214 | 53 | 0 | 288 | 77 | 3 | 12 | **1** | 93 | 603 |
| 05:00 PM | 4 | 209 | 2 | 0 | 215 | **11** | **7** | **58** | 0 | **76** | 18 | **276** | 50 | 0 | **344** | **192** | 1 | **23** | 0 | **216** | **851** |
| 05:15 PM | 5 | 214 | 3 | **1** | 223 | 6 | 3 | 28 | **1** | 38 | 14 | 244 | **69** | 0 | 327 | 105 | 3 | 9 | 0 | 117 | 705 |
| Total Volume | 30 | 801 | 12 | 1 | 844 | 32 | 22 | 166 | 1 | 221 | 76 | 936 | 236 | 0 | 1248 | 492 | 13 | 65 | 1 | 571 | 2884 |
| % App. Total | 3.6 | 94.9 | 1.4 | 0.1 | | 14.5 | 10 | 75.1 | 0.5 | | 6.1 | 75 | 18.9 | 0 | | 86.2 | 2.3 | 11.4 | 0.2 | | |
| PHF | .625 | .902 | .600 | .250 | .906 | .727 | .786 | .716 | .250 | .727 | .826 | .848 | .855 | .000 | .907 | .641 | .542 | .707 | .250 | .661 | .847 |
| CARS | 30 | 775 | 10 | 1 | 816 | 29 | 17 | 135 | 1 | 182 | 49 | 912 | 230 | 0 | 1191 | 487 | 10 | 63 | 1 | 561 | 2750 |
| % CARS | 100 | 96.8 | 83.3 | 100 | 96.7 | 90.6 | 77.3 | 81.3 | 100 | 82.4 | 64.5 | 97.4 | 97.5 | 0 | 95.4 | 99.0 | 76.9 | 96.9 | 100 | 98.2 | 95.4 |
| HV | 0 | 26 | 2 | 0 | 28 | 3 | 5 | 31 | 0 | 39 | 27 | 24 | 6 | 0 | 57 | 5 | 3 | 2 | 0 | 10 | 134 |
| % HV | 0 | 3.2 | 16.7 | 0 | 3.3 | 9.4 | 22.7 | 18.7 | 0 | 17.6 | 35.5 | 2.6 | 2.5 | 0 | 4.6 | 1.0 | 23.1 | 3.1 | 0 | 1.8 | 4.6 |



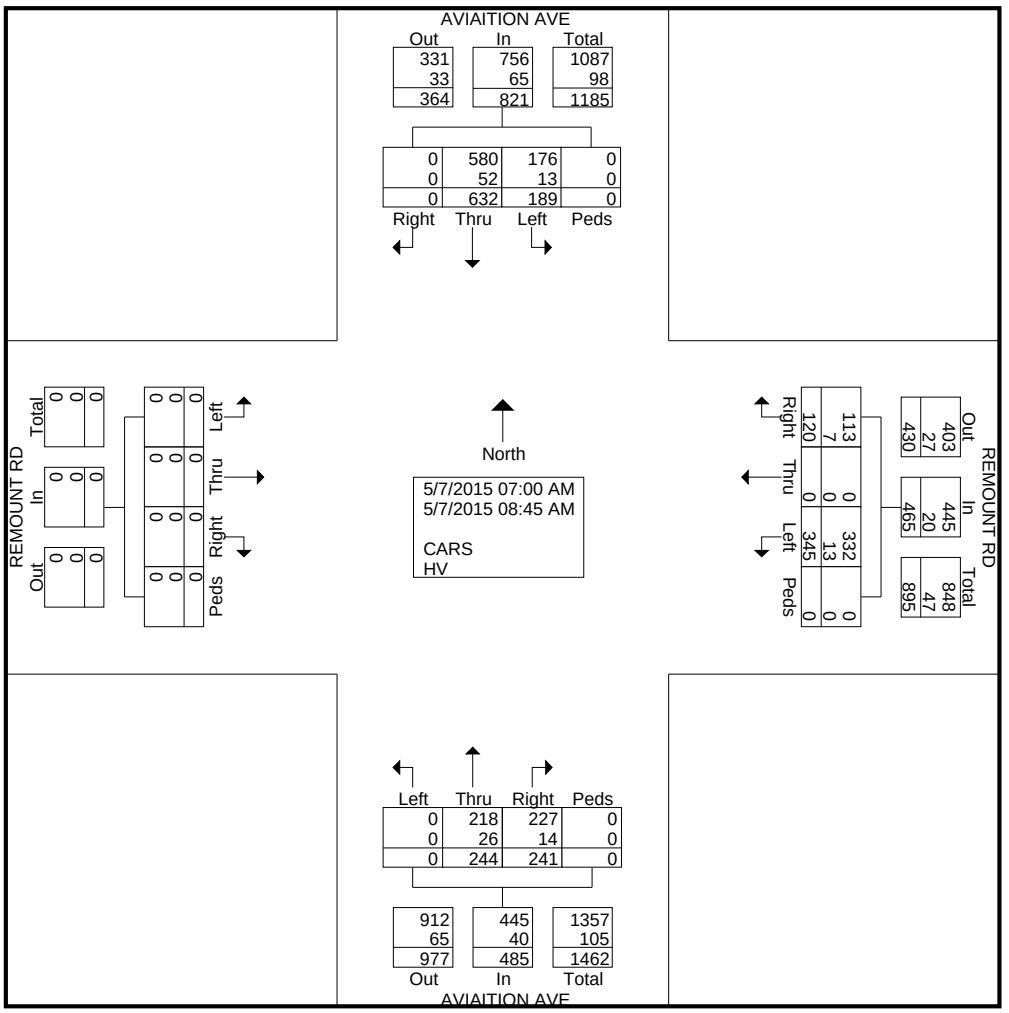
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #41 AVIATION&REMOUNTAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | AVIAITION AVE Southbound | | | | | REMOUNT RD Westbound | | | | | AVIAITION AVE Northbound | | | | | REMOUNT RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 78 | 20 | 0 | 98 | 14 | 0 | 49 | 0 | 63 | 36 | 31 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 228 |
| 07:15 AM | 0 | 78 | 25 | 0 | 103 | 17 | 0 | 36 | 0 | 53 | 38 | 31 | 0 | 0 | 69 | 0 | 0 | 0 | 0 | 0 | 225 |
| 07:30 AM | 0 | 104 | 30 | 0 | 134 | 11 | 0 | 39 | 0 | 50 | 29 | 36 | 0 | 0 | 65 | 0 | 0 | 0 | 0 | 0 | 249 |
| 07:45 AM | 0 | 80 | 29 | 0 | 109 | 19 | 0 | 43 | 0 | 62 | 29 | 48 | 0 | 0 | 77 | 0 | 0 | 0 | 0 | 0 | 248 |
| Total | 0 | 340 | 104 | 0 | 444 | 61 | 0 | 167 | 0 | 228 | 132 | 146 | 0 | 0 | 278 | 0 | 0 | 0 | 0 | 0 | 950 |
| 08:00 AM | 0 | 77 | 25 | 0 | 102 | 20 | 0 | 42 | 0 | 62 | 30 | 29 | 0 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 223 |
| 08:15 AM | 0 | 85 | 21 | 0 | 106 | 14 | 0 | 49 | 0 | 63 | 30 | 24 | 0 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 223 |
| 08:30 AM | 0 | 64 | 21 | 0 | 85 | 11 | 0 | 39 | 0 | 50 | 16 | 19 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 170 |
| 08:45 AM | 0 | 66 | 18 | 0 | 84 | 14 | 0 | 48 | 0 | 62 | 33 | 26 | 0 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 205 |
| Total | 0 | 292 | 85 | 0 | 377 | 59 | 0 | 178 | 0 | 237 | 109 | 98 | 0 | 0 | 207 | 0 | 0 | 0 | 0 | 0 | 821 |
| Grand Total | 0 | 632 | 189 | 0 | 821 | 120 | 0 | 345 | 0 | 465 | 241 | 244 | 0 | 0 | 485 | 0 | 0 | 0 | 0 | 0 | 1771 |
| Apprch % | 0 | 77 | 23 | 0 | | 25.8 | 0 | 74.2 | 0 | | 49.7 | 50.3 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| Total % | 0 | 35.7 | 10.7 | 0 | 46.4 | 6.8 | 0 | 19.5 | 0 | 26.3 | 13.6 | 13.8 | 0 | 0 | 27.4 | 0 | 0 | 0 | 0 | 0 | |
| CARS | 0 | 580 | 176 | 0 | 756 | 113 | 0 | 332 | 0 | 445 | 227 | 218 | 0 | 0 | 445 | 0 | 0 | 0 | 0 | 0 | 1646 |
| % CARS | 0 | 91.8 | 93.1 | 0 | 92.1 | 94.2 | 0 | 96.2 | 0 | 95.7 | 94.2 | 89.3 | 0 | 0 | 91.8 | 0 | 0 | 0 | 0 | 0 | 92.9 |
| HV | 0 | 52 | 13 | 0 | 65 | 7 | 0 | 13 | 0 | 20 | 14 | 26 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 125 |
| % HV | 0 | 8.2 | 6.9 | 0 | 7.9 | 5.8 | 0 | 3.8 | 0 | 4.3 | 5.8 | 10.7 | 0 | 0 | 8.2 | 0 | 0 | 0 | 0 | 0 | 7.1 |

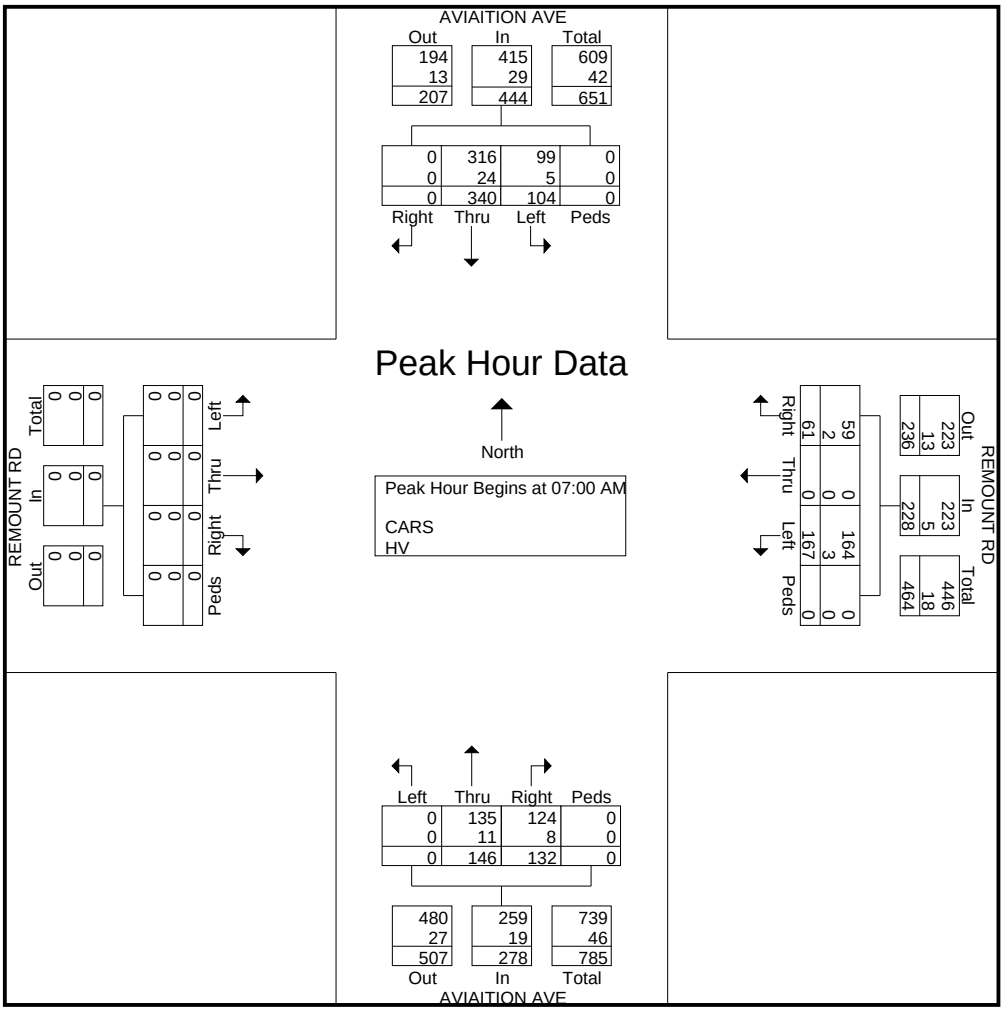


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #41 AVIATION&REMOUNTAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | AVIAITION AVE Southbound | | | | | REMOUNT RD Westbound | | | | | AVIAITION AVE Northbound | | | | | REMOUNT RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 78 | 20 | 0 | 98 | 14 | 0 | **49** | 0 | **63** | 36 | 31 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 228 |
| 07:15 AM | 0 | 78 | 25 | 0 | 103 | 17 | 0 | 36 | 0 | 53 | **38** | 31 | 0 | 0 | 69 | 0 | 0 | 0 | 0 | 0 | 225 |
| 07:30 AM | 0 | **104** | **30** | 0 | **134** | 11 | 0 | 39 | 0 | 50 | 29 | 36 | 0 | 0 | 65 | 0 | 0 | 0 | 0 | 0 | **249** |
| 07:45 AM | 0 | 80 | 29 | 0 | 109 | **19** | 0 | 43 | 0 | 62 | 29 | **48** | 0 | 0 | **77** | 0 | 0 | 0 | 0 | 0 | 248 |
| Total Volume | 0 | 340 | 104 | 0 | 444 | 61 | 0 | 167 | 0 | 228 | 132 | 146 | 0 | 0 | 278 | 0 | 0 | 0 | 0 | 0 | 950 |
| % App. Total | 0 | 76.6 | 23.4 | 0 | | 26.8 | 0 | 73.2 | 0 | | 47.5 | 52.5 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .817 | .867 | .000 | .828 | .803 | .000 | .852 | .000 | .905 | .868 | .760 | .000 | .000 | .903 | .000 | .000 | .000 | .000 | .000 | .954 |
| CARS | 0 | 316 | 99 | 0 | 415 | 59 | 0 | 164 | 0 | 223 | 124 | 135 | 0 | 0 | 259 | 0 | 0 | 0 | 0 | 0 | 897 |
| % CARS | 0 | 92.9 | 95.2 | 0 | 93.5 | 96.7 | 0 | 98.2 | 0 | 97.8 | 93.9 | 92.5 | 0 | 0 | 93.2 | 0 | 0 | 0 | 0 | 0 | 94.4 |
| HV | 0 | 24 | 5 | 0 | 29 | 2 | 0 | 3 | 0 | 5 | 8 | 11 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 53 |
| % HV | 0 | 7.1 | 4.8 | 0 | 6.5 | 3.3 | 0 | 1.8 | 0 | 2.2 | 6.1 | 7.5 | 0 | 0 | 6.8 | 0 | 0 | 0 | 0 | 0 | 5.6 |



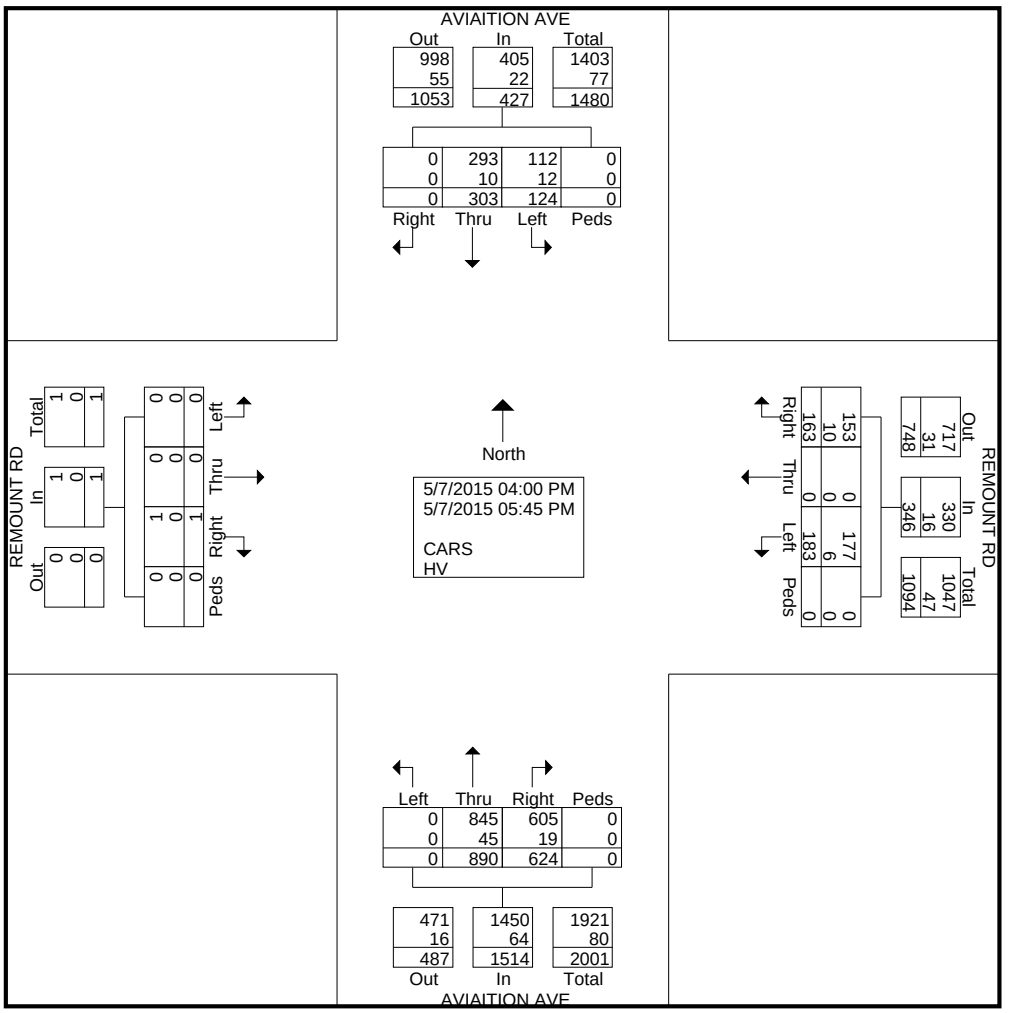
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #41 AVIATION&REMOUNTPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | AVIAITION AVE Southbound | | | | | REMOUNT RD Westbound | | | | | AVIAITION AVE Northbound | | | | | REMOUNT RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 47 | 27 | 0 | 74 | 19 | 0 | 14 | 0 | 33 | 70 | 93 | 0 | 0 | 163 | 0 | 0 | 0 | 0 | 0 | 270 |
| 04:15 PM | 0 | 36 | 16 | 0 | 52 | 20 | 0 | 15 | 0 | 35 | 90 | 101 | 0 | 0 | 191 | 1 | 0 | 0 | 0 | 1 | 279 |
| 04:30 PM | 0 | 40 | 20 | 0 | 60 | 18 | 0 | 26 | 0 | 44 | 99 | 104 | 0 | 0 | 203 | 0 | 0 | 0 | 0 | 0 | 307 |
| 04:45 PM | 0 | 32 | 19 | 0 | 51 | 30 | 0 | 23 | 0 | 53 | 68 | 99 | 0 | 0 | 167 | 0 | 0 | 0 | 0 | 0 | 271 |
| Total | 0 | 155 | 82 | 0 | 237 | 87 | 0 | 78 | 0 | 165 | 327 | 397 | 0 | 0 | 724 | 1 | 0 | 0 | 0 | 1 | 1127 |
| 05:00 PM | 0 | 38 | 19 | 0 | 57 | 26 | 0 | 35 | 0 | 61 | 91 | 122 | 0 | 0 | 213 | 0 | 0 | 0 | 0 | 0 | 331 |
| 05:15 PM | 0 | 40 | 10 | 0 | 50 | 19 | 0 | 26 | 0 | 45 | 89 | 147 | 0 | 0 | 236 | 0 | 0 | 0 | 0 | 0 | 331 |
| 05:30 PM | 0 | 42 | 11 | 0 | 53 | 22 | 0 | 28 | 0 | 50 | 60 | 135 | 0 | 0 | 195 | 0 | 0 | 0 | 0 | 0 | 298 |
| 05:45 PM | 0 | 28 | 2 | 0 | 30 | 9 | 0 | 16 | 0 | 25 | 57 | 89 | 0 | 0 | 146 | 0 | 0 | 0 | 0 | 0 | 201 |
| Total | 0 | 148 | 42 | 0 | 190 | 76 | 0 | 105 | 0 | 181 | 297 | 493 | 0 | 0 | 790 | 0 | 0 | 0 | 0 | 0 | 1161 |
| Grand Total | 0 | 303 | 124 | 0 | 427 | 163 | 0 | 183 | 0 | 346 | 624 | 890 | 0 | 0 | 1514 | 1 | 0 | 0 | 0 | 1 | 2288 |
| Apprch % | 0 | 71 | 29 | 0 | | 47.1 | 0 | 52.9 | 0 | | 41.2 | 58.8 | 0 | 0 | | 100 | 0 | 0 | 0 | | |
| Total % | 0 | 13.2 | 5.4 | 0 | 18.7 | 7.1 | 0 | 8 | 0 | 15.1 | 27.3 | 38.9 | 0 | 0 | 66.2 | 0 | 0 | 0 | 0 | 0 | |
| CARS | 0 | 293 | 112 | 0 | 405 | 153 | 0 | 177 | 0 | 330 | 605 | 845 | 0 | 0 | 1450 | 1 | 0 | 0 | 0 | 1 | 2186 |
| % CARS | 0 | 96.7 | 90.3 | 0 | 94.8 | 93.9 | 0 | 96.7 | 0 | 95.4 | 97 | 94.9 | 0 | 0 | 95.8 | 100 | 0 | 0 | 0 | 100 | 95.5 |
| HV | 0 | 10 | 12 | 0 | 22 | 10 | 0 | 6 | 0 | 16 | 19 | 45 | 0 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 102 |
| % HV | 0 | 3.3 | 9.7 | 0 | 5.2 | 6.1 | 0 | 3.3 | 0 | 4.6 | 3 | 5.1 | 0 | 0 | 4.2 | 0 | 0 | 0 | 0 | 0 | 4.5 |

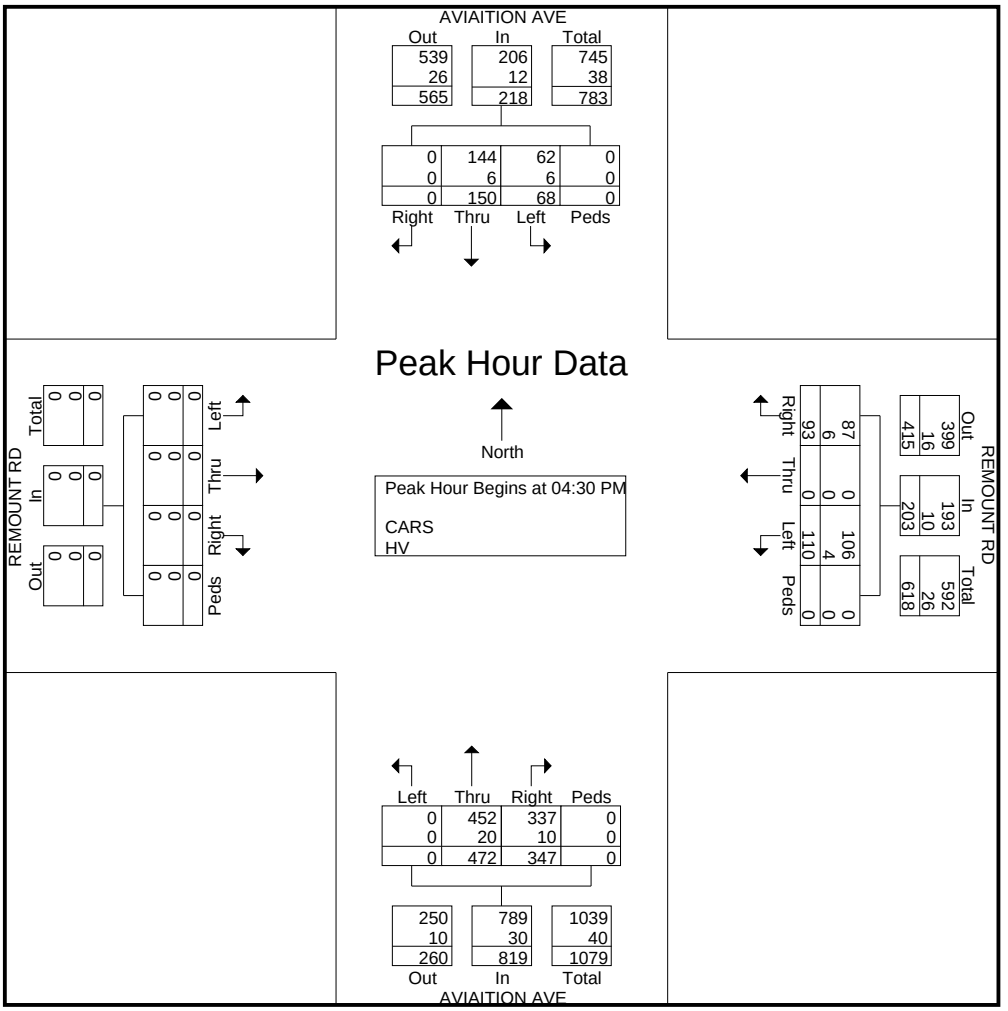


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #41 AVIATION&REMOUNTPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | AVIAITION AVE Southbound | | | | | REMOUNT RD Westbound | | | | | AVIAITION AVE Northbound | | | | | REMOUNT RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 0 | **40** | **20** | 0 | **60** | 18 | 0 | 26 | 0 | 44 | **99** | 104 | 0 | 0 | 203 | 0 | 0 | 0 | 0 | 0 | 307 |
| 04:45 PM | 0 | 32 | 19 | 0 | 51 | **30** | 0 | 23 | 0 | 53 | 68 | 99 | 0 | 0 | 167 | 0 | 0 | 0 | 0 | 0 | 271 |
| 05:00 PM | 0 | 38 | 19 | 0 | 57 | 26 | 0 | **35** | 0 | **61** | 91 | 122 | 0 | 0 | 213 | 0 | 0 | 0 | 0 | 0 | **331** |
| 05:15 PM | 0 | 40 | 10 | 0 | 50 | 19 | 0 | 26 | 0 | 45 | 89 | **147** | 0 | 0 | **236** | 0 | 0 | 0 | 0 | 0 | 331 |
| Total Volume | 0 | 150 | 68 | 0 | 218 | 93 | 0 | 110 | 0 | 203 | 347 | 472 | 0 | 0 | 819 | 0 | 0 | 0 | 0 | 0 | 1240 |
| % App. Total | 0 | 68.8 | 31.2 | 0 | | 45.8 | 0 | 54.2 | 0 | | 42.4 | 57.6 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .938 | .850 | .000 | .908 | .775 | .000 | .786 | .000 | .832 | .876 | .803 | .000 | .000 | .868 | .000 | .000 | .000 | .000 | .000 | .937 |
| CARS | 0 | 144 | 62 | 0 | 206 | 87 | 0 | 106 | 0 | 193 | 337 | 452 | 0 | 0 | 789 | 0 | 0 | 0 | 0 | 0 | 1188 |
| % CARS | 0 | 96.0 | 91.2 | 0 | 94.5 | 93.5 | 0 | 96.4 | 0 | 95.1 | 97.1 | 95.8 | 0 | 0 | 96.3 | 0 | 0 | 0 | 0 | 0 | 95.8 |
| HV | 0 | 6 | 6 | 0 | 12 | 6 | 0 | 4 | 0 | 10 | 10 | 20 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 52 |
| % HV | 0 | 4.0 | 8.8 | 0 | 5.5 | 6.5 | 0 | 3.6 | 0 | 4.9 | 2.9 | 4.2 | 0 | 0 | 3.7 | 0 | 0 | 0 | 0 | 0 | 4.2 |



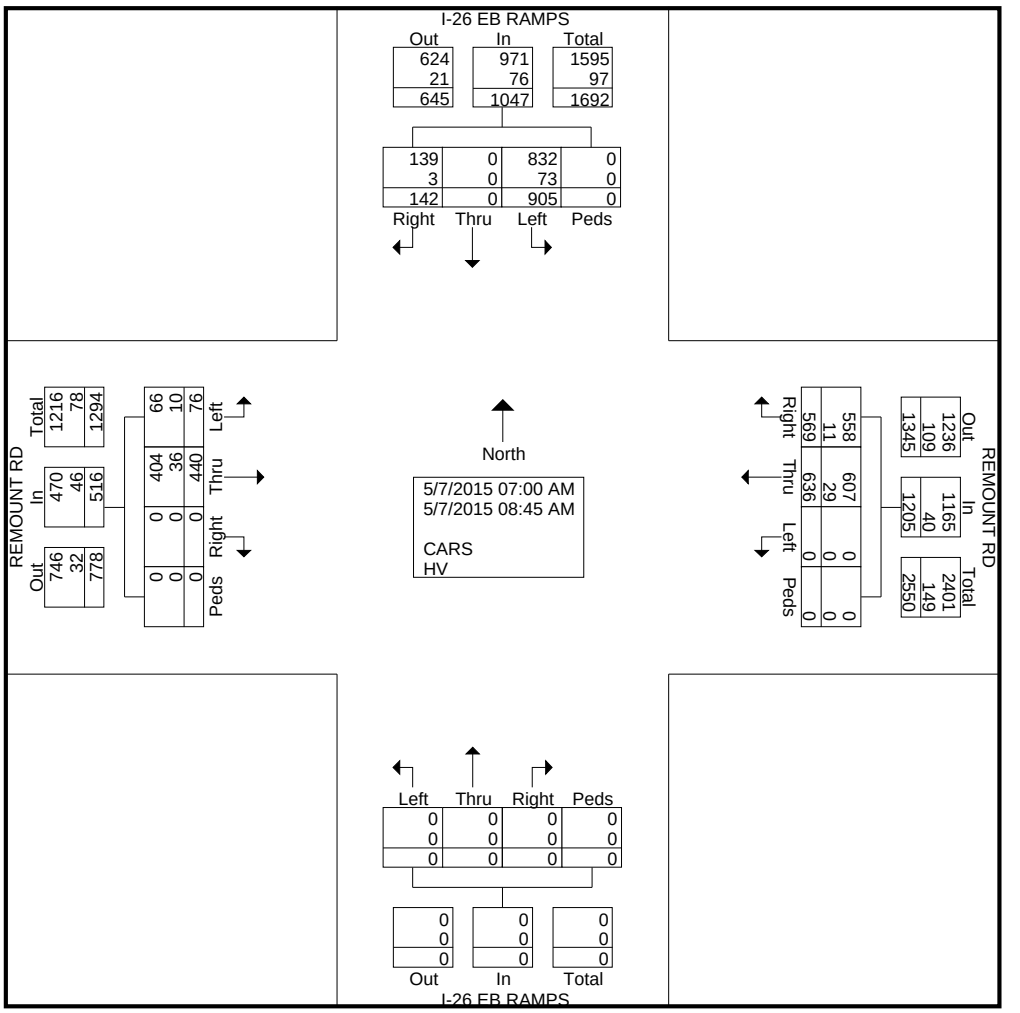
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #42 I26EBRAMPS&REMOUNTAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | I-26 EB RAMPS Southbound | | | | | REMOUNT RD Westbound | | | | | I-26 EB RAMPS Northbound | | | | | REMOUNT RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 25 | 0 | 122 | 0 | 147 | 71 | 86 | 0 | 0 | 157 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 10 | 0 | 77 | 381 |
| 07:15 AM | 12 | 0 | 98 | 0 | 110 | 74 | 57 | 0 | 0 | 131 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 7 | 0 | 66 | 307 |
| 07:30 AM | 14 | 0 | 125 | 0 | 139 | 92 | 71 | 0 | 0 | 163 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 8 | 0 | 76 | 378 |
| 07:45 AM | 27 | 0 | 132 | 0 | 159 | 72 | 88 | 0 | 0 | 160 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 8 | 0 | 64 | 383 |
| Total | 78 | 0 | 477 | 0 | 555 | 309 | 302 | 0 | 0 | 611 | 0 | 0 | 0 | 0 | 0 | 0 | 250 | 33 | 0 | 283 | 1449 |
| 08:00 AM | 24 | 0 | 137 | 0 | 161 | 69 | 95 | 0 | 0 | 164 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 5 | 0 | 53 | 378 |
| 08:15 AM | 14 | 0 | 112 | 0 | 126 | 65 | 92 | 0 | 0 | 157 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 7 | 0 | 60 | 343 |
| 08:30 AM | 8 | 0 | 104 | 0 | 112 | 63 | 74 | 0 | 0 | 137 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 18 | 0 | 69 | 318 |
| 08:45 AM | 18 | 0 | 75 | 0 | 93 | 63 | 73 | 0 | 0 | 136 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 13 | 0 | 51 | 280 |
| Total | 64 | 0 | 428 | 0 | 492 | 260 | 334 | 0 | 0 | 594 | 0 | 0 | 0 | 0 | 0 | 0 | 190 | 43 | 0 | 233 | 1319 |
| Grand Total | 142 | 0 | 905 | 0 | 1047 | 569 | 636 | 0 | 0 | 1205 | 0 | 0 | 0 | 0 | 0 | 0 | 440 | 76 | 0 | 516 | 2768 |
| Apprch % | 13.6 | 0 | 86.4 | 0 | | 47.2 | 52.8 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 85.3 | 14.7 | 0 | | |
| Total % | 5.1 | 0 | 32.7 | 0 | 37.8 | 20.6 | 23 | 0 | 0 | 43.5 | 0 | 0 | 0 | 0 | 0 | 0 | 15.9 | 2.7 | 0 | 18.6 | |
| CARS | 139 | 0 | 832 | 0 | 971 | 558 | 607 | 0 | 0 | 1165 | 0 | 0 | 0 | 0 | 0 | 0 | 404 | 66 | 0 | 470 | 2606 |
| % CARS | 97.9 | 0 | 91.9 | 0 | 92.7 | 98.1 | 95.4 | 0 | 0 | 96.7 | 0 | 0 | 0 | 0 | 0 | 0 | 91.8 | 86.8 | 0 | 91.1 | 94.1 |
| HV | 3 | 0 | 73 | 0 | 76 | 11 | 29 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 10 | 0 | 46 | 162 |
| % HV | 2.1 | 0 | 8.1 | 0 | 7.3 | 1.9 | 4.6 | 0 | 0 | 3.3 | 0 | 0 | 0 | 0 | 0 | 0 | 8.2 | 13.2 | 0 | 8.9 | 5.9 |

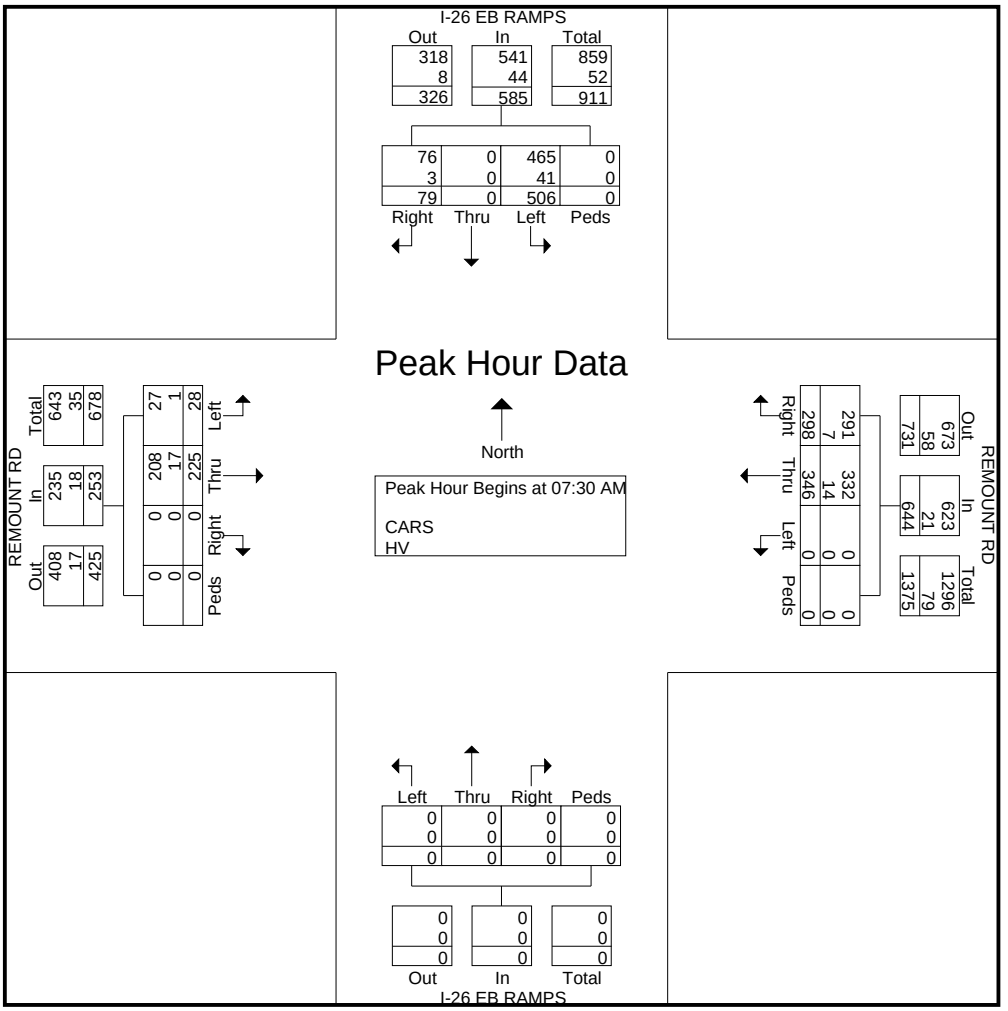


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #42 I26EBRAMPS&REMOUNTAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | I-26 EB RAMPS Southbound | | | | | REMOUNT RD Westbound | | | | | I-26 EB RAMPS Northbound | | | | | REMOUNT RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 14 | 0 | 125 | 0 | 139 | **92** | 71 | 0 | 0 | 163 | 0 | 0 | 0 | 0 | 0 | 0 | **68** | **8** | 0 | **76** | 378 |
| 07:45 AM | **27** | 0 | 132 | 0 | 159 | 72 | 88 | 0 | 0 | 160 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 8 | 0 | 64 | **383** |
| 08:00 AM | 24 | 0 | **137** | 0 | **161** | 69 | **95** | 0 | 0 | **164** | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 5 | 0 | 53 | 378 |
| 08:15 AM | 14 | 0 | 112 | 0 | 126 | 65 | 92 | 0 | 0 | 157 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 7 | 0 | 60 | 343 |
| Total Volume | 79 | 0 | 506 | 0 | 585 | 298 | 346 | 0 | 0 | 644 | 0 | 0 | 0 | 0 | 0 | 0 | 225 | 28 | 0 | 253 | 1482 |
| % App. Total | 13.5 | 0 | 86.5 | 0 | | 46.3 | 53.7 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 88.9 | 11.1 | 0 | | |
| PHF | .731 | .000 | .923 | .000 | .908 | .810 | .911 | .000 | .000 | .982 | .000 | .000 | .000 | .000 | .000 | .000 | .827 | .875 | .000 | .832 | .967 |
| CARS | 76 | 0 | 465 | 0 | 541 | 291 | 332 | 0 | 0 | 623 | 0 | 0 | 0 | 0 | 0 | 0 | 208 | 27 | 0 | 235 | 1399 |
| % CARS | 96.2 | 0 | 91.9 | 0 | 92.5 | 97.7 | 96.0 | 0 | 0 | 96.7 | 0 | 0 | 0 | 0 | 0 | 0 | 92.4 | 96.4 | 0 | 92.9 | 94.4 |
| HV | 3 | 0 | 41 | 0 | 44 | 7 | 14 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 1 | 0 | 18 | 83 |
| % HV | 3.8 | 0 | 8.1 | 0 | 7.5 | 2.3 | 4.0 | 0 | 0 | 3.3 | 0 | 0 | 0 | 0 | 0 | 0 | 7.6 | 3.6 | 0 | 7.1 | 5.6 |



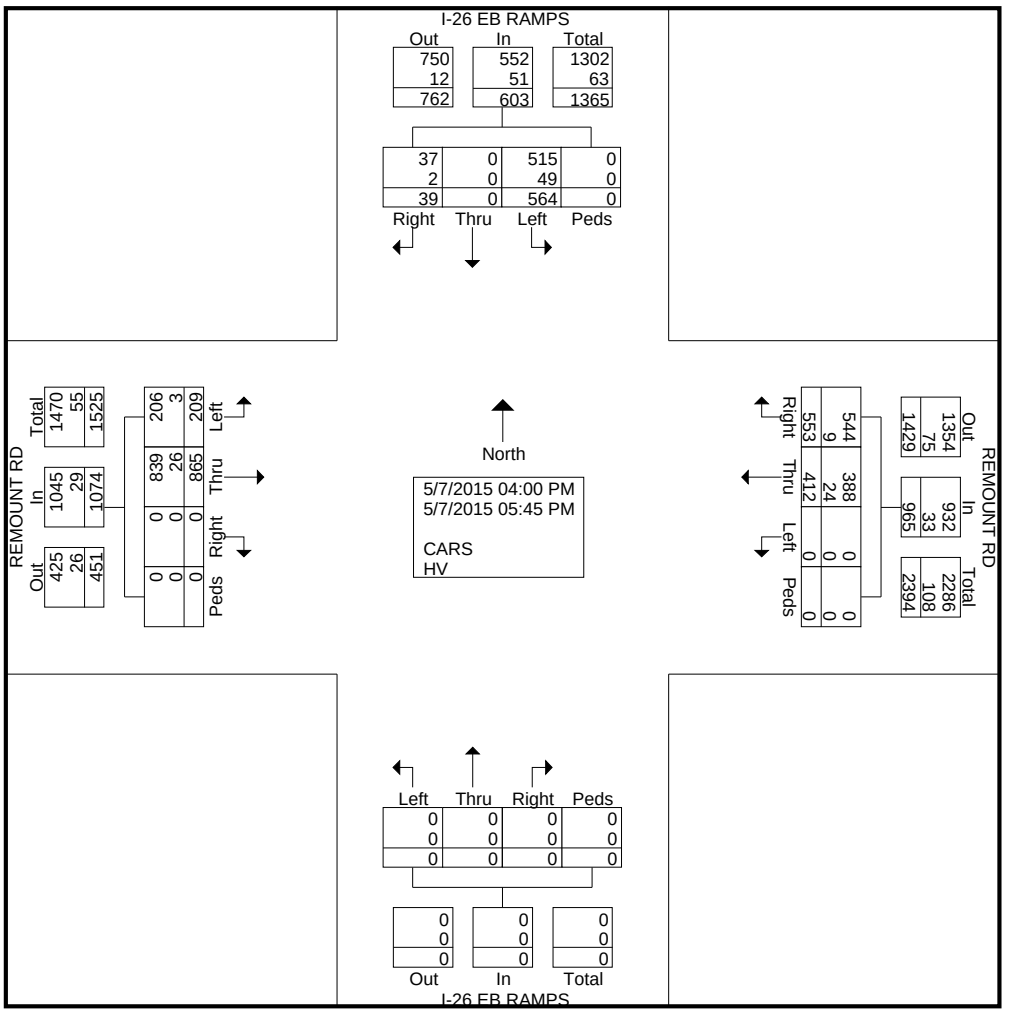
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #42 I26EBRAMPS&REMOUNTPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | I-26 EB RAMPS Southbound | | | | | REMOUNT RD Westbound | | | | | I-26 EB RAMPS Northbound | | | | | REMOUNT RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 8 | 0 | 57 | 0 | 65 | 69 | 43 | 0 | 0 | 112 | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 26 | 0 | 130 | 307 |
| 04:15 PM | 4 | 0 | 70 | 0 | 74 | 70 | 45 | 0 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 28 | 0 | 142 | 331 |
| 04:30 PM | 7 | 0 | 66 | 0 | 73 | 61 | 58 | 0 | 0 | 119 | 0 | 0 | 0 | 0 | 0 | 0 | 129 | 33 | 0 | 162 | 354 |
| 04:45 PM | 5 | 0 | 70 | 0 | 75 | 63 | 60 | 0 | 0 | 123 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 28 | 0 | 136 | 334 |
| Total | 24 | 0 | 263 | 0 | 287 | 263 | 206 | 0 | 0 | 469 | 0 | 0 | 0 | 0 | 0 | 0 | 455 | 115 | 0 | 570 | 1326 |
| 05:00 PM | 6 | 0 | 65 | 0 | 71 | 96 | 43 | 0 | 0 | 139 | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 40 | 0 | 157 | 367 |
| 05:15 PM | 1 | 0 | 83 | 0 | 84 | 63 | 55 | 0 | 0 | 118 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 21 | 0 | 118 | 320 |
| 05:30 PM | 5 | 0 | 80 | 0 | 85 | 84 | 50 | 0 | 0 | 134 | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 25 | 0 | 140 | 359 |
| 05:45 PM | 3 | 0 | 73 | 0 | 76 | 47 | 58 | 0 | 0 | 105 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 8 | 0 | 89 | 270 |
| Total | 15 | 0 | 301 | 0 | 316 | 290 | 206 | 0 | 0 | 496 | 0 | 0 | 0 | 0 | 0 | 0 | 410 | 94 | 0 | 504 | 1316 |
| Grand Total | 39 | 0 | 564 | 0 | 603 | 553 | 412 | 0 | 0 | 965 | 0 | 0 | 0 | 0 | 0 | 0 | 865 | 209 | 0 | 1074 | 2642 |
| Apprch % | 6.5 | 0 | 93.5 | 0 | | 57.3 | 42.7 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 80.5 | 19.5 | 0 | | |
| Total % | 1.5 | 0 | 21.3 | 0 | 22.8 | 20.9 | 15.6 | 0 | 0 | 36.5 | 0 | 0 | 0 | 0 | 0 | 0 | 32.7 | 7.9 | 0 | 40.7 | |
| CARS | 37 | 0 | 515 | 0 | 552 | 544 | 388 | 0 | 0 | 932 | 0 | 0 | 0 | 0 | 0 | 0 | 839 | 206 | 0 | 1045 | 2529 |
| % CARS | 94.9 | 0 | 91.3 | 0 | 91.5 | 98.4 | 94.2 | 0 | 0 | 96.6 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 98.6 | 0 | 97.3 | 95.7 |
| HV | 2 | 0 | 49 | 0 | 51 | 9 | 24 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 3 | 0 | 29 | 113 |
| % HV | 5.1 | 0 | 8.7 | 0 | 8.5 | 1.6 | 5.8 | 0 | 0 | 3.4 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1.4 | 0 | 2.7 | 4.3 |

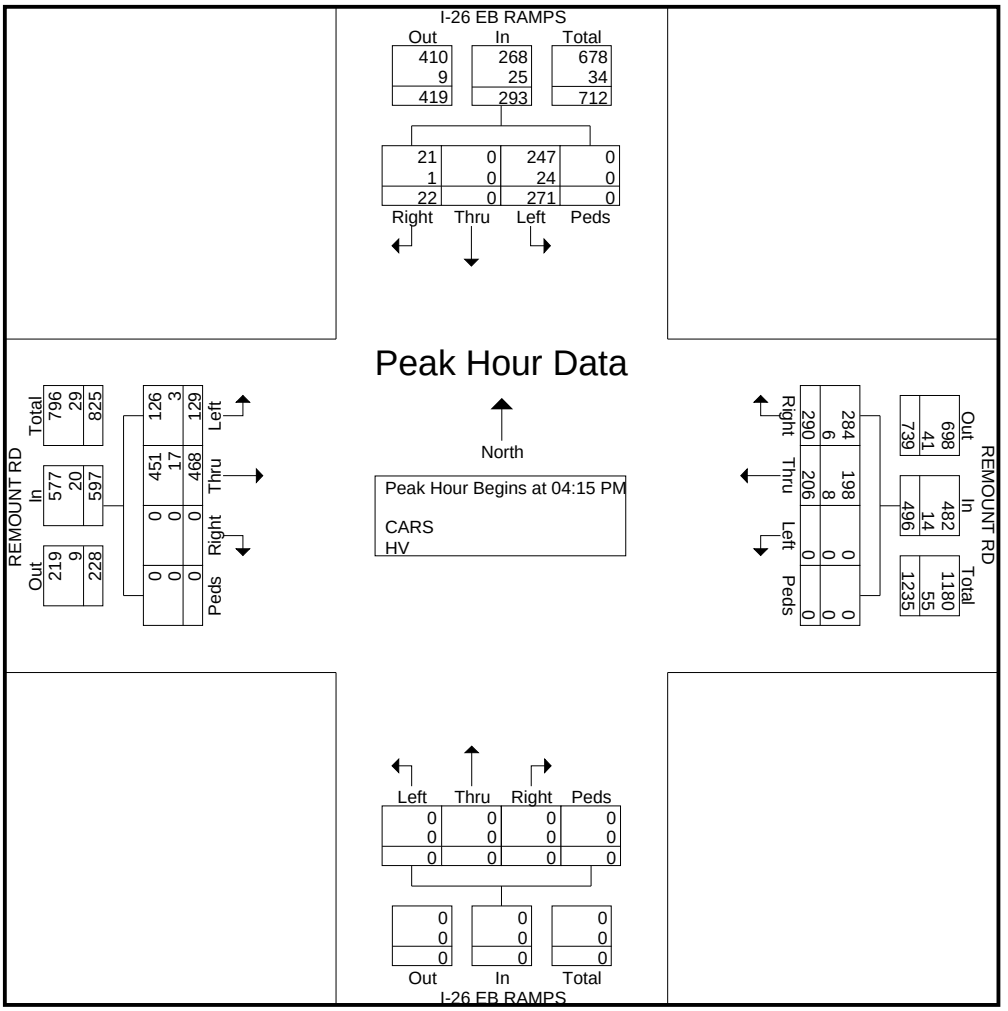


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #42 I26EBRAMPS&REMOUNTPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | I-26 EB RAMPS Southbound | | | | | REMOUNT RD Westbound | | | | | I-26 EB RAMPS Northbound | | | | | REMOUNT RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 4 | 0 | **70** | 0 | 74 | 70 | 45 | 0 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 28 | 0 | 142 | 331 |
| 04:30 PM | **7** | 0 | 66 | 0 | 73 | 61 | 58 | 0 | 0 | 119 | 0 | 0 | 0 | 0 | 0 | 0 | **129** | 33 | 0 | **162** | 354 |
| 04:45 PM | 5 | 0 | 70 | 0 | **75** | 63 | **60** | 0 | 0 | 123 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 28 | 0 | 136 | 334 |
| 05:00 PM | 6 | 0 | 65 | 0 | 71 | **96** | 43 | 0 | 0 | **139** | 0 | 0 | 0 | 0 | 0 | 0 | 117 | **40** | 0 | 157 | **367** |
| Total Volume | 22 | 0 | 271 | 0 | 293 | 290 | 206 | 0 | 0 | 496 | 0 | 0 | 0 | 0 | 0 | 0 | 468 | 129 | 0 | 597 | 1386 |
| % App. Total | 7.5 | 0 | 92.5 | 0 | | 58.5 | 41.5 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 78.4 | 21.6 | 0 | | |
| PHF | .786 | .000 | .968 | .000 | .977 | .755 | .858 | .000 | .000 | .892 | .000 | .000 | .000 | .000 | .000 | .000 | .907 | .806 | .000 | .921 | .944 |
| CARS | 21 | 0 | 247 | 0 | 268 | 284 | 198 | 0 | 0 | 482 | 0 | 0 | 0 | 0 | 0 | 0 | 451 | 126 | 0 | 577 | 1327 |
| % CARS | 95.5 | 0 | 91.1 | 0 | 91.5 | 97.9 | 96.1 | 0 | 0 | 97.2 | 0 | 0 | 0 | 0 | 0 | 0 | 96.4 | 97.7 | 0 | 96.6 | 95.7 |
| HV | 1 | 0 | 24 | 0 | 25 | 6 | 8 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 3 | 0 | 20 | 59 |
| % HV | 4.5 | 0 | 8.9 | 0 | 8.5 | 2.1 | 3.9 | 0 | 0 | 2.8 | 0 | 0 | 0 | 0 | 0 | 0 | 3.6 | 2.3 | 0 | 3.4 | 4.3 |



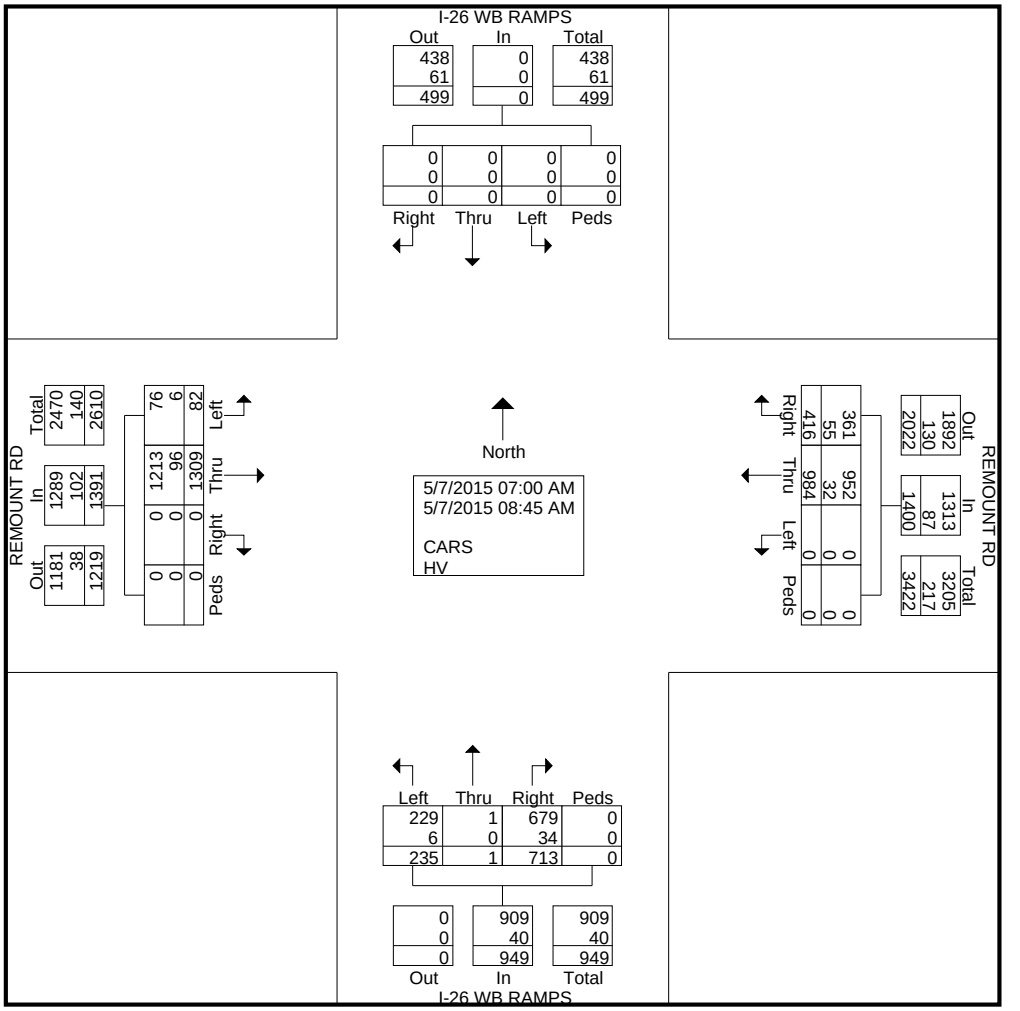
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #43 I26WBRAMPS&REMOUNTAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | I-26 WB RAMPS Southbound | | | | | REMOUNT RD Westbound | | | | | I-26 WB RAMPS Northbound | | | | | REMOUNT RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 59 | 150 | 0 | 0 | 209 | 65 | 0 | 22 | 0 | 87 | 0 | 141 | 22 | 0 | 163 | 459 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 53 | 117 | 0 | 0 | 170 | 57 | 0 | 23 | 0 | 80 | 0 | 162 | 15 | 0 | 177 | 427 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 63 | 139 | 0 | 0 | 202 | 94 | 0 | 20 | 0 | 114 | 0 | 172 | 11 | 0 | 183 | 499 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 39 | 113 | 0 | 0 | 152 | 88 | 0 | 38 | 0 | 126 | 0 | 171 | 7 | 0 | 178 | 456 |
| Total | 0 | 0 | 0 | 0 | 0 | 214 | 519 | 0 | 0 | 733 | 304 | 0 | 103 | 0 | 407 | 0 | 646 | 55 | 0 | 701 | 1841 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 62 | 138 | 0 | 0 | 200 | 126 | 1 | 38 | 0 | 165 | 0 | 156 | 10 | 0 | 166 | 531 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 46 | 121 | 0 | 0 | 167 | 115 | 0 | 26 | 0 | 141 | 0 | 166 | 8 | 0 | 174 | 482 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 42 | 88 | 0 | 0 | 130 | 97 | 0 | 39 | 0 | 136 | 0 | 178 | 2 | 0 | 180 | 446 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 52 | 118 | 0 | 0 | 170 | 71 | 0 | 29 | 0 | 100 | 0 | 163 | 7 | 0 | 170 | 440 |
| Total | 0 | 0 | 0 | 0 | 0 | 202 | 465 | 0 | 0 | 667 | 409 | 1 | 132 | 0 | 542 | 0 | 663 | 27 | 0 | 690 | 1899 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 416 | 984 | 0 | 0 | 1400 | 713 | 1 | 235 | 0 | 949 | 0 | 1309 | 82 | 0 | 1391 | 3740 |
| Apprch % | 0 | 0 | 0 | 0 | | 29.7 | 70.3 | 0 | 0 | | 75.1 | 0.1 | 24.8 | 0 | | 0 | 94.1 | 5.9 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 11.1 | 26.3 | 0 | 0 | 37.4 | 19.1 | 0 | 6.3 | 0 | 25.4 | 0 | 35 | 2.2 | 0 | 37.2 | |
| CARS | 0 | 0 | 0 | 0 | 0 | 361 | 952 | 0 | 0 | 1313 | 679 | 1 | 229 | 0 | 909 | 0 | 1213 | | | | |
| % CARS | 0 | 0 | 0 | 0 | 0 | 86.8 | 96.7 | 0 | 0 | 93.8 | 95.2 | 100 | 97.4 | 0 | 95.8 | 0 | 92.7 | 92.7 | 0 | 92.7 | 93.9 |
| HV | 0 | 0 | 0 | 0 | 0 | 55 | 32 | 0 | 0 | 87 | 34 | 0 | 6 | 0 | 40 | 0 | 96 | 6 | 0 | 102 | 229 |
| % HV | 0 | 0 | 0 | 0 | 0 | 13.2 | 3.3 | 0 | 0 | 6.2 | 4.8 | 0 | 2.6 | 0 | 4.2 | 0 | 7.3 | 7.3 | 0 | 7.3 | 6.1 |

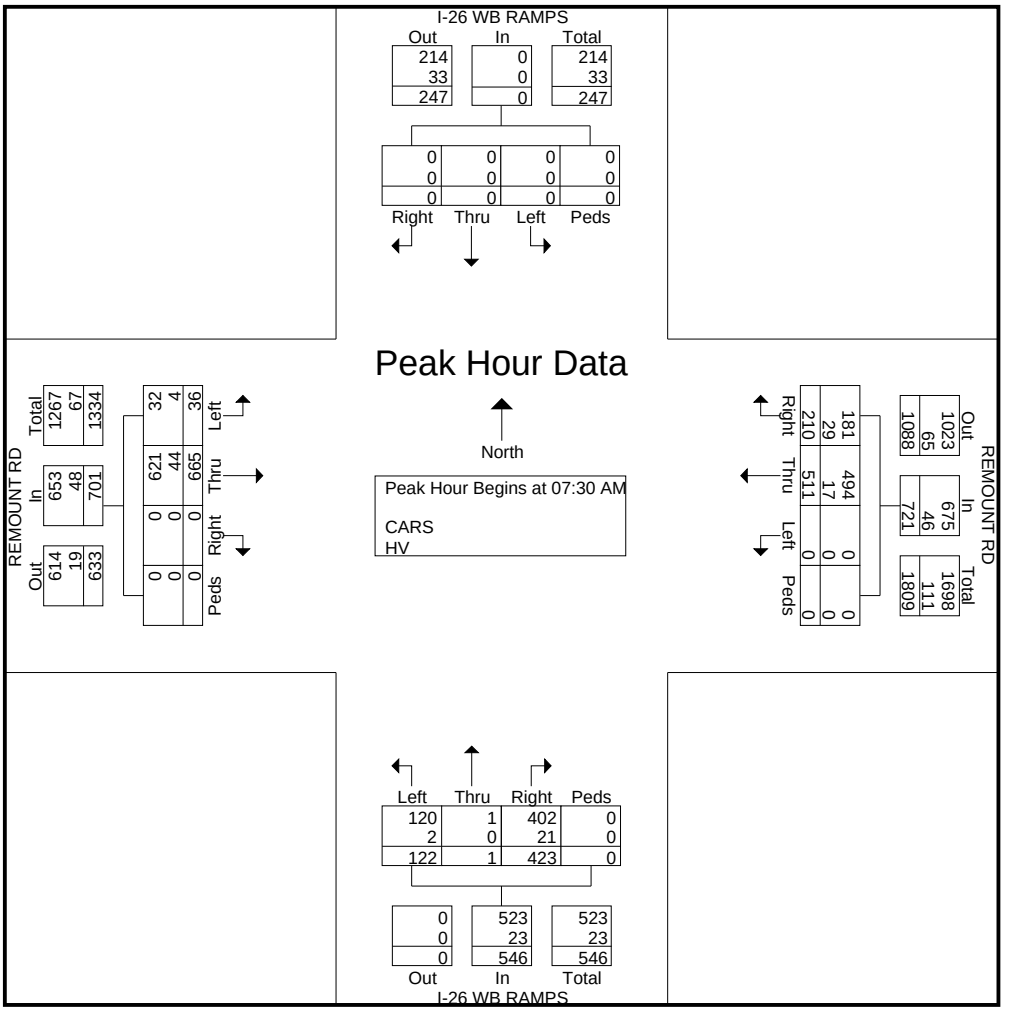


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #43 I26WBRAMPS&REMOUNTAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | I-26 WB RAMPS Southbound | | | | | REMOUNT RD Westbound | | | | | I-26 WB RAMPS Northbound | | | | | REMOUNT RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | **63** | **139** | 0 | 0 | **202** | 94 | 0 | 20 | 0 | 114 | 0 | **172** | **11** | 0 | **183** | 499 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 39 | 113 | 0 | 0 | 152 | 88 | 0 | **38** | 0 | 126 | 0 | 171 | 7 | 0 | 178 | 456 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 62 | 138 | 0 | 0 | 200 | **126** | **1** | 38 | 0 | **165** | 0 | 156 | 10 | 0 | 166 | **531** |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 46 | 121 | 0 | 0 | 167 | 115 | 0 | 26 | 0 | 141 | 0 | 166 | 8 | 0 | 174 | 482 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 210 | 511 | 0 | 0 | 721 | 423 | 1 | 122 | 0 | 546 | 0 | 665 | 36 | 0 | 701 | 1968 |
| % App. Total | 0 | 0 | 0 | 0 | | 29.1 | 70.9 | 0 | 0 | | 77.5 | 0.2 | 22.3 | 0 | | 0 | 94.9 | 5.1 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .833 | .919 | .000 | .000 | .892 | .839 | .250 | .803 | .000 | .827 | .000 | .967 | .818 | .000 | .958 | .927 |
| CARS | 0 | 0 | 0 | 0 | 0 | 181 | 494 | 0 | 0 | 675 | 402 | 1 | 120 | 0 | 523 | 0 | 621 | 32 | 0 | 653 | 1851 |
| % CARS | 0 | 0 | 0 | 0 | 0 | 86.2 | 96.7 | 0 | 0 | 93.6 | 95.0 | 100 | 98.4 | 0 | 95.8 | 0 | 93.4 | 88.9 | 0 | 93.2 | 94.1 |
| HV | 0 | 0 | 0 | 0 | 0 | 29 | 17 | 0 | 0 | 46 | 21 | 0 | 2 | 0 | 23 | 0 | 44 | 4 | 0 | 48 | 117 |
| % HV | 0 | 0 | 0 | 0 | 0 | 13.8 | 3.3 | 0 | 0 | 6.4 | 5.0 | 0 | 1.6 | 0 | 4.2 | 0 | 6.6 | 11.1 | 0 | 6.8 | 5.9 |



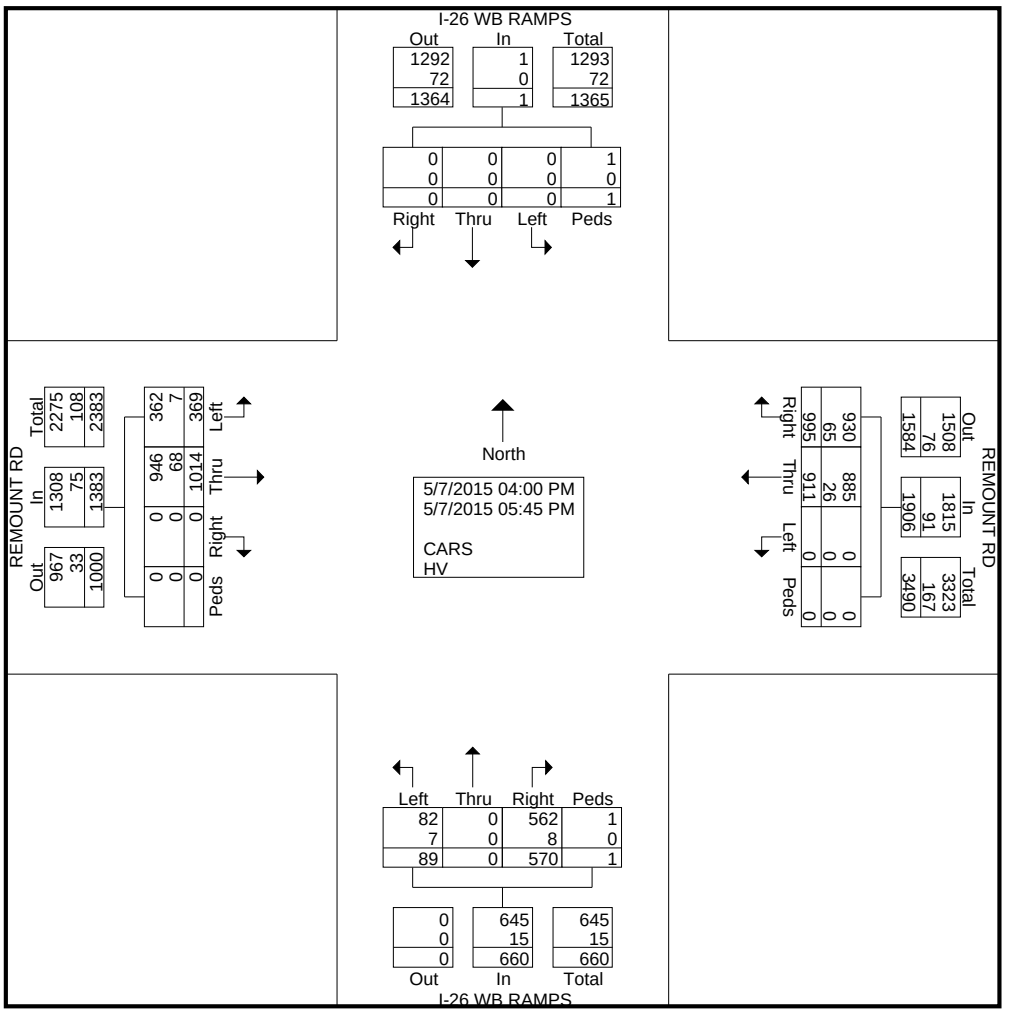
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #43 I26WBRAMPS&REMOUNTPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | I-26 WB RAMPS Southbound | | | | | REMOUNT RD Westbound | | | | | I-26 WB RAMPS Northbound | | | | | REMOUNT RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 143 | 107 | 0 | 0 | 250 | 92 | 0 | 13 | 1 | 106 | 0 | 115 | 45 | 0 | 160 | 516 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 114 | 96 | 0 | 0 | 210 | 88 | 0 | 14 | 0 | 102 | 0 | 136 | 57 | 0 | 193 | 505 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 122 | 106 | 0 | 0 | 228 | 94 | 0 | 16 | 0 | 110 | 0 | 146 | 55 | 0 | 201 | 539 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 133 | 116 | 0 | 0 | 249 | 58 | 0 | 14 | 0 | 72 | 0 | 121 | 48 | 0 | 169 | 490 |
| Total | 0 | 0 | 0 | 0 | 0 | 512 | 425 | 0 | 0 | 937 | 332 | 0 | 57 | 1 | 390 | 0 | 518 | 205 | 0 | 723 | 2050 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 134 | 144 | 0 | 0 | 278 | 60 | 0 | 9 | 0 | 69 | 0 | 140 | 62 | 0 | 202 | 549 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 116 | 123 | 0 | 0 | 239 | 51 | 0 | 9 | 0 | 60 | 0 | 145 | 46 | 0 | 191 | 490 |
| 05:30 PM | 0 | 0 | 0 | 1 | 1 | 127 | 120 | 0 | 0 | 247 | 57 | 0 | 7 | 0 | 64 | 0 | 109 | 28 | 0 | 137 | 449 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 106 | 99 | 0 | 0 | 205 | 70 | 0 | 7 | 0 | 77 | 0 | 102 | 28 | 0 | 130 | 412 |
| Total | 0 | 0 | 0 | 1 | 1 | 483 | 486 | 0 | 0 | 969 | 238 | 0 | 32 | 0 | 270 | 0 | 496 | 164 | 0 | 660 | 1900 |
| Grand Total | 0 | 0 | 0 | 1 | 1 | 995 | 911 | 0 | 0 | 1906 | 570 | 0 | 89 | 1 | 660 | 0 | 1014 | 369 | 0 | 1383 | 3950 |
| Apprch % | 0 | 0 | 0 | 100 | | 52.2 | 47.8 | 0 | 0 | | 86.4 | 0 | 13.5 | 0.2 | | 0 | 73.3 | 26.7 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 25.2 | 23.1 | 0 | 0 | 48.3 | 14.4 | 0 | 2.3 | 0 | 16.7 | 0 | 25.7 | 9.3 | 0 | 35 | |
| CARS | 0 | 0 | 0 | 1 | 1 | 930 | 885 | 0 | 0 | 1815 | 562 | 0 | 82 | 1 | 645 | 0 | 946 | 362 | 0 | 1308 | 3769 |
| % CARS | 0 | 0 | 0 | 100 | 100 | 93.5 | 97.1 | 0 | 0 | 95.2 | 98.6 | 0 | 92.1 | 100 | 97.7 | 0 | 93.3 | 98.1 | 0 | 94.6 | 95.4 |
| HV | 0 | 0 | 0 | 0 | 0 | 65 | 26 | 0 | 0 | 91 | 8 | 0 | 7 | 0 | 15 | 0 | 68 | 7 | 0 | 75 | 181 |
| % HV | 0 | 0 | 0 | 0 | 0 | 6.5 | 2.9 | 0 | 0 | 4.8 | 1.4 | 0 | 7.9 | 0 | 2.3 | 0 | 6.7 | 1.9 | 0 | 5.4 | 4.6 |

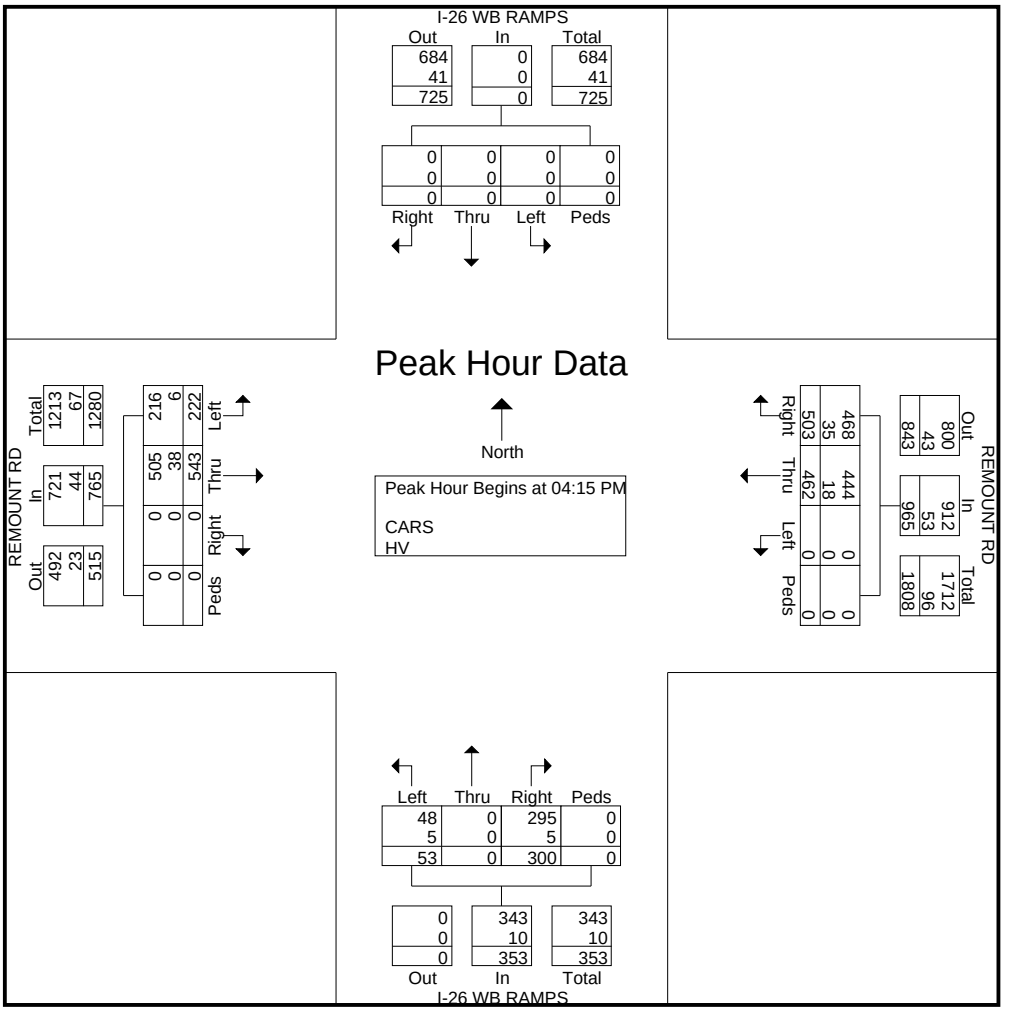


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #43 I26WBRAMPS&REMOUNTPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | I-26 WB RAMPS Southbound | | | | | REMOUNT RD Westbound | | | | | I-26 WB RAMPS Northbound | | | | | REMOUNT RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 114 | 96 | 0 | 0 | 210 | 88 | 0 | 14 | 0 | 102 | 0 | 136 | 57 | 0 | 193 | 505 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 122 | 106 | 0 | 0 | 228 | **94** | 0 | **16** | 0 | **110** | 0 | **146** | 55 | 0 | 201 | 539 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 133 | 116 | 0 | 0 | 249 | 58 | 0 | 14 | 0 | 72 | 0 | 121 | 48 | 0 | 169 | 490 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | **134** | **144** | 0 | 0 | **278** | 60 | 0 | 9 | 0 | 69 | 0 | 140 | **62** | 0 | **202** | **549** |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 503 | 462 | 0 | 0 | 965 | 300 | 0 | 53 | 0 | 353 | 0 | 543 | 222 | 0 | 765 | 2083 |
| % App. Total | 0 | 0 | 0 | 0 | | 52.1 | 47.9 | 0 | 0 | | 85 | 0 | 15 | 0 | | 0 | 71 | 29 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .938 | .802 | .000 | .000 | .868 | .798 | .000 | .828 | .000 | .802 | .000 | .930 | .895 | .000 | .947 | .949 |
| CARS | 0 | 0 | 0 | 0 | 0 | 468 | 444 | 0 | 0 | 912 | 295 | 0 | 48 | 0 | 343 | 0 | 505 | 216 | 0 | 721 | 1976 |
| % CARS | 0 | 0 | 0 | 0 | 0 | 93.0 | 96.1 | 0 | 0 | 94.5 | 98.3 | 0 | 90.6 | 0 | 97.2 | 0 | 93.0 | 97.3 | 0 | 94.2 | 94.9 |
| HV | 0 | 0 | 0 | 0 | 0 | 35 | 18 | 0 | 0 | 53 | 5 | 0 | 5 | 0 | 10 | 0 | 38 | 6 | 0 | 44 | 107 |
| % HV | 0 | 0 | 0 | 0 | 0 | 7.0 | 3.9 | 0 | 0 | 5.5 | 1.7 | 0 | 9.4 | 0 | 2.8 | 0 | 7.0 | 2.7 | 0 | 5.8 | 5.1 |



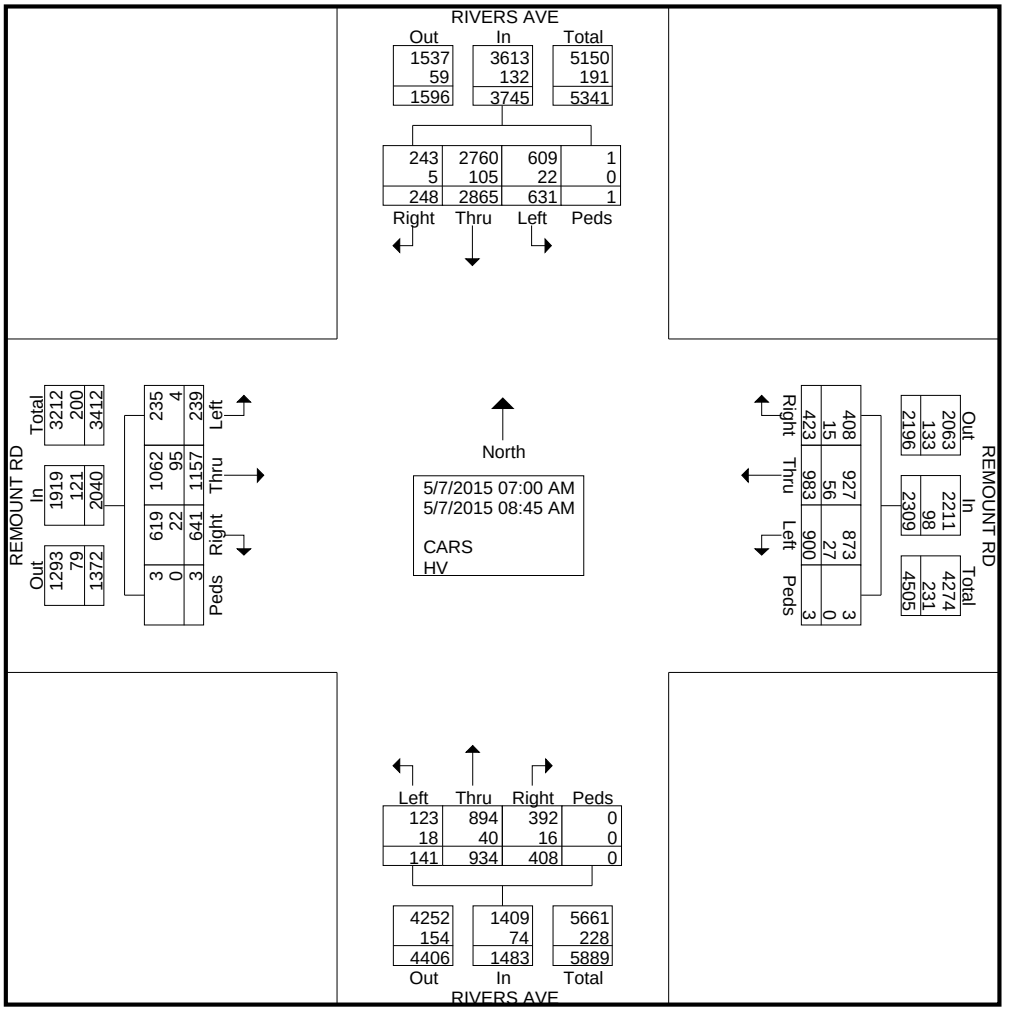
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #44 RIVERS&REMOUNTAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | RIVERS AVE Southbound | | | | | REMOUNT RD Westbound | | | | | RIVERS AVE Northbound | | | | | REMOUNT RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 43 | 461 | 112 | 1 | 617 | 37 | 138 | 76 | 0 | 251 | 37 | 75 | 10 | 0 | 122 | 59 | 138 | 20 | 0 | 217 | 1207 |
| 07:15 AM | 31 | 397 | 90 | 0 | 518 | 49 | 140 | 128 | 0 | 317 | 46 | 80 | 25 | 0 | 151 | 57 | 122 | 22 | 0 | 201 | 1187 |
| 07:30 AM | 38 | 463 | 104 | 0 | 605 | 57 | 118 | 110 | 1 | 286 | 37 | 132 | 10 | 0 | 179 | 74 | 171 | 19 | 0 | 264 | 1334 |
| 07:45 AM | 26 | 342 | 77 | 0 | 445 | 51 | 121 | 143 | 1 | 316 | 54 | 104 | 22 | 0 | 180 | 95 | 145 | 28 | 1 | 269 | 1210 |
| Total | 138 | 1663 | 383 | 1 | 2185 | 194 | 517 | 457 | 2 | 1170 | 174 | 391 | 67 | 0 | 632 | 285 | 576 | 89 | 1 | 951 | 4938 |
| | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 31 | 356 | 66 | 0 | 453 | 35 | 118 | 145 | 1 | 299 | 61 | 138 | 17 | 0 | 216 | 94 | 165 | 25 | 0 | 284 | 1252 |
| 08:15 AM | 28 | 339 | 75 | 0 | 442 | 69 | 121 | 123 | 0 | 313 | 51 | 121 | 17 | 0 | 189 | 102 | 144 | 42 | 1 | 289 | 1233 |
| 08:30 AM | 23 | 238 | 57 | 0 | 318 | 39 | 100 | 94 | 0 | 233 | 60 | 116 | 21 | 0 | 197 | 84 | 152 | 42 | 1 | 279 | 1027 |
| 08:45 AM | 28 | 269 | 50 | 0 | 347 | 86 | 127 | 81 | 0 | 294 | 62 | 168 | 19 | 0 | 249 | 76 | 120 | 41 | 0 | 237 | 1127 |
| Total | 110 | 1202 | 248 | 0 | 1560 | 229 | 466 | 443 | 1 | 1139 | 234 | 543 | 74 | 0 | 851 | 356 | 581 | 150 | 2 | 1089 | 4639 |
| | | | | | | | | | | | | | | | | | | | | | |
| Grand Total | 248 | 2865 | 631 | 1 | 3745 | 423 | 983 | 900 | 3 | 2309 | 408 | 934 | 141 | 0 | 1483 | 641 | 1157 | 239 | 3 | 2040 | 9577 |
| Apprch % | 6.6 | 76.5 | 16.8 | 0 | | 18.3 | 42.6 | 39 | 0.1 | | 27.5 | 63 | 9.5 | 0 | | 31.4 | 56.7 | 11.7 | 0.1 | | |
| Total % | 2.6 | 29.9 | 6.6 | 0 | 39.1 | 4.4 | 10.3 | 9.4 | 0 | 24.1 | 4.3 | 9.8 | 1.5 | 0 | 15.5 | 6.7 | 12.1 | 2.5 | 0 | 21.3 | |
| CARS | 243 | 2760 | | | | | | | | | | | | | | | 1062 | | | | |
| % CARS | 98 | 96.3 | 96.5 | 100 | 96.5 | 96.5 | 94.3 | 97 | 100 | 95.8 | 96.1 | 95.7 | 87.2 | 0 | 95 | 96.6 | 91.8 | 98.3 | 100 | 94.1 | 95.6 |
| HV | 5 | 105 | 22 | 0 | 132 | 15 | 56 | 27 | 0 | 98 | 16 | 40 | 18 | 0 | 74 | 22 | 95 | 4 | 0 | 121 | 425 |
| % HV | 2 | 3.7 | 3.5 | 0 | 3.5 | 3.5 | 5.7 | 3 | 0 | 4.2 | 3.9 | 4.3 | 12.8 | 0 | 5 | 3.4 | 8.2 | 1.7 | 0 | 5.9 | 4.4 |

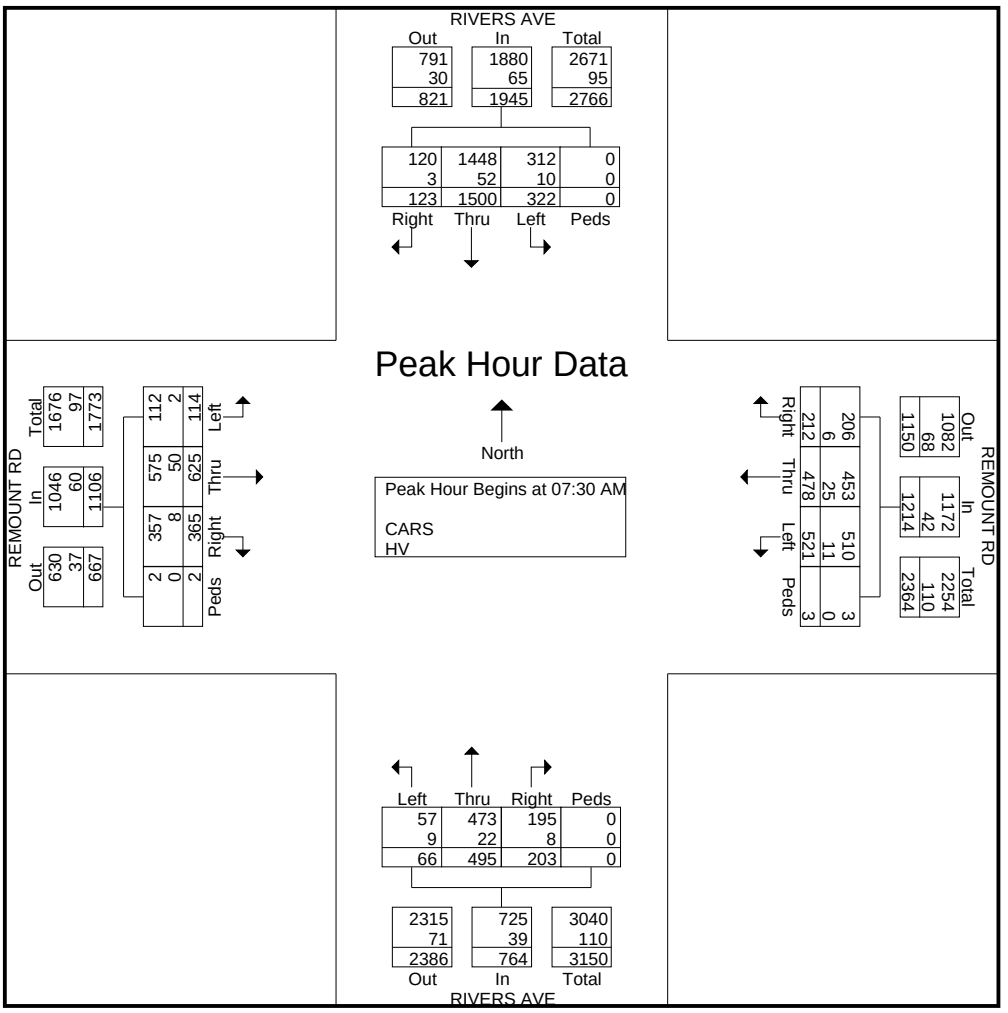


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #44 RIVERS&REMOUNTAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | RIVERS AVE Southbound | | | | | REMOUNT RD Westbound | | | | | RIVERS AVE Northbound | | | | | REMOUNT RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | **38** | **463** | **104** | 0 | **605** | 57 | 118 | 110 | **1** | 286 | 37 | 132 | 10 | 0 | 179 | 74 | **171** | 19 | 0 | 264 | **1334** |
| 07:45 AM | 26 | 342 | 77 | 0 | 445 | 51 | **121** | 143 | 1 | **316** | 54 | 104 | **22** | 0 | 180 | 95 | 145 | 28 | **1** | 269 | 1210 |
| 08:00 AM | 31 | 356 | 66 | 0 | 453 | 35 | 118 | **145** | 1 | 299 | **61** | **138** | 17 | 0 | **216** | 94 | 165 | 25 | 0 | 284 | 1252 |
| 08:15 AM | 28 | 339 | 75 | 0 | 442 | **69** | 121 | 123 | 0 | 313 | 51 | 121 | 17 | 0 | 189 | **102** | 144 | **42** | 1 | **289** | 1233 |
| Total Volume | 123 | 1500 | 322 | 0 | 1945 | 212 | 478 | 521 | 3 | 1214 | 203 | 495 | 66 | 0 | 764 | 365 | 625 | 114 | 2 | 1106 | 5029 |
| % App. Total | 6.3 | 77.1 | 16.6 | 0 | | 17.5 | 39.4 | 42.9 | 0.2 | | 26.6 | 64.8 | 8.6 | 0 | | 33 | 56.5 | 10.3 | 0.2 | | |
| PHF | .809 | .810 | .774 | .000 | .804 | .768 | .988 | .898 | .750 | .960 | .832 | .897 | .750 | .000 | .884 | .895 | .914 | .679 | .500 | .957 | .942 |
| CARS | 120 | 1448 | | | | | | | | | | | | | | | | | | | |
| % CARS | 97.6 | 96.5 | 96.9 | 0 | 96.7 | 97.2 | 94.8 | 97.9 | 100 | 96.5 | 96.1 | 95.6 | 86.4 | 0 | 94.9 | 97.8 | 92.0 | 98.2 | 100 | 94.6 | 95.9 |
| HV | 3 | 52 | 10 | 0 | 65 | 6 | 25 | 11 | 0 | 42 | 8 | 22 | 9 | 0 | 39 | 8 | 50 | 2 | 0 | 60 | 206 |
| % HV | 2.4 | 3.5 | 3.1 | 0 | 3.3 | 2.8 | 5.2 | 2.1 | 0 | 3.5 | 3.9 | 4.4 | 13.6 | 0 | 5.1 | 2.2 | 8.0 | 1.8 | 0 | 5.4 | 4.1 |



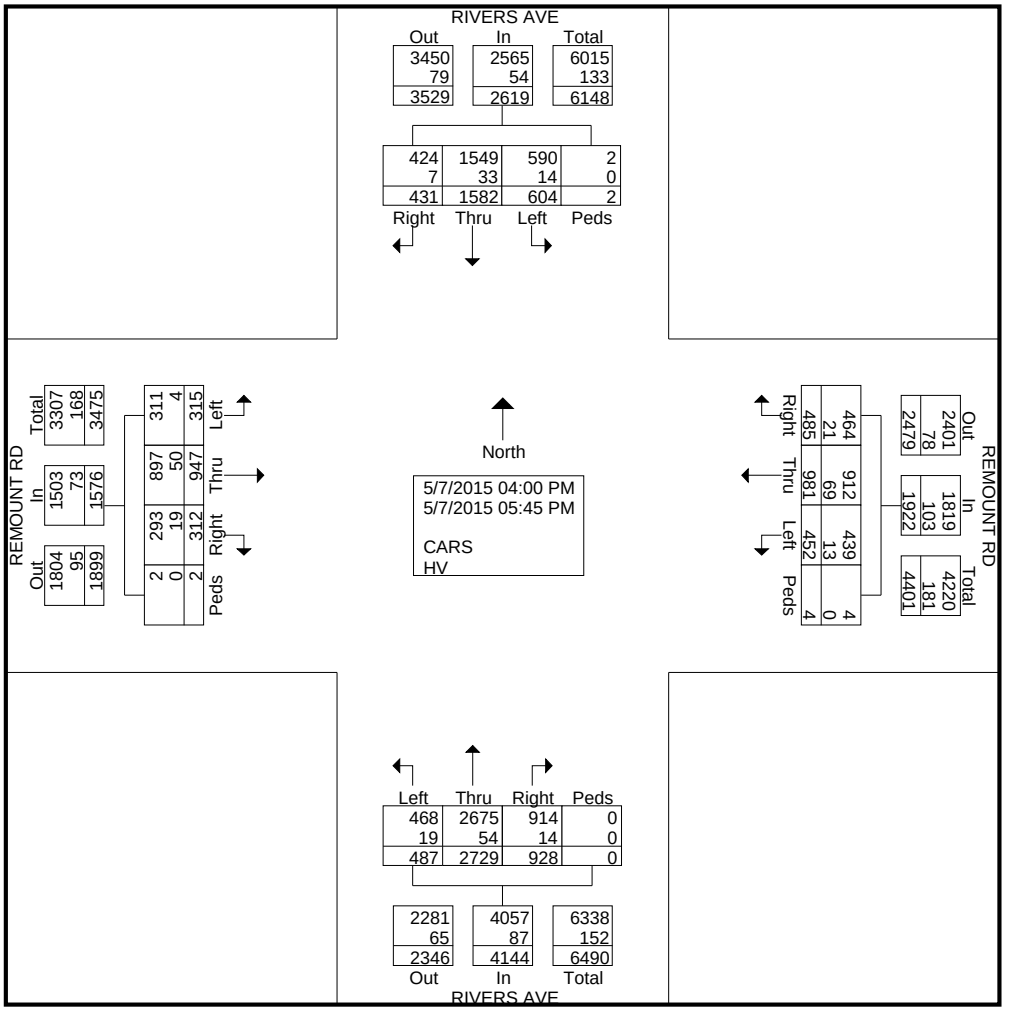
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #44 RIVERS&REMOUNTPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | RIVERS AVE Southbound | | | | | REMOUNT RD Westbound | | | | | RIVERS AVE Northbound | | | | | REMOUNT RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 42 | 196 | 74 | 0 | 312 | 55 | 129 | 54 | 1 | 239 | 94 | 299 | 48 | 0 | 441 | 40 | 148 | 44 | 1 | 233 | 1225 |
| 04:15 PM | 28 | 180 | 67 | 0 | 275 | 42 | 131 | 69 | 1 | 243 | 106 | 283 | 64 | 0 | 453 | 43 | 117 | 44 | 0 | 204 | 1175 |
| 04:30 PM | 50 | 197 | 73 | 0 | 320 | 43 | 137 | 52 | 0 | 232 | 103 | 303 | 64 | 0 | 470 | 46 | 133 | 50 | 0 | 229 | 1251 |
| 04:45 PM | 39 | 179 | 70 | 0 | 288 | 50 | 137 | 56 | 0 | 243 | 111 | 342 | 67 | 0 | 520 | 51 | 118 | 27 | 1 | 197 | 1248 |
| Total | 159 | 752 | 284 | 0 | 1195 | 190 | 534 | 231 | 2 | 957 | 414 | 1227 | 243 | 0 | 1884 | 180 | 516 | 165 | 2 | 863 | 4899 |
| 05:00 PM | 97 | 235 | 104 | 1 | 437 | 62 | 120 | 50 | 1 | 233 | 163 | 353 | 61 | 0 | 577 | 39 | 101 | 35 | 0 | 175 | 1422 |
| 05:15 PM | 73 | 236 | 85 | 0 | 394 | 63 | 136 | 43 | 1 | 243 | 119 | 369 | 69 | 0 | 557 | 40 | 105 | 34 | 0 | 179 | 1373 |
| 05:30 PM | 63 | 222 | 74 | 0 | 359 | 86 | 102 | 63 | 0 | 251 | 113 | 416 | 58 | 0 | 587 | 30 | 106 | 37 | 0 | 173 | 1370 |
| 05:45 PM | 39 | 137 | 57 | 1 | 234 | 84 | 89 | 65 | 0 | 238 | 119 | 364 | 56 | 0 | 539 | 23 | 119 | 44 | 0 | 186 | 1197 |
| Total | 272 | 830 | 320 | 2 | 1424 | 295 | 447 | 221 | 2 | 965 | 514 | 1502 | 244 | 0 | 2260 | 132 | 431 | 150 | 0 | 713 | 5362 |
| Grand Total | 431 | 1582 | 604 | 2 | 2619 | 485 | 981 | 452 | 4 | 1922 | 928 | 2729 | 487 | 0 | 4144 | 312 | 947 | 315 | 2 | 1576 | 10261 |
| Apprch % | 16.5 | 60.4 | 23.1 | 0.1 | | 25.2 | 51 | 23.5 | 0.2 | | 22.4 | 65.9 | 11.8 | 0 | | 19.8 | 60.1 | 20 | 0.1 | | |
| Total % | 4.2 | 15.4 | 5.9 | 0 | 25.5 | 4.7 | 9.6 | 4.4 | 0 | 18.7 | 9 | 26.6 | 4.7 | 0 | 40.4 | 3 | 9.2 | 3.1 | 0 | 15.4 | |
| CARS | 424 | 1549 | | | | | | | | | | 2675 | | | | | | | | | |
| % CARS | 98.4 | 97.9 | 97.7 | 100 | 97.9 | 95.7 | 93 | 97.1 | 100 | 94.6 | 98.5 | 98 | 96.1 | 0 | 97.9 | 93.9 | 94.7 | 98.7 | 100 | 95.4 | 96.9 |
| HV | 7 | 33 | 14 | 0 | 54 | 21 | 69 | 13 | 0 | 103 | 14 | 54 | 19 | 0 | 87 | 19 | 50 | 4 | 0 | 73 | 317 |
| % HV | 1.6 | 2.1 | 2.3 | 0 | 2.1 | 4.3 | 7 | 2.9 | 0 | 5.4 | 1.5 | 2 | 3.9 | 0 | 2.1 | 6.1 | 5.3 | 1.3 | 0 | 4.6 | 3.1 |

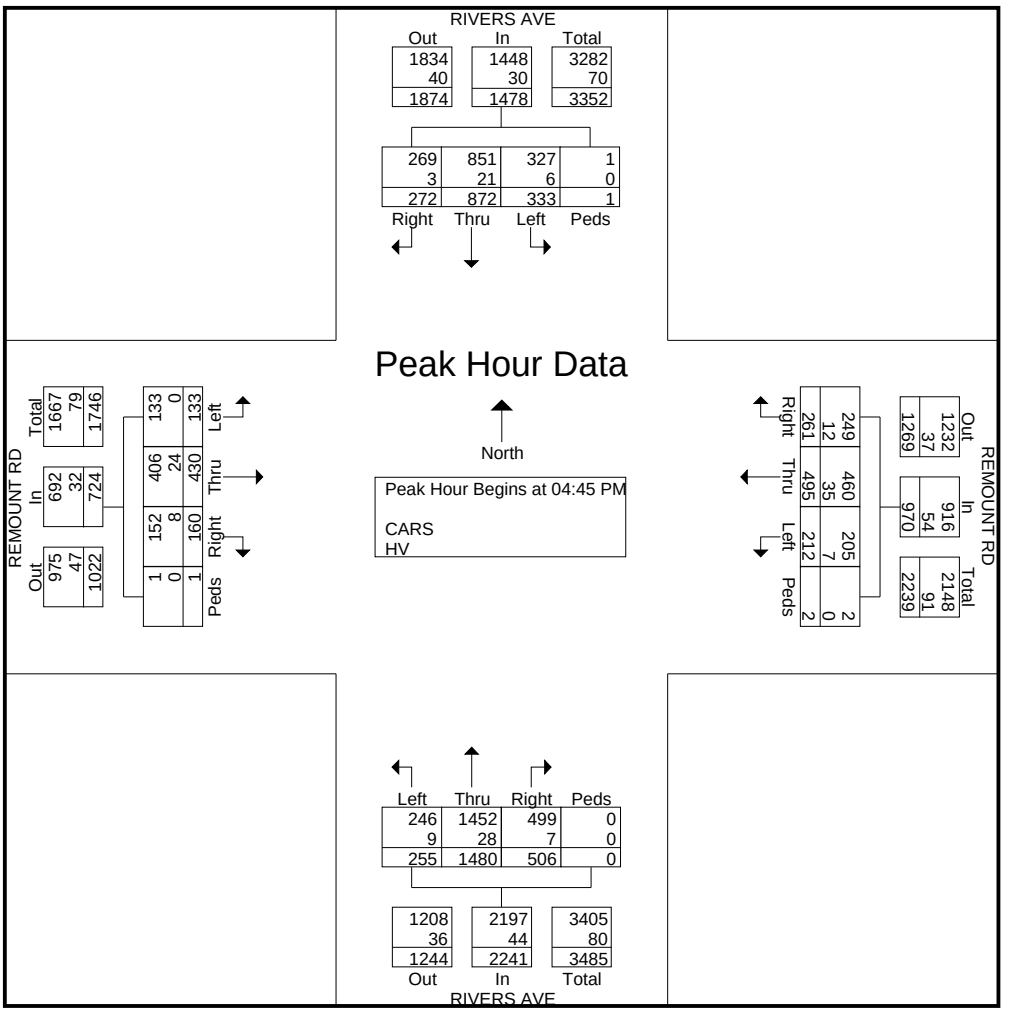


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #44 RIVERS&REMOUNTPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | RIVERS AVE Southbound | | | | | REMOUNT RD Westbound | | | | | RIVERS AVE Northbound | | | | | REMOUNT RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 39 | 179 | 70 | 0 | 288 | 50 | **137** | 56 | 0 | 243 | 111 | 342 | 67 | 0 | 520 | **51** | **118** | 27 | **1** | **197** | 1248 |
| 05:00 PM | **97** | 235 | **104** | **1** | **437** | 62 | 120 | 50 | **1** | 233 | **163** | 353 | 61 | 0 | 577 | 39 | 101 | 35 | 0 | 175 | **1422** |
| 05:15 PM | 73 | **236** | 85 | 0 | 394 | 63 | 136 | 43 | 1 | 243 | 119 | 369 | **69** | 0 | 557 | 40 | 105 | 34 | 0 | 179 | 1373 |
| 05:30 PM | 63 | 222 | 74 | 0 | 359 | **86** | 102 | **63** | 0 | **251** | 113 | **416** | 58 | 0 | **587** | 30 | 106 | **37** | 0 | 173 | 1370 |
| Total Volume | 272 | 872 | 333 | 1 | 1478 | 261 | 495 | 212 | 2 | 970 | 506 | 1480 | 255 | 0 | 2241 | 160 | 430 | 133 | 1 | 724 | 5413 |
| % App. Total | 18.4 | 59 | 22.5 | 0.1 | | 26.9 | 51 | 21.9 | 0.2 | | 22.6 | 66 | 11.4 | 0 | | 22.1 | 59.4 | 18.4 | 0.1 | | |
| PHF | .701 | .924 | .800 | .250 | .846 | .759 | .903 | .841 | .500 | .966 | .776 | .889 | .924 | .000 | .954 | .784 | .911 | .899 | .250 | .919 | .952 |
| CARS | 269 | 851 | 327 | 1 | 1448 | 249 | 460 | 205 | 2 | 916 | 499 | 1452 | | | | | | | | | |
| % CARS | 98.9 | 97.6 | 98.2 | 100 | 98.0 | 95.4 | 92.9 | 96.7 | 100 | 94.4 | 98.6 | 98.1 | 96.5 | 0 | 98.0 | 95.0 | 94.4 | 100 | 100 | 95.6 | 97.0 |
| HV | 3 | 21 | 6 | 0 | 30 | 12 | 35 | 7 | 0 | 54 | 7 | 28 | 9 | 0 | 44 | 8 | 24 | 0 | 0 | 32 | 160 |
| % HV | 1.1 | 2.4 | 1.8 | 0 | 2.0 | 4.6 | 7.1 | 3.3 | 0 | 5.6 | 1.4 | 1.9 | 3.5 | 0 | 2.0 | 5.0 | 5.6 | 0 | 0 | 4.4 | 3.0 |



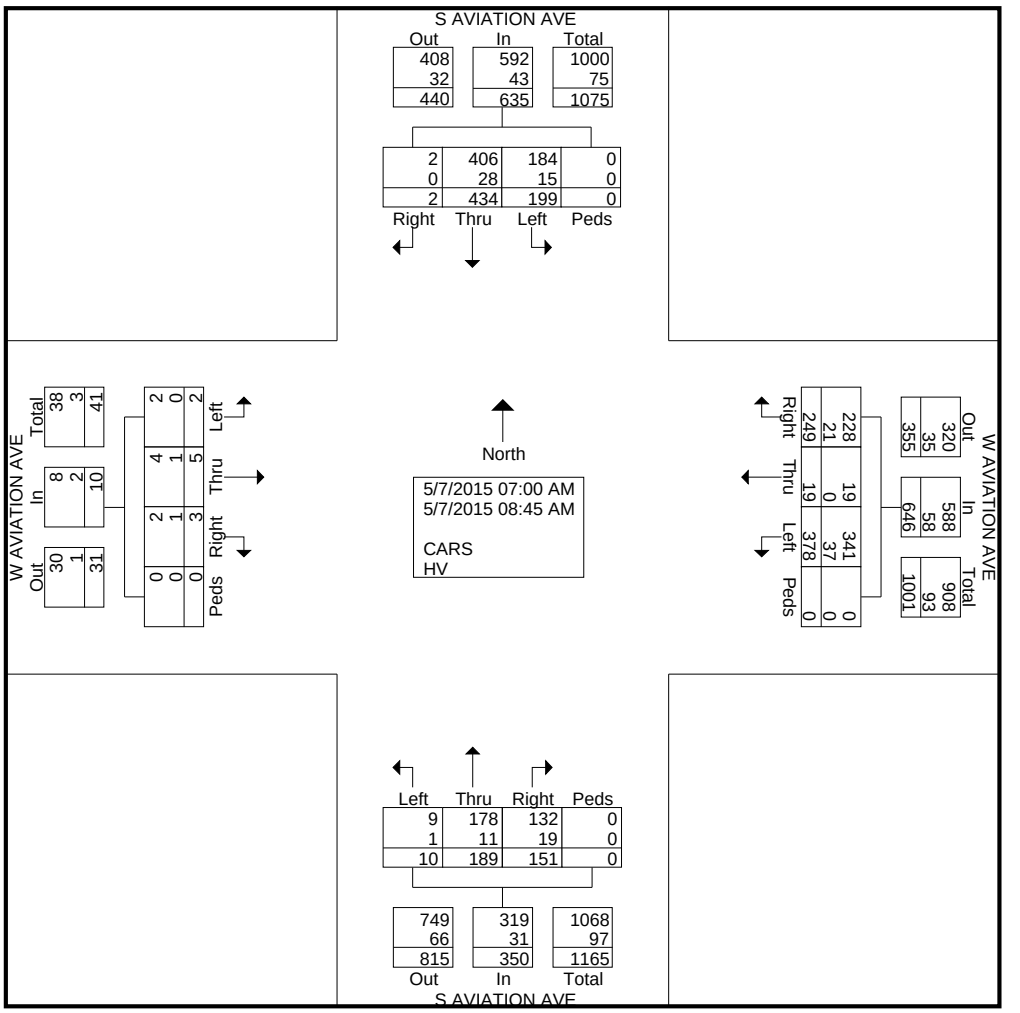
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #45 SAVIATION&WAVIATIONAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | S AVIATION AVE Southbound | | | | | W AVIATION AVE Westbound | | | | | S AVIATION AVE Northbound | | | | | W AVIATION AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 56 | 17 | 0 | 73 | 48 | 1 | 40 | 0 | 89 | 22 | 23 | 1 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 208 |
| 07:15 AM | 1 | 65 | 27 | 0 | 93 | 41 | 1 | 47 | 0 | 89 | 25 | 24 | 2 | 0 | 51 | 0 | 2 | 0 | 0 | 2 | 235 |
| 07:30 AM | 0 | 69 | 38 | 0 | 107 | 38 | 1 | 62 | 0 | 101 | 18 | 25 | 1 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 252 |
| 07:45 AM | 1 | 54 | 18 | 0 | 73 | 38 | 4 | 49 | 0 | 91 | 32 | 28 | 2 | 0 | 62 | 0 | 1 | 1 | 0 | 2 | 228 |
| Total | 2 | 244 | 100 | 0 | 346 | 165 | 7 | 198 | 0 | 370 | 97 | 100 | 6 | 0 | 203 | 0 | 3 | 1 | 0 | 4 | 923 |
| 08:00 AM | 0 | 53 | 25 | 0 | 78 | 28 | 4 | 49 | 0 | 81 | 21 | 23 | 2 | 0 | 46 | 1 | 1 | 0 | 0 | 2 | 207 |
| 08:15 AM | 0 | 55 | 29 | 0 | 84 | 30 | 2 | 49 | 0 | 81 | 12 | 23 | 0 | 0 | 35 | 1 | 1 | 0 | 0 | 2 | 202 |
| 08:30 AM | 0 | 37 | 18 | 0 | 55 | 9 | 3 | 46 | 0 | 58 | 8 | 20 | 1 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 142 |
| 08:45 AM | 0 | 45 | 27 | 0 | 72 | 17 | 3 | 36 | 0 | 56 | 13 | 23 | 1 | 0 | 37 | 1 | 0 | 1 | 0 | 2 | 167 |
| Total | 0 | 190 | 99 | 0 | 289 | 84 | 12 | 180 | 0 | 276 | 54 | 89 | 4 | 0 | 147 | 3 | 2 | 1 | 0 | 6 | 718 |
| Grand Total | 2 | 434 | 199 | 0 | 635 | 249 | 19 | 378 | 0 | 646 | 151 | 189 | 10 | 0 | 350 | 3 | 5 | 2 | 0 | 10 | 1641 |
| Apprch % | 0.3 | 68.3 | 31.3 | 0 | | 38.5 | 2.9 | 58.5 | 0 | | 43.1 | 54 | 2.9 | 0 | | 30 | 50 | 20 | 0 | | |
| Total % | 0.1 | 26.4 | 12.1 | 0 | 38.7 | 15.2 | 1.2 | 23 | 0 | 39.4 | 9.2 | 11.5 | 0.6 | 0 | 21.3 | 0.2 | 0.3 | 0.1 | 0 | 0.6 | |
| CARS | 2 | 406 | 184 | 0 | 592 | 228 | 19 | 341 | 0 | 588 | 132 | 178 | 9 | 0 | 319 | 2 | 4 | 2 | 0 | 8 | 1507 |
| % CARS | 100 | 93.5 | 92.5 | 0 | 93.2 | 91.6 | 100 | 90.2 | 0 | 91 | 87.4 | 94.2 | 90 | 0 | 91.1 | 66.7 | 80 | 100 | 0 | 80 | 91.8 |
| HV | 0 | 28 | 15 | 0 | 43 | 21 | 0 | 37 | 0 | 58 | 19 | 11 | 1 | 0 | 31 | 1 | 1 | 0 | 0 | 2 | 134 |
| % HV | 0 | 6.5 | 7.5 | 0 | 6.8 | 8.4 | 0 | 9.8 | 0 | 9 | 12.6 | 5.8 | 10 | 0 | 8.9 | 33.3 | 20 | 0 | 0 | 20 | 8.2 |

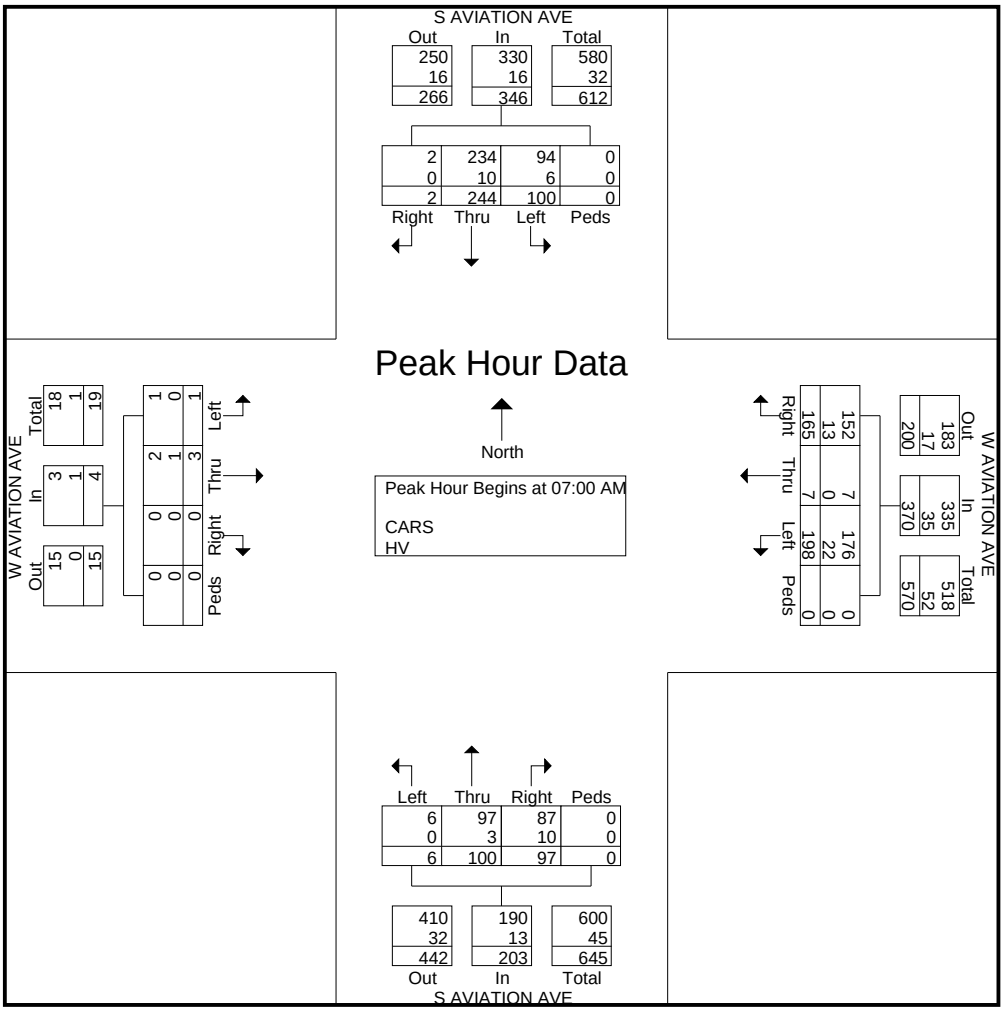


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #45 SAVIATION&WAVIATIONAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | S AVIATION AVE Southbound | | | | | W AVIATION AVE Westbound | | | | | S AVIATION AVE Northbound | | | | | W AVIATION AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 56 | 17 | 0 | 73 | **48** | 1 | 40 | 0 | 89 | 22 | 23 | 1 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 208 |
| 07:15 AM | **1** | 65 | 27 | 0 | 93 | 41 | 1 | 47 | 0 | 89 | 25 | 24 | **2** | 0 | 51 | 0 | **2** | 0 | 0 | **2** | 235 |
| 07:30 AM | 0 | **69** | **38** | 0 | **107** | 38 | 1 | **62** | 0 | **101** | 18 | 25 | 1 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | **252** |
| 07:45 AM | 1 | 54 | 18 | 0 | 73 | 38 | **4** | 49 | 0 | 91 | **32** | **28** | 2 | 0 | **62** | 0 | 1 | **1** | 0 | 2 | 228 |
| Total Volume | 2 | 244 | 100 | 0 | 346 | 165 | 7 | 198 | 0 | 370 | 97 | 100 | 6 | 0 | 203 | 0 | 3 | 1 | 0 | 4 | 923 |
| % App. Total | 0.6 | 70.5 | 28.9 | 0 | | 44.6 | 1.9 | 53.5 | 0 | | 47.8 | 49.3 | 3 | 0 | | 0 | 75 | 25 | 0 | | |
| PHF | .500 | .884 | .658 | .000 | .808 | .859 | .438 | .798 | .000 | .916 | .758 | .893 | .750 | .000 | .819 | .000 | .375 | .250 | .000 | .500 | .916 |
| CARS | 2 | 234 | 94 | 0 | 330 | 152 | 7 | 176 | 0 | 335 | 87 | 97 | 6 | 0 | 190 | 0 | 2 | 1 | 0 | 3 | 858 |
| % CARS | 100 | 95.9 | 94.0 | 0 | 95.4 | 92.1 | 100 | 88.9 | 0 | 90.5 | 89.7 | 97.0 | 100 | 0 | 93.6 | 0 | 66.7 | 100 | 0 | 75.0 | 93.0 |
| HV | 0 | 10 | 6 | 0 | 16 | 13 | 0 | 22 | 0 | 35 | 10 | 3 | 0 | 0 | 13 | 0 | 1 | 0 | 0 | 1 | 65 |
| % HV | 0 | 4.1 | 6.0 | 0 | 4.6 | 7.9 | 0 | 11.1 | 0 | 9.5 | 10.3 | 3.0 | 0 | 0 | 6.4 | 0 | 33.3 | 0 | 0 | 25.0 | 7.0 |



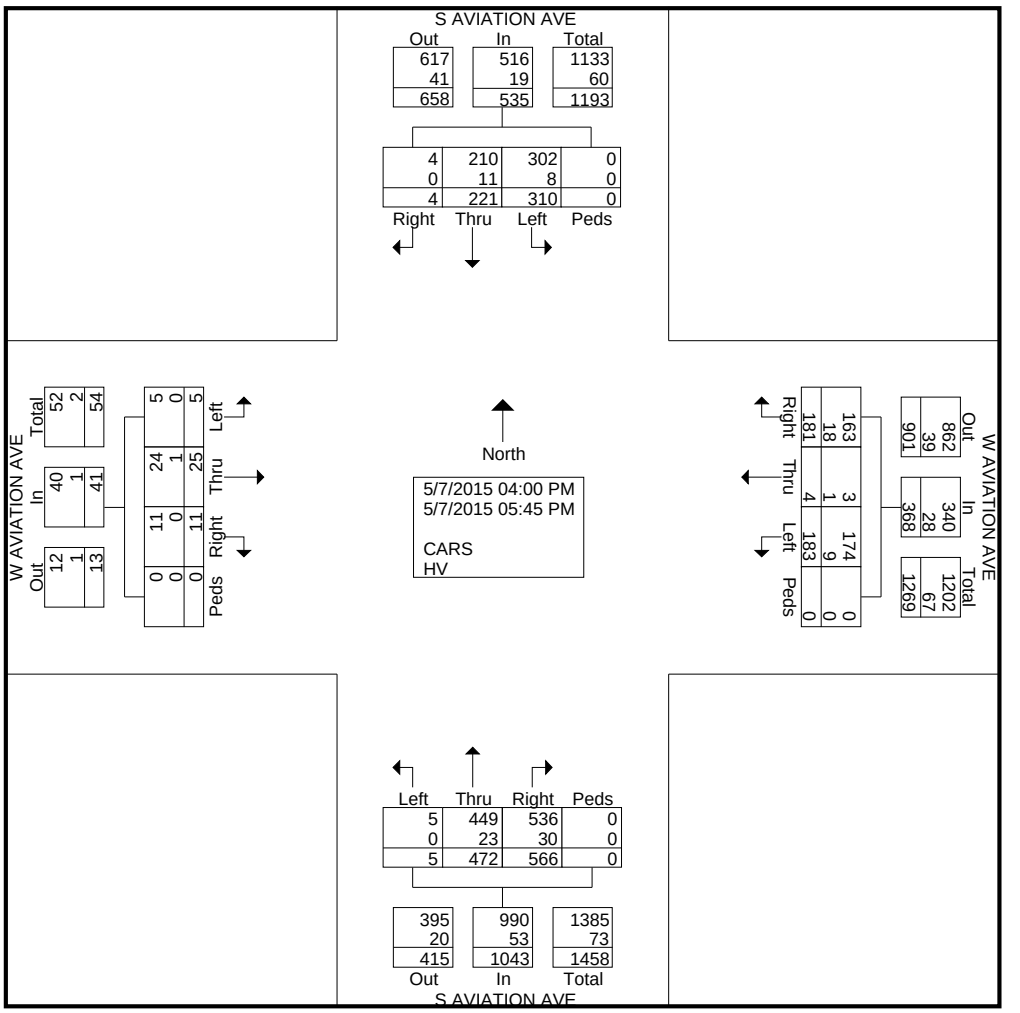
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #45 SAVIATION&WAVIATIONPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | S AVIATION AVE Southbound | | | | | W AVIATION AVE Westbound | | | | | S AVIATION AVE Northbound | | | | | W AVIATION AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 40 | 48 | 0 | 88 | 32 | 0 | 32 | 0 | 64 | 60 | 50 | 0 | 0 | 110 | 0 | 1 | 1 | 0 | 2 | 264 |
| 04:15 PM | 0 | 31 | 50 | 0 | 81 | 29 | 1 | 21 | 0 | 51 | 57 | 60 | 3 | 0 | 120 | 1 | 1 | 0 | 0 | 2 | 254 |
| 04:30 PM | 2 | 34 | 55 | 0 | 91 | 19 | 0 | 24 | 0 | 43 | 58 | 62 | 0 | 0 | 120 | 2 | 8 | 0 | 0 | 10 | 264 |
| 04:45 PM | 1 | 31 | 42 | 0 | 74 | 21 | 1 | 12 | 0 | 34 | 68 | 58 | 0 | 0 | 126 | 2 | 7 | 3 | 0 | 12 | 246 |
| Total | 3 | 136 | 195 | 0 | 334 | 101 | 2 | 89 | 0 | 192 | 243 | 230 | 3 | 0 | 476 | 5 | 17 | 4 | 0 | 26 | 1028 |
| 05:00 PM | 0 | 28 | 38 | 0 | 66 | 23 | 0 | 27 | 0 | 50 | 81 | 62 | 0 | 0 | 143 | 2 | 1 | 0 | 0 | 3 | 262 |
| 05:15 PM | 0 | 24 | 37 | 0 | 61 | 26 | 1 | 24 | 0 | 51 | 102 | 66 | 1 | 0 | 169 | 1 | 4 | 0 | 0 | 5 | 286 |
| 05:30 PM | 0 | 19 | 29 | 0 | 48 | 12 | 1 | 28 | 0 | 41 | 85 | 71 | 0 | 0 | 156 | 2 | 1 | 0 | 0 | 3 | 248 |
| 05:45 PM | 1 | 14 | 11 | 0 | 26 | 19 | 0 | 15 | 0 | 34 | 55 | 43 | 1 | 0 | 99 | 1 | 2 | 1 | 0 | 4 | 163 |
| Total | 1 | 85 | 115 | 0 | 201 | 80 | 2 | 94 | 0 | 176 | 323 | 242 | 2 | 0 | 567 | 6 | 8 | 1 | 0 | 15 | 959 |
| Grand Total | 4 | 221 | 310 | 0 | 535 | 181 | 4 | 183 | 0 | 368 | 566 | 472 | 5 | 0 | 1043 | 11 | 25 | 5 | 0 | 41 | 1987 |
| Apprch % | 0.7 | 41.3 | 57.9 | 0 | | 49.2 | 1.1 | 49.7 | 0 | | 54.3 | 45.3 | 0.5 | 0 | | 26.8 | 61 | 12.2 | 0 | | |
| Total % | 0.2 | 11.1 | 15.6 | 0 | 26.9 | 9.1 | 0.2 | 9.2 | 0 | 18.5 | 28.5 | 23.8 | 0.3 | 0 | 52.5 | 0.6 | 1.3 | 0.3 | 0 | 2.1 | |
| CARS | 4 | 210 | 302 | 0 | 516 | 163 | 3 | 174 | 0 | 340 | 536 | 449 | 5 | 0 | 990 | 11 | 24 | 5 | 0 | 40 | 1886 |
| % CARS | 100 | 95 | 97.4 | 0 | 96.4 | 90.1 | 75 | 95.1 | 0 | 92.4 | 94.7 | 95.1 | 100 | 0 | 94.9 | 100 | 96 | 100 | 0 | 97.6 | 94.9 |
| HV | 0 | 11 | 8 | 0 | 19 | 18 | 1 | 9 | 0 | 28 | 30 | 23 | 0 | 0 | 53 | 0 | 1 | 0 | 0 | 1 | 101 |
| % HV | 0 | 5 | 2.6 | 0 | 3.6 | 9.9 | 25 | 4.9 | 0 | 7.6 | 5.3 | 4.9 | 0 | 0 | 5.1 | 0 | 4 | 0 | 0 | 2.4 | 5.1 |

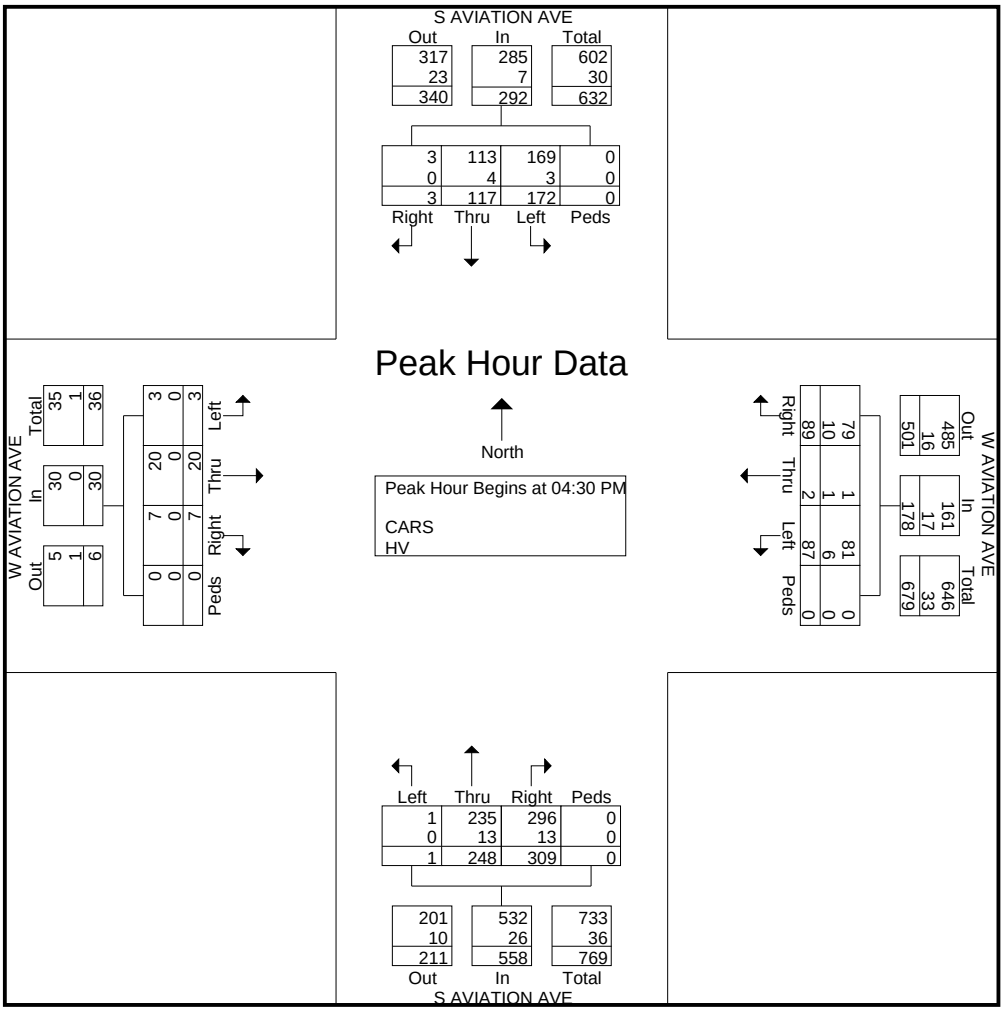


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #45 SAVIATION&WAVIATIONPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | S AVIATION AVE Southbound | | | | | W AVIATION AVE Westbound | | | | | S AVIATION AVE Northbound | | | | | W AVIATION AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | **2** | **34** | **55** | 0 | **91** | 19 | 0 | 24 | 0 | 43 | 58 | 62 | 0 | 0 | 120 | **2** | **8** | 0 | 0 | 10 | 264 |
| 04:45 PM | 1 | 31 | 42 | 0 | 74 | 21 | **1** | 12 | 0 | 34 | 68 | 58 | 0 | 0 | 126 | 2 | 7 | **3** | 0 | **12** | 246 |
| 05:00 PM | 0 | 28 | 38 | 0 | 66 | 23 | 0 | **27** | 0 | 50 | 81 | 62 | 0 | 0 | 143 | 2 | 1 | 0 | 0 | 3 | 262 |
| 05:15 PM | 0 | 24 | 37 | 0 | 61 | **26** | 1 | 24 | 0 | **51** | **102** | **66** | **1** | 0 | **169** | 1 | 4 | 0 | 0 | 5 | **286** |
| Total Volume | 3 | 117 | 172 | 0 | 292 | 89 | 2 | 87 | 0 | 178 | 309 | 248 | 1 | 0 | 558 | 7 | 20 | 3 | 0 | 30 | 1058 |
| % App. Total | 1 | 40.1 | 58.9 | 0 | | 50 | 1.1 | 48.9 | 0 | | 55.4 | 44.4 | 0.2 | 0 | | 23.3 | 66.7 | 10 | 0 | | |
| PHF | .375 | .860 | .782 | .000 | .802 | .856 | .500 | .806 | .000 | .873 | .757 | .939 | .250 | .000 | .825 | .875 | .625 | .250 | .000 | .625 | .925 |
| CARS | 3 | 113 | 169 | 0 | 285 | 79 | 1 | 81 | 0 | 161 | 296 | 235 | 1 | 0 | 532 | 7 | 20 | 3 | 0 | 30 | 1008 |
| % CARS | 100 | 96.6 | 98.3 | 0 | 97.6 | 88.8 | 50.0 | 93.1 | 0 | 90.4 | 95.8 | 94.8 | 100 | 0 | 95.3 | 100 | 100 | 100 | 0 | 100 | 95.3 |
| HV | 0 | 4 | 3 | 0 | 7 | 10 | 1 | 6 | 0 | 17 | 13 | 13 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 50 |
| % HV | 0 | 3.4 | 1.7 | 0 | 2.4 | 11.2 | 50.0 | 6.9 | 0 | 9.6 | 4.2 | 5.2 | 0 | 0 | 4.7 | 0 | 0 | 0 | 0 | 0 | 4.7 |



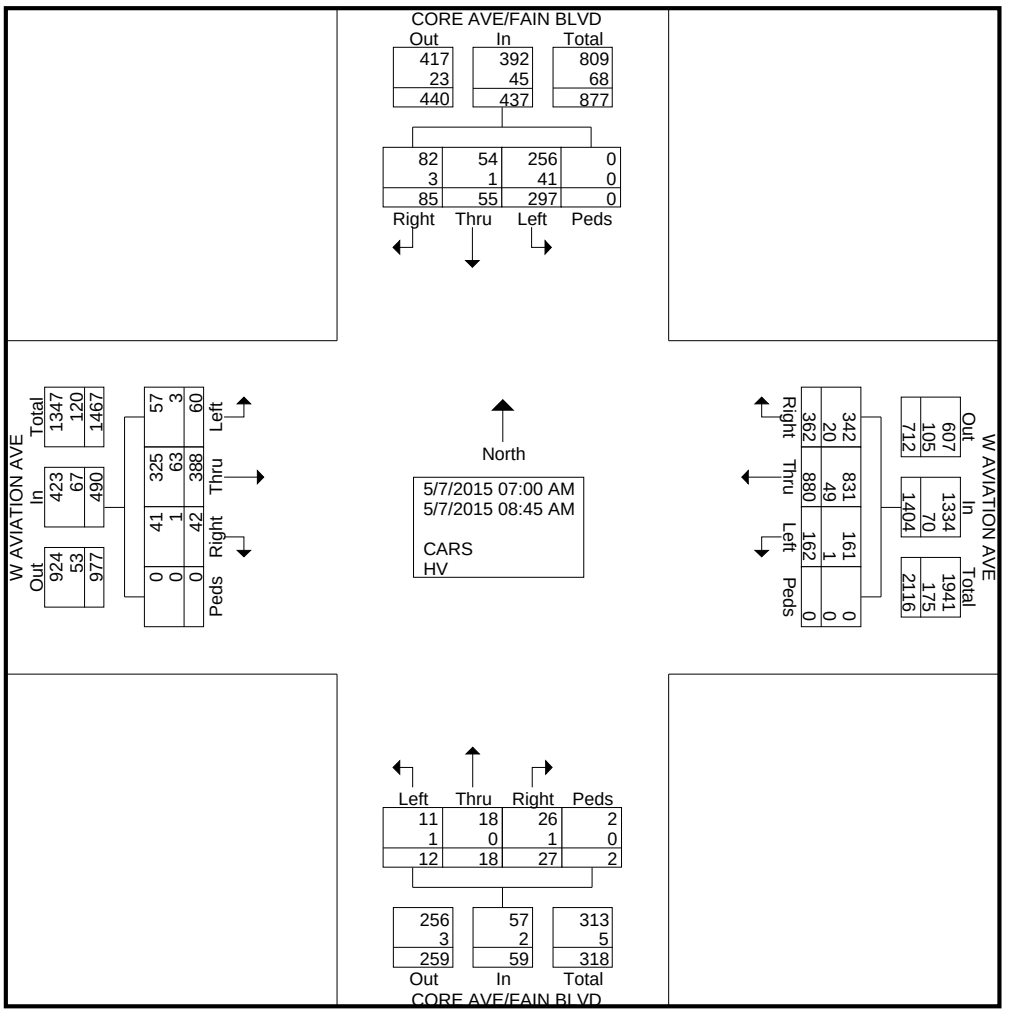
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #46 CORE&WAVIATIONAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | CORE AVE/FAIN BLVD Southbound | | | | | W AVIATION AVE Westbound | | | | | CORE AVE/FAIN BLVD Northbound | | | | | W AVIATION AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 8 | 4 | 35 | 0 | 47 | 43 | 140 | 19 | 0 | 202 | 2 | 3 | 1 | 0 | 6 | 2 | 50 | 6 | 0 | 58 | 313 |
| 07:15 AM | 11 | 8 | 42 | 0 | 61 | 58 | 115 | 22 | 0 | 195 | 2 | 5 | 1 | 0 | 8 | 4 | 65 | 13 | 0 | 82 | 346 |
| 07:30 AM | 18 | 12 | 45 | 0 | 75 | 72 | 141 | 25 | 0 | 238 | 0 | 2 | 0 | 1 | 3 | 5 | 57 | 7 | 0 | 69 | 385 |
| 07:45 AM | 12 | 1 | 41 | 0 | 54 | 58 | 110 | 23 | 0 | 191 | 6 | 1 | 0 | 0 | 7 | 8 | 54 | 11 | 0 | 73 | 325 |
| Total | 49 | 25 | 163 | 0 | 237 | 231 | 506 | 89 | 0 | 826 | 10 | 11 | 2 | 1 | 24 | 19 | 226 | 37 | 0 | 282 | 1369 |
| | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 9 | 8 | 33 | 0 | 50 | 47 | 108 | 23 | 0 | 178 | 5 | 2 | 2 | 0 | 9 | 7 | 49 | 7 | 0 | 63 | 300 |
| 08:15 AM | 13 | 11 | 42 | 0 | 66 | 22 | 101 | 20 | 0 | 143 | 7 | 1 | 3 | 1 | 12 | 5 | 44 | 8 | 0 | 57 | 278 |
| 08:30 AM | 7 | 10 | 31 | 0 | 48 | 36 | 81 | 10 | 0 | 127 | 4 | 1 | 3 | 0 | 8 | 4 | 32 | 0 | 0 | 36 | 219 |
| 08:45 AM | 7 | 1 | 28 | 0 | 36 | 26 | 84 | 20 | 0 | 130 | 1 | 3 | 2 | 0 | 6 | 7 | 37 | 8 | 0 | 52 | 224 |
| Total | 36 | 30 | 134 | 0 | 200 | 131 | 374 | 73 | 0 | 578 | 17 | 7 | 10 | 1 | 35 | 23 | 162 | 23 | 0 | 208 | 1021 |
| | | | | | | | | | | | | | | | | | | | | | |
| Grand Total | 85 | 55 | 297 | 0 | 437 | 362 | 880 | 162 | 0 | 1404 | 27 | 18 | 12 | 2 | 59 | 42 | 388 | 60 | 0 | 490 | 2390 |
| Apprch % | 19.5 | 12.6 | 68 | 0 | | 25.8 | 62.7 | 11.5 | 0 | | 45.8 | 30.5 | 20.3 | 3.4 | | 8.6 | 79.2 | 12.2 | 0 | | |
| Total % | 3.6 | 2.3 | 12.4 | 0 | 18.3 | 15.1 | 36.8 | 6.8 | 0 | 58.7 | 1.1 | 0.8 | 0.5 | 0.1 | 2.5 | 1.8 | 16.2 | 2.5 | 0 | 20.5 | |
| CARS | 82 | 54 | 256 | 0 | 392 | 342 | 831 | 161 | 0 | 1334 | 26 | 18 | 11 | 2 | 57 | 41 | 325 | 57 | 0 | 423 | 2206 |
| % CARS | 96.5 | 98.2 | 86.2 | 0 | 89.7 | 94.5 | 94.4 | 99.4 | 0 | 95 | 96.3 | 100 | 91.7 | 100 | 96.6 | 97.6 | 83.8 | 95 | 0 | 86.3 | 92.3 |
| HV | 3 | 1 | 41 | 0 | 45 | 20 | 49 | 1 | 0 | 70 | 1 | 0 | 1 | 0 | 2 | 1 | 63 | 3 | 0 | 67 | 184 |
| % HV | 3.5 | 1.8 | 13.8 | 0 | 10.3 | 5.5 | 5.6 | 0.6 | 0 | 5 | 3.7 | 0 | 8.3 | 0 | 3.4 | 2.4 | 16.2 | 5 | 0 | 13.7 | 7.7 |

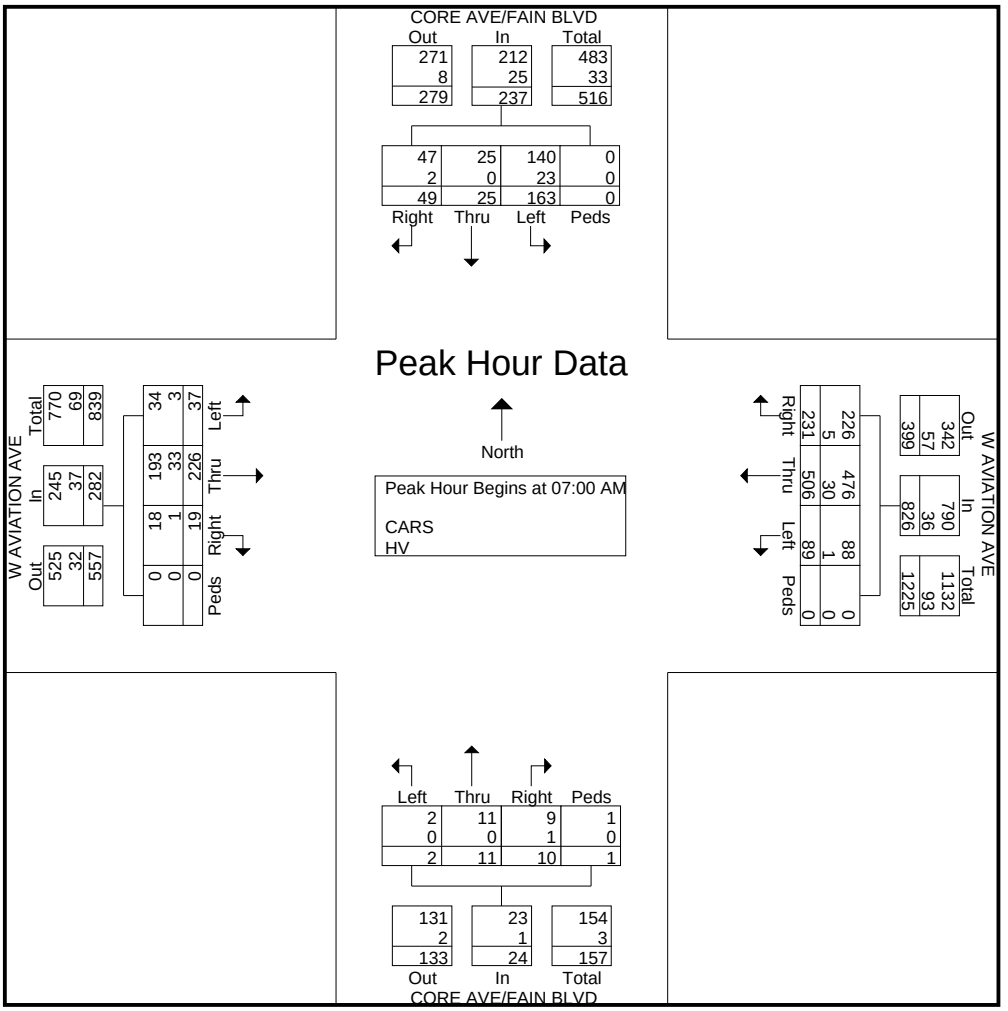


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #46 CORE&WAVIATIONAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | CORE AVE/FAIN BLVD Southbound | | | | | W AVIATION AVE Westbound | | | | | CORE AVE/FAIN BLVD Northbound | | | | | W AVIATION AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 8 | 4 | 35 | 0 | 47 | 43 | 140 | 19 | 0 | 202 | 2 | 3 | **1** | 0 | 6 | 2 | 50 | 6 | 0 | 58 | 313 |
| 07:15 AM | 11 | 8 | 42 | 0 | 61 | 58 | 115 | 22 | 0 | 195 | 2 | **5** | 1 | 0 | **8** | 4 | **65** | **13** | 0 | **82** | 346 |
| 07:30 AM | **18** | **12** | **45** | 0 | **75** | **72** | **141** | **25** | 0 | **238** | 0 | 2 | 0 | **1** | 3 | 5 | 57 | 7 | 0 | 69 | **385** |
| 07:45 AM | 12 | 1 | 41 | 0 | 54 | 58 | 110 | 23 | 0 | 191 | **6** | 1 | 0 | 0 | 7 | **8** | 54 | 11 | 0 | 73 | 325 |
| Total Volume | 49 | 25 | 163 | 0 | 237 | 231 | 506 | 89 | 0 | 826 | 10 | 11 | 2 | 1 | 24 | 19 | 226 | 37 | 0 | 282 | 1369 |
| % App. Total | 20.7 | 10.5 | 68.8 | 0 | | 28 | 61.3 | 10.8 | 0 | | 41.7 | 45.8 | 8.3 | 4.2 | | 6.7 | 80.1 | 13.1 | 0 | | |
| PHF | .681 | .521 | .906 | .000 | .790 | .802 | .897 | .890 | .000 | .868 | .417 | .550 | .500 | .250 | .750 | .594 | .869 | .712 | .000 | .860 | .889 |
| CARS | 47 | 25 | 140 | 0 | 212 | 226 | 476 | 88 | 0 | 790 | 9 | 11 | 2 | 1 | 23 | 18 | 193 | 34 | 0 | 245 | 1270 |
| % CARS | 95.9 | 100 | 85.9 | 0 | 89.5 | 97.8 | 94.1 | 98.9 | 0 | 95.6 | 90.0 | 100 | 100 | 100 | 95.8 | 94.7 | 85.4 | 91.9 | 0 | 86.9 | 92.8 |
| HV | 2 | 0 | 23 | 0 | 25 | 5 | 30 | 1 | 0 | 36 | 1 | 0 | 0 | 0 | 1 | 1 | 33 | 3 | 0 | 37 | 99 |
| % HV | 4.1 | 0 | 14.1 | 0 | 10.5 | 2.2 | 5.9 | 1.1 | 0 | 4.4 | 10.0 | 0 | 0 | 0 | 4.2 | 5.3 | 14.6 | 8.1 | 0 | 13.1 | 7.2 |



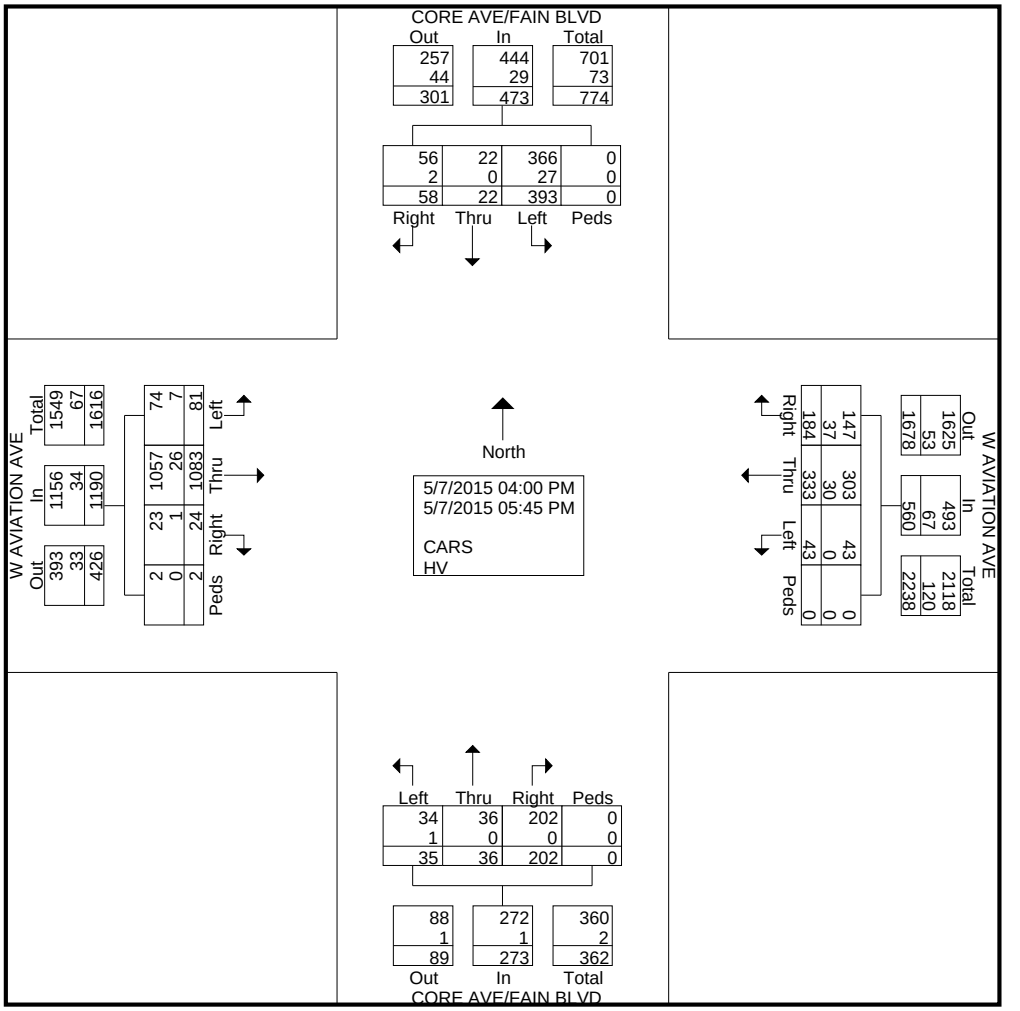
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #46 CORE&WAVIATIONPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | CORE AVE/FAIN BLVD Southbound | | | | | W AVIATION AVE Westbound | | | | | CORE AVE/FAIN BLVD Northbound | | | | | W AVIATION AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 10 | 5 | 54 | 0 | 69 | 29 | 59 | 8 | 0 | 96 | 36 | 4 | 5 | 0 | 45 | 3 | 135 | 8 | 0 | 146 | 356 |
| 04:15 PM | 6 | 4 | 40 | 0 | 50 | 20 | 42 | 7 | 0 | 69 | 22 | 8 | 6 | 0 | 36 | 8 | 139 | 12 | 0 | 159 | 314 |
| 04:30 PM | 9 | 0 | 67 | 0 | 76 | 16 | 36 | 6 | 0 | 58 | 32 | 3 | 3 | 0 | 38 | 4 | 145 | 12 | 0 | 161 | 333 |
| 04:45 PM | 4 | 2 | 43 | 0 | 49 | 27 | 29 | 7 | 0 | 63 | 27 | 2 | 2 | 0 | 31 | 1 | 129 | 7 | 0 | 137 | 280 |
| Total | 29 | 11 | 204 | 0 | 244 | 92 | 166 | 28 | 0 | 286 | 117 | 17 | 16 | 0 | 150 | 16 | 548 | 39 | 0 | 603 | 1283 |
| 05:00 PM | 5 | 1 | 81 | 0 | 87 | 22 | 54 | 2 | 0 | 78 | 35 | 5 | 4 | 0 | 44 | 2 | 150 | 13 | 0 | 165 | 374 |
| 05:15 PM | 8 | 3 | 29 | 0 | 40 | 26 | 39 | 3 | 0 | 68 | 17 | 7 | 9 | 0 | 33 | 4 | 165 | 11 | 0 | 180 | 321 |
| 05:30 PM | 9 | 4 | 52 | 0 | 65 | 25 | 39 | 4 | 0 | 68 | 15 | 3 | 4 | 0 | 22 | 2 | 141 | 12 | 0 | 155 | 310 |
| 05:45 PM | 7 | 3 | 27 | 0 | 37 | 19 | 35 | 6 | 0 | 60 | 18 | 4 | 2 | 0 | 24 | 0 | 79 | 6 | 2 | 87 | 208 |
| Total | 29 | 11 | 189 | 0 | 229 | 92 | 167 | 15 | 0 | 274 | 85 | 19 | 19 | 0 | 123 | 8 | 535 | 42 | 2 | 587 | 1213 |
| Grand Total | 58 | 22 | 393 | 0 | 473 | 184 | 333 | 43 | 0 | 560 | 202 | 36 | 35 | 0 | 273 | 24 | 1083 | 81 | 2 | 1190 | 2496 |
| Apprch % | 12.3 | 4.7 | 83.1 | 0 | | 32.9 | 59.5 | 7.7 | 0 | | 74 | 13.2 | 12.8 | 0 | | 2 | 91 | 6.8 | 0.2 | | |
| Total % | 2.3 | 0.9 | 15.7 | 0 | 19 | 7.4 | 13.3 | 1.7 | 0 | 22.4 | 8.1 | 1.4 | 1.4 | 0 | 10.9 | 1 | 43.4 | 3.2 | 0.1 | 47.7 | |
| CARS | 56 | 22 | 366 | 0 | 444 | 147 | 303 | 43 | 0 | 493 | 202 | 36 | 34 | 0 | 272 | 23 | 1057 | | | | |
| % CARS | 96.6 | 100 | 93.1 | 0 | 93.9 | 79.9 | 91 | 100 | 0 | 88 | 100 | 100 | 97.1 | 0 | 99.6 | 95.8 | 97.6 | 91.4 | 100 | 97.1 | 94.8 |
| HV | 2 | 0 | 27 | 0 | 29 | 37 | 30 | 0 | 0 | 67 | 0 | 0 | 1 | 0 | 1 | 1 | 26 | 7 | 0 | 34 | 131 |
| % HV | 3.4 | 0 | 6.9 | 0 | 6.1 | 20.1 | 9 | 0 | 0 | 12 | 0 | 0 | 2.9 | 0 | 0.4 | 4.2 | 2.4 | 8.6 | 0 | 2.9 | 5.2 |

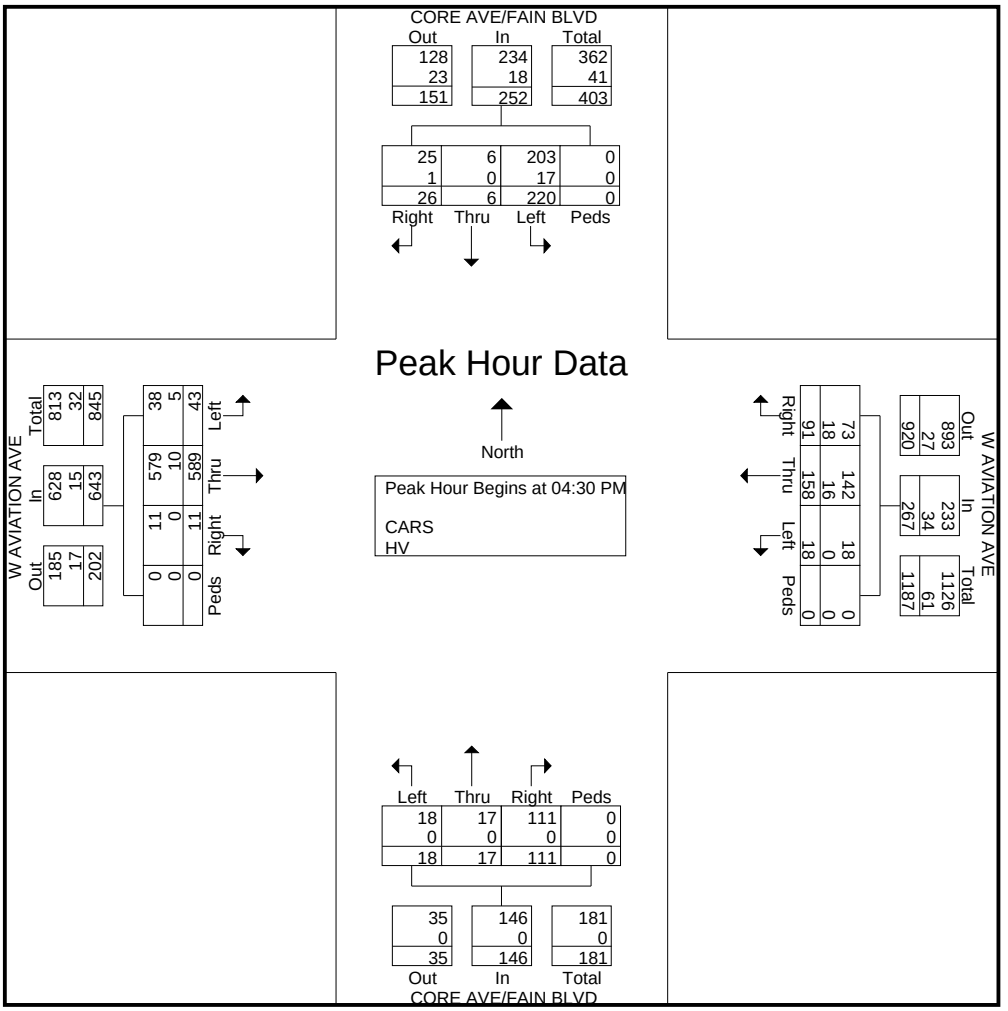


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #46 CORE&WAVIATIONPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | CORE AVE/FAIN BLVD Southbound | | | | | W AVIATION AVE Westbound | | | | | CORE AVE/FAIN BLVD Northbound | | | | | W AVIATION AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | **9** | 0 | 67 | 0 | 76 | 16 | 36 | 6 | 0 | 58 | 32 | 3 | 3 | 0 | 38 | **4** | 145 | 12 | 0 | 161 | 333 |
| 04:45 PM | 4 | 2 | 43 | 0 | 49 | **27** | 29 | **7** | 0 | 63 | 27 | 2 | 2 | 0 | 31 | 1 | 129 | 7 | 0 | 137 | 280 |
| 05:00 PM | 5 | 1 | **81** | 0 | **87** | 22 | **54** | 2 | 0 | **78** | **35** | 5 | 4 | 0 | **44** | 2 | 150 | **13** | 0 | 165 | **374** |
| 05:15 PM | 8 | **3** | 29 | 0 | 40 | 26 | 39 | 3 | 0 | 68 | 17 | **7** | **9** | 0 | 33 | 4 | **165** | 11 | 0 | **180** | 321 |
| Total Volume | 26 | 6 | 220 | 0 | 252 | 91 | 158 | 18 | 0 | 267 | 111 | 17 | 18 | 0 | 146 | 11 | 589 | 43 | 0 | 643 | 1308 |
| % App. Total | 10.3 | 2.4 | 87.3 | 0 | | 34.1 | 59.2 | 6.7 | 0 | | 76 | 11.6 | 12.3 | 0 | | 1.7 | 91.6 | 6.7 | 0 | | |
| PHF | .722 | .500 | .679 | .000 | .724 | .843 | .731 | .643 | .000 | .856 | .793 | .607 | .500 | .000 | .830 | .688 | .892 | .827 | .000 | .893 | .874 |
| CARS | 25 | 6 | 203 | 0 | 234 | 73 | 142 | 18 | 0 | 233 | 111 | 17 | 18 | 0 | 146 | 11 | 579 | 38 | 0 | 628 | 1241 |
| % CARS | 96.2 | 100 | 92.3 | 0 | 92.9 | 80.2 | 89.9 | 100 | 0 | 87.3 | 100 | 100 | 100 | 0 | 100 | 100 | 98.3 | 88.4 | 0 | 97.7 | 94.9 |
| HV | 1 | 0 | 17 | 0 | 18 | 18 | 16 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 5 | 0 | 15 | 67 |
| % HV | 3.8 | 0 | 7.7 | 0 | 7.1 | 19.8 | 10.1 | 0 | 0 | 12.7 | 0 | 0 | 0 | 0 | 0 | 0 | 1.7 | 11.6 | 0 | 2.3 | 5.1 |



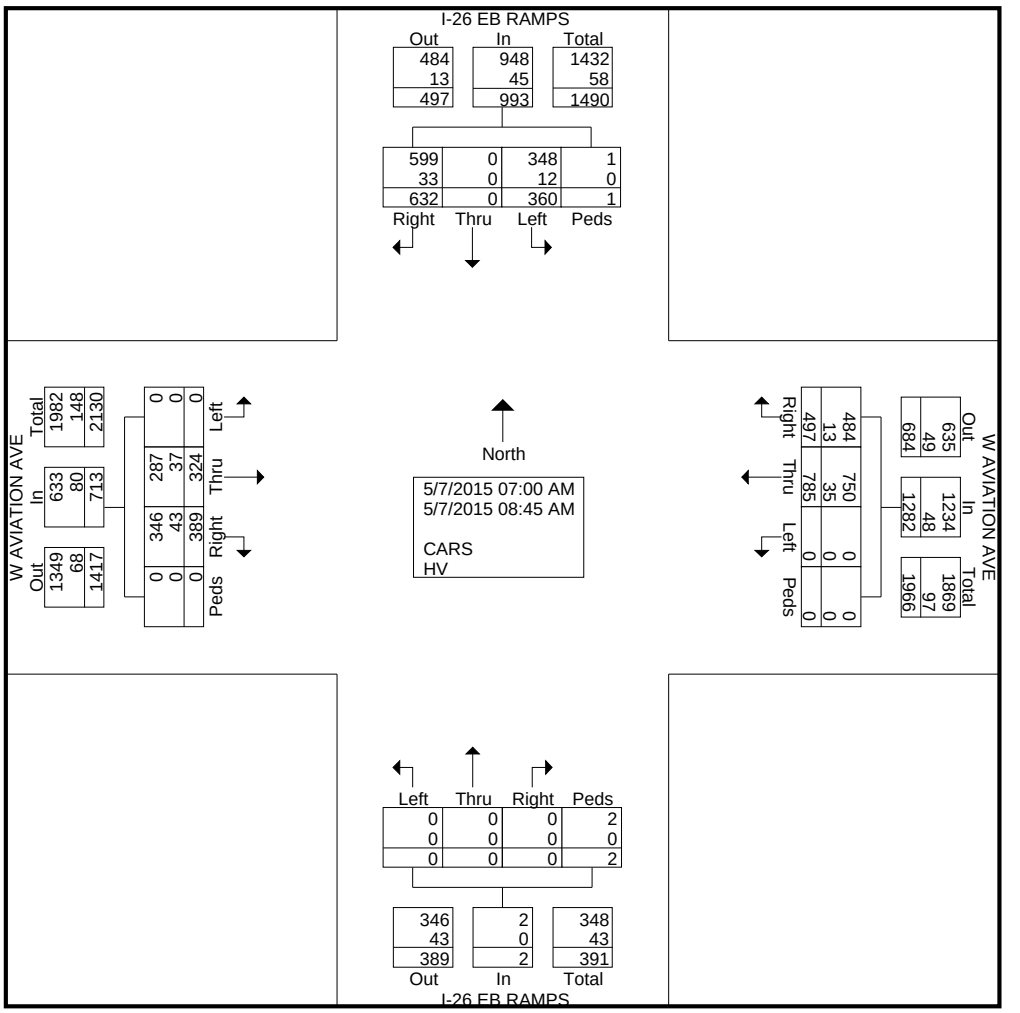
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #47 I26EBRAMPS&WAVIATIONAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | I-26 EB RAMPS Southbound | | | | | W AVIATION AVE Westbound | | | | | I-26 EB RAMPS Northbound | | | | | W AVIATION AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 86 | 0 | 32 | 0 | 118 | 70 | 113 | 0 | 0 | 183 | 0 | 0 | 0 | 0 | 0 | 47 | 40 | 0 | 0 | 87 | 388 |
| 07:15 AM | 90 | 0 | 34 | 0 | 124 | 84 | 106 | 0 | 0 | 190 | 0 | 0 | 0 | 0 | 0 | 69 | 39 | 0 | 0 | 108 | 422 |
| 07:30 AM | 90 | 0 | 43 | 0 | 133 | 82 | 141 | 0 | 0 | 223 | 0 | 0 | 0 | 1 | 1 | 59 | 41 | 0 | 0 | 100 | 457 |
| 07:45 AM | 99 | 0 | 55 | 0 | 154 | 52 | 101 | 0 | 0 | 153 | 0 | 0 | 0 | 0 | 0 | 50 | 53 | 0 | 0 | 103 | 410 |
| Total | 365 | 0 | 164 | 0 | 529 | 288 | 461 | 0 | 0 | 749 | 0 | 0 | 0 | 1 | 1 | 225 | 173 | 0 | 0 | 398 | 1677 |
| 08:00 AM | 79 | 0 | 47 | 0 | 126 | 52 | 105 | 0 | 0 | 157 | 0 | 0 | 0 | 0 | 0 | 41 | 47 | 0 | 0 | 88 | 371 |
| 08:15 AM | 75 | 0 | 62 | 0 | 137 | 57 | 71 | 0 | 0 | 128 | 0 | 0 | 0 | 1 | 1 | 50 | 44 | 0 | 0 | 94 | 360 |
| 08:30 AM | 55 | 0 | 44 | 1 | 100 | 40 | 73 | 0 | 0 | 113 | 0 | 0 | 0 | 0 | 0 | 40 | 31 | 0 | 0 | 71 | 284 |
| 08:45 AM | 58 | 0 | 43 | 0 | 101 | 60 | 75 | 0 | 0 | 135 | 0 | 0 | 0 | 0 | 0 | 33 | 29 | 0 | 0 | 62 | 298 |
| Total | 267 | 0 | 196 | 1 | 464 | 209 | 324 | 0 | 0 | 533 | 0 | 0 | 0 | 1 | 1 | 164 | 151 | 0 | 0 | 315 | 1313 |
| Grand Total | 632 | 0 | 360 | 1 | 993 | 497 | 785 | 0 | 0 | 1282 | 0 | 0 | 0 | 2 | 2 | 389 | 324 | 0 | 0 | 713 | 2990 |
| Apprch % | 63.6 | 0 | 36.3 | 0.1 | | 38.8 | 61.2 | 0 | 0 | | 0 | 0 | 0 | 100 | | 54.6 | 45.4 | 0 | 0 | | |
| Total % | 21.1 | 0 | 12 | 0 | 33.2 | 16.6 | 26.3 | 0 | 0 | 42.9 | 0 | 0 | 0 | 0.1 | 0.1 | 13 | 10.8 | 0 | 0 | 23.8 | |
| CARS | 599 | 0 | 348 | 1 | 948 | 484 | 750 | 0 | 0 | 1234 | 0 | 0 | 0 | 2 | 2 | 346 | 287 | 0 | 0 | 633 | 2817 |
| % CARS | 94.8 | 0 | 96.7 | 100 | 95.5 | 97.4 | 95.5 | 0 | 0 | 96.3 | 0 | 0 | 0 | 100 | 100 | 88.9 | 88.6 | 0 | 0 | 88.8 | 94.2 |
| HV | 33 | 0 | 12 | 0 | 45 | 13 | 35 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 43 | 37 | 0 | 0 | 80 | 173 |
| % HV | 5.2 | 0 | 3.3 | 0 | 4.5 | 2.6 | 4.5 | 0 | 0 | 3.7 | 0 | 0 | 0 | 0 | 0 | 11.1 | 11.4 | 0 | 0 | 11.2 | 5.8 |

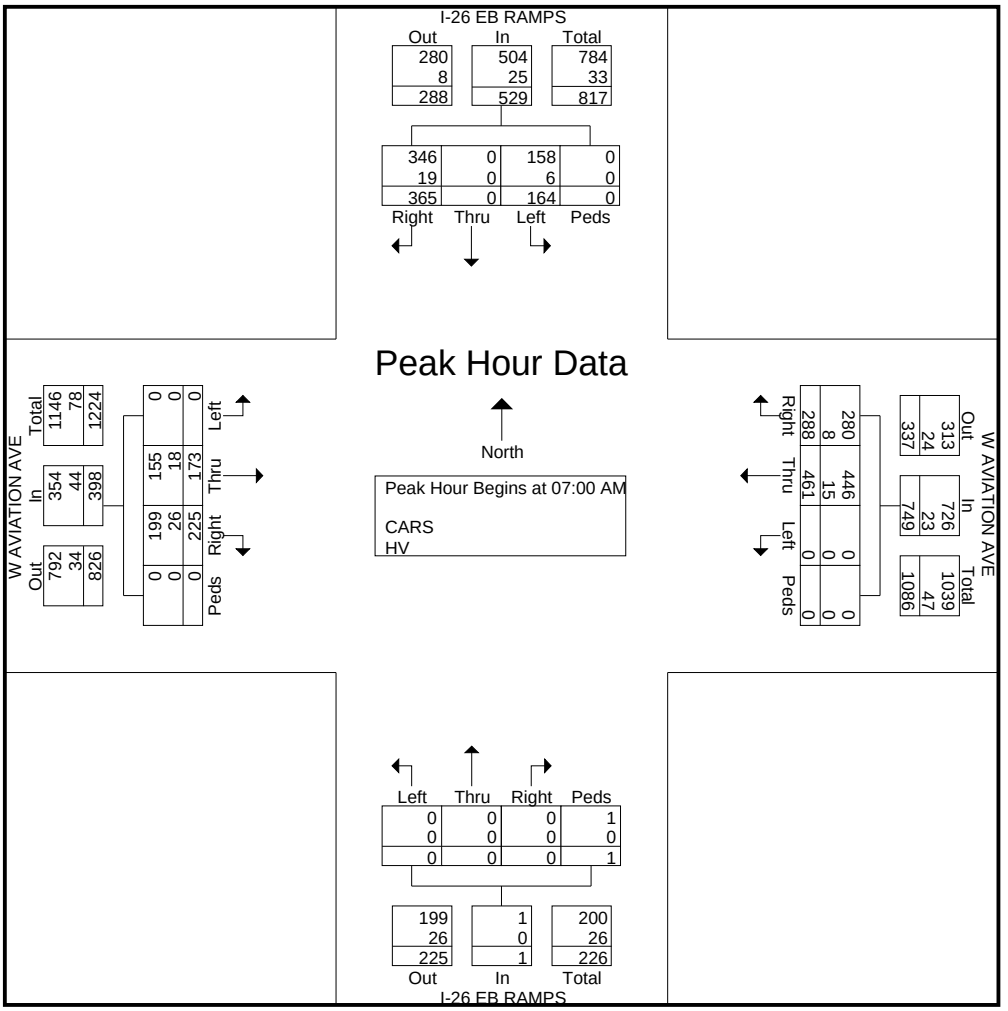


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #47 I26EBRAMPS&WAVIATIONAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | I-26 EB RAMPS Southbound | | | | | W AVIATION AVE Westbound | | | | | I-26 EB RAMPS Northbound | | | | | W AVIATION AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 86 | 0 | 32 | 0 | 118 | 70 | 113 | 0 | 0 | 183 | 0 | 0 | 0 | 0 | 0 | 47 | 40 | 0 | 0 | 87 | 388 |
| 07:15 AM | 90 | 0 | 34 | 0 | 124 | **84** | 106 | 0 | 0 | 190 | 0 | 0 | 0 | 0 | 0 | **69** | 39 | 0 | 0 | **108** | 422 |
| 07:30 AM | 90 | 0 | 43 | 0 | 133 | 82 | **141** | 0 | 0 | **223** | 0 | 0 | 0 | **1** | **1** | 59 | 41 | 0 | 0 | 100 | **457** |
| 07:45 AM | **99** | 0 | **55** | 0 | **154** | 52 | 101 | 0 | 0 | 153 | 0 | 0 | 0 | 0 | 0 | 50 | **53** | 0 | 0 | 103 | 410 |
| Total Volume | 365 | 0 | 164 | 0 | 529 | 288 | 461 | 0 | 0 | 749 | 0 | 0 | 0 | 1 | 1 | 225 | 173 | 0 | 0 | 398 | 1677 |
| % App. Total | 69 | 0 | 31 | 0 | | 38.5 | 61.5 | 0 | 0 | | 0 | 0 | 0 | 100 | | 56.5 | 43.5 | 0 | 0 | | |
| PHF | .922 | .000 | .745 | .000 | .859 | .857 | .817 | .000 | .000 | .840 | .000 | .000 | .000 | .250 | .250 | .815 | .816 | .000 | .000 | .921 | .917 |
| CARS | 346 | 0 | 158 | 0 | 504 | 280 | 446 | 0 | 0 | 726 | 0 | 0 | 0 | 1 | 1 | 199 | 155 | 0 | 0 | 354 | 1585 |
| % CARS | 94.8 | 0 | 96.3 | 0 | 95.3 | 97.2 | 96.7 | 0 | 0 | 96.9 | 0 | 0 | 0 | 100 | 100 | 88.4 | 89.6 | 0 | 0 | 88.9 | 94.5 |
| HV | 19 | 0 | 6 | 0 | 25 | 8 | 15 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 26 | 18 | 0 | 0 | 44 | 92 |
| % HV | 5.2 | 0 | 3.7 | 0 | 4.7 | 2.8 | 3.3 | 0 | 0 | 3.1 | 0 | 0 | 0 | 0 | 0 | 11.6 | 10.4 | 0 | 0 | 11.1 | 5.5 |



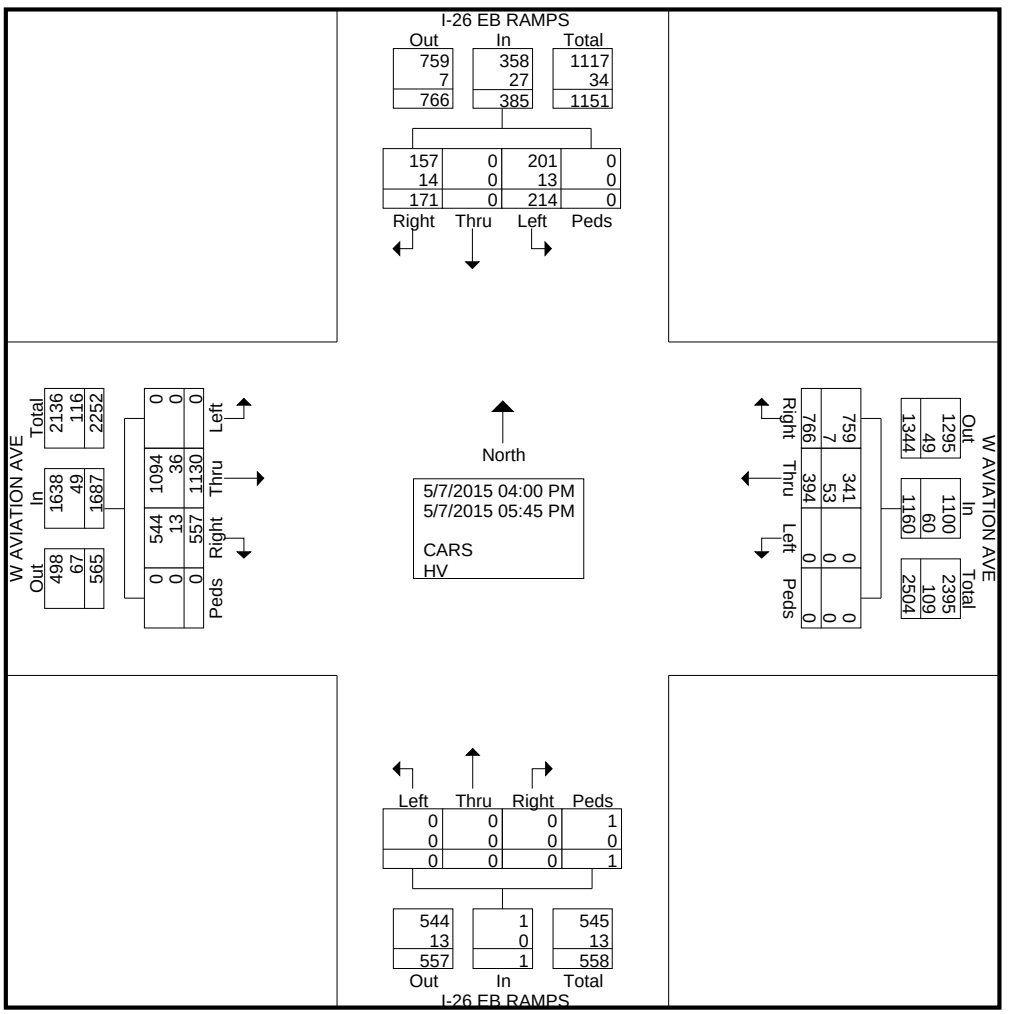
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #47 I26EBRAMPS&WAVIATIONPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | I-26 EB RAMPS Southbound | | | | | W AVIATION AVE Westbound | | | | | I-26 EB RAMPS Northbound | | | | | W AVIATION AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 29 | 0 | 25 | 0 | 54 | 91 | 66 | 0 | 0 | 157 | 0 | 0 | 0 | 1 | 1 | 85 | 137 | 0 | 0 | 222 | 434 |
| 04:15 PM | 19 | 0 | 29 | 0 | 48 | 89 | 53 | 0 | 0 | 142 | 0 | 0 | 0 | 0 | 0 | 75 | 124 | 0 | 0 | 199 | 389 |
| 04:30 PM | 18 | 0 | 23 | 0 | 41 | 110 | 39 | 0 | 0 | 149 | 0 | 0 | 0 | 0 | 0 | 85 | 169 | 0 | 0 | 254 | 444 |
| 04:45 PM | 20 | 0 | 12 | 0 | 32 | 102 | 47 | 0 | 0 | 149 | 0 | 0 | 0 | 0 | 0 | 71 | 127 | 0 | 0 | 198 | 379 |
| Total | 86 | 0 | 89 | 0 | 175 | 392 | 205 | 0 | 0 | 597 | 0 | 0 | 0 | 1 | 1 | 316 | 557 | 0 | 0 | 873 | 1646 |
| 05:00 PM | 23 | 0 | 32 | 0 | 55 | 126 | 56 | 0 | 0 | 182 | 0 | 0 | 0 | 0 | 0 | 94 | 172 | 0 | 0 | 266 | 503 |
| 05:15 PM | 26 | 0 | 31 | 0 | 57 | 87 | 44 | 0 | 0 | 131 | 0 | 0 | 0 | 0 | 0 | 57 | 156 | 0 | 0 | 213 | 401 |
| 05:30 PM | 18 | 0 | 31 | 0 | 49 | 83 | 49 | 0 | 0 | 132 | 0 | 0 | 0 | 0 | 0 | 57 | 156 | 0 | 0 | 213 | 394 |
| 05:45 PM | 18 | 0 | 31 | 0 | 49 | 78 | 40 | 0 | 0 | 118 | 0 | 0 | 0 | 0 | 0 | 33 | 89 | 0 | 0 | 122 | 289 |
| Total | 85 | 0 | 125 | 0 | 210 | 374 | 189 | 0 | 0 | 563 | 0 | 0 | 0 | 0 | 0 | 241 | 573 | 0 | 0 | 814 | 1587 |
| Grand Total | 171 | 0 | 214 | 0 | 385 | 766 | 394 | 0 | 0 | 1160 | 0 | 0 | 0 | 1 | 1 | 557 | 1130 | 0 | 0 | 1687 | 3233 |
| Apprch % | 44.4 | 0 | 55.6 | 0 | | 66 | 34 | 0 | 0 | | 0 | 0 | 0 | 100 | | 33 | 67 | 0 | 0 | | |
| Total % | 5.3 | 0 | 6.6 | 0 | 11.9 | 23.7 | 12.2 | 0 | 0 | 35.9 | 0 | 0 | 0 | 0 | 0 | 17.2 | 35 | 0 | 0 | 52.2 | |
| CARS | 157 | 0 | 201 | 0 | 358 | 759 | 341 | 0 | 0 | 1100 | 0 | 0 | 0 | 1 | 1 | 544 | 1094 | | | | |
| % CARS | 91.8 | 0 | 93.9 | 0 | 93 | 99.1 | 86.5 | 0 | 0 | 94.8 | 0 | 0 | 0 | 100 | 100 | 97.7 | 96.8 | 0 | 0 | 97.1 | 95.8 |
| HV | 14 | 0 | 13 | 0 | 27 | 7 | 53 | 0 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 13 | 36 | 0 | 0 | 49 | 136 |
| % HV | 8.2 | 0 | 6.1 | 0 | 7 | 0.9 | 13.5 | 0 | 0 | 5.2 | 0 | 0 | 0 | 0 | 0 | 2.3 | 3.2 | 0 | 0 | 2.9 | 4.2 |

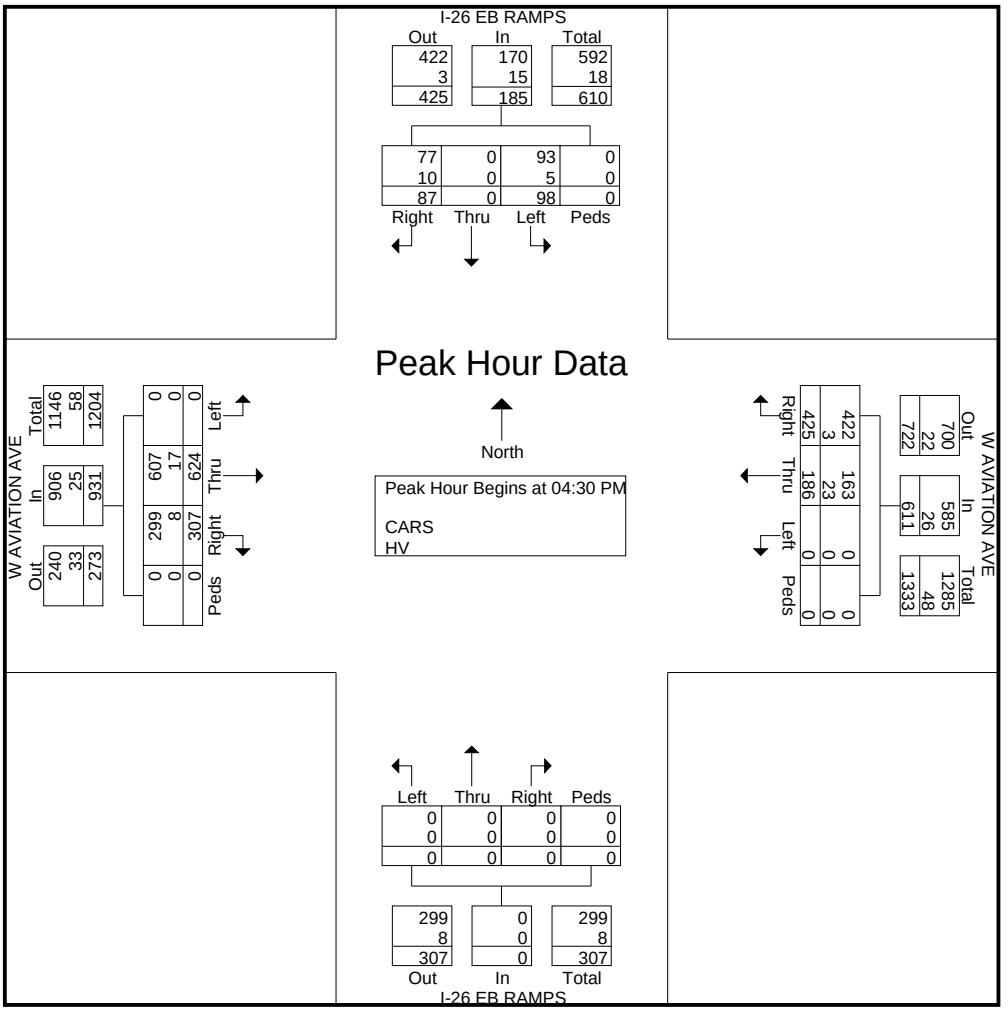


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #47 I26EBRAMPS&WAVIATIONPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | I-26 EB RAMPS Southbound | | | | | W AVIATION AVE Westbound | | | | | I-26 EB RAMPS Northbound | | | | | W AVIATION AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 18 | 0 | 23 | 0 | 41 | 110 | 39 | 0 | 0 | 149 | 0 | 0 | 0 | 0 | 0 | 85 | 169 | 0 | 0 | 254 | 444 |
| 04:45 PM | 20 | 0 | 12 | 0 | 32 | 102 | 47 | 0 | 0 | 149 | 0 | 0 | 0 | 0 | 0 | 71 | 127 | 0 | 0 | 198 | 379 |
| 05:00 PM | 23 | 0 | **32** | 0 | 55 | **126** | **56** | 0 | 0 | **182** | 0 | 0 | 0 | 0 | 0 | **94** | **172** | 0 | 0 | **266** | **503** |
| 05:15 PM | **26** | 0 | 31 | 0 | **57** | 87 | 44 | 0 | 0 | 131 | 0 | 0 | 0 | 0 | 0 | 57 | 156 | 0 | 0 | 213 | 401 |
| Total Volume | 87 | 0 | 98 | 0 | 185 | 425 | 186 | 0 | 0 | 611 | 0 | 0 | 0 | 0 | 0 | 307 | 624 | 0 | 0 | 931 | 1727 |
| % App. Total | 47 | 0 | 53 | 0 | | 69.6 | 30.4 | 0 | 0 | | 0 | 0 | 0 | 0 | | 33 | 67 | 0 | 0 | | |
| PHF | .837 | .000 | .766 | .000 | .811 | .843 | .830 | .000 | .000 | .839 | .000 | .000 | .000 | .000 | .000 | .816 | .907 | .000 | .000 | .875 | .858 |
| CARS | 77 | 0 | 93 | 0 | 170 | 422 | 163 | 0 | 0 | 585 | 0 | 0 | 0 | 0 | 0 | 299 | 607 | 0 | 0 | 906 | 1661 |
| % CARS | 88.5 | 0 | 94.9 | 0 | 91.9 | 99.3 | 87.6 | 0 | 0 | 95.7 | 0 | 0 | 0 | 0 | 0 | 97.4 | 97.3 | 0 | 0 | 97.3 | 96.2 |
| HV | 10 | 0 | 5 | 0 | 15 | 3 | 23 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 8 | 17 | 0 | 0 | 25 | 66 |
| % HV | 11.5 | 0 | 5.1 | 0 | 8.1 | 0.7 | 12.4 | 0 | 0 | 4.3 | 0 | 0 | 0 | 0 | 0 | 2.6 | 2.7 | 0 | 0 | 2.7 | 3.8 |



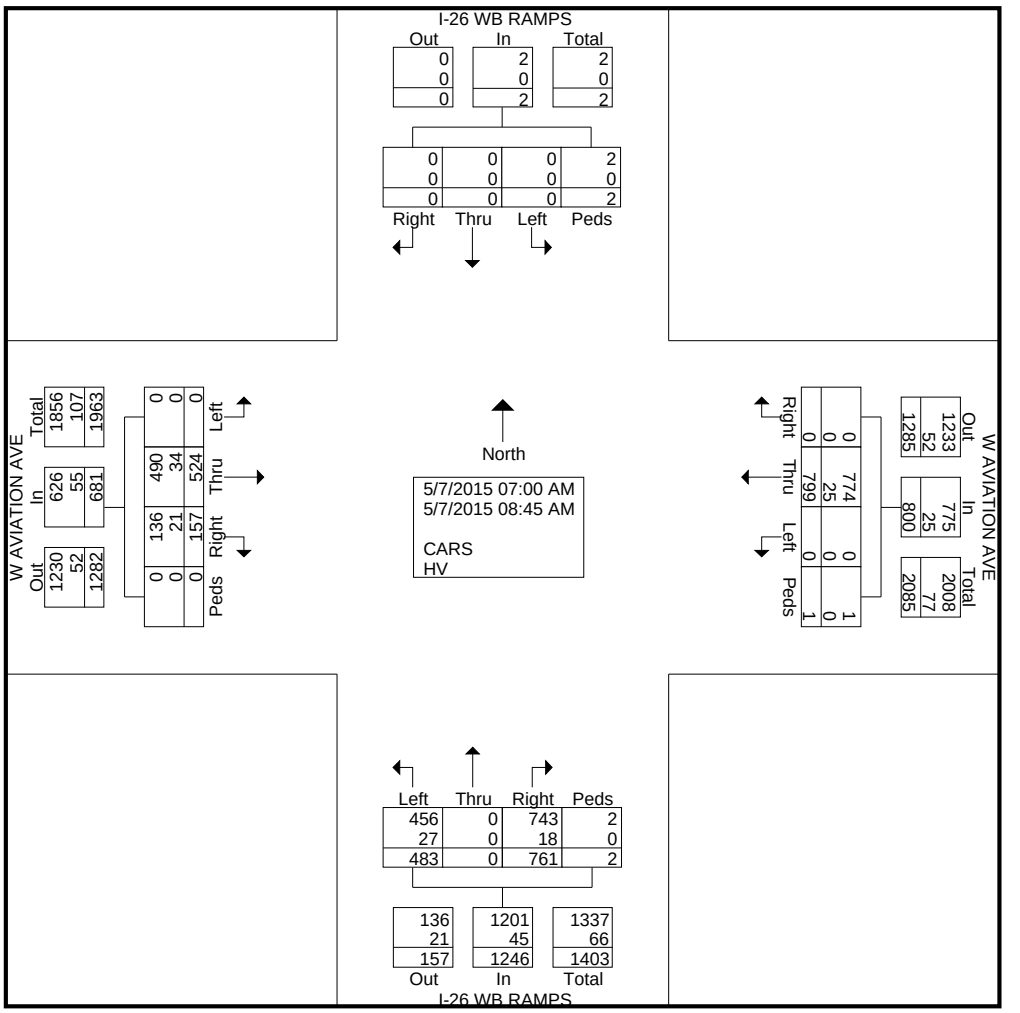
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #48 I26WBRAMPS&WAVIATIONAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | I-26 WB RAMPS Southbound | | | | | W AVIATION AVE Westbound | | | | | I-26 WB RAMPS Northbound | | | | | W AVIATION AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 0 | 0 | 114 | 48 | 0 | 67 | 0 | 115 | 19 | 55 | 0 | 0 | 74 | 303 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 0 | 0 | 120 | 76 | 0 | 70 | 0 | 146 | 15 | 61 | 0 | 0 | 76 | 342 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 0 | 0 | 131 | 76 | 0 | 92 | 1 | 169 | 25 | 59 | 0 | 0 | 84 | 384 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 0 | 0 | 89 | 113 | 0 | 66 | 0 | 179 | 23 | 83 | 0 | 0 | 106 | 374 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 454 | 0 | 0 | 454 | 313 | 0 | 295 | 1 | 609 | 82 | 258 | 0 | 0 | 340 | 1403 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 0 | 87 | 104 | 0 | 65 | 0 | 169 | 21 | 75 | 0 | 0 | 96 | 352 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 0 | 0 | 91 | 107 | 0 | 34 | 1 | 142 | 21 | 82 | 0 | 0 | 103 | 336 |
| 08:30 AM | 0 | 0 | 0 | 2 | 2 | 0 | 73 | 0 | 1 | 74 | 108 | 0 | 43 | 0 | 151 | 22 | 53 | 0 | 0 | 75 | 302 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 0 | 94 | 129 | 0 | 46 | 0 | 175 | 11 | 56 | 0 | 0 | 67 | 336 |
| Total | 0 | 0 | 0 | 2 | 2 | 0 | 345 | 0 | 1 | 346 | 448 | 0 | 188 | 1 | 637 | 75 | 266 | 0 | 0 | 341 | 1326 |
| Grand Total | 0 | 0 | 0 | 2 | 2 | 0 | 799 | 0 | 1 | 800 | 761 | 0 | 483 | 2 | 1246 | 157 | 524 | 0 | 0 | 681 | 2729 |
| Apprch % | 0 | 0 | 0 | 100 | | 0 | 99.9 | 0 | 0.1 | | 61.1 | 0 | 38.8 | 0.2 | | 23.1 | 76.9 | 0 | 0 | | |
| Total % | 0 | 0 | 0 | 0.1 | 0.1 | 0 | 29.3 | 0 | 0 | 29.3 | 27.9 | 0 | 17.7 | 0.1 | 45.7 | 5.8 | 19.2 | 0 | 0 | 25 | |
| CARS | 0 | 0 | 0 | 2 | 2 | 0 | 774 | 0 | 1 | 775 | 743 | 0 | 456 | 2 | 1201 | 136 | 490 | 0 | 0 | 626 | 2604 |
| % CARS | 0 | 0 | 0 | 100 | 100 | 0 | 96.9 | 0 | 100 | 96.9 | 97.6 | 0 | 94.4 | 100 | 96.4 | 86.6 | 93.5 | 0 | 0 | 91.9 | 95.4 |
| HV | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 25 | 18 | 0 | 27 | 0 | 45 | 21 | 34 | 0 | 0 | 55 | 125 |
| % HV | 0 | 0 | 0 | 0 | 0 | 0 | 3.1 | 0 | 0 | 3.1 | 2.4 | 0 | 5.6 | 0 | 3.6 | 13.4 | 6.5 | 0 | 0 | 8.1 | 4.6 |

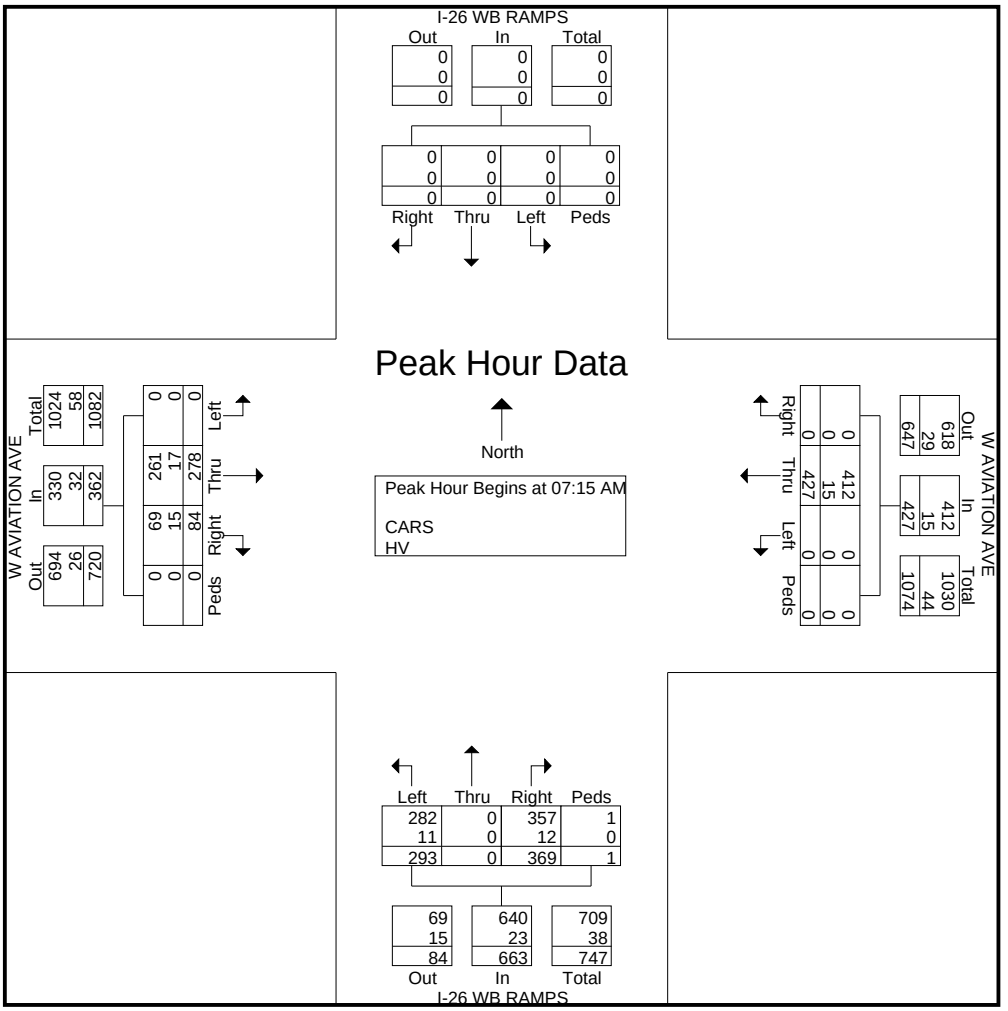


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #48 I26WBRAMPS&WAVIATIONAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | I-26 WB RAMPS Southbound | | | | | W AVIATION AVE Westbound | | | | | I-26 WB RAMPS Northbound | | | | | W AVIATION AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 0 | 0 | 120 | 76 | 0 | 70 | 0 | 146 | 15 | 61 | 0 | 0 | 76 | 342 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | **131** | 0 | 0 | **131** | 76 | 0 | **92** | **1** | 169 | **25** | 59 | 0 | 0 | 84 | **384** |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 0 | 0 | 89 | **113** | 0 | 66 | 0 | **179** | 23 | **83** | 0 | 0 | **106** | 374 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 0 | 87 | 104 | 0 | 65 | 0 | 169 | 21 | 75 | 0 | 0 | 96 | 352 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 427 | 0 | 0 | 427 | 369 | 0 | 293 | 1 | 663 | 84 | 278 | 0 | 0 | 362 | 1452 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 55.7 | 0 | 44.2 | 0.2 | | 23.2 | 76.8 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .815 | .000 | .000 | .815 | .816 | .000 | .796 | .250 | .926 | .840 | .837 | .000 | .000 | .854 | .945 |
| CARS | 0 | 0 | 0 | 0 | 0 | 0 | 412 | 0 | 0 | 412 | 357 | 0 | 282 | 1 | 640 | 69 | 261 | 0 | 0 | 330 | 1382 |
| % CARS | 0 | 0 | 0 | 0 | 0 | 0 | 96.5 | 0 | 0 | 96.5 | 96.7 | 0 | 96.2 | 100 | 96.5 | 82.1 | 93.9 | 0 | 0 | 91.2 | 95.2 |
| HV | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 12 | 0 | 11 | 0 | 23 | 15 | 17 | 0 | 0 | 32 | 70 |
| % HV | 0 | 0 | 0 | 0 | 0 | 0 | 3.5 | 0 | 0 | 3.5 | 3.3 | 0 | 3.8 | 0 | 3.5 | 17.9 | 6.1 | 0 | 0 | 8.8 | 4.8 |



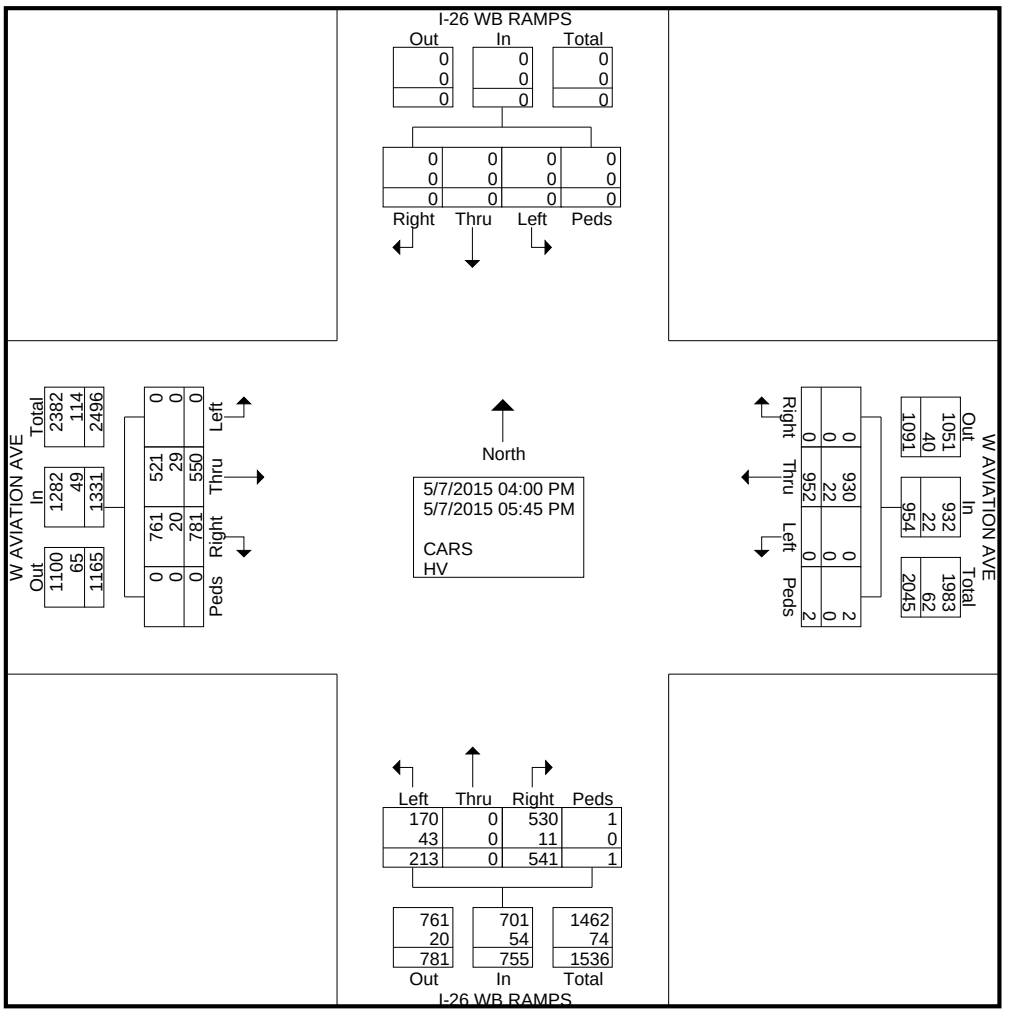
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #48 I26WBRAMPS&WAVIATIONPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | I-26 WB RAMPS Southbound | | | | | W AVIATION AVE Westbound | | | | | I-26 WB RAMPS Northbound | | | | | W AVIATION AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 0 | 0 | 115 | 73 | 0 | 45 | 1 | 119 | 96 | 59 | 0 | 0 | 155 | 389 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 0 | 0 | 117 | 84 | 0 | 24 | 0 | 108 | 88 | 65 | 0 | 0 | 153 | 378 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 0 | 0 | 131 | 64 | 0 | 22 | 0 | 86 | 116 | 69 | 0 | 0 | 185 | 402 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 123 | 0 | 0 | 123 | 70 | 0 | 23 | 0 | 93 | 90 | 54 | 0 | 0 | 144 | 360 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 486 | 0 | 0 | 486 | 291 | 0 | 114 | 1 | 406 | 390 | 247 | 0 | 0 | 637 | 1529 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 153 | 0 | 0 | 153 | 57 | 0 | 24 | 0 | 81 | 123 | 75 | 0 | 0 | 198 | 432 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 0 | 0 | 109 | 70 | 0 | 24 | 0 | 94 | 102 | 85 | 0 | 0 | 187 | 390 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 0 | 0 | 109 | 64 | 0 | 25 | 0 | 89 | 106 | 83 | 0 | 0 | 189 | 387 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 2 | 97 | 59 | 0 | 26 | 0 | 85 | 60 | 60 | 0 | 0 | 120 | 302 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 466 | 0 | 2 | 468 | 250 | 0 | 99 | 0 | 349 | 391 | 303 | 0 | 0 | 694 | 1511 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 952 | 0 | 2 | 954 | 541 | 0 | 213 | 1 | 755 | 781 | 550 | 0 | 0 | 1331 | 3040 |
| Apprch % | 0 | 0 | 0 | 0 | | 0 | 99.8 | 0 | 0.2 | | 71.7 | 0 | 28.2 | 0.1 | | 58.7 | 41.3 | 0 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 31.3 | 0 | 0.1 | 31.4 | 17.8 | 0 | 7 | 0 | 24.8 | 25.7 | 18.1 | 0 | 0 | 43.8 | |
| CARS | 0 | 0 | 0 | 0 | 0 | 0 | 930 | 0 | 2 | 932 | 530 | 0 | 170 | 1 | 701 | 761 | 521 | 0 | 0 | 1282 | 2915 |
| % CARS | 0 | 0 | 0 | 0 | 0 | 0 | 97.7 | 0 | 100 | 97.7 | 98 | 0 | 79.8 | 100 | 92.8 | 97.4 | 94.7 | 0 | 0 | 96.3 | 95.9 |
| HV | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 22 | 11 | 0 | 43 | 0 | 54 | 20 | 29 | 0 | 0 | 49 | 125 |
| % HV | 0 | 0 | 0 | 0 | 0 | 0 | 2.3 | 0 | 0 | 2.3 | 2 | 0 | 20.2 | 0 | 7.2 | 2.6 | 5.3 | 0 | 0 | 3.7 | 4.1 |

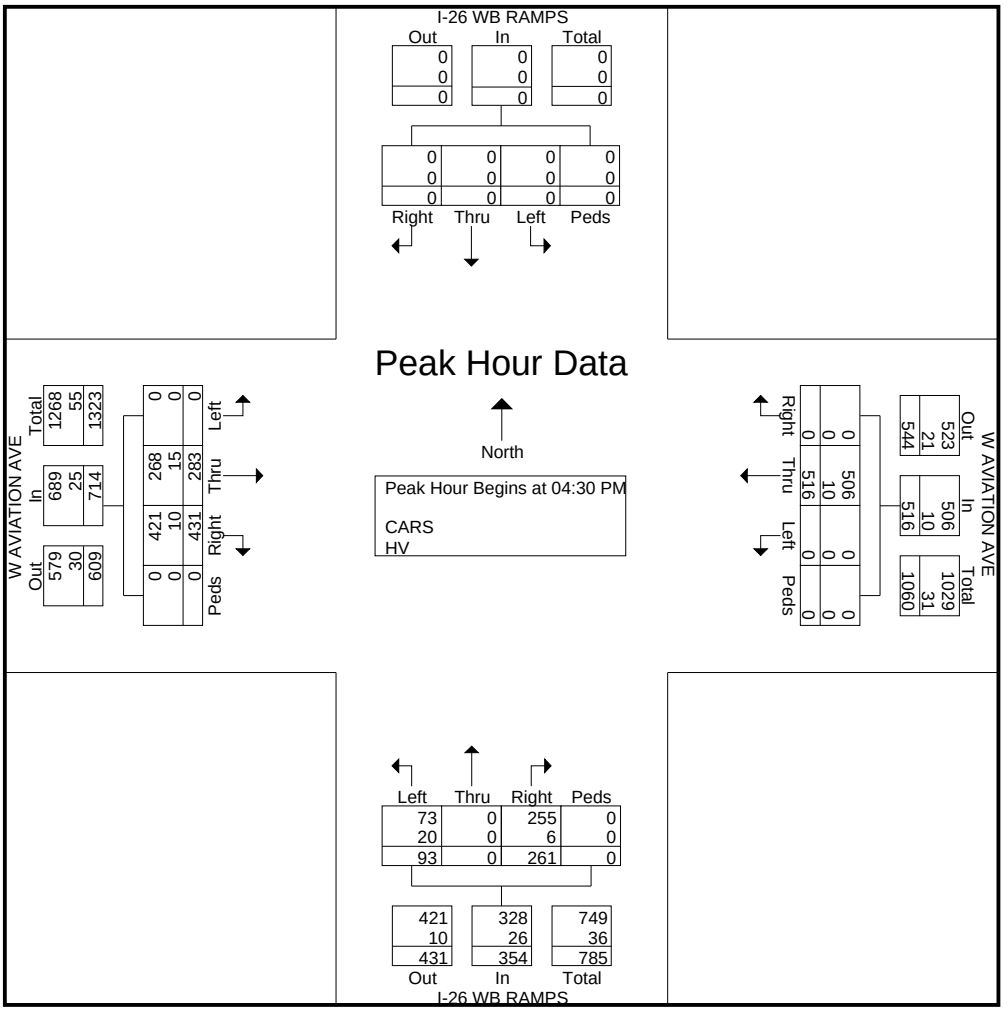


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #48 I26WBRAMPS&WAVIATIONPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | I-26 WB RAMPS Southbound | | | | | W AVIATION AVE Westbound | | | | | I-26 WB RAMPS Northbound | | | | | W AVIATION AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 0 | 0 | 131 | 64 | 0 | 22 | 0 | 86 | 116 | 69 | 0 | 0 | 185 | 402 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 123 | 0 | 0 | 123 | **70** | 0 | 23 | 0 | 93 | 90 | 54 | 0 | 0 | 144 | 360 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | **153** | 0 | 0 | **153** | 57 | 0 | **24** | 0 | 81 | **123** | 75 | 0 | 0 | **198** | **432** |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 0 | 0 | 109 | 70 | 0 | 24 | 0 | **94** | 102 | **85** | 0 | 0 | 187 | 390 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 516 | 0 | 0 | 516 | 261 | 0 | 93 | 0 | 354 | 431 | 283 | 0 | 0 | 714 | 1584 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 73.7 | 0 | 26.3 | 0 | | 60.4 | 39.6 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .843 | .000 | .000 | .843 | .932 | .000 | .969 | .000 | .941 | .876 | .832 | .000 | .000 | .902 | .917 |
| CARS | 0 | 0 | 0 | 0 | 0 | 0 | 506 | 0 | 0 | 506 | 255 | 0 | 73 | 0 | 328 | 421 | 268 | 0 | 0 | 689 | 1523 |
| % CARS | 0 | 0 | 0 | 0 | 0 | 0 | 98.1 | 0 | 0 | 98.1 | 97.7 | 0 | 78.5 | 0 | 92.7 | 97.7 | 94.7 | 0 | 0 | 96.5 | 96.1 |
| HV | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 6 | 0 | 20 | 0 | 26 | 10 | 15 | 0 | 0 | 25 | 61 |
| % HV | 0 | 0 | 0 | 0 | 0 | 0 | 1.9 | 0 | 0 | 1.9 | 2.3 | 0 | 21.5 | 0 | 7.3 | 2.3 | 5.3 | 0 | 0 | 3.5 | 3.9 |



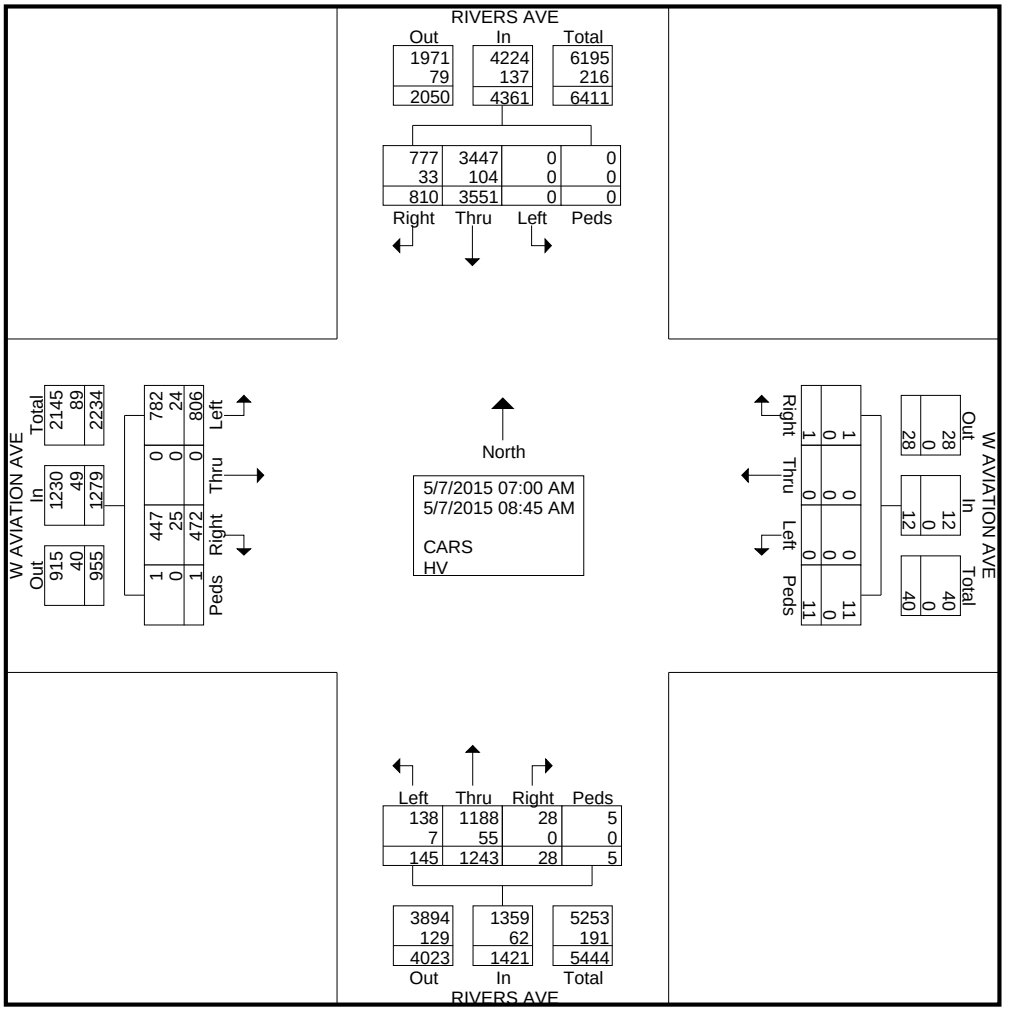
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #49 RIVERS&WAVIATIONAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | RIVERS AVE Southbound | | | | | W AVIATION AVE Westbound | | | | | RIVERS AVE Northbound | | | | | W AVIATION AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 120 | 553 | 0 | 0 | 673 | 0 | 0 | 0 | 2 | 2 | 3 | 93 | 13 | 2 | 111 | 30 | 0 | 70 | 0 | 100 | 886 |
| 07:15 AM | 120 | 571 | 0 | 0 | 691 | 0 | 0 | 0 | 1 | 1 | 5 | 129 | 22 | 0 | 156 | 52 | 0 | 86 | 0 | 138 | 986 |
| 07:30 AM | 136 | 491 | 0 | 0 | 627 | 0 | 0 | 0 | 0 | 0 | 3 | 133 | 24 | 0 | 160 | 58 | 0 | 80 | 0 | 138 | 925 |
| 07:45 AM | 95 | 466 | 0 | 0 | 561 | 0 | 0 | 0 | 1 | 1 | 2 | 178 | 18 | 0 | 198 | 69 | 0 | 118 | 0 | 187 | 947 |
| Total | 471 | 2081 | 0 | 0 | 2552 | 0 | 0 | 0 | 4 | 4 | 13 | 533 | 77 | 2 | 625 | 209 | 0 | 354 | 0 | 563 | 3744 |
| 08:00 AM | 88 | 409 | 0 | 0 | 497 | 0 | 0 | 0 | 2 | 2 | 6 | 149 | 18 | 0 | 173 | 55 | 0 | 126 | 0 | 181 | 853 |
| 08:15 AM | 86 | 420 | 0 | 0 | 506 | 0 | 0 | 0 | 4 | 4 | 2 | 177 | 21 | 3 | 203 | 69 | 0 | 115 | 0 | 184 | 897 |
| 08:30 AM | 74 | 348 | 0 | 0 | 422 | 1 | 0 | 0 | 1 | 2 | 4 | 176 | 8 | 0 | 188 | 67 | 0 | 88 | 0 | 155 | 767 |
| 08:45 AM | 91 | 293 | 0 | 0 | 384 | 0 | 0 | 0 | 0 | 0 | 3 | 208 | 21 | 0 | 232 | 72 | 0 | 123 | 1 | 196 | 812 |
| Total | 339 | 1470 | 0 | 0 | 1809 | 1 | 0 | 0 | 7 | 8 | 15 | 710 | 68 | 3 | 796 | 263 | 0 | 452 | 1 | 716 | 3329 |
| Grand Total | 810 | 3551 | 0 | 0 | 4361 | 1 | 0 | 0 | 11 | 12 | 28 | 1243 | 145 | 5 | 1421 | 472 | 0 | 806 | 1 | 1279 | 7073 |
| Apprch % | 18.6 | 81.4 | 0 | 0 | | 8.3 | 0 | 0 | 91.7 | | 2 | 87.5 | 10.2 | 0.4 | | 36.9 | 0 | 63 | 0.1 | | |
| Total % | 11.5 | 50.2 | 0 | 0 | 61.7 | 0 | 0 | 0 | 0.2 | 0.2 | 0.4 | 17.6 | 2.1 | 0.1 | 20.1 | 6.7 | 0 | 11.4 | 0 | 18.1 | |
| CARS | 777 | 3447 | | | | | | | | | | 1188 | | | | | | | | | |
| % CARS | 95.9 | 97.1 | 0 | 0 | 96.9 | 100 | 0 | 0 | 100 | 100 | 100 | 95.6 | 95.2 | 100 | 95.6 | 94.7 | 0 | 97 | 100 | 96.2 | 96.5 |
| HV | 33 | 104 | 0 | 0 | 137 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 7 | 0 | 62 | 25 | 0 | 24 | 0 | 49 | 248 |
| % HV | 4.1 | 2.9 | 0 | 0 | 3.1 | 0 | 0 | 0 | 0 | 0 | 0 | 4.4 | 4.8 | 0 | 4.4 | 5.3 | 0 | 3 | 0 | 3.8 | 3.5 |

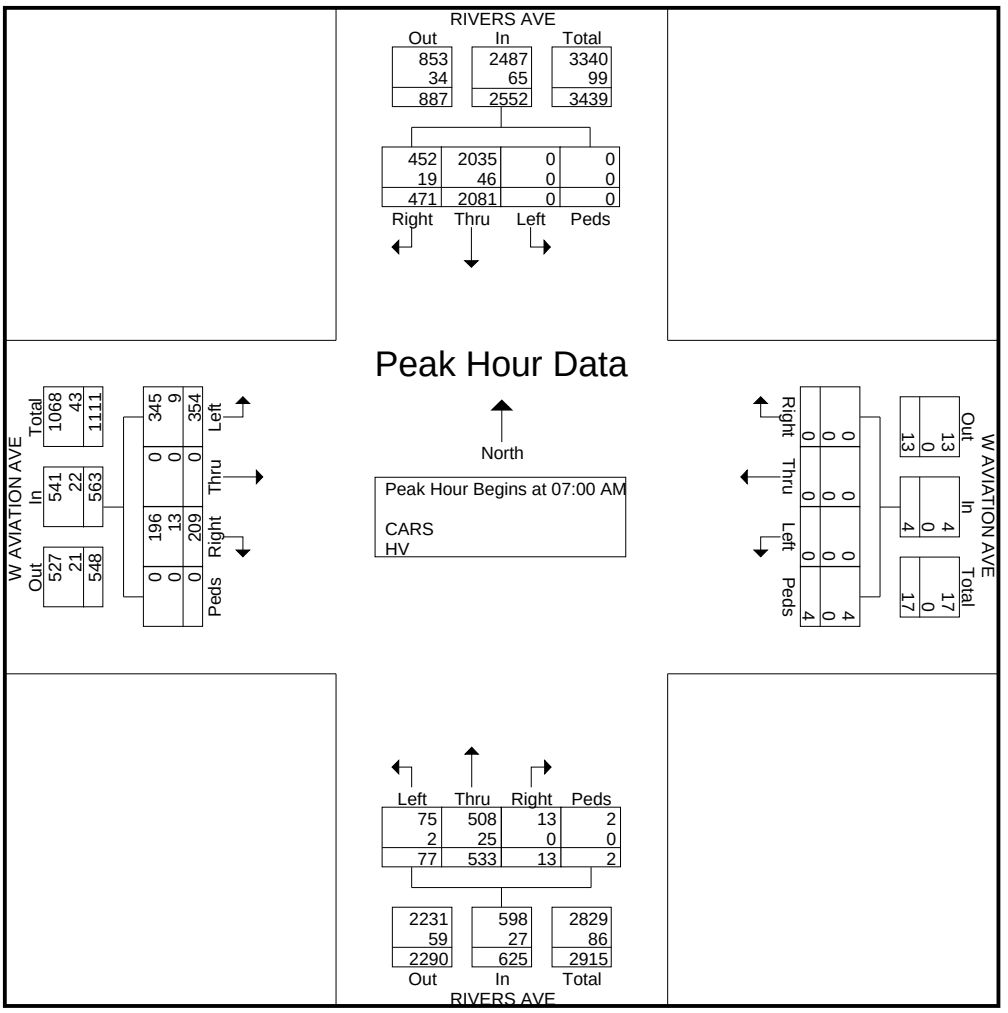


# All Traffic Data Services, Inc.

1336 Farmer Rd
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File Name : #49 RIVERS&WAVIATIONAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | RIVERS AVE Southbound | | | | | W AVIATION AVE Westbound | | | | | RIVERS AVE Northbound | | | | | W AVIATION AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 120 | 553 | 0 | 0 | 673 | 0 | 0 | 0 | **2** | **2** | 3 | 93 | 13 | **2** | 111 | 30 | 0 | 70 | 0 | 100 | 886 |
| 07:15 AM | 120 | **571** | 0 | 0 | **691** | 0 | 0 | 0 | 1 | 1 | **5** | 129 | 22 | 0 | 156 | 52 | 0 | 86 | 0 | 138 | **986** |
| 07:30 AM | **136** | 491 | 0 | 0 | 627 | 0 | 0 | 0 | 0 | 0 | 3 | 133 | **24** | 0 | 160 | 58 | 0 | 80 | 0 | 138 | 925 |
| 07:45 AM | 95 | 466 | 0 | 0 | 561 | 0 | 0 | 0 | 1 | 1 | 2 | **178** | 18 | 0 | **198** | **69** | 0 | **118** | 0 | **187** | 947 |
| Total Volume | 471 | 2081 | 0 | 0 | 2552 | 0 | 0 | 0 | 4 | 4 | 13 | 533 | 77 | 2 | 625 | 209 | 0 | 354 | 0 | 563 | 3744 |
| % App. Total | 18.5 | 81.5 | 0 | 0 | | 0 | 0 | 0 | 100 | | 2.1 | 85.3 | 12.3 | 0.3 | | 37.1 | 0 | 62.9 | 0 | | |
| PHF | .866 | .911 | .000 | .000 | .923 | .000 | .000 | .000 | .500 | .500 | .650 | .749 | .802 | .250 | .789 | .757 | .000 | .750 | .000 | .753 | .949 |
| CARS | 452 | 2035 | | | | | | | | | | | | | | | | | | | |
| % CARS | 96.0 | 97.8 | 0 | 0 | 97.5 | 0 | 0 | 0 | 100 | 100 | 100 | 95.3 | 97.4 | 100 | 95.7 | 93.8 | 0 | 97.5 | 0 | 96.1 | 97.0 |
| HV | 19 | 46 | 0 | 0 | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 2 | 0 | 27 | 13 | 0 | 9 | 0 | 22 | 114 |
| % HV | 4.0 | 2.2 | 0 | 0 | 2.5 | 0 | 0 | 0 | 0 | 0 | 0 | 4.7 | 2.6 | 0 | 4.3 | 6.2 | 0 | 2.5 | 0 | 3.9 | 3.0 |



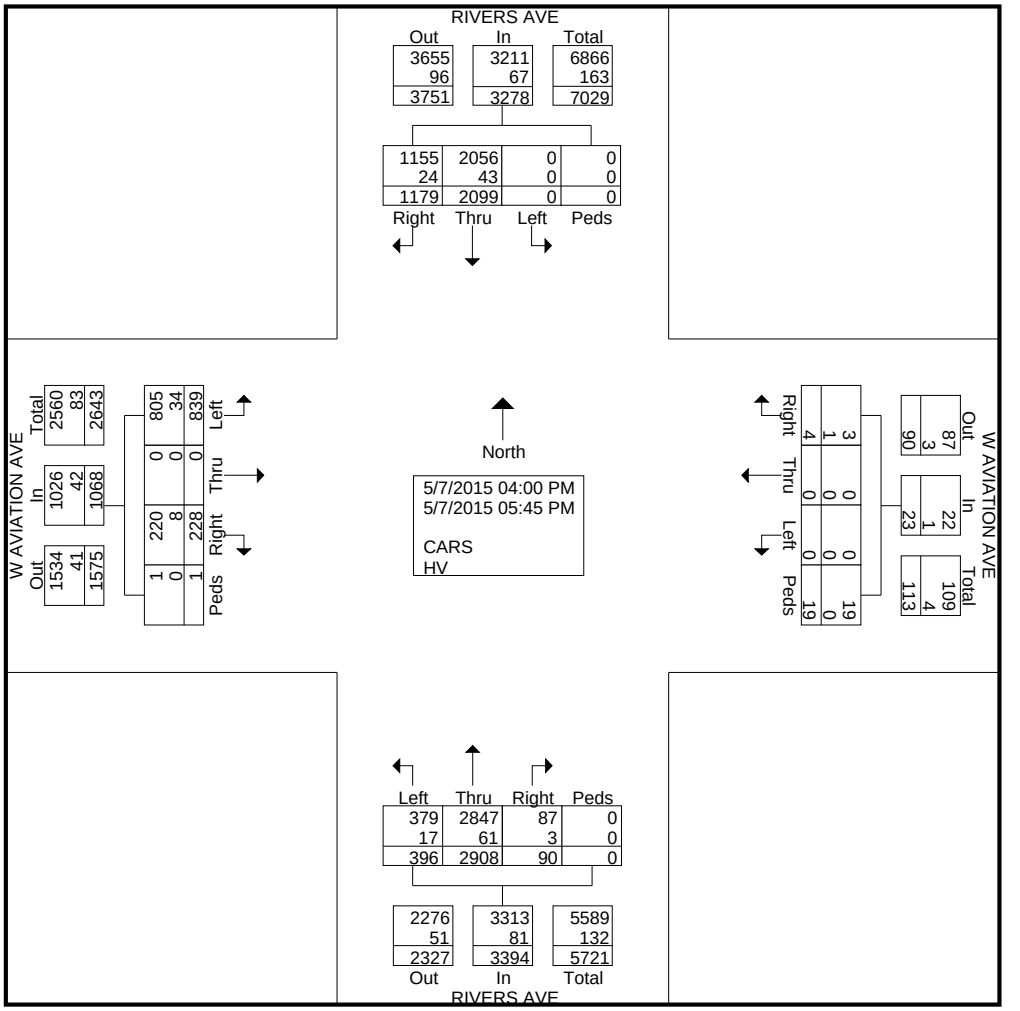
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #49 RIVERS&WAVIATIONPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | RIVERS AVE Southbound | | | | | W AVIATION AVE Westbound | | | | | RIVERS AVE Northbound | | | | | W AVIATION AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 133 | 272 | 0 | 0 | 405 | 1 | 0 | 0 | 1 | 2 | 10 | 312 | 44 | 0 | 366 | 28 | 0 | 107 | 0 | 135 | 908 |
| 04:15 PM | 135 | 274 | 0 | 0 | 409 | 0 | 0 | 0 | 0 | 0 | 10 | 341 | 32 | 0 | 383 | 35 | 0 | 117 | 0 | 152 | 944 |
| 04:30 PM | 149 | 250 | 0 | 0 | 399 | 1 | 0 | 0 | 5 | 6 | 11 | 345 | 49 | 0 | 405 | 34 | 0 | 94 | 1 | 129 | 939 |
| 04:45 PM | 133 | 265 | 0 | 0 | 398 | 0 | 0 | 0 | 0 | 0 | 17 | 346 | 55 | 0 | 418 | 20 | 0 | 103 | 0 | 123 | 939 |
| Total | 550 | 1061 | 0 | 0 | 1611 | 2 | 0 | 0 | 6 | 8 | 48 | 1344 | 180 | 0 | 1572 | 117 | 0 | 421 | 1 | 539 | 3730 |
| 05:00 PM | 228 | 307 | 0 | 0 | 535 | 2 | 0 | 0 | 3 | 5 | 12 | 367 | 63 | 0 | 442 | 30 | 0 | 103 | 0 | 133 | 1115 |
| 05:15 PM | 153 | 253 | 0 | 0 | 406 | 0 | 0 | 0 | 2 | 2 | 9 | 385 | 49 | 0 | 443 | 32 | 0 | 120 | 0 | 152 | 1003 |
| 05:30 PM | 141 | 271 | 0 | 0 | 412 | 0 | 0 | 0 | 3 | 3 | 8 | 407 | 53 | 0 | 468 | 25 | 0 | 120 | 0 | 145 | 1028 |
| 05:45 PM | 107 | 207 | 0 | 0 | 314 | 0 | 0 | 0 | 5 | 5 | 13 | 405 | 51 | 0 | 469 | 24 | 0 | 75 | 0 | 99 | 887 |
| Total | 629 | 1038 | 0 | 0 | 1667 | 2 | 0 | 0 | 13 | 15 | 42 | 1564 | 216 | 0 | 1822 | 111 | 0 | 418 | 0 | 529 | 4033 |
| Grand Total | 1179 | 2099 | 0 | 0 | 3278 | 4 | 0 | 0 | 19 | 23 | 90 | 2908 | 396 | 0 | 3394 | 228 | 0 | 839 | 1 | 1068 | 7763 |
| Apprch % | 36 | 64 | 0 | 0 | | 17.4 | 0 | 0 | 82.6 | | 2.7 | 85.7 | 11.7 | 0 | | 21.3 | 0 | 78.6 | 0.1 | | |
| Total % | 15.2 | 27 | 0 | 0 | 42.2 | 0.1 | 0 | 0 | 0.2 | 0.3 | 1.2 | 37.5 | 5.1 | 0 | 43.7 | 2.9 | 0 | 10.8 | 0 | 13.8 | |
| CARS | 1155 | 2056 | | | | | | | | | | 2847 | | | | | | | | | |
| % CARS | 98 | 98 | 0 | 0 | 98 | 75 | 0 | 0 | 100 | 95.7 | 96.7 | 97.9 | 95.7 | 0 | 97.6 | 96.5 | 0 | 95.9 | 100 | 96.1 | 97.5 |
| HV | 24 | 43 | 0 | 0 | 67 | 1 | 0 | 0 | 0 | 1 | 3 | 61 | 17 | 0 | 81 | 8 | 0 | 34 | 0 | 42 | 191 |
| % HV | 2 | 2 | 0 | 0 | 2 | 25 | 0 | 0 | 0 | 4.3 | 3.3 | 2.1 | 4.3 | 0 | 2.4 | 3.5 | 0 | 4.1 | 0 | 3.9 | 2.5 |

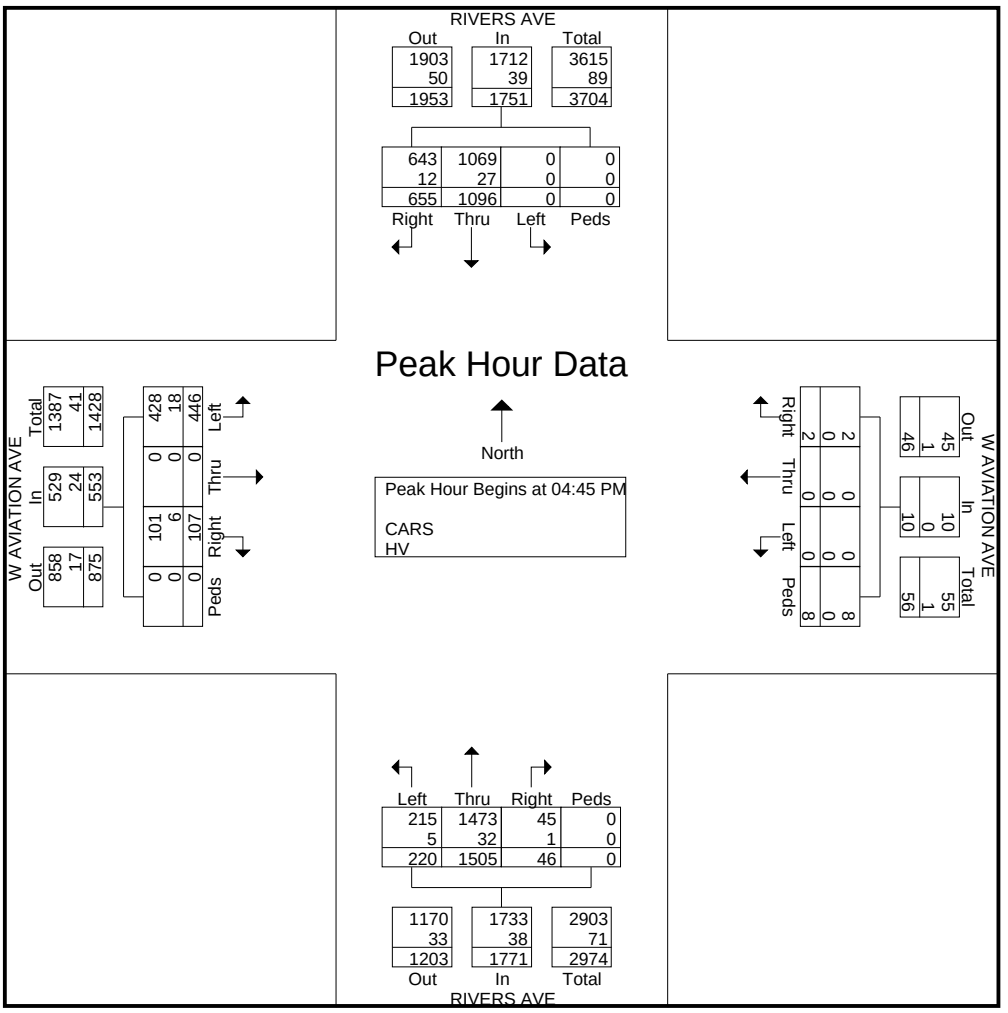


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #49 RIVERS&WAVIATIONPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | RIVERS AVE Southbound | | | | | W AVIATION AVE Westbound | | | | | RIVERS AVE Northbound | | | | | W AVIATION AVE Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 133 | 265 | 0 | 0 | 398 | 0 | 0 | 0 | 0 | 0 | **17** | 346 | 55 | 0 | 418 | 20 | 0 | 103 | 0 | 123 | 939 |
| 05:00 PM | **228** | **307** | 0 | 0 | **535** | **2** | 0 | 0 | **3** | **5** | 12 | 367 | **63** | 0 | 442 | 30 | 0 | 103 | 0 | 133 | **1115** |
| 05:15 PM | 153 | 253 | 0 | 0 | 406 | 0 | 0 | 0 | 2 | 2 | 9 | 385 | 49 | 0 | 443 | **32** | 0 | **120** | 0 | **152** | 1003 |
| 05:30 PM | 141 | 271 | 0 | 0 | 412 | 0 | 0 | 0 | 3 | 3 | 8 | **407** | 53 | 0 | **468** | 25 | 0 | 120 | 0 | 145 | 1028 |
| Total Volume | 655 | 1096 | 0 | 0 | 1751 | 2 | 0 | 0 | 8 | 10 | 46 | 1505 | 220 | 0 | 1771 | 107 | 0 | 446 | 0 | 553 | 4085 |
| % App. Total | 37.4 | 62.6 | 0 | 0 | | 20 | 0 | 0 | 80 | | 2.6 | 85 | 12.4 | 0 | | 19.3 | 0 | 80.7 | 0 | | |
| PHF | .718 | .893 | .000 | .000 | .818 | .250 | .000 | .000 | .667 | .500 | .676 | .924 | .873 | .000 | .946 | .836 | .000 | .929 | .000 | .910 | .916 |
| CARS | 643 | 1069 | | | | | | | | | | 1473 | | | | | | | | | |
| % CARS | 98.2 | 97.5 | 0 | 0 | 97.8 | 100 | 0 | 0 | 100 | 100 | 97.8 | 97.9 | 97.7 | 0 | 97.9 | 94.4 | 0 | 96.0 | 0 | 95.7 | 97.5 |
| HV | 12 | 27 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 1 | 32 | 5 | 0 | 38 | 6 | 0 | 18 | 0 | 24 | 101 |
| % HV | 1.8 | 2.5 | 0 | 0 | 2.2 | 0 | 0 | 0 | 0 | 0 | 2.2 | 2.1 | 2.3 | 0 | 2.1 | 5.6 | 0 | 4.0 | 0 | 4.3 | 2.5 |



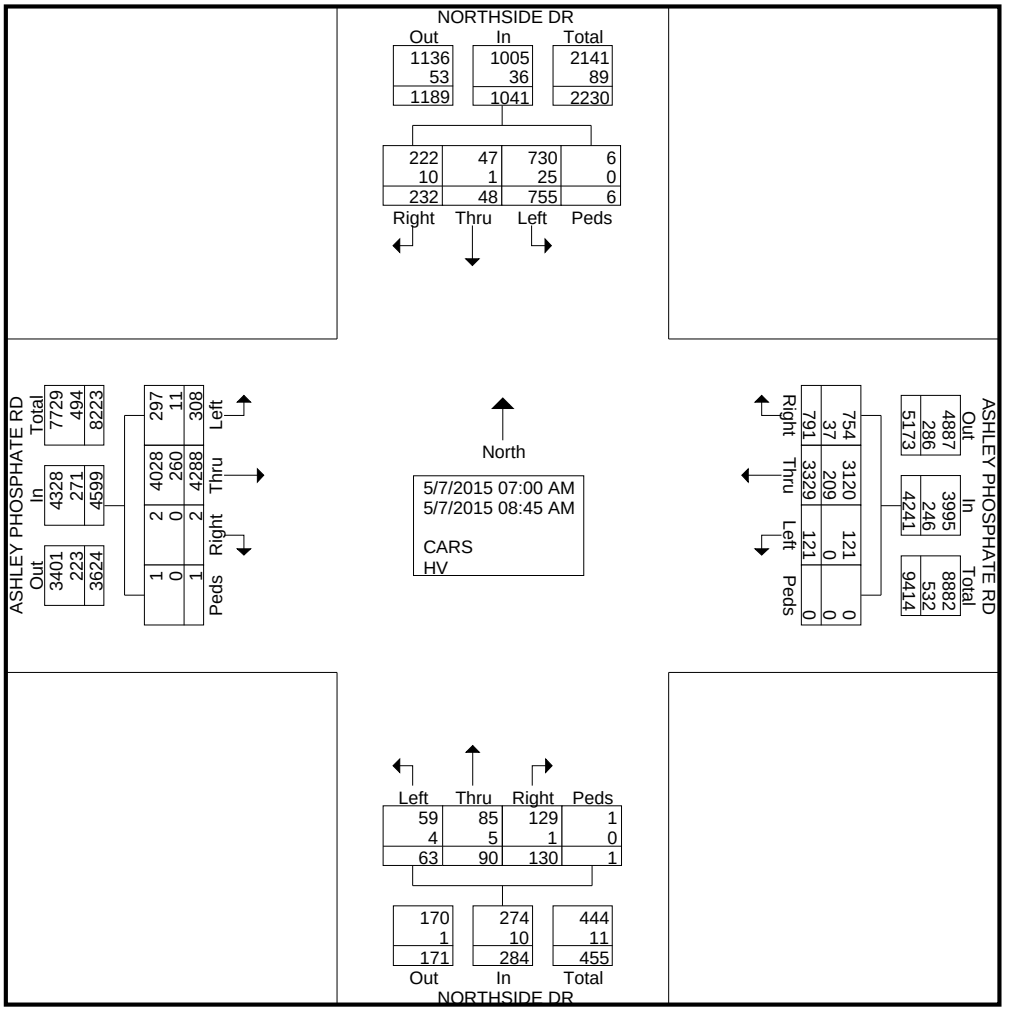
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #50 NORTHSIDE&ASHLEYAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | NORTHSIDE DR Southbound | | | | | ASHLEY PHOSPHATE RD Westbound | | | | | NORTHSIDE DR Northbound | | | | | ASHLEY PHOSPHATE RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 29 | 4 | 105 | 0 | 138 | 72 | 485 | 18 | 0 | 575 | 19 | 29 | 8 | 0 | 56 | 0 | 547 | 49 | 0 | 596 | 1365 |
| 07:15 AM | 51 | 17 | 133 | 0 | 201 | 123 | 420 | 22 | 0 | 565 | 26 | 30 | 10 | 1 | 67 | 0 | 489 | 34 | 0 | 523 | 1356 |
| 07:30 AM | 30 | 11 | 100 | 0 | 141 | 134 | 407 | 12 | 0 | 553 | 9 | 8 | 7 | 0 | 24 | 0 | 508 | 42 | 0 | 550 | 1268 |
| 07:45 AM | 34 | 4 | 107 | 1 | 146 | 108 | 448 | 9 | 0 | 565 | 8 | 3 | 9 | 0 | 20 | 0 | 550 | 44 | 1 | 595 | 1326 |
| Total | 144 | 36 | 445 | 1 | 626 | 437 | 1760 | 61 | 0 | 2258 | 62 | 70 | 34 | 1 | 167 | 0 | 2094 | 169 | 1 | 2264 | 5315 |
| 08:00 AM | 27 | 8 | 91 | 2 | 128 | 92 | 332 | 5 | 0 | 429 | 11 | 6 | 6 | 0 | 23 | 0 | 572 | 35 | 0 | 607 | 1187 |
| 08:15 AM | 19 | 1 | 64 | 0 | 84 | 88 | 416 | 17 | 0 | 521 | 24 | 3 | 5 | 0 | 32 | 1 | 577 | 37 | 0 | 615 | 1252 |
| 08:30 AM | 11 | 1 | 62 | 3 | 77 | 95 | 431 | 14 | 0 | 540 | 16 | 2 | 7 | 0 | 25 | 0 | 553 | 33 | 0 | 586 | 1228 |
| 08:45 AM | 31 | 2 | 93 | 0 | 126 | 79 | 390 | 24 | 0 | 493 | 17 | 9 | 11 | 0 | 37 | 1 | 492 | 34 | 0 | 527 | 1183 |
| Total | 88 | 12 | 310 | 5 | 415 | 354 | 1569 | 60 | 0 | 1983 | 68 | 20 | 29 | 0 | 117 | 2 | 2194 | 139 | 0 | 2335 | 4850 |
| Grand Total | 232 | 48 | 755 | 6 | 1041 | 791 | 3329 | 121 | 0 | 4241 | 130 | 90 | 63 | 1 | 284 | 2 | 4288 | 308 | 1 | 4599 | 10165 |
| Apprch % | 22.3 | 4.6 | 72.5 | 0.6 | | 18.7 | 78.5 | 2.9 | 0 | | 45.8 | 31.7 | 22.2 | 0.4 | | 0 | 93.2 | 6.7 | 0 | | |
| Total % | 2.3 | 0.5 | 7.4 | 0.1 | 10.2 | 7.8 | 32.7 | 1.2 | 0 | 41.7 | 1.3 | 0.9 | 0.6 | 0 | 2.8 | 0 | 42.2 | 3 | 0 | 45.2 | |
| CARS | 222 | 47 | 730 | 6 | 1005 | 754 | 3120 | | | | | | | | | | 4028 | | | | |
| % CARS | 95.7 | 97.9 | 96.7 | 100 | 96.5 | 95.3 | 93.7 | 100 | 0 | 94.2 | 99.2 | 94.4 | 93.7 | 100 | 96.5 | 100 | 93.9 | 96.4 | 100 | 94.1 | 94.5 |
| HV | 10 | 1 | 25 | 0 | 36 | 37 | 209 | 0 | 0 | 246 | 1 | 5 | 4 | 0 | 10 | 0 | 260 | 11 | 0 | 271 | 563 |
| % HV | 4.3 | 2.1 | 3.3 | 0 | 3.5 | 4.7 | 6.3 | 0 | 0 | 5.8 | 0.8 | 5.6 | 6.3 | 0 | 3.5 | 0 | 6.1 | 3.6 | 0 | 5.9 | 5.5 |

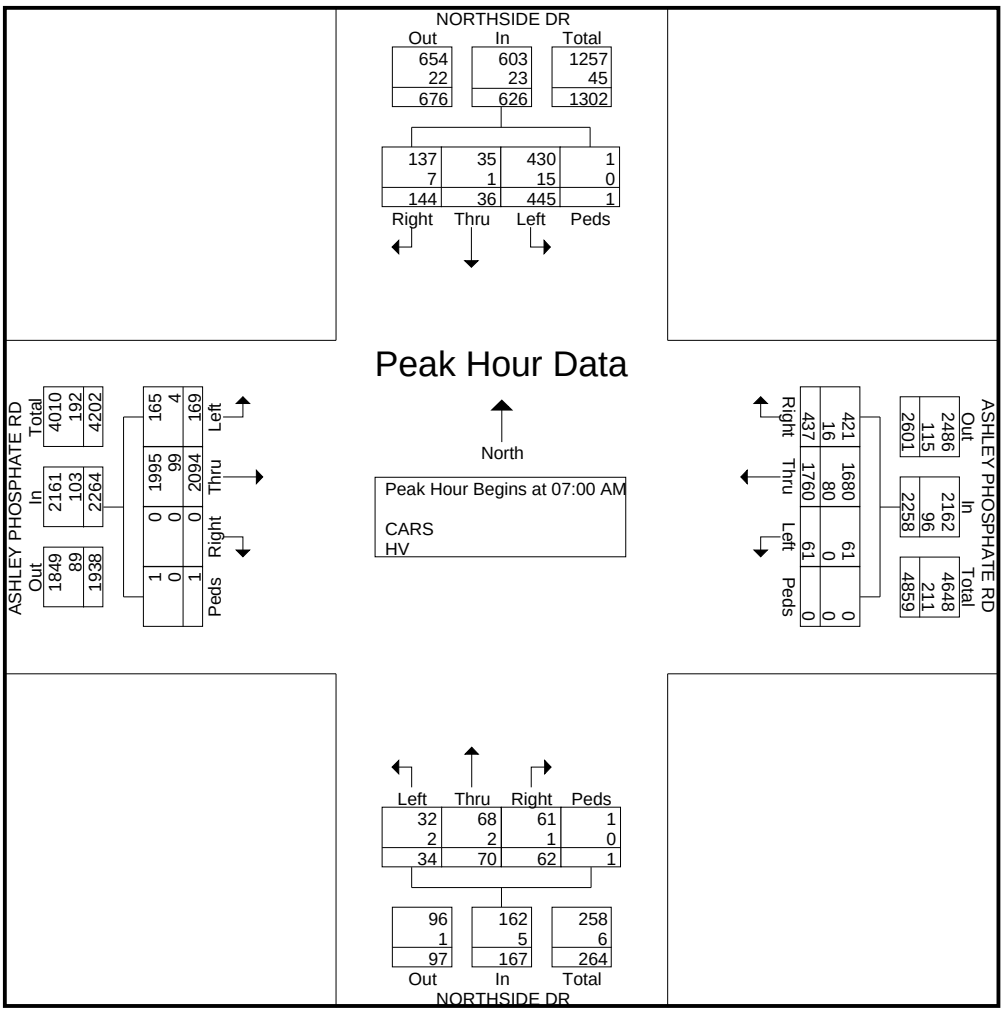


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #50 NORTHSIDE&ASHLEYAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | NORTHSIDE DR Southbound | | | | | ASHLEY PHOSPHATE RD Westbound | | | | | NORTHSIDE DR Northbound | | | | | ASHLEY PHOSPHATE RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 29 | 4 | 105 | 0 | 138 | 72 | **485** | 18 | 0 | **575** | 19 | 29 | 8 | 0 | 56 | 0 | 547 | **49** | 0 | **596** | **1365** |
| 07:15 AM | **51** | **17** | **133** | 0 | **201** | 123 | 420 | **22** | 0 | 565 | **26** | **30** | **10** | **1** | **67** | 0 | 489 | 34 | 0 | 523 | 1356 |
| 07:30 AM | 30 | 11 | 100 | 0 | 141 | **134** | 407 | 12 | 0 | 553 | 9 | 8 | 7 | 0 | 24 | 0 | 508 | 42 | 0 | 550 | 1268 |
| 07:45 AM | 34 | 4 | 107 | **1** | 146 | 108 | 448 | 9 | 0 | 565 | 8 | 3 | 9 | 0 | 20 | 0 | **550** | 44 | **1** | 595 | 1326 |
| Total Volume | 144 | 36 | 445 | 1 | 626 | 437 | 1760 | 61 | 0 | 2258 | 62 | 70 | 34 | 1 | 167 | 0 | 2094 | 169 | 1 | 2264 | 5315 |
| % App. Total | 23 | 5.8 | 71.1 | 0.2 | | 19.4 | 77.9 | 2.7 | 0 | | 37.1 | 41.9 | 20.4 | 0.6 | | 0 | 92.5 | 7.5 | 0 | | |
| PHF | .706 | .529 | .836 | .250 | .779 | .815 | .907 | .693 | .000 | .982 | .596 | .583 | .850 | .250 | .623 | .000 | .952 | .862 | .250 | .950 | .973 |
| CARS | 137 | 35 | 430 | 1 | 603 | 421 | 1680 | | | | | | | | | | 1995 | | | | |
| % CARS | 95.1 | 97.2 | 96.6 | 100 | 96.3 | 96.3 | 95.5 | 100 | 0 | 95.7 | 98.4 | 97.1 | 94.1 | 100 | 97.0 | 0 | 95.3 | 97.6 | 100 | 95.5 | 95.7 |
| HV | 7 | 1 | 15 | 0 | 23 | 16 | 80 | 0 | 0 | 96 | 1 | 2 | 2 | 0 | 5 | 0 | 99 | 4 | 0 | 103 | 227 |
| % HV | 4.9 | 2.8 | 3.4 | 0 | 3.7 | 3.7 | 4.5 | 0 | 0 | 4.3 | 1.6 | 2.9 | 5.9 | 0 | 3.0 | 0 | 4.7 | 2.4 | 0 | 4.5 | 4.3 |



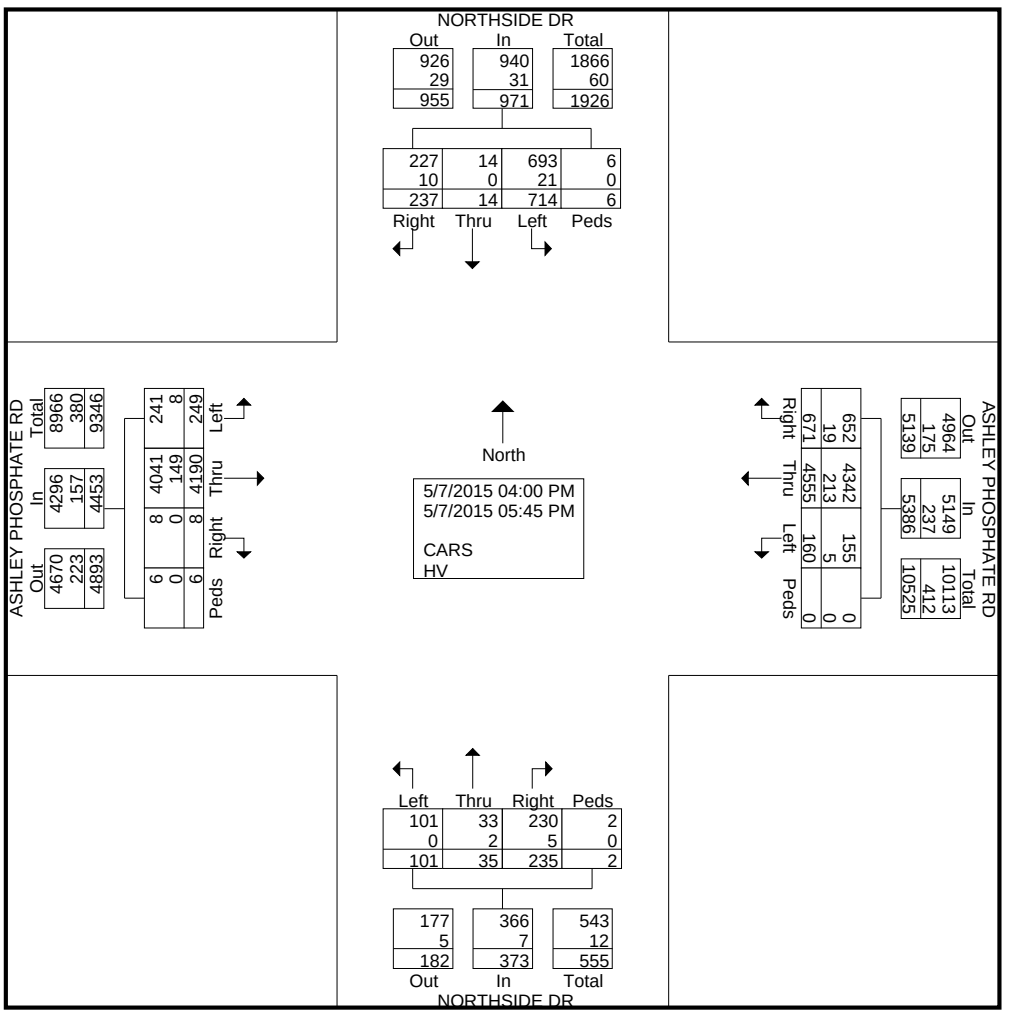
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #50 NORTHSIDE&ASHLEYPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | NORTHSIDE DR Southbound | | | | | ASHLEY PHOSPHATE RD Westbound | | | | | NORTHSIDE DR Northbound | | | | | ASHLEY PHOSPHATE RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 31 | 2 | 79 | 1 | 113 | 87 | 525 | 18 | 0 | 630 | 34 | 1 | 9 | 1 | 45 | 1 | 493 | 29 | 1 | 524 | 1312 |
| 04:15 PM | 49 | 1 | 92 | 1 | 143 | 91 | 615 | 13 | 0 | 719 | 37 | 4 | 10 | 0 | 51 | 2 | 557 | 32 | 0 | 591 | 1504 |
| 04:30 PM | 31 | 1 | 97 | 1 | 130 | 74 | 563 | 22 | 0 | 659 | 43 | 6 | 4 | 1 | 54 | 1 | 529 | 32 | 0 | 562 | 1405 |
| 04:45 PM | 29 | 0 | 86 | 1 | 116 | 72 | 515 | 16 | 0 | 603 | 33 | 3 | 11 | 0 | 47 | 0 | 495 | 34 | 1 | 530 | 1296 |
| Total | 140 | 4 | 354 | 4 | 502 | 324 | 2218 | 69 | 0 | 2611 | 147 | 14 | 34 | 2 | 197 | 4 | 2074 | 127 | 2 | 2207 | 5517 |
| 05:00 PM | 29 | 2 | 104 | 0 | 135 | 88 | 594 | 19 | 0 | 701 | 30 | 1 | 19 | 0 | 50 | 1 | 534 | 24 | 1 | 560 | 1446 |
| 05:15 PM | 26 | 2 | 83 | 0 | 111 | 93 | 571 | 19 | 0 | 683 | 15 | 4 | 13 | 0 | 32 | 2 | 576 | 37 | 0 | 615 | 1441 |
| 05:30 PM | 24 | 4 | 87 | 1 | 116 | 83 | 548 | 25 | 0 | 656 | 32 | 4 | 22 | 0 | 58 | 1 | 494 | 26 | 2 | 523 | 1353 |
| 05:45 PM | 18 | 2 | 86 | 1 | 107 | 83 | 624 | 28 | 0 | 735 | 11 | 12 | 13 | 0 | 36 | 0 | 512 | 35 | 1 | 548 | 1426 |
| Total | 97 | 10 | 360 | 2 | 469 | 347 | 2337 | 91 | 0 | 2775 | 88 | 21 | 67 | 0 | 176 | 4 | 2116 | 122 | 4 | 2246 | 5666 |
| Grand Total | 237 | 14 | 714 | 6 | 971 | 671 | 4555 | 160 | 0 | 5386 | 235 | 35 | 101 | 2 | 373 | 8 | 4190 | 249 | 6 | 4453 | 11183 |
| Apprch % | 24.4 | 1.4 | 73.5 | 0.6 | | 12.5 | 84.6 | 3 | 0 | | 63 | 9.4 | 27.1 | 0.5 | | 0.2 | 94.1 | 5.6 | 0.1 | | |
| Total % | 2.1 | 0.1 | 6.4 | 0.1 | 8.7 | 6 | 40.7 | 1.4 | 0 | 48.2 | 2.1 | 0.3 | 0.9 | 0 | 3.3 | 0.1 | 37.5 | 2.2 | 0.1 | 39.8 | |
| CARS | 227 | 14 | 693 | 6 | 940 | 652 | 4342 | | | | | | | | | | 4041 | | | | 10751 |
| % CARS | 95.8 | 100 | 97.1 | 100 | 96.8 | 97.2 | 95.3 | 96.9 | 0 | 95.6 | 97.9 | 94.3 | 100 | 100 | 98.1 | 100 | 96.4 | 96.8 | 100 | 96.5 | 96.1 |
| HV | 10 | 0 | 21 | 0 | 31 | 19 | 213 | 5 | 0 | 237 | 5 | 2 | 0 | 0 | 7 | 0 | 149 | 8 | 0 | 157 | 432 |
| % HV | 4.2 | 0 | 2.9 | 0 | 3.2 | 2.8 | 4.7 | 3.1 | 0 | 4.4 | 2.1 | 5.7 | 0 | 0 | 1.9 | 0 | 3.6 | 3.2 | 0 | 3.5 | 3.9 |

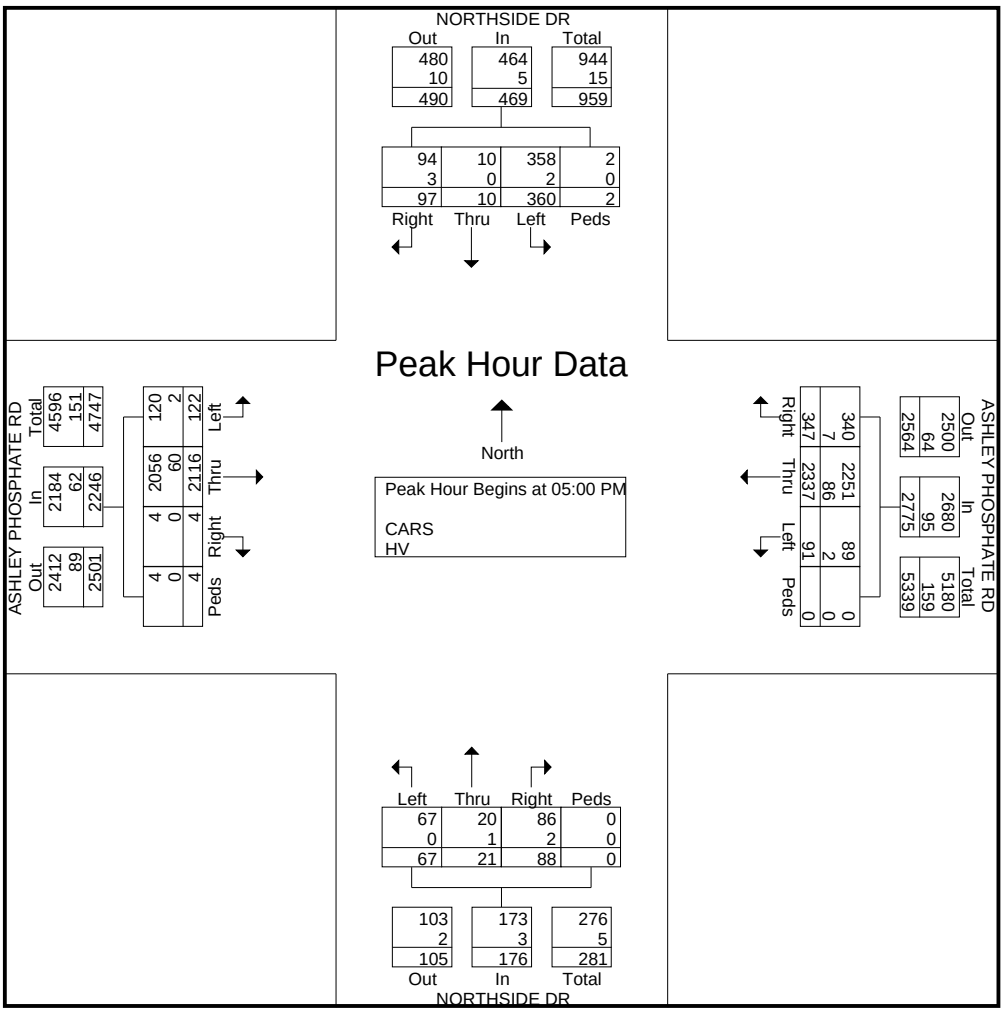


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #50 NORTHSIDE&ASHLEYPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | NORTHSIDE DR Southbound | | | | | ASHLEY PHOSPHATE RD Westbound | | | | | NORTHSIDE DR Northbound | | | | | ASHLEY PHOSPHATE RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | **29** | 2 | **104** | 0 | **135** | 88 | 594 | 19 | 0 | 701 | 30 | 1 | 19 | 0 | 50 | 1 | 534 | 24 | 1 | 560 | **1446** |
| 05:15 PM | 26 | 2 | 83 | 0 | 111 | **93** | 571 | 19 | 0 | 683 | 15 | 4 | 13 | 0 | 32 | **2** | **576** | **37** | 0 | **615** | 1441 |
| 05:30 PM | 24 | **4** | 87 | **1** | 116 | 83 | 548 | 25 | 0 | 656 | **32** | 4 | **22** | 0 | **58** | 1 | 494 | 26 | **2** | 523 | 1353 |
| 05:45 PM | 18 | 2 | 86 | 1 | 107 | 83 | **624** | **28** | 0 | **735** | 11 | **12** | 13 | 0 | 36 | 0 | 512 | 35 | 1 | 548 | 1426 |
| Total Volume | 97 | 10 | 360 | 2 | 469 | 347 | 2337 | 91 | 0 | 2775 | 88 | 21 | 67 | 0 | 176 | 4 | 2116 | 122 | 4 | 2246 | 5666 |
| % App. Total | 20.7 | 2.1 | 76.8 | 0.4 | | 12.5 | 84.2 | 3.3 | 0 | | 50 | 11.9 | 38.1 | 0 | | 0.2 | 94.2 | 5.4 | 0.2 | | |
| PHF | .836 | .625 | .865 | .500 | .869 | .933 | .936 | .813 | .000 | .944 | .688 | .438 | .761 | .000 | .759 | .500 | .918 | .824 | .500 | .913 | .980 |
| CARS | 94 | 10 | 358 | 2 | 464 | 340 | 2251 | | | | | | | | | | 2056 | | | | |
| % CARS | 96.9 | 100 | 99.4 | 100 | 98.9 | 98.0 | 96.3 | 97.8 | 0 | 96.6 | 97.7 | 95.2 | 100 | 0 | 98.3 | 100 | 97.2 | 98.4 | 100 | 97.2 | 97.1 |
| HV | 3 | 0 | 2 | 0 | 5 | 7 | 86 | 2 | 0 | 95 | 2 | 1 | 0 | 0 | 3 | 0 | 60 | 2 | 0 | 62 | 165 |
| % HV | 3.1 | 0 | 0.6 | 0 | 1.1 | 2.0 | 3.7 | 2.2 | 0 | 3.4 | 2.3 | 4.8 | 0 | 0 | 1.7 | 0 | 2.8 | 1.6 | 0 | 2.8 | 2.9 |



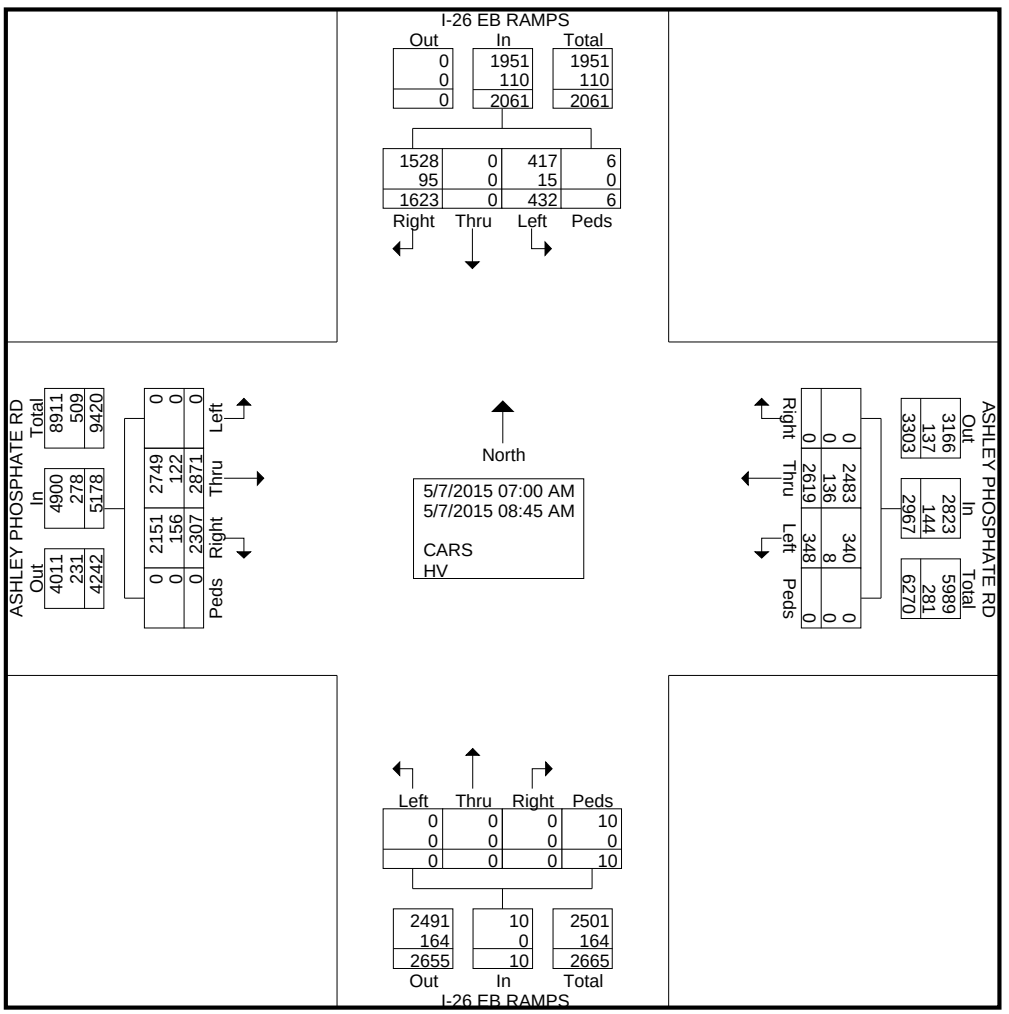
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #51 I26EBRAMPS&ASHLEYAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | I-26 EB RAMPS Southbound | | | | | ASHLEY PHOSPHATE RD Westbound | | | | | I-26 EB RAMPS Northbound | | | | | ASHLEY PHOSPHATE RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 227 | 0 | 37 | 0 | 264 | 0 | 261 | 42 | 0 | 303 | 0 | 0 | 0 | 2 | 2 | 307 | 360 | 0 | 0 | 667 | 1236 |
| 07:15 AM | 220 | 0 | 58 | 0 | 278 | 0 | 353 | 44 | 0 | 397 | 0 | 0 | 0 | 1 | 1 | 302 | 320 | 0 | 0 | 622 | 1298 |
| 07:30 AM | 149 | 0 | 30 | 0 | 179 | 0 | 332 | 48 | 0 | 380 | 0 | 0 | 0 | 3 | 3 | 299 | 314 | 0 | 0 | 613 | 1175 |
| 07:45 AM | 209 | 0 | 24 | 0 | 233 | 0 | 390 | 34 | 0 | 424 | 0 | 0 | 0 | 1 | 1 | 328 | 374 | 0 | 0 | 702 | 1360 |
| Total | 805 | 0 | 149 | 0 | 954 | 0 | 1336 | 168 | 0 | 1504 | 0 | 0 | 0 | 7 | 7 | 1236 | 1368 | 0 | 0 | 2604 | 5069 |
| 08:00 AM | 171 | 0 | 31 | 3 | 205 | 0 | 315 | 30 | 0 | 345 | 0 | 0 | 0 | 0 | 0 | 301 | 357 | 0 | 0 | 658 | 1208 |
| 08:15 AM | 230 | 0 | 42 | 1 | 273 | 0 | 338 | 47 | 0 | 385 | 0 | 0 | 0 | 0 | 0 | 275 | 374 | 0 | 0 | 649 | 1307 |
| 08:30 AM | 212 | 0 | 126 | 2 | 340 | 0 | 304 | 52 | 0 | 356 | 0 | 0 | 0 | 0 | 0 | 242 | 407 | 0 | 0 | 649 | 1345 |
| 08:45 AM | 205 | 0 | 84 | 0 | 289 | 0 | 326 | 51 | 0 | 377 | 0 | 0 | 0 | 3 | 3 | 253 | 365 | 0 | 0 | 618 | 1287 |
| Total | 818 | 0 | 283 | 6 | 1107 | 0 | 1283 | 180 | 0 | 1463 | 0 | 0 | 0 | 3 | 3 | 1071 | 1503 | 0 | 0 | 2574 | 5147 |
| Grand Total | 1623 | 0 | 432 | 6 | 2061 | 0 | 2619 | 348 | 0 | 2967 | 0 | 0 | 0 | 10 | 10 | 2307 | 2871 | 0 | 0 | 5178 | 10216 |
| Apprch % | 78.7 | 0 | 21 | 0.3 | | 0 | 88.3 | 11.7 | 0 | | 0 | 0 | 0 | 100 | | 44.6 | 55.4 | 0 | 0 | | |
| Total % | 15.9 | 0 | 4.2 | 0.1 | 20.2 | 0 | 25.6 | 3.4 | 0 | 29 | 0 | 0 | 0 | 0.1 | 0.1 | 22.6 | 28.1 | 0 | 0 | 50.7 | |
| CARS | 1528 | | | | | | 2483 | | | | | | | | | 2151 | 2749 | | | | |
| % CARS | 94.1 | 0 | 96.5 | 100 | 94.7 | 0 | 94.8 | 97.7 | 0 | 95.1 | 0 | 0 | 0 | 100 | 100 | 93.2 | 95.8 | 0 | 0 | 94.6 | 94.8 |
| HV | 95 | 0 | 15 | 0 | 110 | 0 | 136 | 8 | 0 | 144 | 0 | 0 | 0 | 0 | 0 | 156 | 122 | 0 | 0 | 278 | 532 |
| % HV | 5.9 | 0 | 3.5 | 0 | 5.3 | 0 | 5.2 | 2.3 | 0 | 4.9 | 0 | 0 | 0 | 0 | 0 | 6.8 | 4.2 | 0 | 0 | 5.4 | 5.2 |

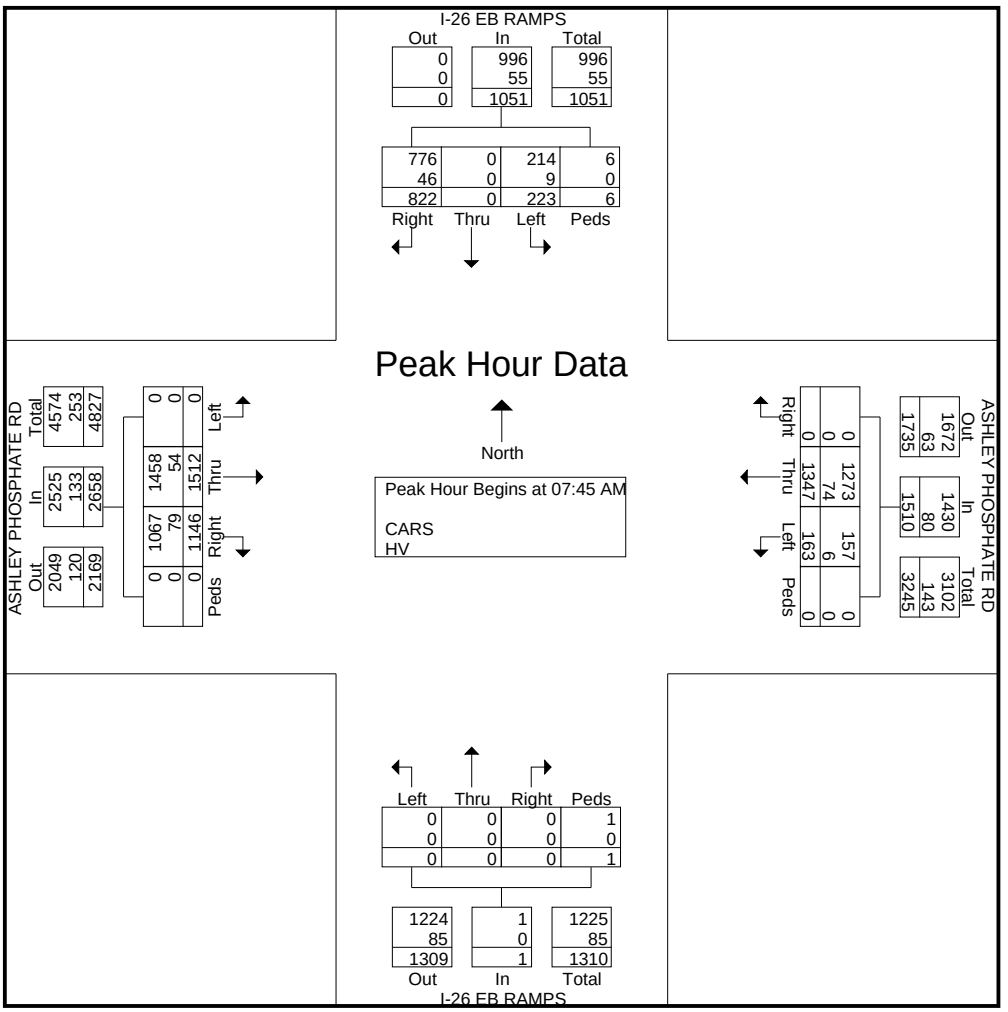


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #51 I26EBRAMPS&ASHLEYAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | I-26 EB RAMPS Southbound | | | | | ASHLEY PHOSPHATE RD Westbound | | | | | I-26 EB RAMPS Northbound | | | | | ASHLEY PHOSPHATE RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 209 | 0 | 24 | 0 | 233 | 0 | **390** | 34 | 0 | **424** | 0 | 0 | 0 | **1** | **1** | **328** | 374 | 0 | 0 | **702** | **1360** |
| 08:00 AM | 171 | 0 | 31 | **3** | 205 | 0 | 315 | 30 | 0 | 345 | 0 | 0 | 0 | 0 | 0 | 301 | 357 | 0 | 0 | 658 | 1208 |
| 08:15 AM | **230** | 0 | 42 | 1 | 273 | 0 | 338 | 47 | 0 | 385 | 0 | 0 | 0 | 0 | 0 | 275 | 374 | 0 | 0 | 649 | 1307 |
| 08:30 AM | 212 | 0 | **126** | 2 | **340** | 0 | 304 | **52** | 0 | 356 | 0 | 0 | 0 | 0 | 0 | 242 | **407** | 0 | 0 | 649 | 1345 |
| Total Volume | 822 | 0 | 223 | 6 | 1051 | 0 | 1347 | 163 | 0 | 1510 | 0 | 0 | 0 | 1 | 1 | 1146 | 1512 | 0 | 0 | 2658 | 5220 |
| % App. Total | 78.2 | 0 | 21.2 | 0.6 | | 0 | 89.2 | 10.8 | 0 | | 0 | 0 | 0 | 100 | | 43.1 | 56.9 | 0 | 0 | | |
| PHF | .893 | .000 | .442 | .500 | .773 | .000 | .863 | .784 | .000 | .890 | .000 | .000 | .000 | .250 | .250 | .873 | .929 | .000 | .000 | .947 | .960 |
| CARS | 776 | 0 | 214 | 6 | 996 | 0 | 1273 | | | | | | | | | 1067 | 1458 | | | | |
| % CARS | 94.4 | 0 | 96.0 | 100 | 94.8 | 0 | 94.5 | 96.3 | 0 | 94.7 | 0 | 0 | 0 | 100 | 100 | 93.1 | 96.4 | 0 | 0 | 95.0 | 94.9 |
| HV | 46 | 0 | 9 | 0 | 55 | 0 | 74 | 6 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 79 | 54 | 0 | 0 | 133 | 268 |
| % HV | 5.6 | 0 | 4.0 | 0 | 5.2 | 0 | 5.5 | 3.7 | 0 | 5.3 | 0 | 0 | 0 | 0 | 0 | 6.9 | 3.6 | 0 | 0 | 5.0 | 5.1 |



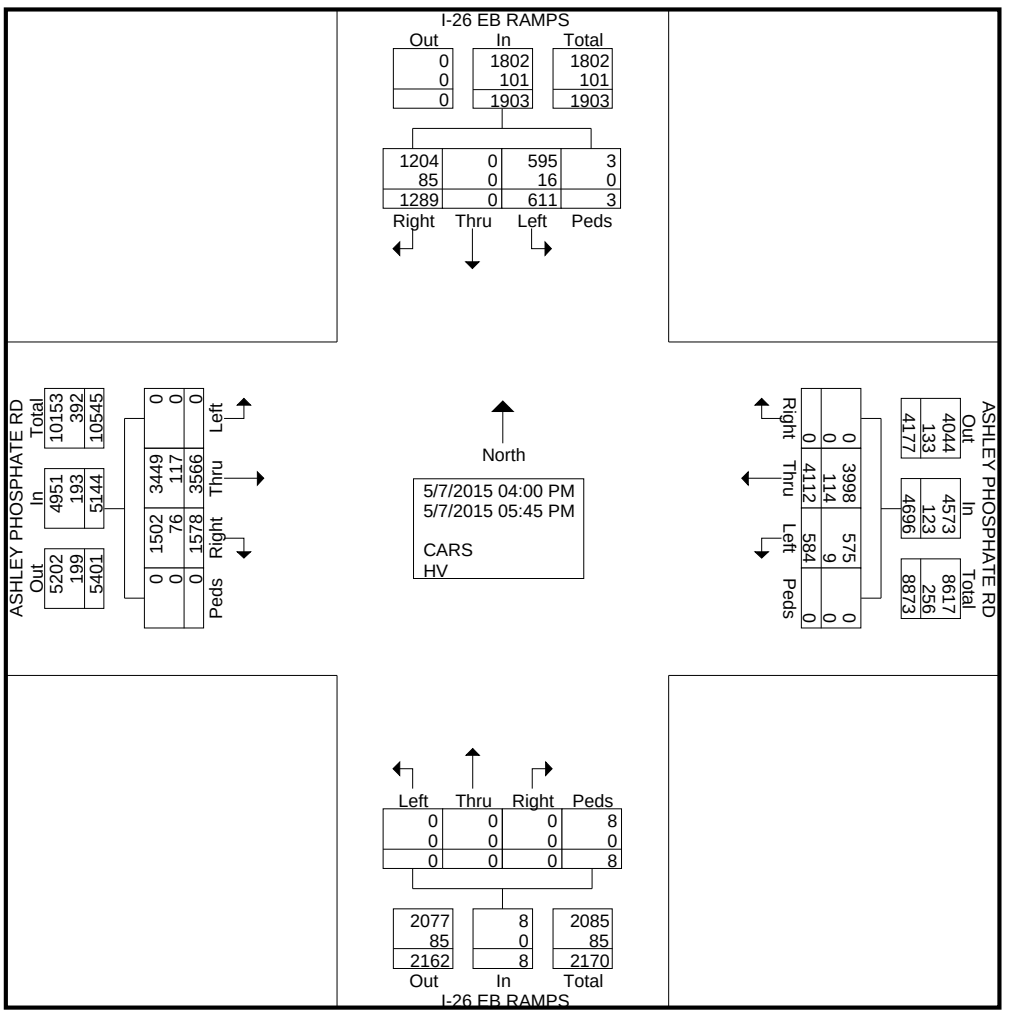
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #51 I26EBRAMPS&ASHLEYPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | I-26 EB RAMPS Southbound | | | | | ASHLEY PHOSPHATE RD Westbound | | | | | I-26 EB RAMPS Northbound | | | | | ASHLEY PHOSPHATE RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 182 | 0 | 55 | 0 | 237 | 0 | 551 | 83 | 0 | 634 | 0 | 0 | 0 | 1 | 1 | 212 | 396 | 0 | 0 | 608 | 1480 |
| 04:15 PM | 161 | 0 | 76 | 0 | 237 | 0 | 610 | 74 | 0 | 684 | 0 | 0 | 0 | 0 | 0 | 190 | 460 | 0 | 0 | 650 | 1571 |
| 04:30 PM | 187 | 0 | 91 | 0 | 278 | 0 | 623 | 78 | 0 | 701 | 0 | 0 | 0 | 3 | 3 | 208 | 428 | 0 | 0 | 636 | 1618 |
| 04:45 PM | 144 | 0 | 74 | 2 | 220 | 0 | 563 | 62 | 0 | 625 | 0 | 0 | 0 | 2 | 2 | 201 | 450 | 0 | 0 | 651 | 1498 |
| Total | 674 | 0 | 296 | 2 | 972 | 0 | 2347 | 297 | 0 | 2644 | 0 | 0 | 0 | 6 | 6 | 811 | 1734 | 0 | 0 | 2545 | 6167 |
| 05:00 PM | 166 | 0 | 76 | 0 | 242 | 0 | 407 | 73 | 0 | 480 | 0 | 0 | 0 | 0 | 0 | 197 | 461 | 0 | 0 | 658 | 1380 |
| 05:15 PM | 147 | 0 | 69 | 0 | 216 | 0 | 480 | 64 | 0 | 544 | 0 | 0 | 0 | 1 | 1 | 216 | 470 | 0 | 0 | 686 | 1447 |
| 05:30 PM | 146 | 0 | 76 | 1 | 223 | 0 | 433 | 83 | 0 | 516 | 0 | 0 | 0 | 0 | 0 | 166 | 437 | 0 | 0 | 603 | 1342 |
| 05:45 PM | 156 | 0 | 94 | 0 | 250 | 0 | 445 | 67 | 0 | 512 | 0 | 0 | 0 | 1 | 1 | 188 | 464 | 0 | 0 | 652 | 1415 |
| Total | 615 | 0 | 315 | 1 | 931 | 0 | 1765 | 287 | 0 | 2052 | 0 | 0 | 0 | 2 | 2 | 767 | 1832 | 0 | 0 | 2599 | 5584 |
| Grand Total | 1289 | 0 | 611 | 3 | 1903 | 0 | 4112 | 584 | 0 | 4696 | 0 | 0 | 0 | 8 | 8 | 1578 | 3566 | 0 | 0 | 5144 | 11751 |
| Apprch % | 67.7 | 0 | 32.1 | 0.2 | | 0 | 87.6 | 12.4 | 0 | | 0 | 0 | 0 | 100 | | 30.7 | 69.3 | 0 | 0 | | |
| Total % | 11 | 0 | 5.2 | 0 | 16.2 | 0 | 35 | 5 | 0 | 40 | 0 | 0 | 0 | 0.1 | 0.1 | 13.4 | 30.3 | 0 | 0 | 43.8 | |
| CARS | 1204 | | | | | | 3998 | | | | | | | | | 1502 | 3449 | | | | 11334 |
| % CARS | 93.4 | 0 | 97.4 | 100 | 94.7 | 0 | 97.2 | 98.5 | 0 | 97.4 | 0 | 0 | 0 | 100 | 100 | 95.2 | 96.7 | 0 | 0 | 96.2 | 96.5 |
| HV | 85 | 0 | 16 | 0 | 101 | 0 | 114 | 9 | 0 | 123 | 0 | 0 | 0 | 0 | 0 | 76 | 117 | 0 | 0 | 193 | 417 |
| % HV | 6.6 | 0 | 2.6 | 0 | 5.3 | 0 | 2.8 | 1.5 | 0 | 2.6 | 0 | 0 | 0 | 0 | 0 | 4.8 | 3.3 | 0 | 0 | 3.8 | 3.5 |

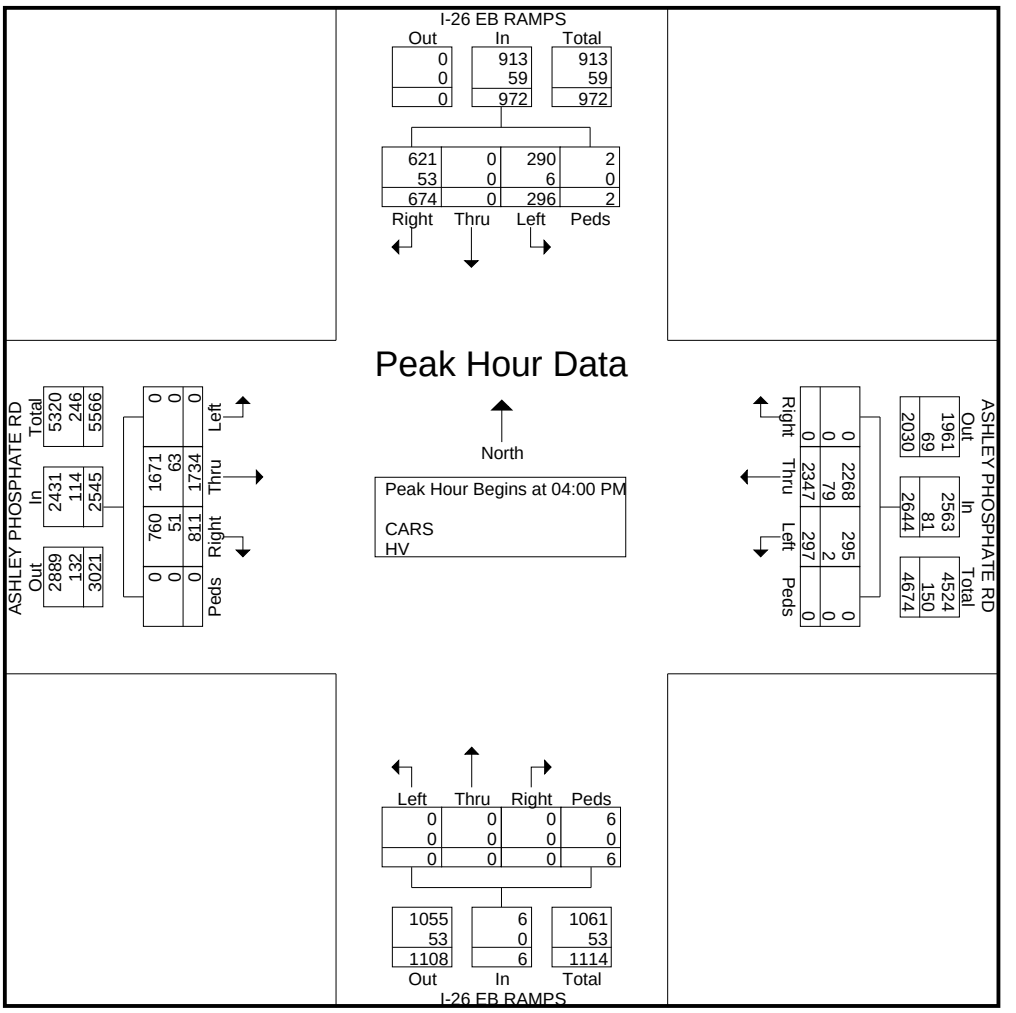


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #51 I26EBRAMPS&ASHLEYPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | I-26 EB RAMPS Southbound | | | | | ASHLEY PHOSPHATE RD Westbound | | | | | I-26 EB RAMPS Northbound | | | | | ASHLEY PHOSPHATE RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 182 | 0 | 55 | 0 | 237 | 0 | 551 | **83** | 0 | 634 | 0 | 0 | 0 | 1 | 1 | **212** | 396 | 0 | 0 | 608 | 1480 |
| 04:15 PM | 161 | 0 | 76 | 0 | 237 | 0 | 610 | 74 | 0 | 684 | 0 | 0 | 0 | 0 | 0 | 190 | **460** | 0 | 0 | 650 | 1571 |
| 04:30 PM | **187** | 0 | **91** | 0 | **278** | 0 | **623** | 78 | 0 | **701** | 0 | 0 | 0 | **3** | **3** | 208 | 428 | 0 | 0 | 636 | **1618** |
| 04:45 PM | 144 | 0 | 74 | **2** | 220 | 0 | 563 | 62 | 0 | 625 | 0 | 0 | 0 | 2 | 2 | 201 | 450 | 0 | 0 | **651** | 1498 |
| Total Volume | 674 | 0 | 296 | 2 | 972 | 0 | 2347 | 297 | 0 | 2644 | 0 | 0 | 0 | 6 | 6 | 811 | 1734 | 0 | 0 | 2545 | 6167 |
| % App. Total | 69.3 | 0 | 30.5 | 0.2 | | 0 | 88.8 | 11.2 | 0 | | 0 | 0 | 0 | 100 | | 31.9 | 68.1 | 0 | 0 | | |
| PHF | .901 | .000 | .813 | .250 | .874 | .000 | .942 | .895 | .000 | .943 | .000 | .000 | .000 | .500 | .500 | .956 | .942 | .000 | .000 | .977 | .953 |
| CARS | 621 | 0 | 290 | 2 | 913 | 0 | 2268 | | | | | | | | | | 1671 | | | | |
| % CARS | 92.1 | 0 | 98.0 | 100 | 93.9 | 0 | 96.6 | 99.3 | 0 | 96.9 | 0 | 0 | 0 | 100 | 100 | 93.7 | 96.4 | 0 | 0 | 95.5 | 95.9 |
| HV | 53 | 0 | 6 | 0 | 59 | 0 | 79 | 2 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 51 | 63 | 0 | 0 | 114 | 254 |
| % HV | 7.9 | 0 | 2.0 | 0 | 6.1 | 0 | 3.4 | 0.7 | 0 | 3.1 | 0 | 0 | 0 | 0 | 0 | 6.3 | 3.6 | 0 | 0 | 4.5 | 4.1 |



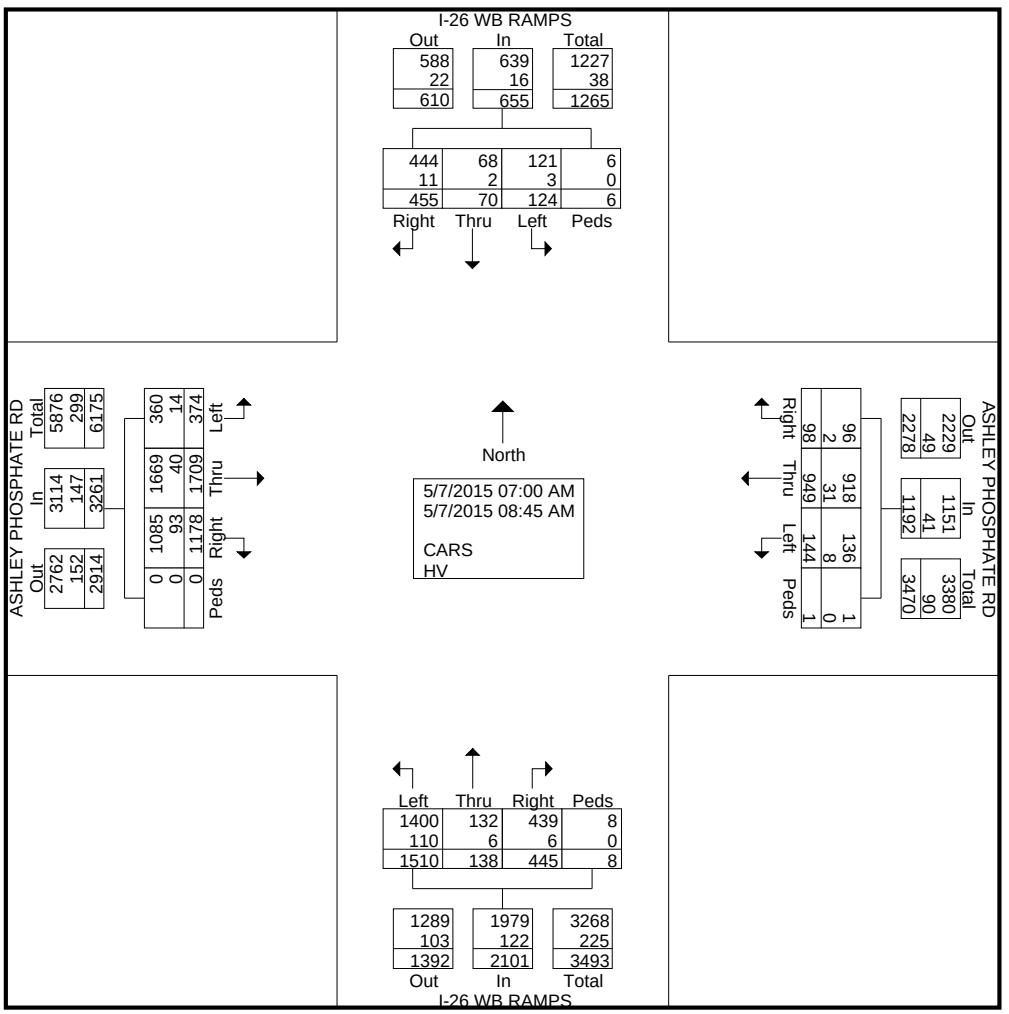
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #52 I26RAMPS&ASHLEYAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | I-26 WB RAMPS Southbound | | | | | ASHLEY PHOSPHATE RD Westbound | | | | | I-26 WB RAMPS Northbound | | | | | ASHLEY PHOSPHATE RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 55 | 11 | 9 | 0 | 75 | 9 | 145 | 19 | 0 | 173 | 37 | 11 | 171 | 1 | 220 | 150 | 194 | 33 | 0 | 377 | 845 |
| 07:15 AM | 40 | 10 | 23 | 0 | 73 | 10 | 124 | 16 | 1 | 151 | 31 | 13 | 192 | 2 | 238 | 147 | 207 | 32 | 0 | 386 | 848 |
| 07:30 AM | 85 | 8 | 7 | 0 | 100 | 17 | 121 | 13 | 0 | 151 | 46 | 15 | 254 | 3 | 318 | 135 | 145 | 29 | 0 | 309 | 878 |
| 07:45 AM | 47 | 13 | 12 | 2 | 74 | 8 | 142 | 15 | 0 | 165 | 56 | 26 | 215 | 0 | 297 | 170 | 204 | 32 | 0 | 406 | 942 |
| Total | 227 | 42 | 51 | 2 | 322 | 44 | 532 | 63 | 1 | 640 | 170 | 65 | 832 | 6 | 1073 | 602 | 750 | 126 | 0 | 1478 | 3513 |
| 08:00 AM | 56 | 7 | 15 | 2 | 80 | 9 | 96 | 21 | 0 | 126 | 69 | 18 | 176 | 0 | 263 | 151 | 212 | 46 | 0 | 409 | 878 |
| 08:15 AM | 60 | 7 | 21 | 1 | 89 | 13 | 92 | 20 | 0 | 125 | 62 | 19 | 184 | 1 | 266 | 152 | 226 | 57 | 0 | 435 | 915 |
| 08:30 AM | 60 | 6 | 15 | 0 | 81 | 16 | 105 | 20 | 0 | 141 | 70 | 18 | 162 | 1 | 251 | 117 | 268 | 72 | 0 | 457 | 930 |
| 08:45 AM | 52 | 8 | 22 | 1 | 83 | 16 | 124 | 20 | 0 | 160 | 74 | 18 | 156 | 0 | 248 | 156 | 253 | 73 | 0 | 482 | 973 |
| Total | 228 | 28 | 73 | 4 | 333 | 54 | 417 | 81 | 0 | 552 | 275 | 73 | 678 | 2 | 1028 | 576 | 959 | 248 | 0 | 1783 | 3696 |
| Grand Total | 455 | 70 | 124 | 6 | 655 | 98 | 949 | 144 | 1 | 1192 | 445 | 138 | 1510 | 8 | 2101 | 1178 | 1709 | 374 | 0 | 3261 | 7209 |
| Apprch % | 69.5 | 10.7 | 18.9 | 0.9 | | 8.2 | 79.6 | 12.1 | 0.1 | | 21.2 | 6.6 | 71.9 | 0.4 | | 36.1 | 52.4 | 11.5 | 0 | | |
| Total % | 6.3 | 1 | 1.7 | 0.1 | 9.1 | 1.4 | 13.2 | 2 | 0 | 16.5 | 6.2 | 1.9 | 20.9 | 0.1 | 29.1 | 16.3 | 23.7 | 5.2 | 0 | 45.2 | |
| CARS | 444 | 68 | 121 | 6 | 639 | 96 | 918 | 136 | 1 | 1151 | 439 | 132 | 1400 | | | 1085 | 1669 | | | | |
| % CARS | 97.6 | 97.1 | 97.6 | 100 | 97.6 | 98 | 96.7 | 94.4 | 100 | 96.6 | 98.7 | 95.7 | 92.7 | 100 | 94.2 | 92.1 | 97.7 | 96.3 | 0 | 95.5 | 95.5 |
| HV | 11 | 2 | 3 | 0 | 16 | 2 | 31 | 8 | 0 | 41 | 6 | 6 | 110 | 0 | 122 | 93 | 40 | 14 | 0 | 147 | 326 |
| % HV | 2.4 | 2.9 | 2.4 | 0 | 2.4 | 2 | 3.3 | 5.6 | 0 | 3.4 | 1.3 | 4.3 | 7.3 | 0 | 5.8 | 7.9 | 2.3 | 3.7 | 0 | 4.5 | 4.5 |

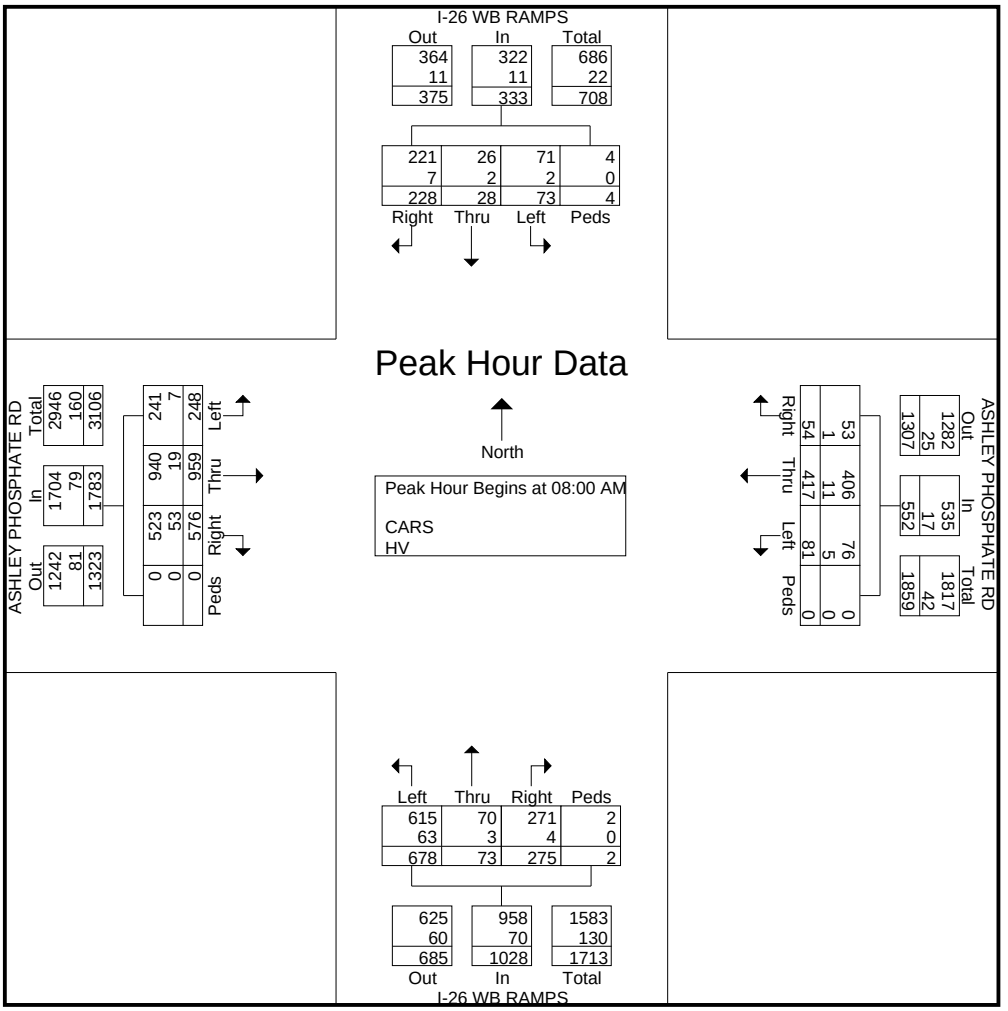


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #52 I26RAMPS&ASHLEYAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | I-26 WB RAMPS Southbound | | | | | ASHLEY PHOSPHATE RD Westbound | | | | | I-26 WB RAMPS Northbound | | | | | ASHLEY PHOSPHATE RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 56 | 7 | 15 | **2** | 80 | 9 | 96 | **21** | 0 | 126 | 69 | 18 | 176 | 0 | 263 | 151 | 212 | 46 | 0 | 409 | 878 |
| 08:15 AM | **60** | 7 | 21 | 1 | **89** | 13 | 92 | 20 | 0 | 125 | 62 | **19** | **184** | **1** | **266** | 152 | 226 | 57 | 0 | 435 | 915 |
| 08:30 AM | 60 | 6 | 15 | 0 | 81 | **16** | 105 | 20 | 0 | 141 | 70 | 18 | 162 | 1 | 251 | 117 | **268** | 72 | 0 | 457 | 930 |
| 08:45 AM | 52 | **8** | **22** | 1 | 83 | 16 | **124** | 20 | 0 | **160** | **74** | 18 | 156 | 0 | 248 | **156** | 253 | **73** | 0 | **482** | **973** |
| Total Volume | 228 | 28 | 73 | 4 | 333 | 54 | 417 | 81 | 0 | 552 | 275 | 73 | 678 | 2 | 1028 | 576 | 959 | 248 | 0 | 1783 | 3696 |
| % App. Total | 68.5 | 8.4 | 21.9 | 1.2 | | 9.8 | 75.5 | 14.7 | 0 | | 26.8 | 7.1 | 66 | 0.2 | | 32.3 | 53.8 | 13.9 | 0 | | |
| PHF | .950 | .875 | .830 | .500 | .935 | .844 | .841 | .964 | .000 | .863 | .929 | .961 | .921 | .500 | .966 | .923 | .895 | .849 | .000 | .925 | .950 |
| CARS | 221 | 26 | 71 | 4 | 322 | 53 | 406 | 76 | 0 | 535 | 271 | 70 | 615 | 2 | 958 | 523 | 940 | 241 | 0 | 1704 | 3519 |
| % CARS | 96.9 | 92.9 | 97.3 | 100 | 96.7 | 98.1 | 97.4 | 93.8 | 0 | 96.9 | 98.5 | 95.9 | 90.7 | 100 | 93.2 | 90.8 | 98.0 | 97.2 | 0 | 95.6 | 95.2 |
| HV | 7 | 2 | 2 | 0 | 11 | 1 | 11 | 5 | 0 | 17 | 4 | 3 | 63 | 0 | 70 | 53 | 19 | 7 | 0 | 79 | 177 |
| % HV | 3.1 | 7.1 | 2.7 | 0 | 3.3 | 1.9 | 2.6 | 6.2 | 0 | 3.1 | 1.5 | 4.1 | 9.3 | 0 | 6.8 | 9.2 | 2.0 | 2.8 | 0 | 4.4 | 4.8 |



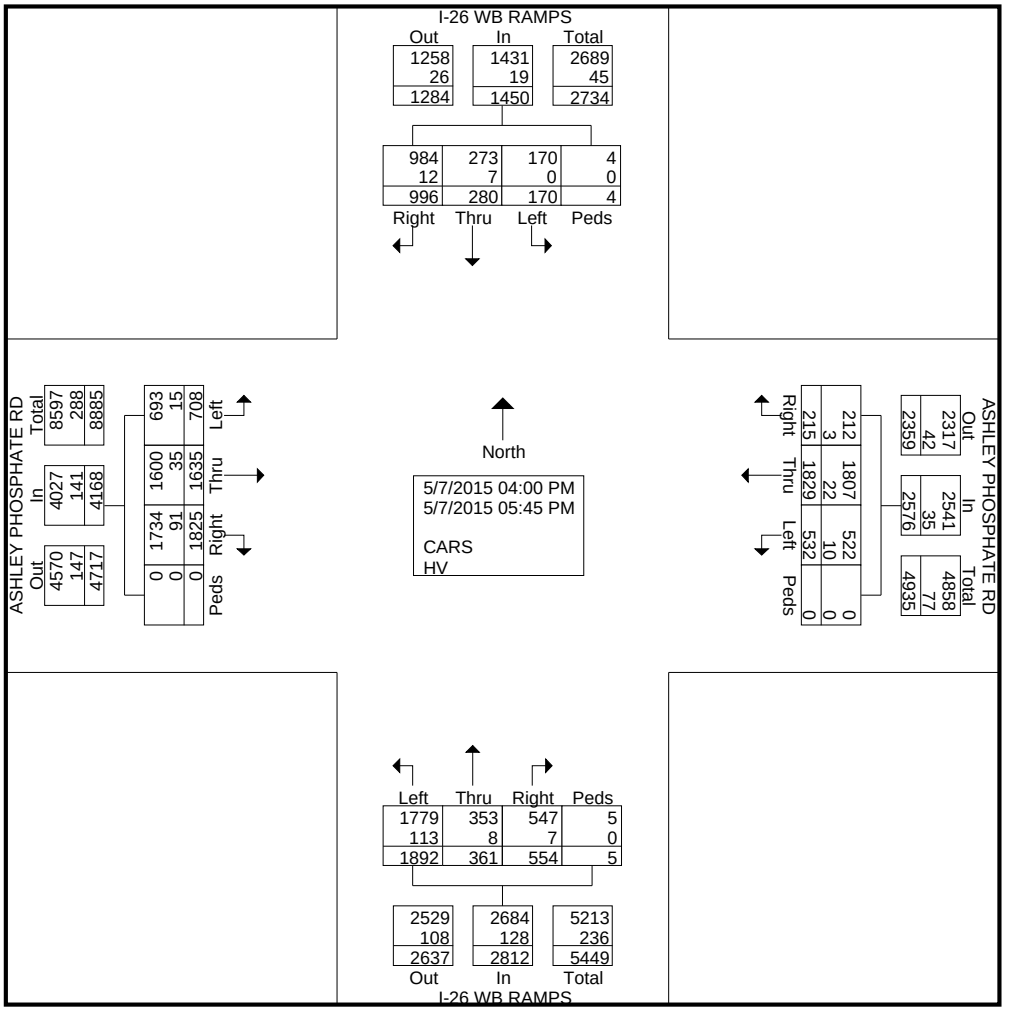
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #52 I26RAMPS&ASHLEYPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | I-26 WB RAMPS Southbound | | | | | ASHLEY PHOSPHATE RD Westbound | | | | | I-26 WB RAMPS Northbound | | | | | ASHLEY PHOSPHATE RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 100 | 35 | 18 | 1 | 154 | 19 | 274 | 60 | 0 | 353 | 88 | 41 | 222 | 1 | 352 | 227 | 184 | 83 | 0 | 494 | 1353 |
| 04:15 PM | 123 | 31 | 15 | 1 | 170 | 29 | 244 | 67 | 0 | 340 | 92 | 34 | 261 | 0 | 387 | 232 | 220 | 99 | 0 | 551 | 1448 |
| 04:30 PM | 107 | 34 | 29 | 0 | 170 | 23 | 242 | 74 | 0 | 339 | 56 | 35 | 273 | 0 | 364 | 228 | 206 | 114 | 0 | 548 | 1421 |
| 04:45 PM | 115 | 34 | 27 | 0 | 176 | 34 | 262 | 64 | 0 | 360 | 70 | 45 | 212 | 2 | 329 | 215 | 181 | 78 | 0 | 474 | 1339 |
| Total | 445 | 134 | 89 | 2 | 670 | 105 | 1022 | 265 | 0 | 1392 | 306 | 155 | 968 | 3 | 1432 | 902 | 791 | 374 | 0 | 2067 | 5561 |
| 05:00 PM | 131 | 44 | 20 | 0 | 195 | 19 | 200 | 71 | 0 | 290 | 49 | 51 | 247 | 1 | 348 | 252 | 237 | 90 | 0 | 579 | 1412 |
| 05:15 PM | 141 | 34 | 18 | 1 | 194 | 28 | 205 | 62 | 0 | 295 | 53 | 39 | 230 | 0 | 322 | 236 | 212 | 63 | 0 | 511 | 1322 |
| 05:30 PM | 136 | 34 | 33 | 0 | 203 | 32 | 187 | 65 | 0 | 284 | 68 | 46 | 214 | 0 | 328 | 220 | 187 | 86 | 0 | 493 | 1308 |
| 05:45 PM | 143 | 34 | 10 | 1 | 188 | 31 | 215 | 69 | 0 | 315 | 78 | 70 | 233 | 1 | 382 | 215 | 208 | 95 | 0 | 518 | 1403 |
| Total | 551 | 146 | 81 | 2 | 780 | 110 | 807 | 267 | 0 | 1184 | 248 | 206 | 924 | 2 | 1380 | 923 | 844 | 334 | 0 | 2101 | 5445 |
| Grand Total | 996 | 280 | 170 | 4 | 1450 | 215 | 1829 | 532 | 0 | 2576 | 554 | 361 | 1892 | 5 | 2812 | 1825 | 1635 | 708 | 0 | 4168 | 11006 |
| Apprch % | 68.7 | 19.3 | 11.7 | 0.3 | | 8.3 | 71 | 20.7 | 0 | | 19.7 | 12.8 | 67.3 | 0.2 | | 43.8 | 39.2 | 17 | 0 | | |
| Total % | 9 | 2.5 | 1.5 | 0 | 13.2 | 2 | 16.6 | 4.8 | 0 | 23.4 | 5 | 3.3 | 17.2 | 0 | 25.5 | 16.6 | 14.9 | 6.4 | 0 | 37.9 | |
| CARS | 984 | 273 | 170 | 4 | 1431 | 212 | 1807 | | | | | | 1779 | | | 1734 | 1600 | | | | 10683 |
| % CARS | 98.8 | 97.5 | 100 | 100 | 98.7 | 98.6 | 98.8 | 98.1 | 0 | 98.6 | 98.7 | 97.8 | 94 | 100 | 95.4 | 95 | 97.9 | 97.9 | 0 | 96.6 | 97.1 |
| HV | 12 | 7 | 0 | 0 | 19 | 3 | 22 | 10 | 0 | 35 | 7 | 8 | 113 | 0 | 128 | 91 | 35 | 15 | 0 | 141 | 323 |
| % HV | 1.2 | 2.5 | 0 | 0 | 1.3 | 1.4 | 1.2 | 1.9 | 0 | 1.4 | 1.3 | 2.2 | 6 | 0 | 4.6 | 5 | 2.1 | 2.1 | 0 | 3.4 | 2.9 |

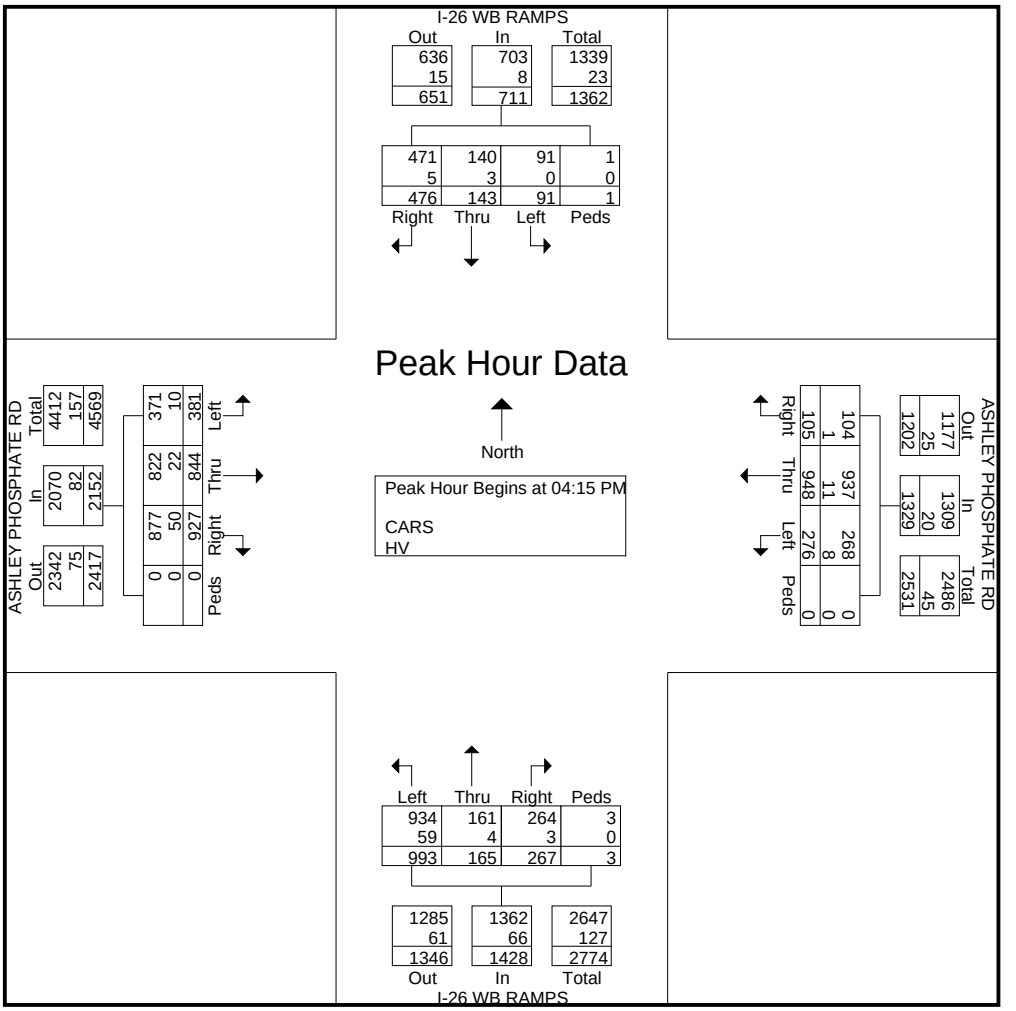


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #52 I26RAMPS&ASHLEYPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | I-26 WB RAMPS Southbound | | | | | ASHLEY PHOSPHATE RD Westbound | | | | | I-26 WB RAMPS Northbound | | | | | ASHLEY PHOSPHATE RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 123 | 31 | 15 | **1** | 170 | 29 | 244 | 67 | 0 | 340 | **92** | 34 | 261 | 0 | **387** | 232 | 220 | 99 | 0 | 551 | **1448** |
| 04:30 PM | 107 | 34 | **29** | 0 | 170 | 23 | 242 | **74** | 0 | 339 | 56 | 35 | **273** | 0 | 364 | 228 | 206 | **114** | 0 | 548 | 1421 |
| 04:45 PM | 115 | 34 | 27 | 0 | 176 | **34** | **262** | 64 | 0 | **360** | 70 | 45 | 212 | **2** | 329 | 215 | 181 | 78 | 0 | 474 | 1339 |
| 05:00 PM | **131** | **44** | 20 | 0 | **195** | 19 | 200 | 71 | 0 | 290 | 49 | **51** | 247 | 1 | 348 | **252** | **237** | 90 | 0 | **579** | 1412 |
| Total Volume | 476 | 143 | 91 | 1 | 711 | 105 | 948 | 276 | 0 | 1329 | 267 | 165 | 993 | 3 | 1428 | 927 | 844 | 381 | 0 | 2152 | 5620 |
| % App. Total | 66.9 | 20.1 | 12.8 | 0.1 | | 7.9 | 71.3 | 20.8 | 0 | | 18.7 | 11.6 | 69.5 | 0.2 | | 43.1 | 39.2 | 17.7 | 0 | | |
| PHF | .908 | .813 | .784 | .250 | .912 | .772 | .905 | .932 | .000 | .923 | .726 | .809 | .909 | .375 | .922 | .920 | .890 | .836 | .000 | .929 | .970 |
| CARS | 471 | 140 | 91 | 1 | 703 | 104 | 937 | 268 | 0 | 1309 | 264 | 161 | 934 | 3 | 1362 | 877 | 822 | 371 | 0 | 2070 | 5444 |
| % CARS | 98.9 | 97.9 | 100 | 100 | 98.9 | 99.0 | 98.8 | 97.1 | 0 | 98.5 | 98.9 | 97.6 | 94.1 | 100 | 95.4 | 94.6 | 97.4 | 97.4 | 0 | 96.2 | 96.9 |
| HV | 5 | 3 | 0 | 0 | 8 | 1 | 11 | 8 | 0 | 20 | 3 | 4 | 59 | 0 | 66 | 50 | 22 | 10 | 0 | 82 | 176 |
| % HV | 1.1 | 2.1 | 0 | 0 | 1.1 | 1.0 | 1.2 | 2.9 | 0 | 1.5 | 1.1 | 2.4 | 5.9 | 0 | 4.6 | 5.4 | 2.6 | 2.6 | 0 | 3.8 | 3.1 |



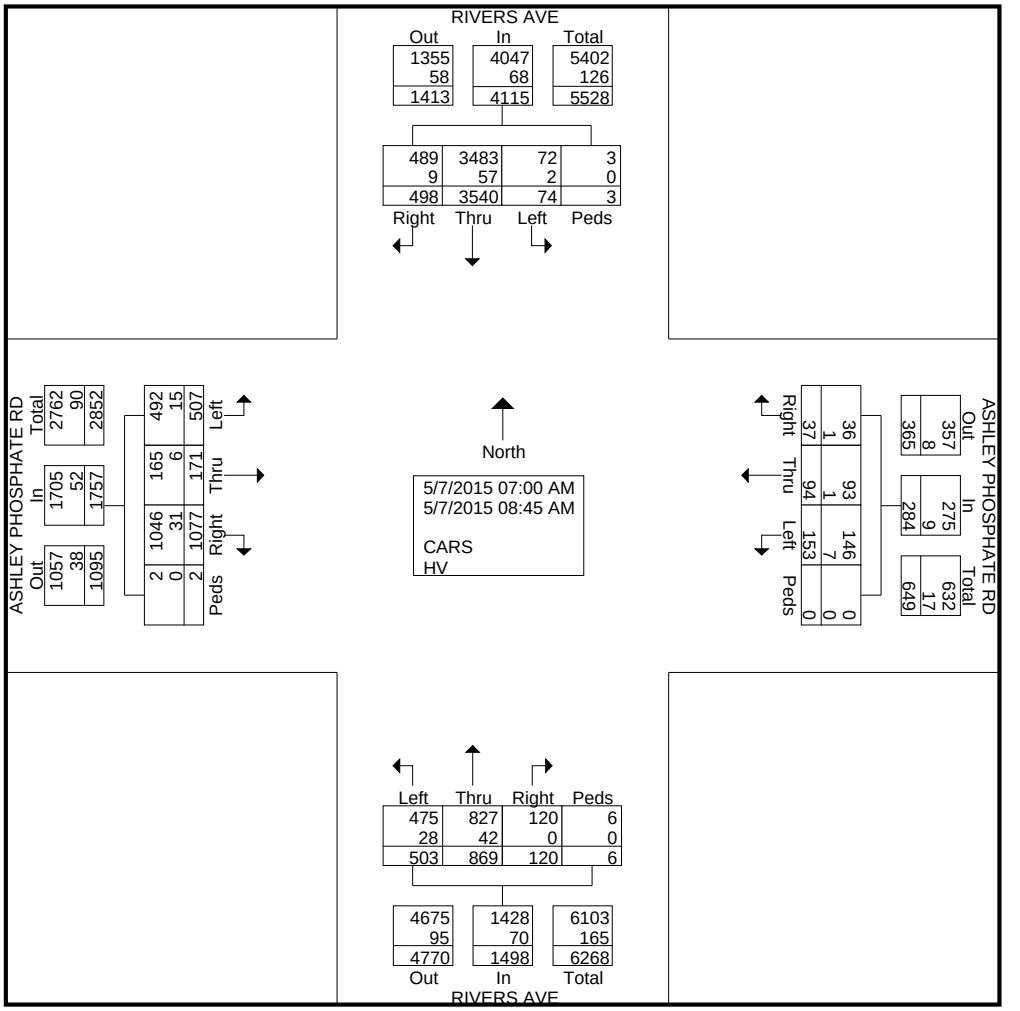
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #53 RIVERS&ASHLEYAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | RIVERS AVE Southbound | | | | | ASHLEY PHOSPHATE RD Westbound | | | | | RIVERS AVE Northbound | | | | | ASHLEY PHOSPHATE RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 75 | 558 | 5 | 1 | 639 | 7 | 9 | 17 | 0 | 33 | 7 | 87 | 76 | 1 | 171 | 139 | 20 | 41 | 1 | 201 | 1044 |
| 07:15 AM | 71 | 595 | 6 | 0 | 672 | 3 | 15 | 18 | 0 | 36 | 9 | 108 | 51 | 0 | 168 | 127 | 14 | 45 | 0 | 186 | 1062 |
| 07:30 AM | 73 | 511 | 8 | 0 | 592 | 4 | 8 | 13 | 0 | 25 | 9 | 114 | 74 | 1 | 198 | 106 | 17 | 51 | 0 | 174 | 989 |
| 07:45 AM | 62 | 460 | 11 | 0 | 533 | 6 | 11 | 21 | 0 | 38 | 21 | 120 | 48 | 1 | 190 | 105 | 16 | 61 | 0 | 182 | 943 |
| Total | 281 | 2124 | 30 | 1 | 2436 | 20 | 43 | 69 | 0 | 132 | 46 | 429 | 249 | 3 | 727 | 477 | 67 | 198 | 1 | 743 | 4038 |
| | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 63 | 442 | 4 | 0 | 509 | 1 | 12 | 19 | 0 | 32 | 12 | 97 | 56 | 2 | 167 | 113 | 21 | 75 | 0 | 209 | 917 |
| 08:15 AM | 46 | 422 | 17 | 2 | 487 | 1 | 11 | 16 | 0 | 28 | 16 | 121 | 59 | 1 | 197 | 151 | 25 | 71 | 1 | 248 | 960 |
| 08:30 AM | 49 | 338 | 13 | 0 | 400 | 7 | 13 | 24 | 0 | 44 | 25 | 128 | 64 | 0 | 217 | 161 | 29 | 71 | 0 | 261 | 922 |
| 08:45 AM | 59 | 214 | 10 | 0 | 283 | 8 | 15 | 25 | 0 | 48 | 21 | 94 | 75 | 0 | 190 | 175 | 29 | 92 | 0 | 296 | 817 |
| Total | 217 | 1416 | 44 | 2 | 1679 | 17 | 51 | 84 | 0 | 152 | 74 | 440 | 254 | 3 | 771 | 600 | 104 | 309 | 1 | 1014 | 3616 |
| | | | | | | | | | | | | | | | | | | | | | |
| Grand Total | 498 | 3540 | 74 | 3 | 4115 | 37 | 94 | 153 | 0 | 284 | 120 | 869 | 503 | 6 | 1498 | 1077 | 171 | 507 | 2 | 1757 | 7654 |
| Apprch % | 12.1 | 86 | 1.8 | 0.1 | | 13 | 33.1 | 53.9 | 0 | | 8 | 58 | 33.6 | 0.4 | | 61.3 | 9.7 | 28.9 | 0.1 | | |
| Total % | 6.5 | 46.3 | 1 | 0 | 53.8 | 0.5 | 1.2 | 2 | 0 | 3.7 | 1.6 | 11.4 | 6.6 | 0.1 | 19.6 | 14.1 | 2.2 | 6.6 | 0 | 23 | |
| CARS | 489 | 3483 | | | | | | | | | | | | | | 1046 | | | | | |
| % CARS | 98.2 | 98.4 | 97.3 | 100 | 98.3 | 97.3 | 98.9 | 95.4 | 0 | 96.8 | 100 | 95.2 | 94.4 | 100 | 95.3 | 97.1 | 96.5 | 97 | 100 | 97 | 97.4 |
| HV | 9 | 57 | 2 | 0 | 68 | 1 | 1 | 7 | 0 | 9 | 0 | 42 | 28 | 0 | 70 | 31 | 6 | 15 | 0 | 52 | 199 |
| % HV | 1.8 | 1.6 | 2.7 | 0 | 1.7 | 2.7 | 1.1 | 4.6 | 0 | 3.2 | 0 | 4.8 | 5.6 | 0 | 4.7 | 2.9 | 3.5 | 3 | 0 | 3 | 2.6 |

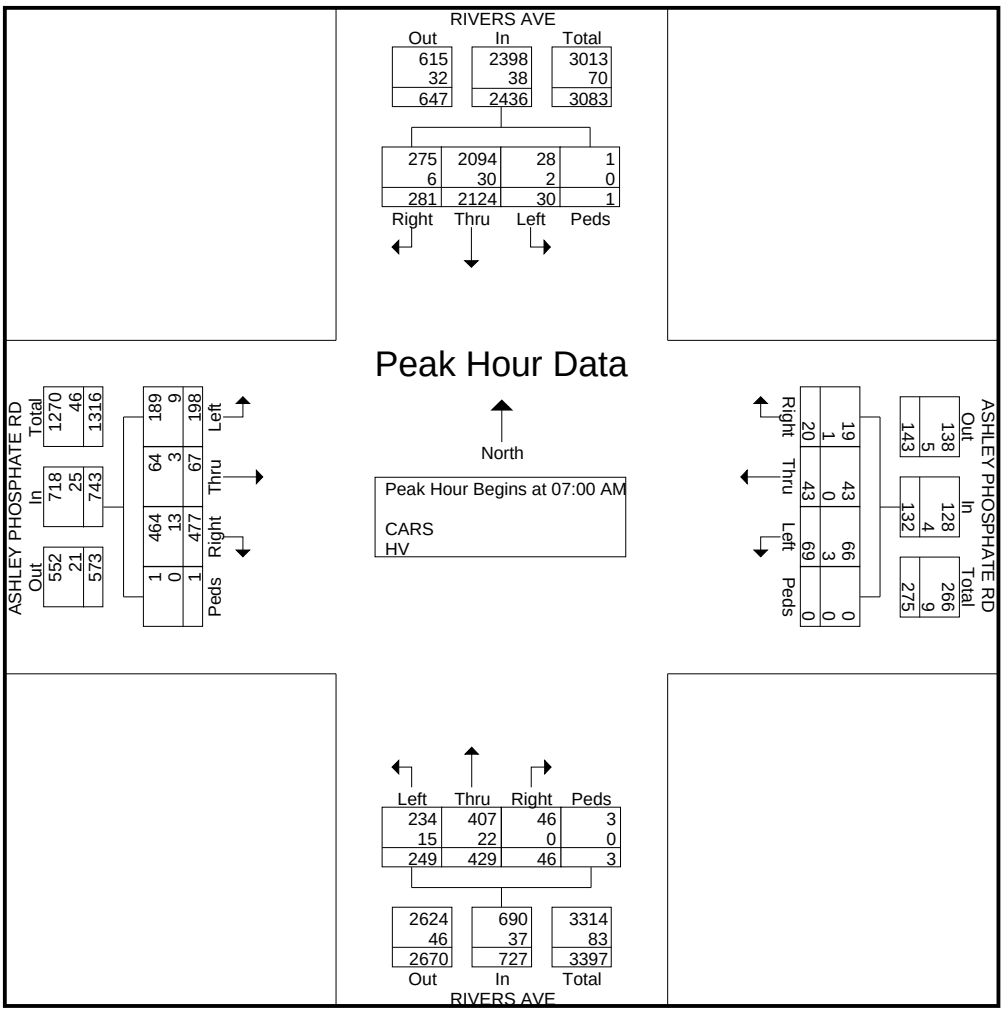


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #53 RIVERS&ASHLEYAM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | RIVERS AVE Southbound | | | | | ASHLEY PHOSPHATE RD Westbound | | | | | RIVERS AVE Northbound | | | | | ASHLEY PHOSPHATE RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | **75** | 558 | 5 | **1** | 639 | **7** | 9 | 17 | 0 | 33 | 7 | 87 | **76** | **1** | 171 | **139** | **20** | 41 | **1** | **201** | 1044 |
| 07:15 AM | 71 | **595** | 6 | 0 | **672** | 3 | **15** | 18 | 0 | 36 | 9 | 108 | 51 | 0 | 168 | 127 | 14 | 45 | 0 | 186 | **1062** |
| 07:30 AM | 73 | 511 | 8 | 0 | 592 | 4 | 8 | 13 | 0 | 25 | 9 | 114 | 74 | 1 | **198** | 106 | 17 | 51 | 0 | 174 | 989 |
| 07:45 AM | 62 | 460 | **11** | 0 | 533 | 6 | 11 | **21** | 0 | **38** | **21** | **120** | 48 | 1 | 190 | 105 | 16 | **61** | 0 | 182 | 943 |
| Total Volume | 281 | 2124 | 30 | 1 | 2436 | 20 | 43 | 69 | 0 | 132 | 46 | 429 | 249 | 3 | 727 | 477 | 67 | 198 | 1 | 743 | 4038 |
| % App. Total | 11.5 | 87.2 | 1.2 | 0 | | 15.2 | 32.6 | 52.3 | 0 | | 6.3 | 59 | 34.3 | 0.4 | | 64.2 | 9 | 26.6 | 0.1 | | |
| PHF | .937 | .892 | .682 | .250 | .906 | .714 | .717 | .821 | .000 | .868 | .548 | .894 | .819 | .750 | .918 | .858 | .838 | .811 | .250 | .924 | .951 |
| CARS | 275 | 2094 | | | | | | | | | | | | | | | | | | | |
| % CARS | 97.9 | 98.6 | 93.3 | 100 | 98.4 | 95.0 | 100 | 95.7 | 0 | 97.0 | 100 | 94.9 | 94.0 | 100 | 94.9 | 97.3 | 95.5 | 95.5 | 100 | 96.6 | 97.4 |
| HV | 6 | 30 | 2 | 0 | 38 | 1 | 0 | 3 | 0 | 4 | 0 | 22 | 15 | 0 | 37 | 13 | 3 | 9 | 0 | 25 | 104 |
| % HV | 2.1 | 1.4 | 6.7 | 0 | 1.6 | 5.0 | 0 | 4.3 | 0 | 3.0 | 0 | 5.1 | 6.0 | 0 | 5.1 | 2.7 | 4.5 | 4.5 | 0 | 3.4 | 2.6 |



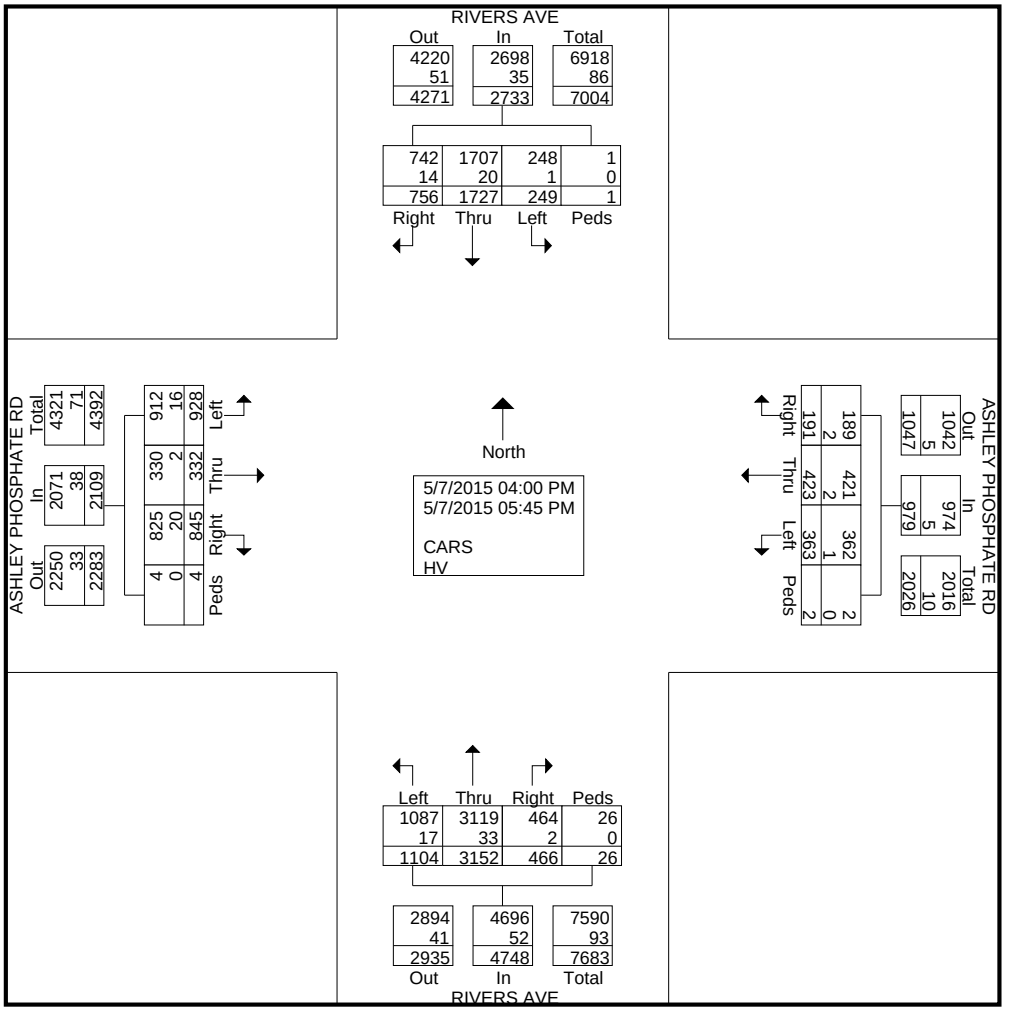
# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #53 RIVERS&ASHLEYPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 1

Groups Printed- CARS - HV

| | RIVERS AVE Southbound | | | | | ASHLEY PHOSPHATE RD Westbound | | | | | RIVERS AVE Northbound | | | | | ASHLEY PHOSPHATE RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 102 | 191 | 36 | 0 | 329 | 22 | 70 | 34 | 0 | 126 | 56 | 374 | 141 | 4 | 575 | 107 | 44 | 122 | 0 | 273 | 1303 |
| 04:15 PM | 99 | 194 | 24 | 0 | 317 | 21 | 59 | 47 | 0 | 127 | 58 | 368 | 150 | 1 | 577 | 126 | 43 | 117 | 1 | 287 | 1308 |
| 04:30 PM | 105 | 237 | 23 | 0 | 365 | 24 | 32 | 46 | 0 | 102 | 40 | 379 | 131 | 4 | 554 | 94 | 45 | 123 | 1 | 263 | 1284 |
| 04:45 PM | 108 | 229 | 31 | 0 | 368 | 18 | 39 | 42 | 0 | 99 | 64 | 405 | 174 | 0 | 643 | 107 | 28 | 103 | 1 | 239 | 1349 |
| Total | 414 | 851 | 114 | 0 | 1379 | 85 | 200 | 169 | 0 | 454 | 218 | 1526 | 596 | 9 | 2349 | 434 | 160 | 465 | 3 | 1062 | 5244 |
| 05:00 PM | 96 | 217 | 40 | 0 | 353 | 38 | 64 | 46 | 0 | 148 | 59 | 389 | 136 | 6 | 590 | 97 | 49 | 140 | 0 | 286 | 1377 |
| 05:15 PM | 84 | 206 | 35 | 1 | 326 | 17 | 66 | 41 | 1 | 125 | 64 | 416 | 114 | 2 | 596 | 115 | 52 | 110 | 0 | 277 | 1324 |
| 05:30 PM | 78 | 237 | 27 | 0 | 342 | 26 | 40 | 48 | 1 | 115 | 57 | 433 | 113 | 8 | 611 | 94 | 46 | 109 | 1 | 250 | 1318 |
| 05:45 PM | 84 | 216 | 33 | 0 | 333 | 25 | 53 | 59 | 0 | 137 | 68 | 388 | 145 | 1 | 602 | 105 | 25 | 104 | 0 | 234 | 1306 |
| Total | 342 | 876 | 135 | 1 | 1354 | 106 | 223 | 194 | 2 | 525 | 248 | 1626 | 508 | 17 | 2399 | 411 | 172 | 463 | 1 | 1047 | 5325 |
| Grand Total | 756 | 1727 | 249 | 1 | 2733 | 191 | 423 | 363 | 2 | 979 | 466 | 3152 | 1104 | 26 | 4748 | 845 | 332 | 928 | 4 | 2109 | 10569 |
| Apprch % | 27.7 | 63.2 | 9.1 | 0 | | 19.5 | 43.2 | 37.1 | 0.2 | | 9.8 | 66.4 | 23.3 | 0.5 | | 40.1 | 15.7 | 44 | 0.2 | | |
| Total % | 7.2 | 16.3 | 2.4 | 0 | 25.9 | 1.8 | 4 | 3.4 | 0 | 9.3 | 4.4 | 29.8 | 10.4 | 0.2 | 44.9 | 8 | 3.1 | 8.8 | 0 | 20 | |
| CARS | 742 | 1707 | | | | | | | | | | 3119 | 1087 | | | | | | | | 10439 |
| % CARS | 98.1 | 98.8 | 99.6 | 100 | 98.7 | 99 | 99.5 | 99.7 | 100 | 99.5 | 99.6 | 99 | 98.5 | 100 | 98.9 | 97.6 | 99.4 | 98.3 | 100 | 98.2 | 98.8 |
| HV | 14 | 20 | 1 | 0 | 35 | 2 | 2 | 1 | 0 | 5 | 2 | 33 | 17 | 0 | 52 | 20 | 2 | 16 | 0 | 38 | 130 |
| % HV | 1.9 | 1.2 | 0.4 | 0 | 1.3 | 1 | 0.5 | 0.3 | 0 | 0.5 | 0.4 | 1 | 1.5 | 0 | 1.1 | 2.4 | 0.6 | 1.7 | 0 | 1.8 | 1.2 |

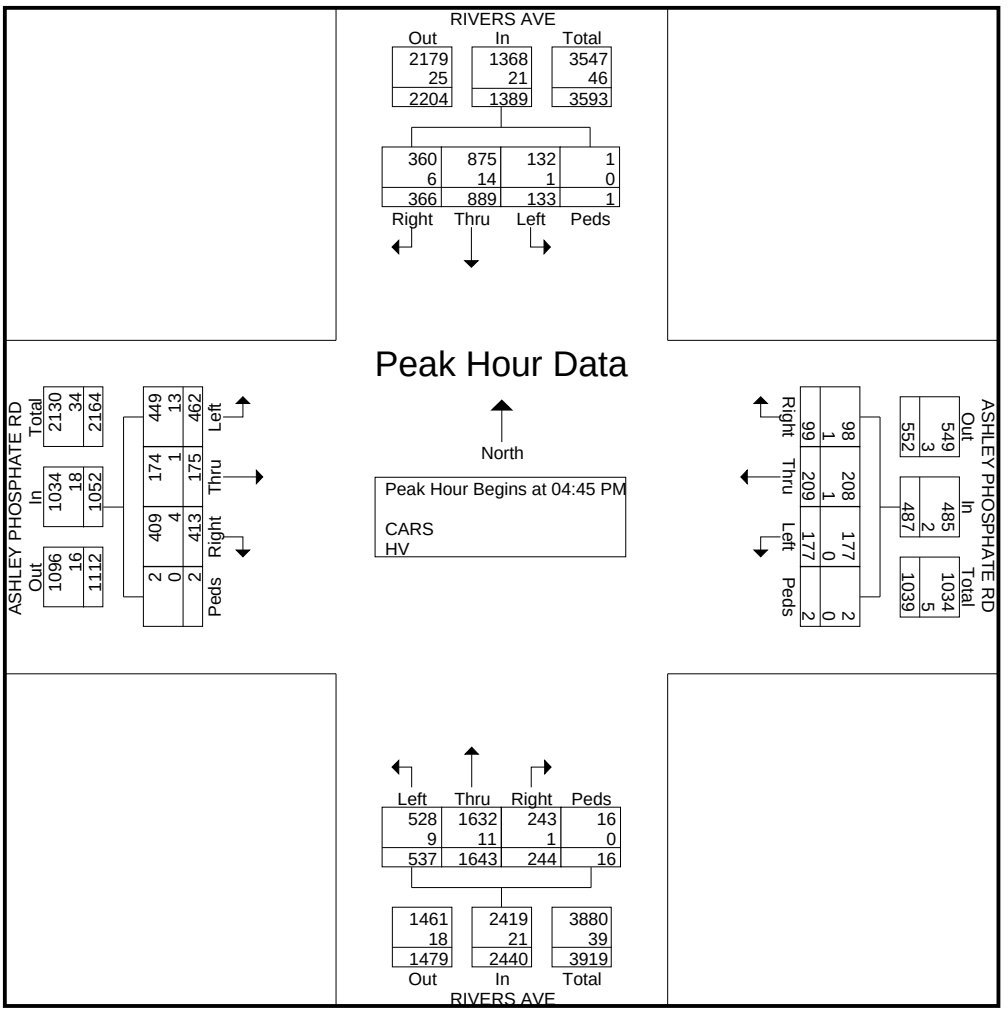


# All Traffic Data Services, Inc.

1336 Farmer Rd
Conyers, GA 30012

File Name : #53 RIVERS&ASHLEYPM
Site Code : 9513 - CHARLESTON 1
Start Date : 5/7/2015
Page No : 2

| | RIVERS AVE Southbound | | | | | ASHLEY PHOSPHATE RD Westbound | | | | | RIVERS AVE Northbound | | | | | ASHLEY PHOSPHATE RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | **108** | 229 | 31 | 0 | **368** | 18 | 39 | 42 | 0 | 99 | **64** | 405 | **174** | 0 | **643** | 107 | 28 | 103 | **1** | 239 | 1349 |
| 05:00 PM | 96 | 217 | **40** | 0 | 353 | **38** | 64 | 46 | 0 | **148** | 59 | 389 | 136 | 6 | 590 | 97 | 49 | **140** | 0 | **286** | **1377** |
| 05:15 PM | 84 | 206 | 35 | **1** | 326 | 17 | **66** | 41 | **1** | 125 | 64 | 416 | 114 | 2 | 596 | **115** | **52** | 110 | 0 | 277 | 1324 |
| 05:30 PM | 78 | **237** | 27 | 0 | 342 | 26 | 40 | **48** | 1 | 115 | 57 | **433** | 113 | **8** | 611 | 94 | 46 | 109 | 1 | 250 | 1318 |
| Total Volume | 366 | 889 | 133 | 1 | 1389 | 99 | 209 | 177 | 2 | 487 | 244 | 1643 | 537 | 16 | 2440 | 413 | 175 | 462 | 2 | 1052 | 5368 |
| % App. Total | 26.3 | 64 | 9.6 | 0.1 | | 20.3 | 42.9 | 36.3 | 0.4 | | 10 | 67.3 | 22 | 0.7 | | 39.3 | 16.6 | 43.9 | 0.2 | | |
| PHF | .847 | .938 | .831 | .250 | .944 | .651 | .792 | .922 | .500 | .823 | .953 | .949 | .772 | .500 | .949 | .898 | .841 | .825 | .500 | .920 | .975 |
| CARS | 360 | 875 | 132 | 1 | 1368 | 98 | 208 | 177 | 2 | 485 | 243 | 1632 | | | | | | | | | |
| % CARS | 98.4 | 98.4 | 99.2 | 100 | 98.5 | 99.0 | 99.5 | 100 | 100 | 99.6 | 99.6 | 99.3 | 98.3 | 100 | 99.1 | 99.0 | 99.4 | 97.2 | 100 | 98.3 | 98.8 |
| HV | 6 | 14 | 1 | 0 | 21 | 1 | 1 | 0 | 0 | 2 | 1 | 11 | 9 | 0 | 21 | 4 | 1 | 13 | 0 | 18 | 62 |
| % HV | 1.6 | 1.6 | 0.8 | 0 | 1.5 | 1.0 | 0.5 | 0 | 0 | 0.4 | 0.4 | 0.7 | 1.7 | 0 | 0.9 | 1.0 | 0.6 | 2.8 | 0 | 1.7 | 1.2 |



## 2.4 Automatic Traffic Recorder Station Volume Data

### 2.4.1 Station 34 Volume Data

| TWO-WAY VOLUMES | Day | 12a 1 | 1a 2 | 2a 3 | 3a 4 | 4a 5 | 5a 6 | 6a 7 | 7a 8 | 8a 9 | 9a 10 | 10a 11 | 11a 12 | 12p 13 | 1p 14 | 2p 15 | 3p 16 | 4p 17 | 5p 18 | 6p 19 | 7p 20 | 8p 21 | 9p 22 | 10p 23 | 11p 24 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Jan-15 Thursday | 1 | 1411 | 1214 | 759 | 461 | 327 | 428 | 680 | 896 | 1198 | 1810 | 2299 | 2787 | 3232 | 3378 | 3505 | 3572 | 3545 | 3230 | 2760 | 2269 | 1664 | 1481 | 1132 | 839 | 44877 |
| Jan-15 Friday | 2 | 497 | 393 | 260 | 257 | 525 | 1014 | 2510 | 4174 | 4183 | 4208 | 4667 | 5311 | 5713 | 5577 | 5730 | 6109 | 5840 | 5530 | 4303 | 3191 | 2339 | 2043 | 1483 | 1120 | 76977 |
| Jan-15 Saturday | 3 | 759 | 483 | 424 | 318 | 392 | 661 | 1118 | 1692 | 2552 | 3249 | 3836 | 4430 | 4893 | 4821 | 4822 | 4897 | 4586 | 4288 | 3763 | 2786 | 2279 | 2124 | 1716 | 1167 | 62056 |
| Jan-15 Sunday | 4 | 788 | 599 | 469 | 291 | 364 | 498 | 742 | 1074 | 1516 | 2484 | 2926 | 3234 | 3823 | 4215 | 4129 | 4010 | 3963 | 3342 | 2766 | 2010 | 1658 | 1329 | 1049 | 664 | 47943 |
| Jan-15 Monday | 5 | 431 | 287 | 198 | 270 | 608 | 1615 | 4671 | 6672 | 5873 | 4557 | 4507 | 4857 | 5097 | 5287 | 5434 | 6197 | 6497 | 6382 | 4728 | 2614 | 2066 | 1647 | 1068 | 797 | 82360 |
| Jan-15 Tuesday | 6 | 440 | 282 | 217 | 269 | 574 | 1596 | 4574 | 6414 | 5871 | 4966 | 4483 | 4856 | 5115 | 5184 | 5481 | 6044 | 4739 | 4589 | 5094 | 3113 | 2100 | 1828 | 1246 | 837 | 79912 |
| Jan-15 Wednesday | 7 | 495 | 295 | 238 | 286 | 583 | 1603 | 4584 | 6455 | 6039 | 4714 | 4439 | 4763 | 5065 | 5291 | 5582 | 6142 | 6536 | 6366 | 4701 | 3022 | 2266 | 1679 | 1203 | 793 | 83140 |
| Jan-15 Thursday | 8 | 449 | 263 | 204 | 252 | 514 | 1439 | 3675 | 5416 | 5077 | 3716 | 4542 | 4762 | 5030 | 5272 | 5423 | 6147 | 6104 | 6167 | 4652 | 3034 | 2183 | 1719 | 1242 | 789 | 78071 |
| Jan-15 Friday | 9 | 491 | 285 | 240 | 276 | 544 | 1522 | 4184 | 6282 | 5708 | 4554 | 4501 | 5050 | 5546 | 5584 | 6137 | 6458 | 6448 | 6296 | 4883 | 3513 | 2440 | 2136 | 1769 | 1159 | 86006 |
| Jan-15 Saturday | 10 | 801 | 515 | 398 | 318 | 424 | 750 | 1337 | 2142 | 2847 | 3397 | 3886 | 4393 | 5053 | 4939 | 5033 | 4919 | 4797 | 4510 | 3817 | 2840 | 2205 | 2008 | 1760 | 1261 | 64350 |
| Jan-15 Sunday | 11 | 752 | 478 | 408 | 253 | 306 | 478 | 818 | 1105 | 1504 | 2279 | 2842 | 3202 | 3913 | 4051 | 3732 | 3846 | 3805 | 3440 | 2897 | 2140 | 1678 | 1263 | 1048 | 700 | 46938 |
| Jan-15 Monday | 12 | 346 | 217 | 197 | 264 | 562 | 1609 | 4400 | 6115 | 5918 | 4341 | 4236 | 4139 | 4641 | 4773 | 4958 | 5579 | 5929 | 6014 | 4043 | 2653 | 1982 | 1469 | 1081 | 726 | 76192 |
| Jan-15 Tuesday | 13 | 540 | 268 | 220 | 259 | 547 | 1573 | 4403 | 6225 | 5995 | 4644 | 4362 | 4674 | 4929 | 5032 | 5387 | 5902 | 6097 | 6028 | 4281 | 2745 | 2032 | 1720 | 1375 | 776 | 80014 |
| Jan-15 Wednesday | 14 | 419 | 258 | 228 | 267 | 517 | 1569 | 4471 | 6623 | 5983 | 4445 | 4389 | 4679 | 5009 | 5127 | 5466 | 5915 | 6495 | 6372 | 4583 | 2921 | 2271 | 1839 | 1349 | 806 | 82001 |
| Jan-15 Thursday | 15 | 518 | 301 | 201 | 285 | 564 | 1565 | 4223 | 6570 | 5739 | 4737 | 4524 | 5118 | 5477 | 5533 | 5639 | 6418 | 6639 | 6559 | 4603 | 2991 | 2287 | 1905 | 1335 | 858 | 84589 |
| Jan-15 Friday | 16 | 528 | 293 | 263 | 320 | 504 | 1455 | 3883 | 5972 | 5841 | 4858 | 4853 | 5247 | 5935 | 5929 | 6369 | 6627 | 6578 | 6121 | 5316 | 3610 | 2735 | 2503 | 1807 | 1305 | 88852 |
| Jan-15 Saturday | 17 | 818 | 484 | 401 | 315 | 381 | 708 | 1259 | 2077 | 2919 | 3460 | 4012 | 4552 | 4869 | 5088 | 5109 | 4952 | 5076 | 4588 | 4021 | 3063 | 2363 | 2210 | 1678 | 1378 | 65781 |
| Jan-15 Sunday | 18 | 781 | 452 | 397 | 278 | 308 | 496 | 757 | 1020 | 1559 | 2436 | 2998 | 3182 | 3822 | 3919 | 4592 | 4043 | 3738 | 3509 | 3183 | 2430 | 1737 | 1526 | 1230 | 861 | 49254 |
| Jan-15 Monday | 19 | 520 | 312 | 242 | 272 | 542 | 1275 | 3080 | 4649 | 4450 | 4135 | 4382 | 4894 | 5043 | 5521 | 5513 | 5709 | 5948 | 5725 | 4418 | 2935 | 2089 | 1650 | 1178 | 758 | 75240 |
| Jan-15 Tuesday | 20 | 445 | 260 | 196 | 278 | 594 | 1638 | 4642 | 6653 | 6566 | 4765 | 4396 | 3895 | 4379 | 5219 | 5588 | 6425 | 6394 | 6457 | 4660 | 2903 | 2184 | 1836 | 1216 | 742 | 82331 |
| Jan-15 Wednesday | 21 | 392 | 282 | 242 | 275 | 536 | 1621 | 4583 | 6661 | 6292 | 4810 | 4546 | 4819 | 5305 | 5272 | 5451 | 5980 | 6482 | 6079 | 4796 | 2872 | 2367 | 1965 | 1268 | 795 | 83691 |
| Jan-15 Thursday | 22 | 455 | 266 | 210 | 286 | 560 | 1602 | 4399 | 6441 | 6383 | 4871 | 4702 | 5084 | 5173 | 5497 | 5657 | 6535 | 6786 | 6776 | 4983 | 3332 | 2342 | 1988 | 1639 | 1385 | 87352 |
| Jan-15 Friday | 23 | 556 | 346 | 235 | 283 | 549 | 1548 | 4246 | 6565 | 5871 | 4823 | 4676 | 5205 | 5578 | 5492 | 5810 | 5680 | 3158 | 4500 | 4818 | 3301 | 2376 | 2019 | 1669 | 1170 | 80474 |
| Jan-15 Saturday | 24 | 747 | 417 | 358 | 269 | 374 | 604 | 1153 | 1793 | 2804 | 3403 | 3922 | 4519 | 4943 | 5062 | 4976 | 4890 | 4852 | 4685 | 4222 | 2957 | 2183 | 2303 | 1806 | 1259 | 64501 |
| Jan-15 Sunday | 25 | 838 | 489 | 412 | 264 | 291 | 462 | 818 | 1062 | 1677 | 2506 | 3164 | 3489 | 3963 | 4358 | 4416 | 4206 | 4068 | 3834 | 3427 | 2406 | 1840 | 1431 | 946 | 681 | 51048 |
| Jan-15 Monday | 26 | 381 | 260 | 214 | 267 | 604 | 1669 | 4658 | 6623 | 6092 | 4615 | 4594 | 4753 | 5142 | 5261 | 5344 | 5981 | 6480 | 6256 | 4398 | 2920 | 2147 | 1615 | 1107 | 733 | 82114 |
| Jan-15 Tuesday | 27 | 455 | 264 | 202 | 244 | 562 | 1596 | 4623 | 6627 | 6466 | 4772 | 4487 | 4779 | 4987 | 5217 | 5400 | 6176 | 6621 | 6281 | 4698 | 3080 | 2362 | 1785 | 1238 | 794 | 83716 |
| Jan-15 Wednesday | 28 | 424 | 263 | 216 | 245 | 547 | 1558 | 4539 | 6603 | 6347 | 4754 | 4481 | 4788 | 5168 | 5212 | 5469 | 5785 | 5923 | 6361 | 4880 | 3147 | 2423 | 1863 | 1256 | 796 | 83048 |
| Jan-15 Thursday | 29 | 437 | 281 | 222 | 262 | 535 | 1559 | 4486 | 6684 | 6231 | 4681 | 4519 | 5045 | 5196 | 5404 | 5877 | 6400 | 6656 | 6442 | 4853 | 3183 | 2486 | 1894 | 1451 | 845 | 85629 |
| Jan-15 Friday | 30 | 493 | 299 | 272 | 271 | 556 | 1504 | 4286 | 6225 | 6113 | 5057 | 5001 | 5466 | 5971 | 5991 | 6274 | 6795 | 6512 | 6081 | 5373 | 3999 | 2786 | 2449 | 2183 | 1340 | 91297 |
| Jan-15 Saturday | 31 | 844 | 540 | 403 | 311 | 393 | 676 | 1281 | 2155 | 2951 | 3703 | 4381 | 4785 | 5381 | 5450 | 5482 | 5214 | 5110 | 4720 | 4153 | 3275 | 2530 | 2066 | 1723 | 1207 | 68734 |
| Feb-15 Sunday | 1 | 771 | 514 | 447 | 274 | 282 | 443 | 789 | 1153 | 1697 | 2419 | 3017 | 3449 | 3861 | 4237 | 4376 | 4149 | 4032 | 3908 | 2946 | 1694 | 1552 | 1348 | 2199 | 1122 | 50679 |
| Feb-15 Monday | 2 | 511 | 309 | 244 | 256 | 548 | 1608 | 4237 | 6484 | 5990 | 4439 | 4346 | 4570 | 4998 | 4886 | 5139 | 5890 | 6374 | 6254 | 4476 | 2757 | 2196 | 1759 | 1057 | 730 | 80058 |
| Feb-15 Tuesday | 3 | 450 | 237 | 226 | 257 | 570 | 1644 | 4662 | 6606 | 6118 | 4974 | 4561 | 5048 | 5286 | 5359 | 5608 | 6178 | 6628 | 6380 | 4743 | 3100 | 2272 | 1858 | 1259 | 822 | 84846 |
| Feb-15 Wednesday | 4 | 467 | 267 | 202 | 259 | 560 | 1573 | 4709 | 6676 | 6242 | 4684 | 4462 | 4888 | 5271 | 5126 | 5497 | 5998 | 5936 | 5010 | 4538 | 3229 | 2350 | 1799 | 1219 | 761 | 81723 |
| Feb-15 Thursday | 5 | 473 | 262 | 226 | 276 | 555 | 1579 | 4271 | 5953 | 5910 | 4626 | 4465 | 4866 | 5159 | 5402 | 5260 | 4663 | 6028 | 6268 | 4964 | 3314 | 2523 | 1943 | 1288 | 884 | 81158 |
| Feb-15 Friday | 6 | 560 | 300 | 260 | 278 | 573 | 1464 | 4284 | 6553 | 5965 | 4878 | 4720 | 5342 | 5781 | 5858 | 6131 | 6776 | 6687 | 6160 | 5234 | 3845 | 2735 | 2340 | 2238 | 1274 | 90236 |
| Feb-15 Saturday | 7 | 779 | 443 | 406 | 301 | 401 | 698 | 1336 | 2174 | 3098 | 3659 | 4277 | 4775 | 5379 | 5185 | 5251 | 5177 | 5078 | 4942 | 4344 | 3237 | 2435 | 2281 | 1730 | 1205 | 68591 |
| Feb-15 Sunday | 8 | 838 | 451 | 422 | 259 | 290 | 434 | 873 | 1136 | 1733 | 2513 | 3134 | 3453 | 4183 | 4377 | 4529 | 4412 | 4330 | 3949 | 3638 | 2620 | 1831 | 1424 | 1102 | 706 | 52637 |
| Feb-15 Monday | 9 | 376 | 251 | 223 | 277 | 608 | 1690 | 4611 | 6476 | 6252 | 4705 | 4572 | 4822 | 5125 | 5084 | 5329 | 6136 | 6666 | 6413 | 4454 | 2970 | 2107 | 1632 | 1172 | 790 | 82741 |
| Feb-15 Tuesday | 10 | 464 | 274 | 201 | 260 | 587 | 1611 | 4743 | 6629 | 6432 | 4794 | 4680 | 4223 | 5148 | 5411 | 5567 | 6281 | 6562 | 6572 | 4870 | 3112 | 2353 | 1921 | 1457 | 778 | 84930 |
| Feb-15 Wednesday | 11 | 521 | 265 | 252 | 253 | 540 | 1603 | 4609 | 6767 | 6133 | 5073 | 4762 | 5021 | 5349 | 5513 | 5656 | 6175 | 6550 | 6445 | 4960 | 3385 | 2641 | 2056 | 1542 | 865 | 86936 |
| Feb-15 Thursday | 12 | 537 | 289 | 221 | 252 | 560 | 1613 | 4708 | 6674 | 6273 | 5023 | 4859 | 5211 | 5481 | 5707 | 5888 | 6375 | 6600 | 6572 | 5312 | 3573 | 2776 | 2100 | 1644 | 987 | 89235 |
| Feb-15 Friday | 13 | 582 | 343 | 271 | 317 | 604 | 1438 | 4263 | 6534 | 5969 | 4950 | 5462 | 5814 | 6243 | 6070 | 6471 | 6932 | 6445 | 6259 | 5547 | 4179 | 3005 | 2652 | 2211 | 1417 | 93978 |
| Feb-15 Saturday | 14 | 845 | 507 | 415 | 311 | 376 | 620 | 1178 | 2014 | 2979 | 3830 | 4519 | 4897 | 5256 | 5456 | 5454 | 5264 | 5264 | 4870 | 4402 | 3480 | 2452 | 2140 | 1948 | 1723 | 70200 |
| Feb-15 Sunday | 15 | 865 | 541 | 455 | 274 | 299 | 420 | 683 | 1094 | 1671 | 2523 | 3338 | 3645 | 4290 | 4579 | 4661 | 4412 | 4264 | 4008 | 3343 | 2562 | 1860 | 1505 | 1344 | 830 | 53466 |
| Feb-15 Monday | 16 | 461 | 277 | 227 | 317 | 603 | 1371 | 3567 | 5278 | 4870 | 4403 | 4627 | 5179 | 5535 | 5657 | 5853 | 6095 | 6261 | 5926 | 4091 | 2768 | 1935 | 1664 | 1125 | 776 | 78866 |
| Feb-15 Tuesday | 17 | 476 | 266 | 246 | 260 | 608 | 1569 | 4463 | 5918 | 5632 | 4863 | 4443 | 4954 | 5178 | 5207 | 5525 | 6165 | 6705 | 6565 | 4421 | 3053 | 2309 | 1793 | 1332 | 797 | 82748 |
| Feb-15 Wednesday | 18 | 454 | 265 | 214 | 253 | 593 | 1630 | 4619 | 6819 | 6309 | 4809 | 4676 | 4816 | 5309 | 5388 | 5734 | 6198 | 6758 | 6592 | 4938 | 3377 | 2550 | 2075 | 1369 | 829 | 86574 |
| Feb-15 Thursday | 19 | 526 | 282 | 249 | 262 | 578 | 1534 | 4539 | 6561 | 6212 | 4728 | 4680 | 5082 | 5395 | 5658 | 5783 | 6404 | 6555 | 6434 | 4835 | 3160 | 2593 | 1946 | 1309 | 920 | 86225 |
| Feb-15 Friday | 20 | 511 | 322 | 222 | 284 | 564 | 1432 | 4084 | 6386 | 5795 | 4759 | 4810 | 5342 | 5873 | 5952 | 4502 | 4456 | 6315 | 6087 | 4913 | 3921 | 2746 | 2399 | 1772 | 1316 | 84763 |
| Feb-15 Saturday | 21 | 803 | 519 | 397 | 310 | 421 | 668 | 1343 | 2270 | 3175 | 3837 | 4513 | 4906 | 5540 | 5511 | 5488 | 5385 | 5208 | 4949 | 4473 | 3270 | 2506 | 2462 | 1792 | 1296 | 71042 |
| Feb-15 Sunday | 22 | 790 | 559 | 469 | 310 | 306 | 501 | 888 | 1230 | 1742 | 2639 | 3282 | 3668 | 4172 | 4401 | 4655 | 4443 | 4021 | 3848 | 3381 | 2577 | 1987 | 1516 | 1093 | 757 | 53235 |
| Feb-15 Monday | 23 | 425 | 273 | 240 | 281 | 594 | 1627 | 4510 | 6536 | 6021 | 4661 | 4438 | 4809 | 5072 | 5152 | 5355 | 5980 | 6440 | 6152 | 4230 | 2839 | 2154 | 1617 | 1128 | 774 | 81308 |
| Feb-15 Tuesday | 24 | 450 | 294 | 235 | 232 | 503 | 1261 | 3064 | 4562 | 4183 | 4384 | 3712 | 3834 | 4080 | 3992 | 4379 | 4707 | 5262 | 5289 | 3509 | 2398 | 1713 | 1638 | 1099 | 704 | 65484 |
| Feb-15 Wednesday | 25 | 431 | 276 | 235 | 276 | 534 | 1585 | 4540 | 6956 | 6178 | 4776 | 4698 | 4804 | 5227 | 5308 | 5585 | 6329 | 6030 | 5560 | 4352 | 2922 | 2220 | 1670 | 1318 | 800 | 82610 |
| Feb-15 Thursday | 26 | 423 | 256 | 221 | 270 | 538 | 1537 | 4487 | 6302 | 5966 | 4736 | 4710 | 5063 | 5268 | 5369 | 5678 | 6474 | 6652 | 5573 | 4651 | 3373 | 2566 | 1955 | 1373 | 880 | 84321 |
| Feb-15 Friday | 27 | 580 | 333 | 278 | 277 | 585 | 1486 | 4409 | 6637 | 6071 | 5023 | 5029 | 5566 | 5933 | 6030 | 6285 | 6803 | 6750 | 6225 | 5261 | 4108 | 2953 | 2395 | 1961 | 1371 | 92349 |
| Feb-15 Saturday | 28 | 1081 | 582 | 453 | 346 | 424 | 662 | 1338 | 2375 | 3212 | 3840 | 4547 | 5099 | 5340 | 5604 | 5700 | 5572 | 5435 | 4785 | 4104 | 3266 | 2739 | 2269 | 1737 | 1275 | 71785 |
| Mar-15 Sunday | 1 | 842 | 515 | 430 | 277 | 291 | 440 | 764 | 1148 | 1605 | 2474 | 3186 | 3424 | 3913 | 4260 | 4372 | 3986 | 3844 | 3490 | 2979 | 2459 | 1881 | 1430 | 1086 | 668 | 49764 |
| Mar-15 Monday | 2 | 426 | 227 | 210 | 272 | 628 | 1705 | 4654 | 6704 | 6026 | 4862 | 4613 | 4884 | 5106 | 5467 | 5531 | 6277 | 6653 | 6462 | 4827 | 3177 | 2320 | 1808 | 1264 | 820 | 84923 |

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mar-15 | Tuesday | 3 | 519 | 269 | 272 | 285 | 604 | 1645 | 4659 | 6608 | 6378 | 4945 | 4834 | 5204 | 5524 | 5593 | 5697 | 6470 | 6801 | 6588 | 4822 | 3461 | 2402 | 1923 | 1313 | 869 | 87685 |
| Mar-15 | Wednesday | 4 | 477 | 293 | 250 | 255 | 611 | 1664 | 4764 | 6739 | 6416 | 5167 | 4866 | 5036 | 5403 | 5475 | 5655 | 6298 | 6475 | 6230 | 4836 | 3620 | 2674 | 2063 | 1385 | 919 | 87571 |
| Mar-15 | Thursday | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 | Friday | 6 | 574 | 354 | 304 | 297 | 584 | 1509 | 4474 | 6225 | 6136 | 4895 | 5004 | 5536 | 5825 | 5946 | 6181 | 6805 | 6543 | 6336 | 5087 | 3967 | 2973 | 2587 | 1950 | 1287 | 91379 |
| Mar-15 | Saturday | 7 | 860 | 487 | 402 | 316 | 411 | 734 | 1597 | 2604 | 3481 | 4021 | 4749 | 5121 | 5488 | 5450 | 5510 | 5434 | 5264 | 4995 | 4372 | 3387 | 2611 | 2227 | 1727 | 1289 | 72537 |
| Mar-15 | Sunday | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 | Monday | 9 | 508 | 280 | 265 | 296 | 618 | 1585 | 4216 | 6357 | 6088 | 4717 | 4512 | 4867 | 5299 | 5547 | 5823 | 5792 | 4696 | 6227 | 4932 | 3391 | 2676 | 2011 | 1333 | 889 | 82925 |
| Mar-15 | Tuesday | 10 | 562 | 303 | 250 | 265 | 579 | 1580 | 4443 | 6672 | 6305 | 5080 | 4720 | 4714 | 2903 | 4144 | 5667 | 6251 | 6582 | 6718 | 5041 | 3617 | 2772 | 2414 | 1577 | 1133 | 84292 |
| Mar-15 | Wednesday | 11 | 579 | 301 | 268 | 272 | 565 | 1628 | 4499 | 6735 | 6305 | 5296 | 4967 | 5215 | 5550 | 5668 | 5859 | 6418 | 6574 | 6537 | 5114 | 3657 | 3118 | 2299 | 1523 | 1003 | 89950 |
| Mar-15 | Thursday | 12 | 588 | 350 | 234 | 311 | 574 | 1604 | 4552 | 6678 | 6474 | 5002 | 4931 | 5227 | 5579 | 5549 | 5823 | 6438 | 6693 | 6561 | 5100 | 3818 | 2859 | 2251 | 1631 | 1173 | 90000 |
| Mar-15 | Friday | 13 | 616 | 341 | 275 | 324 | 601 | 1435 | 4214 | 6337 | 6045 | 4907 | 4885 | 5440 | 6040 | 5901 | 6368 | 6494 | 6384 | 6188 | 5090 | 4078 | 3070 | 2587 | 2107 | 1436 | 91163 |
| Mar-15 | Saturday | 14 | 1014 | 608 | 428 | 333 | 413 | 736 | 1233 | 2037 | 3037 | 3700 | 4390 | 5076 | 5330 | 5670 | 5553 | 5436 | 5165 | 4755 | 4417 | 3629 | 2934 | 2519 | 2238 | 1514 | 72165 |
| Mar-15 | Sunday | 15 | 907 | 585 | 472 | 347 | 380 | 545 | 825 | 1188 | 1776 | 2769 | 3406 | 3805 | 4261 | 4665 | 4649 | 4480 | 4306 | 4026 | 3728 | 3037 | 2462 | 1794 | 1342 | 829 | 56584 |
| Mar-15 | Monday | 16 | 579 | 299 | 253 | 282 | 628 | 1637 | 4510 | 6580 | 6344 | 5077 | 4801 | 5062 | 5463 | 5474 | 5721 | 6398 | 6568 | 6348 | 5047 | 3569 | 2692 | 1965 | 1393 | 913 | 87603 |
| Mar-15 | Tuesday | 17 | 579 | 307 | 261 | 274 | 585 | 1622 | 4693 | 6479 | 6336 | 5251 | 4887 | 5030 | 5405 | 5547 | 5680 | 6265 | 6581 | 6479 | 4936 | 3633 | 2901 | 2218 | 1493 | 886 | 88328 |
| Mar-15 | Wednesday | 18 | 614 | 361 | 285 | 276 | 619 | 1617 | 4656 | 6714 | 6571 | 5335 | 4777 | 5101 | 5509 | 5670 | 5892 | 6511 | 6653 | 6590 | 5030 | 3678 | 2899 | 2148 | 1422 | 988 | 89916 |
| Mar-15 | Thursday | 19 | 542 | 281 | 220 | 292 | 587 | 1626 | 4381 | 5863 | 4913 | 5420 | 4905 | 5129 | 5153 | 5336 | 4151 | 6047 | 6415 | 6559 | 4802 | 3381 | 2588 | 2220 | 1637 | 946 | 83394 |
| Mar-15 | Friday | 20 | 619 | 321 | 271 | 323 | 568 | 1483 | 4219 | 6085 | 5634 | 5092 | 5051 | 5480 | 5826 | 5987 | 6407 | 6566 | 6690 | 6189 | 5240 | 4296 | 3361 | 3055 | 2184 | 1532 | 92479 |
| Mar-15 | Saturday | 21 | 924 | 637 | 490 | 364 | 471 | 784 | 1357 | 2478 | 3334 | 3962 | 4600 | 4836 | 5404 | 5464 | 5395 | 5218 | 5296 | 4910 | 4347 | 3503 | 2939 | 2520 | 2163 | 1497 | 72893 |
| Mar-15 | Sunday | 22 | 908 | 560 | 468 | 306 | 369 | 504 | 795 | 1015 | 1687 | 2634 | 3244 | 3590 | 4200 | 4405 | 4394 | 4205 | 3921 | 3575 | 3212 | 2667 | 1978 | 1574 | 1275 | 863 | 52349 |
| Mar-15 | Monday | 23 | 514 | 285 | 214 | 278 | 607 | 1612 | 4335 | 6385 | 6135 | 4700 | 4478 | 4782 | 5118 | 5121 | 4855 | 6013 | 6264 | 6270 | 4386 | 3071 | 2349 | 1817 | 1239 | 860 | 81688 |
| Mar-15 | Tuesday | 24 | 518 | 286 | 238 | 298 | 596 | 1578 | 4667 | 6645 | 6489 | 4788 | 4642 | 4979 | 5306 | 5551 | 5712 | 6412 | 6487 | 6317 | 5322 | 3532 | 2735 | 2244 | 1400 | 905 | 87647 |
| Mar-15 | Wednesday | 25 | 516 | 295 | 265 | 272 | 584 | 1626 | 4691 | 6514 | 6646 | 4950 | 4730 | 5059 | 5420 | 5420 | 5779 | 6404 | 6181 | 6510 | 5208 | 3639 | 2920 | 2409 | 1473 | 1002 | 88513 |
| Mar-15 | Thursday | 26 | 589 | 328 | 283 | 296 | 602 | 1589 | 4674 | 6759 | 6394 | 5127 | 5084 | 5316 | 5766 | 5770 | 5914 | 6696 | 6548 | 6636 | 5027 | 3833 | 2915 | 2318 | 1781 | 1085 | 91330 |
| Mar-15 | Friday | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 | Saturday | 28 | 899 | 559 | 490 | 373 | 541 | 1147 | 1680 | 2768 | 3732 | 4420 | 5109 | 5311 | 5499 | 5425 | 5404 | 5393 | 5131 | 4772 | 4165 | 3520 | 2915 | 2312 | 1985 | 1469 | 75019 |
| Mar-15 | Sunday | 29 | 898 | 592 | 456 | 311 | 379 | 544 | 818 | 1201 | 1806 | 2805 | 3373 | 3753 | 4283 | 4535 | 4256 | 4330 | 4172 | 3847 | 3493 | 2749 | 2269 | 1742 | 1341 | 907 | 54860 |
| Mar-15 | Monday | 30 | 548 | 314 | 238 | 308 | 641 | 1491 | 3910 | 6043 | 5561 | 4731 | 4714 | 5075 | 5339 | 5431 | 5492 | 5872 | 6229 | 6306 | 4578 | 3403 | 2729 | 2011 | 1417 | 973 | 83354 |
| Mar-15 | Tuesday | 31 | 558 | 332 | 251 | 297 | 566 | 1527 | 4096 | 6312 | 6023 | 4884 | 4980 | 5323 | 5616 | 5667 | 5998 | 6175 | 6466 | 6619 | 4847 | 3627 | 2891 | 2213 | 1572 | 1010 | 87850 |
| Apr-15 | Wednesday | 1 | 592 | 354 | 308 | 330 | 604 | 1523 | 4037 | 6089 | 5974 | 5063 | 4977 | 5297 | 5613 | 5812 | 5994 | 6326 | 6480 | 6372 | 5234 | 3747 | 2991 | 2495 | 1669 | 1052 | 88933 |
| Apr-15 | Thursday | 2 | 627 | 358 | 289 | 317 | 596 | 1468 | 4019 | 6063 | 5557 | 4834 | 5359 | 5456 | 5917 | 5899 | 5855 | 6132 | 6689 | 6718 | 5144 | 3912 | 3102 | 2526 | 1894 | 1184 | 89915 |
| Apr-15 | Friday | 3 | 768 | 365 | 333 | 306 | 586 | 1219 | 3254 | 5230 | 5184 | 4940 | 5277 | 5880 | 6234 | 6153 | 6431 | 6246 | 5409 | 5701 | 5087 | 4303 | 3259 | 2637 | 2132 | 1516 | 88450 |
| Apr-15 | Saturday | 4 | 985 | 661 | 529 | 346 | 439 | 677 | 1147 | 2052 | 2907 | 3787 | 4508 | 4946 | 5218 | 5305 | 5245 | 5262 | 5125 | 4688 | 4045 | 3452 | 2910 | 2377 | 1847 | 1435 | 69893 |
| Apr-15 | Sunday | 5 | 842 | 598 | 406 | 274 | 280 | 594 | 825 | 1227 | 1811 | 2611 | 3293 | 3273 | 3976 | 4230 | 3709 | 3863 | 4041 | 3865 | 3449 | 3032 | 2582 | 1951 | 1307 | 843 | 52882 |
| Apr-15 | Monday | 6 | 539 | 298 | 281 | 267 | 660 | 1652 | 4631 | 6937 | 6237 | 5048 | 5039 | 5424 | 5698 | 5711 | 5877 | 6496 | 6759 | 6744 | 4819 | 3616 | 2824 | 2087 | 1435 | 981 | 90060 |
| Apr-15 | Tuesday | 7 | 569 | 344 | 223 | 272 | 596 | 1671 | 4714 | 6874 | 6653 | 5166 | 5059 | 5236 | 5600 | 5796 | 5881 | 6491 | 6509 | 6585 | 5075 | 3718 | 2844 | 2285 | 1531 | 1052 | 90744 |
| Apr-15 | Wednesday | 8 | 637 | 345 | 262 | 292 | 600 | 1628 | 4746 | 6859 | 6209 | 5304 | 4108 | 5008 | 5231 | 5576 | 5730 | 5963 | 6304 | 6406 | 5276 | 3964 | 3185 | 2391 | 1710 | 1036 | 88770 |
| Apr-15 | Thursday | 9 | 604 | 371 | 261 | 303 | 614 | 1678 | 4780 | 6788 | 6578 | 5460 | 5318 | 5371 | 5525 | 5758 | 6068 | 6580 | 6643 | 6508 | 5208 | 4087 | 3174 | 2409 | 1818 | 1120 | 93024 |
| Apr-15 | Friday | 10 | 653 | 390 | 332 | 318 | 654 | 1598 | 4532 | 6643 | 6427 | 5318 | 5598 | 5661 | 6090 | 6033 | 6437 | 6642 | 6482 | 6195 | 5174 | 4275 | 3430 | 2745 | 2128 | 1656 | 95411 |
| Apr-15 | Saturday | 11 | 1001 | 611 | 562 | 377 | 487 | 837 | 1538 | 2567 | 3390 | 4260 | 4718 | 5043 | 5311 | 5402 | 5206 | 5280 | 5082 | 5008 | 4519 | 3400 | 2866 | 2766 | 2147 | 1487 | 73865 |
| Apr-15 | Sunday | 12 | 842 | 572 | 452 | 336 | 348 | 622 | 958 | 1400 | 2036 | 3028 | 3590 | 3767 | 4270 | 4318 | 4377 | 4424 | 4280 | 3963 | 3439 | 2693 | 2228 | 1649 | 1239 | 837 | 55668 |
| Apr-15 | Monday | 13 | 474 | 308 | 216 | 275 | 656 | 1759 | 4590 | 6527 | 6680 | 4974 | 4670 | 5011 | 5353 | 5378 | 5690 | 6428 | 6506 | 6690 | 4552 | 3431 | 2655 | 1930 | 1334 | 860 | 86947 |
| Apr-15 | Tuesday | 14 | 489 | 322 | 247 | 291 | 606 | 1644 | 4646 | 6769 | 6681 | 4953 | 4968 | 5133 | 5309 | 5536 | 5717 | 6288 | 6597 | 6556 | 4692 | 3655 | 2803 | 2119 | 1459 | 964 | 88444 |
| Apr-15 | Wednesday | 15 | 523 | 304 | 264 | 299 | 630 | 1649 | 4746 | 6752 | 6363 | 5247 | 4881 | 5025 | 5380 | 5444 | 5719 | 6271 | 6604 | 6226 | 4938 | 3293 | 2609 | 1928 | 1347 | 866 | 87308 |
| Apr-15 | Thursday | 16 | 565 | 328 | 220 | 268 | 616 | 1660 | 4678 | 6749 | 6712 | 4902 | 4887 | 5061 | 5338 | 5513 | 5799 | 6634 | 6575 | 6634 | 4925 | 3798 | 2877 | 2173 | 1456 | 1023 | 89391 |
| Apr-15 | Friday | 17 | 618 | 332 | 268 | 345 | 639 | 1522 | 4396 | 6311 | 6276 | 5143 | 5070 | 5509 | 5943 | 6098 | 6214 | 6838 | 6675 | 6163 | 4996 | 4050 | 3033 | 2534 | 2118 | 1570 | 92661 |
| Apr-15 | Saturday | 18 | 927 | 583 | 487 | 372 | 474 | 741 | 1462 | 2429 | 3219 | 3868 | 4415 | 4927 | 5171 | 5244 | 5303 | 5061 | 4890 | 4558 | 3916 | 3304 | 2911 | 2564 | 2039 | 1437 | 70302 |
| Apr-15 | Sunday | 19 | 836 | 589 | 561 | 391 | 363 | 500 | 831 | 1180 | 1788 | 2550 | 3325 | 3571 | 4126 | 4491 | 4436 | 4140 | 3945 | 3793 | 3122 | 2249 | 1906 | 1462 | 1141 | 682 | 51978 |
| Apr-15 | Monday | 20 | 494 | 316 | 221 | 315 | 672 | 1644 | 4811 | 6669 | 6422 | 5024 | 4769 | 5051 | 5337 | 5415 | 5639 | 6426 | 6582 | 6690 | 4640 | 3264 | 2398 | 1909 | 1365 | 863 | 86936 |
| Apr-15 | Tuesday | 21 | 523 | 368 | 262 | 268 | 612 | 1725 | 4886 | 6893 | 6544 | 4943 | 4884 | 5049 | 5298 | 5499 | 5703 | 6284 | 6674 | 6556 | 5066 | 3554 | 2936 | 2224 | 1543 | 913 | 89207 |
| Apr-15 | Wednesday | 22 | 522 | 348 | 253 | 289 | 620 | 1691 | 4799 | 6595 | 6376 | 5190 | 4812 | 5056 | 5495 | 5465 | 5697 | 6227 | 6616 | 6618 | 5382 | 4030 | 3202 | 2233 | 1510 | 1419 | 90445 |
| Apr-15 | Thursday | 23 | 671 | 400 | 261 | 309 | 605 | 1748 | 4847 | 5881 | 3675 | 5483 | 4932 | 5321 | 5592 | 5668 | 5894 | 6499 | 6448 | 6103 | 4775 | 3901 | 3128 | 2457 | 1680 | 1094 | 87372 |
| Apr-15 | Friday | 24 | 636 | 400 | 278 | 343 | 678 | 1592 | 4489 | 6562 | 6225 | 5166 | 5193 | 5432 | 5971 | 6129 | 6347 | 6754 | 6499 | 6194 | 5081 | 4098 | 3417 | 2658 | 2063 | 1546 | 93751 |
| Apr-15 | Saturday | 25 | 935 | 564 | 441 | 385 | 429 | 810 | 1427 | 2380 | 3354 | 3908 | 4500 | 5028 | 5028 | 4981 | 4791 | 4772 | 4670 | 4271 | 3807 | 3142 | 2742 | 2410 | 1805 | 1370 | 67950 |
| Apr-15 | Sunday | 26 | 949 | 563 | 400 | 323 | 374 | 550 | 896 | 1378 | 1952 | 2861 | 3606 | 3653 | 4162 | 4450 | 4296 | 4271 | 4073 | 4080 | 3495 | 2952 | 2706 | 1894 | 1322 | 931 | 56137 |
| Apr-15 | Monday | 27 | 503 | 294 | 263 | 296 | 636 | 1705 | 4853 | 6884 | 6326 | 4943 | 4907 | 4996 | 5277 | 5445 | 5729 | 6259 | 6656 | 6510 | 4845 | 3380 | 2684 | 2044 | 1346 | 867 | 87648 |
| Apr-15 | Tuesday | 28 | 525 | 347 | 230 | 283 | 618 | 1711 | 4981 | 7030 | 6579 | 5132 | 4807 | 5063 | 5474 | 5541 | 5873 | 5825 | 5401 | 6395 | 5125 | 3734 | 3039 | 2320 | 1612 | 992 | 88637 |
| Apr-15 | Wednesday | 29 | 549 | 324 | 224 | 294 | 598 | 1571 | 4449 | 5824 | 6012 | 4825 | 4521 | 4844 | 4982 | 5168 | 5412 | 5688 | 5926 | 5791 | 4649 | 3136 | 2480 | 2092 | 1414 | 888 | 81661 |
| Apr-15 | Thursday | 30 | 538 | 284 | 250 | 273 | 590 | 1625 | 4749 | 6543 | 6076 | 5242 | 4971 | 5377 | 5687 | 5634 | 5932 | 6391 | 5998 | 6469 | 5356 | 3914 | 3267 | 2407 | 1704 | 1124 | 90401 |
| May-15 | Friday | 1 | 671 | 482 | 324 | 348 | 669 | 1618 | 4636 | 6657 | 6029 | 4953 | 5297 | 5735 | 6020 | 6021 | 6540 | 6788 | 6604 | 6393 | 5514 | 4218 | 3339 | 2999 | 2135 | 1553 | 95543 |
| May-15 | Saturday | 2 | 1022 | 642 | 462 | 371 | 460 | 833 | 1631 | 2579 | 3310 | 4084 | 4522 | 4972 | 5175 | 5221 | 5266 | 5152 | 5051 | 4678 | 4063 | 3484 | 3111 | 2764 | 1907 | 1363 | 72123 |
| May-15 | Sunday | 3 | 685 | 1641 | 705 | 385 | 384 | 561 | 944 | 1302 | 1865 | 2650 | 3362 | 3790 | 4183 | 4326 | 4443 | 4550 | 4345 | 4109 | 3584 | 2903 | 2347 | 1792 | 1378 | 1034 | 57268 |
| May-15 | Monday | 4 | 524 | 314 | 258 | 310 | 640 | 1697 | 4809 | 6439 | 6439 | 4187 | 4546 | 5066 | 5241 | 5193 | 5680 | 6126 | 6446 | 6342 | 4834 | 3354 | 2651 | 1975 | 1372 | 848 | 85291 |
| May-15 | Tuesday | 5 | 498 | 339 | 244 | 263 | 617 | 1650 | 4771 | 6186 | 5869 | 5248 | 5023 | 5178 | 5366 | 5457 | 5630 | 6406 | 6641 | 6586 | 5134 | 3762 | 2882 | 2309 | 1583 | 1176 | 88818 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| May-15 | Wednesday | 6 | 600 | 355 | 246 | 273 | 610 | 1753 | 4928 | 6882 | 6145 | 5028 | 4911 | 5099 | 5476 | 5508 | 5877 | 6402 | 6540 | 6639 | 5229 | 3628 | 3067 | 2302 | 1635 | 1123 | 90256 |
| May-15 | Thursday | 7 | 600 | 342 | 238 | 311 | 622 | 1675 | 4781 | 6887 | 6214 | 4869 | 4844 | 5156 | 5187 | 4966 | 5476 | 6067 | 6393 | 6285 | 4598 | 3313 | 2676 | 1998 | 1531 | 970 | 85999 |
| May-15 | Friday | 8 | 586 | 385 | 288 | 323 | 618 | 1507 | 4467 | 6331 | 6032 | 4999 | 5259 | 5674 | 5950 | 6094 | 6199 | 6635 | 6286 | 6207 | 5082 | 3786 | 3054 | 2532 | 2219 | 1486 | 91999 |
| May-15 | Saturday | 9 | 962 | 645 | 515 | 356 | 443 | 806 | 1480 | 2692 | 3556 | 4213 | 4654 | 5080 | 5205 | 5392 | 5489 | 5238 | 5182 | 4634 | 4158 | 3446 | 2809 | 2583 | 1964 | 1518 | 73020 |
| May-15 | Sunday | 10 | 905 | 615 | 502 | 305 | 372 | 562 | 819 | 1171 | 1817 | 2842 | 3491 | 3695 | 4137 | 4464 | 4661 | 4638 | 4383 | 4060 | 3665 | 2954 | 2582 | 2150 | 1505 | 1070 | 57365 |
| May-15 | Monday | 11 | 554 | 303 | 258 | 281 | 624 | 1731 | 4742 | 6682 | 6164 | 4928 | 4831 | 5009 | 5078 | 5517 | 5596 | 6106 | 6245 | 6477 | 5035 | 3234 | 2652 | 1963 | 1380 | 974 | 86364 |
| May-15 | Tuesday | 12 | 538 | 323 | 235 | 320 | 608 | 1689 | 4895 | 6732 | 6374 | 5067 | 4956 | 5104 | 5534 | 5498 | 5818 | 6457 | 6467 | 6449 | 4916 | 3618 | 2696 | 2197 | 1557 | 942 | 88990 |
| May-15 | Wednesday | 13 | 555 | 322 | 240 | 316 | 596 | 1698 | 4997 | 6833 | 6386 | 5089 | 4861 | 5094 | 5541 | 5609 | 5959 | 6300 | 6484 | 6541 | 4994 | 3742 | 2953 | 2265 | 1550 | 1052 | 89977 |
| May-15 | Thursday | 14 | 575 | 334 | 276 | 318 | 660 | 1567 | 4765 | 6809 | 6186 | 5132 | 4880 | 5236 | 5498 | 5567 | 5964 | 6584 | 6600 | 6491 | 5113 | 3775 | 3262 | 2287 | 1739 | 1081 | 90699 |
| May-15 | Friday | 15 | 658 | 395 | 321 | 340 | 637 | 1607 | 4631 | 6683 | 6072 | 5012 | 5214 | 5482 | 5845 | 5994 | 6280 | 6632 | 5693 | 6225 | 5357 | 4181 | 3435 | 2750 | 2191 | 1577 | 93212 |
| May-15 | Saturday | 16 | 970 | 636 | 493 | 382 | 526 | 847 | 1582 | 2563 | 3424 | 4256 | 4683 | 4912 | 5080 | 5083 | 5054 | 5145 | 4991 | 4562 | 3945 | 3595 | 3038 | 2706 | 2191 | 1614 | 72278 |
| May-15 | Sunday | 17 | 965 | 652 | 609 | 370 | 385 | 615 | 900 | 1296 | 1943 | 2967 | 3552 | 3661 | 4326 | 4342 | 4377 | 4299 | 3994 | 3687 | 3256 | 2879 | 2267 | 1915 | 1423 | 884 | 55564 |
| May-15 | Monday | 18 | 548 | 303 | 261 | 292 | 660 | 1723 | 4803 | 6717 | 6440 | 4906 | 4914 | 4995 | 5413 | 5315 | 5531 | 6311 | 6514 | 6286 | 4894 | 3544 | 2683 | 2071 | 1381 | 958 | 87463 |
| May-15 | Tuesday | 19 | 593 | 317 | 252 | 301 | 644 | 1765 | 4859 | 6720 | 6585 | 4988 | 4707 | 4989 | 5165 | 5468 | 5639 | 6337 | 6417 | 6535 | 4926 | 3704 | 2797 | 2080 | 1519 | 1223 | 88530 |
| May-15 | Wednesday | 20 | 598 | 345 | 259 | 315 | 615 | 1712 | 4970 | 6704 | 6281 | 5240 | 4900 | 5345 | 5533 | 5305 | 5379 | 5053 | 5797 | 5790 | 5108 | 3487 | 2716 | 2330 | 1574 | 1005 | 86361 |
| May-15 | Thursday | 21 | 599 | 406 | 245 | 316 | 659 | 1732 | 4826 | 6654 | 6490 | 5273 | 5200 | 5319 | 5697 | 5747 | 6167 | 6678 | 6539 | 6376 | 5193 | 3950 | 3443 | 2503 | 1779 | 1154 | 92945 |
| May-15 | Friday | 22 | 681 | 384 | 353 | 327 | 638 | 1546 | 4481 | 6687 | 5888 | 5023 | 5486 | 5886 | 6130 | 6333 | 6556 | 6726 | 6618 | 6013 | 5202 | 4273 | 3478 | 2978 | 2363 | 1602 | 95652 |
| May-15 | Saturday | 23 | 1019 | 629 | 533 | 351 | 421 | 734 | 1448 | 2387 | 3346 | 4096 | 4718 | 5025 | 4900 | 5207 | 5163 | 5022 | 4940 | 4573 | 4076 | 3348 | 2794 | 2605 | 2283 | 1470 | 71088 |
| May-15 | Sunday | 24 | 1021 | 590 | 525 | 317 | 271 | 509 | 816 | 1275 | 1907 | 2769 | 3540 | 3646 | 4127 | 4273 | 4230 | 4267 | 3876 | 3637 | 3248 | 2615 | 2266 | 1927 | 1695 | 1290 | 54637 |
| May-15 | Monday | 25 | 897 | 460 | 327 | 294 | 384 | 692 | 1315 | 1784 | 2246 | 2846 | 3545 | 4083 | 4134 | 4284 | 4314 | 4248 | 4132 | 3700 | 3351 | 2752 | 2329 | 2073 | 1482 | 1010 | 56682 |
| May-15 | Tuesday | 26 | 536 | 337 | 221 | 296 | 685 | 1769 | 4968 | 6636 | 6500 | 5214 | 5124 | 5284 | 5611 | 5878 | 5786 | 5788 | 5323 | 4801 | 4648 | 3929 | 3018 | 2139 | 1425 | 980 | 86896 |
| May-15 | Wednesday | 27 | 570 | 318 | 207 | 320 | 626 | 1732 | 5020 | 6851 | 6457 | 5055 | 5058 | 5239 | 5519 | 5640 | 5678 | 6310 | 6423 | 6599 | 5133 | 3643 | 3033 | 2346 | 1617 | 932 | 90326 |
| May-15 | Thursday | 28 | 646 | 338 | 248 | 304 | 604 | 1701 | 4881 | 6802 | 6357 | 5210 | 5073 | 4918 | 5419 | 5695 | 5809 | 6407 | 6569 | 6379 | 5115 | 3826 | 3181 | 2394 | 1752 | 1103 | 90731 |
| May-15 | Friday | 29 | 655 | 358 | 299 | 354 | 657 | 1635 | 4649 | 6498 | 6258 | 5286 | 5232 | 5591 | 6077 | 5935 | 6384 | 6407 | 6508 | 6130 | 5093 | 4038 | 3252 | 2745 | 2047 | 1469 | 93557 |
| May-15 | Saturday | 30 | 1006 | 582 | 481 | 361 | 503 | 924 | 1762 | 2644 | 3589 | 4364 | 4867 | 4887 | 5367 | 5151 | 5342 | 5188 | 5092 | 4640 | 4054 | 3399 | 2960 | 2725 | 2148 | 1529 | 73565 |
| May-15 | Sunday | 31 | 961 | 631 | 518 | 327 | 318 | 542 | 992 | 1349 | 1924 | 2757 | 3438 | 3706 | 4130 | 4384 | 4449 | 4517 | 4243 | 3911 | 3324 | 2730 | 2400 | 2037 | 1501 | 943 | 56032 |
| Jun-15 | Monday | 1 | 546 | 334 | 276 | 340 | 677 | 1778 | 5067 | 6767 | 6437 | 5042 | 5149 | 5245 | 5598 | 5576 | 5555 | 6255 | 6521 | 6411 | 4924 | 3505 | 2582 | 2184 | 1439 | 890 | 89098 |
| Jun-15 | Tuesday | 2 | 575 | 316 | 237 | 290 | 631 | 1744 | 5012 | 6900 | 6558 | 4968 | 5041 | 5150 | 5716 | 5690 | 5625 | 6177 | 6380 | 6757 | 4976 | 3530 | 2877 | 2076 | 1480 | 1014 | 89720 |
| Jun-15 | Wednesday | 3 | 607 | 352 | 291 | 294 | 578 | 1543 | 4211 | 5765 | 6308 | 5198 | 5421 | 4839 | 5123 | 5862 | 6056 | 6320 | 6407 | 6537 | 4718 | 3504 | 2802 | 2331 | 1696 | 1054 | 87817 |
| Jun-15 | Thursday | 4 | 665 | 414 | 276 | 304 | 620 | 1667 | 4767 | 6424 | 6108 | 4885 | 5182 | 5509 | 5879 | 5993 | 5323 | 6193 | 6621 | 6191 | 5268 | 3799 | 3107 | 2534 | 1846 | 1127 | 90702 |
| Jun-15 | Friday | 5 | 758 | 417 | 315 | 401 | 607 | 1565 | 4353 | 6399 | 5788 | 5278 | 5183 | 5634 | 6386 | 6179 | 5768 | 6293 | 6387 | 6203 | 5242 | 4187 | 3232 | 2869 | 2300 | 1566 | 93310 |
| Jun-15 | Saturday | 6 | 999 | 634 | 556 | 368 | 474 | 868 | 1640 | 2618 | 3444 | 4347 | 4668 | 4874 | 5134 | 5231 | 5208 | 5081 | 4888 | 4633 | 3981 | 3326 | 2812 | 2487 | 2062 | 1617 | 71950 |
| Jun-15 | Sunday | 7 | 984 | 632 | 531 | 310 | 359 | 569 | 965 | 1313 | 1905 | 2802 | 3455 | 3634 | 4134 | 4411 | 4464 | 4359 | 4358 | 4131 | 3732 | 2824 | 2327 | 1975 | 1691 | 1560 | 57425 |
| Jun-15 | Monday | 8 | 660 | 367 | 264 | 300 | 635 | 1708 | 4538 | 6592 | 5977 | 4872 | 4935 | 5000 | 5395 | 5498 | 5636 | 6042 | 6386 | 6507 | 4870 | 3373 | 2696 | 2103 | 1489 | 949 | 86792 |
| Jun-15 | Tuesday | 9 | 575 | 361 | 263 | 319 | 659 | 1734 | 4769 | 6804 | 6063 | 5002 | 4912 | 5040 | 5426 | 5532 | 5571 | 6167 | 5807 | 4784 | 2189 | 1424 | 2277 | 1774 | 1327 | 1136 | 79915 |
| Jun-15 | Wednesday | 10 | 626 | 333 | 281 | 312 | 614 | 1617 | 4499 | 6587 | 6228 | 5010 | 4936 | 5124 | 5545 | 5633 | 5757 | 6249 | 6408 | 6287 | 5346 | 3697 | 2903 | 2584 | 1730 | 1121 | 89427 |
| Jun-15 | Thursday | 11 | 655 | 359 | 289 | 317 | 642 | 1643 | 4414 | 6749 | 5963 | 5177 | 5110 | 5228 | 5535 | 5650 | 5750 | 6201 | 6593 | 6374 | 4986 | 3753 | 3137 | 2528 | 1740 | 1054 | 89847 |
| Jun-15 | Friday | 12 | 728 | 418 | 336 | 308 | 686 | 1548 | 4199 | 6227 | 6020 | 5017 | 5061 | 5623 | 6134 | 6236 | 6394 | 6562 | 6355 | 6221 | 5105 | 4083 | 3111 | 2692 | 2056 | 1607 | 92727 |
| Jun-15 | Saturday | 13 | 1042 | 621 | 518 | 389 | 512 | 869 | 1730 | 2786 | 3633 | 4202 | 4721 | 5239 | 5233 | 5194 | 5200 | 4982 | 4944 | 4600 | 4317 | 3544 | 2859 | 2512 | 2005 | 1372 | 73024 |
| Jun-15 | Sunday | 14 | 1026 | 582 | 485 | 312 | 370 | 582 | 1064 | 1520 | 2071 | 2960 | 3523 | 3883 | 4375 | 4389 | 4468 | 4414 | 4305 | 3778 | 3548 | 2690 | 2267 | 1925 | 1390 | 985 | 56912 |
| Jun-15 | Monday | 15 | 630 | 342 | 285 | 350 | 693 | 1750 | 4465 | 6649 | 6266 | 4957 | 4841 | 5060 | 5704 | 5637 | 5389 | 5997 | 6532 | 6477 | 4691 | 3438 | 2710 | 2270 | 1534 | 987 | 87654 |
| Jun-15 | Tuesday | 16 | 644 | 345 | 243 | 316 | 667 | 1769 | 4621 | 6734 | 6118 | 4949 | 4791 | 5005 | 5613 | 5684 | 5638 | 6358 | 6559 | 6557 | 4846 | 3449 | 2937 | 2337 | 1694 | 1017 | 88891 |
| Jun-15 | Wednesday | 17 | 735 | 382 | 292 | 343 | 649 | 1875 | 4456 | 6772 | 6359 | 5206 | 4980 | 5292 | 5648 | 5767 | 5780 | 6075 | 6438 | 5720 | 5047 | 3740 | 2925 | 2381 | 1755 | 1083 | 89700 |
| Jun-15 | Thursday | 18 | 705 | 372 | 254 | 349 | 645 | 1732 | 4469 | 6653 | 6217 | 5069 | 5019 | 5176 | 5826 | 5717 | 5805 | 6239 | 6505 | 6499 | 4820 | 3743 | 2961 | 2635 | 1830 | 1104 | 90344 |
| Jun-15 | Friday | 19 | 708 | 465 | 305 | 367 | 622 | 1631 | 4124 | 6150 | 6112 | 5260 | 5190 | 5757 | 6014 | 6062 | 6153 | 6799 | 6247 | 6005 | 4853 | 3888 | 3176 | 2710 | 2195 | 1520 | 92313 |
| Jun-15 | Saturday | 20 | 1041 | 657 | 484 | 386 | 497 | 866 | 1519 | 2635 | 3600 | 4321 | 4749 | 5137 | 5202 | 5345 | 5250 | 5326 | 4953 | 4666 | 4146 | 3559 | 2838 | 2746 | 2141 | 1586 | 73650 |
| Jun-15 | Sunday | 21 | 1002 | 639 | 541 | 367 | 390 | 543 | 862 | 1271 | 1988 | 2812 | 3422 | 3656 | 4098 | 4441 | 4375 | 4356 | 3955 | 3862 | 3696 | 2968 | 2479 | 2236 | 1724 | 1102 | 56785 |
| Jun-15 | Monday | 22 | 670 | 390 | 280 | 315 | 733 | 1751 | 4381 | 6422 | 6115 | 4670 | 4679 | 4930 | 5348 | 5330 | 5641 | 5955 | 6123 | 6268 | 4561 | 3275 | 2480 | 1887 | 1388 | 949 | 84541 |
| Jun-15 | Tuesday | 23 | 570 | 327 | 245 | 325 | 671 | 1812 | 4422 | 6730 | 6277 | 5028 | 4830 | 5114 | 5565 | 5496 | 5740 | 5920 | 6541 | 6468 | 4776 | 3577 | 2765 | 2176 | 1561 | 990 | 87926 |
| Jun-15 | Wednesday | 24 | 622 | 356 | 267 | 317 | 680 | 1789 | 4469 | 6642 | 6322 | 4977 | 4938 | 5189 | 5566 | 5685 | 5642 | 6092 | 6249 | 6570 | 5058 | 3479 | 2803 | 2343 | 1594 | 1073 | 88722 |
| Jun-15 | Thursday | 25 | 695 | 356 | 309 | 347 | 634 | 1703 | 4342 | 6499 | 6327 | 5029 | 4966 | 5282 | 5728 | 5714 | 5836 | 6200 | 6613 | 6431 | 5260 | 3881 | 2919 | 2277 | 1780 | 1161 | 90289 |
| Jun-15 | Friday | 26 | 761 | 453 | 365 | 347 | 672 | 1702 | 4094 | 6288 | 5970 | 5205 | 5193 | 5427 | 5901 | 5614 | 5913 | 6187 | 5163 | 5510 | 4790 | 3888 | 3071 | 2648 | 2119 | 1508 | 88789 |
| Jun-15 | Saturday | 27 | 1044 | 623 | 469 | 350 | 520 | 847 | 1547 | 2661 | 3466 | 4097 | 4766 | 5015 | 5262 | 5367 | 5240 | 4963 | 4799 | 4328 | 4055 | 3407 | 2655 | 2570 | 2272 | 1463 | 71786 |
| Jun-15 | Sunday | 28 | 1038 | 646 | 568 | 342 | 385 | 568 | 904 | 1236 | 1932 | 2778 | 3421 | 3693 | 4240 | 4328 | 4238 | 4214 | 3919 | 3869 | 3186 | 2755 | 2103 | 1838 | 1409 | 918 | 54528 |
| Jun-15 | Monday | 29 | 566 | 344 | 275 | 306 | 716 | 1760 | 4367 | 6127 | 6454 | 4853 | 4861 | 5099 | 5600 | 5472 | 4971 | 5787 | 6452 | 6311 | 4878 | 3465 | 2587 | 2095 | 1413 | 1031 | 85790 |
| Jun-15 | Tuesday | 30 | 644 | 370 | 253 | 295 | 645 | 1714 | 4475 | 6590 | 6288 | 5075 | 5099 | 5218 | 5608 | 5555 | 5718 | 6247 | 6483 | 6582 | 5036 | 3858 | 2555 | 2233 | 1588 | 1087 | 89216 |
| Jul-15 | Wednesday | 1 | 641 | 338 | 291 | 343 | 633 | 1771 | 4303 | 6559 | 6284 | 5181 | 5058 | 5330 | 5839 | 5803 | 6138 | 6459 | 6541 | 6745 | 5255 | 3804 | 3059 | 2543 | 1899 | 1156 | 91973 |
| Jul-15 | Thursday | 2 | 693 | 439 | 281 | 325 | 668 | 1567 | 4123 | 6239 | 5936 | 5364 | 5175 | 5749 | 5654 | 5857 | 6329 | 6783 | 6546 | 6257 | 5113 | 4063 | 3036 | 2517 | 1924 | 1383 | 92021 |
| Jul-15 | Friday | 3 | 916 | 448 | 313 | 354 | 538 | 870 | 2021 | 2958 | 3606 | 4110 | 4759 | 5386 | 5611 | 5635 | 5450 | 5398 | 4983 | 4503 | 4288 | 3563 | 2981 | 2689 | 1988 | 1522 | 74890 |
| Jul-15 | Saturday | 4 | 964 | 622 | 485 | 372 | 383 | 576 | 1074 | 1449 | 2154 | 2928 | 3508 | 3869 | 3796 | 3765 | 4017 | 3882 | 3517 | 3308 | 3060 | 2784 | 2334 | 2159 | 2266 | 1703 | 54975 |
| Jul-15 | Sunday | 5 | 1021 | 596 | 487 | 287 | 343 | 492 | 849 | 1221 | 1871 | 2723 | 3350 | 3717 | 4163 | 4461 | 4405 | 4368 | 4139 | 3920 | 3526 | 2618 | 2186 | 1982 | 1518 | 1083 | 55326 |
| Jul-15 | Monday | 6 | 578 | 360 | 272 | 310 | 706 | 1655 | 4123 | 6311 | 5973 | 4871 | 4945 | 5216 | 5481 | 5431 | 5635 | 6316 | 6525 | 6482 | 4651 | 3319 | 2581 | 2109 | 1493 | 977 | 86320 |
| Jul-15 | Tuesday | 7 | 586 | 362 | 275 | 323 | 665 | 1664 | 4368 | 6679 | 6083 | 4791 | 4818 | 5093 | 5492 | 5593 | 5340 | 5680 | 6144 | 6473 | 4721 | 3272 | 2565 | 2115 | 1573 | 1033 | 85708 |
| Jul-15 | Wednesday | 8 | 541 | 361 | 271 | 295 | 653 | 1632 | 4396 | 6623 | 6273 | 5000 | 4853 | 5223 | 5593 | 5707 | 5836 | 6124 | 6461 | 6736 | 4916 | 3487 | 2852 | 2333 | 1711 | 1126 | 89003 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Jul-15 | Thursday | 9 | 653 | 410 | 264 | 366 | 649 | 1665 | 4295 | 6427 | 6229 | 5044 | 4956 | 5366 | 5652 | 5616 | 5706 | 6180 | 6349 | 6530 | 4930 | 3683 | 3029 | 2460 | 1686 | 1128 | 89273 |
| Jul-15 | Friday | 10 | 661 | 418 | 330 | 325 | 650 | 1588 | 4055 | 6265 | 6110 | 5076 | 5094 | 5817 | 6082 | 6057 | 6248 | 6614 | 6527 | 6209 | 4853 | 3998 | 3379 | 2812 | 2251 | 1601 | 93020 |
| Jul-15 | Saturday | 11 | 986 | 600 | 466 | 381 | 519 | 858 | 1571 | 2625 | 3350 | 4108 | 4551 | 5000 | 5116 | 5072 | 5059 | 5049 | 4905 | 4419 | 4062 | 3280 | 2857 | 2571 | 2019 | 1436 | 70860 |
| Jul-15 | Sunday | 12 | 996 | 605 | 470 | 348 | 398 | 506 | 962 | 1259 | 1891 | 2698 | 3387 | 3533 | 4002 | 4303 | 4194 | 4268 | 4031 | 3782 | 3367 | 2693 | 2302 | 2011 | 1518 | 957 | 54481 |
| Jul-15 | Monday | 13 | 604 | 343 | 268 | 314 | 642 | 1732 | 4375 | 6503 | 6090 | 4967 | 4862 | 5222 | 5443 | 5423 | 5612 | 6116 | 6505 | 6522 | 4818 | 3345 | 2624 | 1900 | 1344 | 915 | 86489 |
| Jul-15 | Tuesday | 14 | 587 | 340 | 270 | 308 | 658 | 1655 | 4107 | 6157 | 5524 | 5097 | 4867 | 5089 | 5460 | 5539 | 5732 | 6129 | 6397 | 6650 | 4922 | 3513 | 2793 | 2176 | 1452 | 965 | 86387 |
| Jul-15 | Wednesday | 15 | 564 | 359 | 277 | 339 | 593 | 1757 | 4354 | 6641 | 6408 | 5045 | 5094 | 5231 | 5734 | 5666 | 5816 | 6238 | 6589 | 6478 | 4789 | 3509 | 2784 | 2380 | 1634 | 1124 | 89403 |
| Jul-15 | Thursday | 16 | 610 | 370 | 311 | 307 | 635 | 1641 | 4209 | 6626 | 6232 | 5009 | 4976 | 5367 | 5814 | 5839 | 5898 | 4593 | 6308 | 6490 | 5024 | 3744 | 2934 | 2412 | 1732 | 1172 | 88253 |
| Jul-15 | Friday | 17 | 677 | 369 | 348 | 379 | 611 | 1592 | 3975 | 6201 | 5949 | 5020 | 5214 | 5570 | 5954 | 6182 | 5801 | 6359 | 6289 | 6078 | 5068 | 3999 | 3047 | 2795 | 2207 | 1521 | 91205 |
| Jul-15 | Saturday | 18 | 1025 | 626 | 475 | 373 | 519 | 840 | 1519 | 2626 | 3441 | 4120 | 4637 | 5045 | 5132 | 5260 | 5219 | 5330 | 5217 | 4536 | 4199 | 3473 | 2859 | 2702 | 2014 | 1266 | 72453 |
| Jul-15 | Sunday | 19 | 943 | 541 | 417 | 324 | 389 | 569 | 928 | 1313 | 1864 | 2781 | 3520 | 3702 | 4154 | 4337 | 4346 | 4162 | 3962 | 3431 | 3349 | 2604 | 2095 | 1854 | 1368 | 934 | 53887 |
| Jul-15 | Monday | 20 | 663 | 324 | 275 | 322 | 672 | 1724 | 4269 | 6584 | 6103 | 4813 | 4867 | 5126 | 5497 | 5618 | 5601 | 6693 | 7126 | 6441 | 4783 | 3329 | 2604 | 2106 | 1438 | 1009 | 87987 |
| Jul-15 | Tuesday | 21 | 625 | 352 | 249 | 326 | 667 | 1716 | 4401 | 6633 | 6345 | 5078 | 4868 | 5247 | 5604 | 5704 | 5755 | 6007 | 6285 | 6440 | 4929 | 3422 | 2739 | 2246 | 1501 | 985 | 88124 |
| Jul-15 | Wednesday | 22 | 623 | 330 | 272 | 315 | 663 | 1706 | 4381 | 6487 | 6382 | 4925 | 4822 | 5237 | 5661 | 5635 | 5819 | 6288 | 6488 | 6537 | 5186 | 3529 | 2713 | 2337 | 1653 | 1063 | 89052 |
| Jul-15 | Thursday | 23 | 672 | 378 | 281 | 342 | 667 | 1682 | 4525 | 6525 | 6368 | 5097 | 5165 | 5275 | 5378 | 5792 | 5861 | 6293 | 6582 | 6320 | 5044 | 3708 | 2820 | 2330 | 1635 | 1165 | 89905 |
| Jul-15 | Friday | 24 | 665 | 412 | 317 | 350 | 653 | 1579 | 3959 | 6099 | 5834 | 4844 | 5091 | 5498 | 6079 | 6014 | 6212 | 6355 | 6441 | 6134 | 4993 | 3814 | 2960 | 2531 | 2022 | 1558 | 90414 |
| Jul-15 | Saturday | 25 | 962 | 608 | 501 | 407 | 494 | 853 | 1478 | 2544 | 3417 | 4149 | 4615 | 5108 | 5222 | 5305 | 5233 | 5136 | 4917 | 4623 | 4102 | 3490 | 2967 | 2604 | 2014 | 1428 | 72177 |
| Jul-15 | Sunday | 26 | 935 | 642 | 530 | 382 | 383 | 523 | 860 | 1274 | 1928 | 2724 | 3430 | 3705 | 4091 | 4408 | 4323 | 4297 | 3990 | 3733 | 3317 | 2776 | 2262 | 2047 | 1410 | 917 | 54887 |
| Jul-15 | Monday | 27 | 634 | 326 | 276 | 322 | 671 | 1740 | 4245 | 6322 | 6022 | 4654 | 4683 | 5107 | 5601 | 5449 | 5382 | 5743 | 6555 | 6321 | 4811 | 3405 | 2592 | 2044 | 1393 | 940 | 85238 |
| Jul-15 | Tuesday | 28 | 624 | 340 | 278 | 295 | 674 | 1722 | 4311 | 6472 | 6282 | 4884 | 4890 | 4958 | 5451 | 5560 | 5761 | 6078 | 6351 | 6586 | 4835 | 3522 | 2802 | 2137 | 1608 | 992 | 87413 |
| Jul-15 | Wednesday | 29 | 662 | 310 | 298 | 306 | 638 | 1683 | 4277 | 6544 | 6192 | 5034 | 5029 | 5078 | 5518 | 5530 | 5723 | 6099 | 6451 | 6731 | 5417 | 3777 | 3025 | 2343 | 1587 | 1114 | 89366 |
| Jul-15 | Thursday | 30 | 706 | 372 | 276 | 361 | 667 | 1636 | 4374 | 6451 | 6298 | 5143 | 4991 | 5346 | 5914 | 5911 | 5691 | 6362 | 6193 | 6272 | 5183 | 3944 | 2966 | 2448 | 1629 | 1173 | 90307 |
| Jul-15 | Friday | 31 | 745 | 471 | 376 | 356 | 669 | 1618 | 3923 | 6153 | 5985 | 5236 | 5250 | 5734 | 6180 | 6219 | 6409 | 6664 | 6479 | 6264 | 5259 | 4289 | 3217 | 2750 | 2065 | 1598 | 93909 |
| Aug-15 | Saturday | 1 | 1014 | 663 | 547 | 423 | 523 | 843 | 1508 | 2395 | 3193 | 4017 | 4657 | 4986 | 4580 | 4612 | 5133 | 5292 | 4944 | 4596 | 4288 | 3511 | 2843 | 2625 | 2200 | 1570 | 70963 |
| Aug-15 | Sunday | 2 | 1009 | 712 | 528 | 341 | 372 | 520 | 873 | 1262 | 1897 | 2705 | 3319 | 3701 | 4164 | 4465 | 4279 | 4316 | 3961 | 3602 | 3512 | 2704 | 2264 | 1935 | 1403 | 900 | 54744 |
| Aug-15 | Monday | 3 | 574 | 360 | 235 | 319 | 656 | 1696 | 4237 | 6510 | 5926 | 4862 | 5016 | 5273 | 5708 | 5645 | 5841 | 5937 | 5776 | 5949 | 4845 | 3137 | 2576 | 2115 | 1444 | 1027 | 85664 |
| Aug-15 | Tuesday | 4 | 632 | 330 | 232 | 298 | 634 | 1634 | 4284 | 6754 | 6124 | 4976 | 4929 | 5224 | 5465 | 5802 | 5748 | 6344 | 6537 | 6468 | 5025 | 3613 | 2820 | 2228 | 1560 | 1063 | 88724 |
| Aug-15 | Wednesday | 5 | 639 | 377 | 303 | 312 | 648 | 1707 | 4370 | 6822 | 6482 | 5084 | 4924 | 5210 | 5695 | 5772 | 5841 | 6342 | 6515 | 6589 | 5300 | 3773 | 3029 | 2268 | 1748 | 1316 | 91066 |
| Aug-15 | Thursday | 6 | 733 | 422 | 271 | 323 | 699 | 1657 | 4363 | 6543 | 6221 | 5108 | 5104 | 5408 | 5703 | 5601 | 5692 | 5451 | 5948 | 5584 | 5078 | 3467 | 2802 | 2188 | 1533 | 1061 | 86960 |
| Aug-15 | Friday | 7 | 683 | 385 | 297 | 340 | 612 | 1525 | 3961 | 6122 | 5916 | 5089 | 5289 | 5679 | 6110 | 6206 | 6385 | 6446 | 6507 | 6317 | 5377 | 4146 | 3345 | 2767 | 2221 | 1821 | 93546 |
| Aug-15 | Saturday | 8 | 1047 | 627 | 480 | 391 | 490 | 903 | 1616 | 2725 | 3508 | 4070 | 4921 | 4488 | 5438 | 5488 | 5537 | 5307 | 5430 | 5012 | 4450 | 3636 | 2973 | 2535 | 2141 | 1543 | 74756 |
| Aug-15 | Sunday | 9 | 956 | 605 | 493 | 367 | 358 | 582 | 991 | 1252 | 1919 | 2732 | 3625 | 3938 | 4297 | 4641 | 4492 | 4469 | 4390 | 4087 | 3718 | 3026 | 2496 | 2070 | 1473 | 955 | 57932 |
| Aug-15 | Monday | 10 | 581 | 395 | 256 | 331 | 666 | 1722 | 4416 | 6709 | 6037 | 4916 | 4966 | 5098 | 5631 | 5535 | 5846 | 6313 | 6445 | 6404 | 5031 | 3401 | 2700 | 2197 | 1387 | 913 | 87896 |
| Aug-15 | Tuesday | 11 | 571 | 369 | 267 | 312 | 653 | 1715 | 4538 | 7079 | 6324 | 4733 | 4891 | 5332 | 5561 | 5501 | 5848 | 6318 | 6538 | 6291 | 4935 | 3574 | 2741 | 2119 | 1549 | 1037 | 88796 |
| Aug-15 | Wednesday | 12 | 552 | 348 | 300 | 295 | 664 | 1750 | 4435 | 6799 | 6311 | 5099 | 4965 | 5221 | 5534 | 5567 | 5840 | 6347 | 6773 | 6556 | 5066 | 3594 | 2948 | 2236 | 1661 | 1203 | 90064 |
| Aug-15 | Thursday | 13 | 732 | 408 | 278 | 302 | 668 | 1719 | 4371 | 6876 | 6134 | 4942 | 4799 | 5284 | 5593 | 5773 | 5931 | 6454 | 6456 | 6431 | 5044 | 3720 | 2926 | 2318 | 1780 | 1214 | 90153 |
| Aug-15 | Friday | 14 | 760 | 404 | 339 | 332 | 638 | 1574 | 4124 | 6256 | 6117 | 5172 | 5194 | 5687 | 6176 | 6273 | 6377 | 6813 | 6789 | 6320 | 5145 | 4090 | 3279 | 2654 | 2133 | 1749 | 94395 |
| Aug-15 | Saturday | 15 | 1063 | 589 | 501 | 392 | 528 | 862 | 1489 | 2572 | 3494 | 4286 | 4465 | 5063 | 5241 | 5377 | 5464 | 5267 | 5040 | 4714 | 4303 | 3526 | 2981 | 2551 | 1990 | 1359 | 73117 |
| Aug-15 | Sunday | 16 | 945 | 596 | 505 | 382 | 388 | 540 | 843 | 1294 | 1848 | 2723 | 3393 | 3830 | 4373 | 4545 | 4509 | 4523 | 4224 | 3935 | 3563 | 2855 | 2246 | 1838 | 1274 | 893 | 56065 |
| Aug-15 | Monday | 17 | 570 | 347 | 211 | 308 | 738 | 1860 | 5091 | 6562 | 5966 | 5010 | 4751 | 4980 | 5250 | 5230 | 5562 | 5948 | 6310 | 6178 | 4676 | 3188 | 2392 | 1839 | 1221 | 845 | 85033 |
| Aug-15 | Tuesday | 18 | 520 | 291 | 219 | 296 | 660 | 1784 | 5122 | 6834 | 5986 | 4699 | 4678 | 4922 | 5214 | 5357 | 5611 | 5694 | 5411 | 5837 | 5067 | 3121 | 2336 | 1790 | 1349 | 940 | 83738 |
| Aug-15 | Wednesday | 19 | 532 | 342 | 249 | 279 | 653 | 1807 | 4981 | 6570 | 6428 | 5149 | 4707 | 5065 | 5453 | 5454 | 5719 | 6245 | 6280 | 6277 | 4710 | 3453 | 2483 | 1981 | 1383 | 914 | 87114 |
| Aug-15 | Thursday | 20 | 572 | 339 | 262 | 288 | 609 | 1801 | 5057 | 6822 | 6277 | 4970 | 4759 | 5118 | 5481 | 5660 | 5851 | 5657 | 6105 | 6159 | 4811 | 3467 | 2619 | 2029 | 1424 | 968 | 87105 |
| Aug-15 | Friday | 21 | 639 | 375 | 317 | 333 | 581 | 1734 | 4884 | 6614 | 5803 | 5190 | 4912 | 5613 | 5996 | 6027 | 6130 | 6467 | 6079 | 5864 | 4635 | 3859 | 2902 | 2453 | 1944 | 1338 | 90689 |
| Aug-15 | Saturday | 22 | 855 | 580 | 435 | 347 | 455 | 845 | 1525 | 2544 | 3233 | 3926 | 4580 | 4828 | 5070 | 5170 | 5251 | 4963 | 4836 | 4608 | 4142 | 3132 | 2675 | 2176 | 1762 | 1379 | 69317 |
| Aug-15 | Sunday | 23 | 847 | 577 | 474 | 323 | 326 | 513 | 898 | 1233 | 1816 | 2705 | 3381 | 3616 | 4266 | 4295 | 4402 | 4293 | 4113 | 3789 | 3435 | 2640 | 2125 | 1556 | 1162 | 807 | 53592 |
| Aug-15 | Monday | 24 | 468 | 286 | 234 | 299 | 681 | 1871 | 5118 | 6805 | 6434 | 4861 | 4747 | 4940 | 5462 | 5454 | 5536 | 6087 | 6430 | 6258 | 4716 | 3288 | 2414 | 1931 | 1261 | 868 | 86449 |
| Aug-15 | Tuesday | 25 | 493 | 279 | 244 | 286 | 617 | 1846 | 5085 | 6824 | 6546 | 4995 | 4789 | 4931 | 5287 | 5337 | 5730 | 6098 | 6555 | 6469 | 4828 | 3267 | 2667 | 1923 | 1281 | 892 | 87269 |
| Aug-15 | Wednesday | 26 | 541 | 281 | 239 | 286 | 635 | 1816 | 5019 | 6839 | 6541 | 4868 | 4702 | 4923 | 5360 | 5410 | 5732 | 6011 | 6503 | 6468 | 4983 | 3448 | 2761 | 2105 | 1416 | 1004 | 87891 |
| Aug-15 | Thursday | 27 | 558 | 338 | 251 | 303 | 646 | 1850 | 5017 | 6973 | 6435 | 4992 | 4965 | 5355 | 5459 | 5525 | 3974 | 3475 | 5208 | 6216 | 5194 | 3792 | 2759 | 2024 | 1468 | 980 | 83757 |
| Aug-15 | Friday | 28 | 535 | 321 | 300 | 355 | 588 | 1729 | 4770 | 6749 | 6112 | 5186 | 5179 | 5526 | 6129 | 6062 | 6452 | 5763 | 5897 | 5798 | 5474 | 3964 | 2859 | 2571 | 2110 | 1440 | 91869 |
| Aug-15 | Saturday | 29 | 856 | 558 | 426 | 345 | 437 | 859 | 1419 | 2591 | 3230 | 4013 | 4657 | 4983 | 5295 | 5448 | 5403 | 5175 | 4990 | 4546 | 3979 | 3187 | 2759 | 2314 | 1878 | 1326 | 70674 |
| Aug-15 | Sunday | 30 | 818 | 555 | 460 | 304 | 330 | 536 | 824 | 1195 | 1723 | 2510 | 3228 | 3610 | 4264 | 4574 | 4389 | 4192 | 3731 | 3408 | 2959 | 2324 | 1956 | 1449 | 1149 | 729 | 51217 |
| Aug-15 | Monday | 31 | 398 | 263 | 192 | 334 | 667 | 1579 | 4077 | 4925 | 5404 | 4359 | 4641 | 4667 | 5090 | 5208 | 5409 | 5932 | 6180 | 6141 | 4555 | 3189 | 2457 | 1910 | 1273 | 890 | 79740 |
| Sep-15 | Tuesday | 1 | 472 | 320 | 214 | 342 | 629 | 1812 | 4986 | 6317 | 6256 | 4843 | 4710 | 4848 | 5206 | 5306 | 5612 | 6035 | 6174 | 6034 | 4598 | 3261 | 2476 | 1895 | 1375 | 904 | 84625 |
| Sep-15 | Wednesday | 2 | 464 | 267 | 240 | 287 | 582 | 1727 | 4851 | 6173 | 6091 | 5094 | 4671 | 5002 | 5377 | 5437 | 5561 | 6111 | 5762 | 6079 | 4850 | 3335 | 2849 | 2022 | 1383 | 946 | 85161 |
| Sep-15 | Thursday | 3 | 523 | 263 | 246 | 299 | 634 | 1818 | 4885 | 6569 | 6387 | 5059 | 5005 | 5371 | 5736 | 5783 | 6015 | 6261 | 6480 | 6325 | 5019 | 3678 | 2751 | 2206 | 1664 | 1049 | 90026 |
| Sep-15 | Friday | 4 | 703 | 384 | 311 | 347 | 610 | 1675 | 4616 | 6561 | 5877 | 5120 | 5372 | 5676 | 6287 | 6420 | 6448 | 5567 | 5743 | 5862 | 5108 | 3943 | 3102 | 2688 | 2064 | 1503 | 91987 |
| Sep-15 | Saturday | 5 | 1040 | 617 | 482 | 400 | 428 | 770 | 1388 | 2226 | 3109 | 3797 | 4574 | 4815 | 4956 | 5054 | 4971 | 4955 | 4923 | 4480 | 3771 | 3228 | 2737 | 2339 | 1903 | 1392 | 68355 |
| Sep-15 | Sunday | 6 | 886 | 535 | 456 | 301 | 263 | 478 | 782 | 1174 | 1715 | 2562 | 3237 | 3484 | 4027 | 4342 | 4340 | 4279 | 3857 | 3828 | 3165 | 2439 | 2084 | 1736 | 1535 | 1077 | 52582 |
| Sep-15 | Monday | 7 | 670 | 393 | 349 | 330 | 383 | 628 | 1107 | 1474 | 2061 | 2856 | 3655 | 3977 | 4470 | 4461 | 4508 | 4424 | 4221 | 3708 | 3220 | 2938 | 2258 | 1761 | 1350 | 860 | 56062 |
| Sep-15 | Tuesday | 8 | 449 | 263 | 214 | 294 | 685 | 1901 | 4961 | 6925 | 6427 | 5077 | 4951 | 5134 | 5620 | 5661 | 5861 | 6447 | 6685 | 6409 | 4845 | 3425 | 2599 | 1861 | 1314 | 893 | 88901 |
| Sep-15 | Wednesday | 9 | 489 | 277 | 238 | 319 | 644 | 1821 | 5023 | 6698 | 6527 | 5202 | 4798 | 5148 | 5409 | 5511 | 5709 | 6359 | 6549 | 5984 | 5109 | 3573 | 2885 | 2116 | 1398 | 932 | 88718 |
| Sep-15 | Thursday | 10 | 503 | 313 | 244 | 286 | 636 | 1824 | 5001 | 6044 | 6143 | 5332 | 5098 | 5275 | 5606 | 5710 | 5966 | 6150 | 6390 | 6542 | 5202 | 3724 | 3066 | 1933 | 1409 | 958 | 89355 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sep-15 | Friday | 11 | 577 | 333 | 285 | 324 | 617 | 1737 | 4668 | 6508 | 6058 | 5084 | 5167 | 5532 | 5841 | 6034 | 6319 | 6616 | 6457 | 6020 | 4964 | 4072 | 3110 | 2503 | 1994 | 1471 | 92291 |
| Sep-15 | Saturday | 12 | 936 | 546 | 468 | 351 | 515 | 935 | 1636 | 2536 | 3443 | 3911 | 4393 | 4931 | 5185 | 5038 | 5025 | 4802 | 4771 | 4276 | 3949 | 3055 | 2455 | 2361 | 1658 | 1324 | 68500 |
| Sep-15 | Sunday | 13 | 799 | 602 | 518 | 304 | 303 | 565 | 930 | 1279 | 1854 | 2762 | 3437 | 3740 | 4276 | 4432 | 4470 | 4327 | 4124 | 3842 | 3418 | 2916 | 2378 | 1737 | 1257 | 825 | 55095 |
| Sep-15 | Monday | 14 | 537 | 310 | 215 | 301 | 674 | 1840 | 4986 | 6508 | 6267 | 4768 | 4781 | 5312 | 5444 | 5388 | 5685 | 6167 | 6397 | 6153 | 4999 | 3412 | 2658 | 1977 | 1295 | 892 | 86966 |
| Sep-15 | Tuesday | 15 | 495 | 282 | 235 | 292 | 645 | 1838 | 4987 | 6590 | 6236 | 4892 | 4752 | 5137 | 5497 | 5502 | 5788 | 6418 | 6531 | 6187 | 4592 | 3523 | 2807 | 1963 | 1327 | 896 | 87412 |
| Sep-15 | Wednesday | 16 | 538 | 279 | 233 | 297 | 617 | 1853 | 5083 | 6702 | 6535 | 5191 | 4975 | 5091 | 5378 | 5607 | 5804 | 6366 | 6467 | 6253 | 4966 | 3506 | 2789 | 2071 | 1378 | 888 | 88867 |
| Sep-15 | Thursday | 17 | 473 | 316 | 241 | 288 | 659 | 1804 | 4996 | 5973 | 6348 | 5079 | 4813 | 5148 | 5485 | 5519 | 5674 | 5054 | 5694 | 6113 | 5199 | 3602 | 2667 | 2040 | 1503 | 974 | 85662 |
| Sep-15 | Friday | 18 | 630 | 318 | 282 | 307 | 641 | 1687 | 4708 | 6566 | 5942 | 4825 | 4842 | 5323 | 5999 | 6066 | 6379 | 6655 | 6556 | 6238 | 5063 | 3939 | 2942 | 2408 | 2201 | 1547 | 92064 |
| Sep-15 | Saturday | 19 | 920 | 570 | 428 | 343 | 511 | 812 | 1451 | 2531 | 3278 | 3972 | 4518 | 4781 | 5176 | 5164 | 5256 | 4958 | 4798 | 4322 | 3880 | 3226 | 2680 | 2436 | 1799 | 1294 | 69104 |
| Sep-15 | Sunday | 20 | 810 | 525 | 488 | 312 | 372 | 620 | 864 | 1262 | 1818 | 2767 | 3532 | 3708 | 4319 | 4456 | 4103 | 4070 | 3967 | 3720 | 3278 | 2914 | 2306 | 1664 | 1266 | 804 | 53945 |
| Sep-15 | Monday | 21 | 465 | 291 | 225 | 320 | 677 | 1861 | 4986 | 6527 | 6164 | 4854 | 4567 | 5039 | 5327 | 5240 | 5672 | 6193 | 6661 | 6458 | 4744 | 3354 | 2336 | 1921 | 1212 | 814 | 85908 |
| Sep-15 | Tuesday | 22 | 473 | 322 | 232 | 305 | 648 | 1819 | 5090 | 6651 | 6625 | 4948 | 4647 | 5100 | 5345 | 5458 | 5741 | 6417 | 6556 | 6393 | 4770 | 3462 | 2562 | 1886 | 1348 | 884 | 87682 |
| Sep-15 | Wednesday | 23 | 496 | 303 | 235 | 343 | 637 | 1844 | 4999 | 6761 | 5997 | 4936 | 4757 | 5145 | 5538 | 5429 | 5625 | 6211 | 6431 | 6504 | 4829 | 3465 | 2700 | 1924 | 1300 | 858 | 87267 |
| Sep-15 | Thursday | 24 | 498 | 306 | 238 | 290 | 663 | 1816 | 5051 | 6619 | 6103 | 4867 | 4907 | 5119 | 5178 | 5376 | 5537 | 5989 | 5927 | 5843 | 4457 | 3500 | 2487 | 1862 | 1401 | 951 | 84985 |
| Sep-15 | Friday | 25 | 595 | 366 | 287 | 298 | 598 | 1673 | 4556 | 6170 | 5783 | 4826 | 4984 | 5408 | 5798 | 5905 | 6311 | 6712 | 6038 | 6283 | 5133 | 4078 | 3069 | 2618 | 2015 | 1421 | 90925 |
| Sep-15 | Saturday | 26 | 977 | 637 | 521 | 341 | 504 | 830 | 1571 | 2613 | 3312 | 3904 | 4425 | 4755 | 4941 | 5059 | 5025 | 4872 | 4764 | 4494 | 4080 | 3315 | 2618 | 2280 | 1901 | 1280 | 69019 |
| Sep-15 | Sunday | 27 | 917 | 548 | 432 | 304 | 383 | 618 | 866 | 1285 | 1931 | 2703 | 3480 | 3754 | 4283 | 4387 | 4222 | 4203 | 4143 | 3704 | 3212 | 2785 | 2112 | 1598 | 1236 | 748 | 53854 |
| Sep-15 | Monday | 28 | 445 | 259 | 222 | 308 | 713 | 1867 | 4942 | 6438 | 6132 | 4847 | 4767 | 4965 | 5418 | 5301 | 5451 | 6165 | 6508 | 6503 | 4576 | 3422 | 2452 | 1862 | 1277 | 787 | 85627 |
| Sep-15 | Tuesday | 29 | 491 | 271 | 218 | 285 | 673 | 1846 | 5056 | 6620 | 6369 | 5047 | 4793 | 4889 | 5427 | 5317 | 5303 | 6069 | 6334 | 6438 | 4762 | 3418 | 2621 | 1948 | 1271 | 839 | 86305 |
| Sep-15 | Wednesday | 30 | 494 | 294 | 206 | 285 | 619 | 1790 | 5126 | 6537 | 6636 | 5098 | 4885 | 5091 | 5565 | 5584 | 5811 | 6207 | 5915 | 5399 | 4817 | 3620 | 2675 | 1849 | 1353 | 923 | 86779 |
| Oct-15 | Thursday | 1 | 540 | 321 | 248 | 314 | 664 | 1825 | 4971 | 6717 | 6355 | 5012 | 4910 | 5315 | 5713 | 5345 | 5889 | 5670 | 5658 | 5570 | 4696 | 3161 | 2214 | 1895 | 1360 | 860 | 85223 |
| Oct-15 | Friday | 2 | 611 | 342 | 240 | 340 | 649 | 1512 | 3758 | 5394 | 5010 | 4705 | 4148 | 5604 | 5873 | 5931 | 6119 | 6034 | 5844 | 5089 | 3976 | 2846 | 2033 | 1783 | 1477 | 1007 | 80325 |
| Oct-15 | Saturday | 3 | 697 | 443 | 332 | 271 | 386 | 636 | 1148 | 1766 | 2143 | 2324 | 2561 | 2809 | 2829 | 2660 | 2560 | 2479 | 2297 | 2309 | 2072 | 1500 | 1024 | 761 | 703 | 297 | 37007 |
| Oct-15 | Sunday | 4 | 224 | 137 | 79 | 134 | 211 | 419 | 669 | 931 | 1175 | 1558 | 2148 | 2505 | 2645 | 2579 | 2540 | 2548 | 2449 | 2262 | 1993 | 1408 | 1005 | 842 | 616 | 387 | 31464 |
| Oct-15 | Monday | 5 | 290 | 159 | 116 | 180 | 441 | 1063 | 2602 | 3834 | 3631 | 3366 | 3553 | 3843 | 4104 | 3957 | 4123 | 4491 | 4437 | 3796 | 3000 | 2642 | 1719 | 1359 | 1022 | 704 | 58432 |
| Oct-15 | Tuesday | 6 | 450 | 266 | 205 | 313 | 558 | 1662 | 4090 | 5840 | 5632 | 4570 | 4408 | 4847 | 5209 | 5118 | 5259 | 5775 | 6257 | 6379 | 4620 | 3351 | 2448 | 1852 | 1365 | 886 | 81360 |
| Oct-15 | Wednesday | 7 | 437 | 297 | 235 | 300 | 651 | 1838 | 4666 | 5889 | 6010 | 5075 | 4874 | 4955 | 5300 | 5371 | 5763 | 6159 | 6178 | 6345 | 4782 | 3677 | 2897 | 1966 | 1413 | 859 | 85937 |
| Oct-15 | Thursday | 8 | 554 | 301 | 243 | 315 | 659 | 1857 | 4598 | 6102 | 6038 | 5407 | 5022 | 4978 | 5052 | 5596 | 5886 | 6357 | 6391 | 6465 | 4956 | 3854 | 2862 | 2086 | 1628 | 1003 | 88210 |
| Oct-15 | Friday | 9 | 686 | 360 | 312 | 369 | 664 | 1778 | 4719 | 6265 | 5568 | 5234 | 5242 | 5672 | 6089 | 6251 | 6406 | 6729 | 6615 | 6399 | 5267 | 4238 | 2922 | 2639 | 2214 | 1737 | 94375 |
| Oct-15 | Saturday | 10 | 1004 | 616 | 458 | 383 | 505 | 845 | 1461 | 2495 | 3389 | 3847 | 4444 | 4905 | 5314 | 4982 | 4961 | 4858 | 4499 | 4183 | 3759 | 3291 | 2658 | 2174 | 1883 | 1295 | 68209 |
| Oct-15 | Sunday | 11 | 821 | 568 | 474 | 305 | 339 | 606 | 911 | 1334 | 1822 | 2659 | 3307 | 3823 | 4245 | 4522 | 4557 | 4348 | 4162 | 3862 | 3471 | 2777 | 2183 | 1590 | 1225 | 885 | 54796 |
| Oct-15 | Monday | 12 | 570 | 305 | 240 | 332 | 708 | 1771 | 4822 | 6463 | 5785 | 4784 | 4898 | 5117 | 5616 | 5580 | 5961 | 6408 | 6702 | 6504 | 4893 | 3480 | 2430 | 1912 | 1305 | 888 | 87474 |
| Oct-15 | Tuesday | 13 | 527 | 304 | 240 | 324 | 699 | 1888 | 5062 | 6650 | 6590 | 5173 | 5047 | 5245 | 5570 | 5776 | 5929 | 6336 | 6674 | 6688 | 5097 | 3550 | 2602 | 1975 | 1274 | 896 | 90116 |
| Oct-15 | Wednesday | 14 | 517 | 302 | 251 | 339 | 678 | 1885 | 5098 | 6654 | 6466 | 5240 | 5015 | 5467 | 5626 | 5666 | 5886 | 6415 | 5970 | 5747 | 5118 | 3743 | 2888 | 2063 | 1457 | 918 | 89409 |
| Oct-15 | Thursday | 15 | 598 | 341 | 255 | 345 | 666 | 1826 | 4956 | 6479 | 6318 | 5037 | 4937 | 5199 | 5627 | 5714 | 5911 | 6429 | 6564 | 6369 | 5299 | 3933 | 2814 | 2215 | 1576 | 1080 | 90488 |
| Oct-15 | Friday | 16 | 604 | 348 | 316 | 368 | 593 | 1702 | 4797 | 6157 | 6211 | 5096 | 5187 | 5642 | 6178 | 6238 | 6389 | 6607 | 6435 | 5988 | 5279 | 4230 | 2944 | 2478 | 2193 | 1410 | 93390 |
| Oct-15 | Saturday | 17 | 952 | 613 | 417 | 361 | 506 | 836 | 1640 | 2653 | 3349 | 3993 | 4501 | 4856 | 5294 | 5292 | 5274 | 5120 | 4869 | 4555 | 4122 | 3497 | 2739 | 2533 | 1890 | 1432 | 71294 |
| Oct-15 | Sunday | 18 | 918 | 603 | 418 | 309 | 329 | 569 | 939 | 1358 | 1796 | 2711 | 3369 | 3880 | 4250 | 4515 | 4561 | 4302 | 4437 | 4052 | 3696 | 2856 | 2150 | 1688 | 1299 | 791 | 55796 |
| Oct-15 | Monday | 19 | 442 | 291 | 204 | 292 | 709 | 1846 | 4894 | 6614 | 6186 | 4734 | 4842 | 5024 | 5443 | 5425 | 5708 | 6371 | 5659 | 6057 | 4827 | 3521 | 2503 | 1919 | 1398 | 852 | 85761 |
| Oct-15 | Tuesday | 20 | 439 | 315 | 262 | 315 | 654 | 1841 | 4989 | 6231 | 6535 | 4842 | 4875 | 5061 | 5501 | 5542 | 5820 | 6486 | 6618 | 6485 | 4952 | 3592 | 2516 | 1969 | 1329 | 959 | 88128 |
| Oct-15 | Wednesday | 21 | 476 | 292 | 253 | 332 | 672 | 1847 | 5062 | 6692 | 6533 | 5130 | 4879 | 5161 | 5479 | 5522 | 5933 | 6418 | 6139 | 6356 | 4728 | 3639 | 2806 | 2100 | 1533 | 950 | 88932 |
| Oct-15 | Thursday | 22 | 557 | 354 | 275 | 341 | 649 | 1861 | 5020 | 6468 | 6496 | 5139 | 4994 | 5426 | 5599 | 5630 | 6134 | 6444 | 6497 | 6027 | 5005 | 3935 | 3066 | 2157 | 1669 | 1116 | 90859 |
| Oct-15 | Friday | 23 | 627 | 405 | 316 | 333 | 635 | 1700 | 4822 | 6461 | 5886 | 5217 | 5117 | 5801 | 6092 | 6180 | 6466 | 6607 | 6300 | 5895 | 4817 | 4214 | 2873 | 2576 | 2140 | 1511 | 92991 |
| Oct-15 | Saturday | 24 | 931 | 578 | 475 | 367 | 506 | 857 | 1528 | 2466 | 3497 | 4128 | 4593 | 4879 | 4921 | 4951 | 5144 | 5119 | 5300 | 4603 | 4322 | 3490 | 2631 | 2612 | 2443 | 1405 | 71746 |
| Oct-15 | Sunday | 25 | 936 | 545 | 463 | 311 | 357 | 515 | 945 | 1233 | 1843 | 2667 | 3382 | 3758 | 4322 | 4506 | 4465 | 4363 | 4102 | 4069 | 3622 | 2878 | 2100 | 1668 | 1333 | 767 | 55150 |
| Oct-15 | Monday | 26 | 487 | 315 | 203 | 315 | 735 | 1915 | 4816 | 6463 | 6212 | 4950 | 4823 | 4979 | 5393 | 5335 | 5946 | 6352 | 6545 | 6175 | 4732 | 3102 | 2291 | 1807 | 1365 | 895 | 86151 |
| Oct-15 | Tuesday | 27 | 489 | 288 | 223 | 316 | 645 | 1841 | 4864 | 5963 | 6004 | 5398 | 4864 | 5065 | 5390 | 5315 | 5534 | 6227 | 6128 | 5953 | 4751 | 3193 | 2335 | 1713 | 1282 | 837 | 84618 |
| Oct-15 | Wednesday | 28 | 492 | 285 | 265 | 289 | 635 | 1799 | 4906 | 6594 | 6268 | 4884 | 4948 | 5137 | 5530 | 5575 | 5795 | 6214 | 6285 | 6418 | 4827 | 3580 | 2636 | 2009 | 1500 | 983 | 87854 |
| Oct-15 | Thursday | 29 | 504 | 307 | 296 | 328 | 672 | 1873 | 5026 | 6736 | 6394 | 5198 | 4948 | 5408 | 5630 | 5819 | 6150 | 6695 | 6647 | 6442 | 5061 | 3889 | 3071 | 2233 | 1560 | 1048 | 91935 |
| Oct-15 | Friday | 30 | 580 | 348 | 293 | 351 | 656 | 1827 | 4738 | 6007 | 6429 | 5274 | 5274 | 5720 | 6081 | 5900 | 6564 | 6706 | 6382 | 5788 | 5428 | 4220 | 3040 | 2516 | 2346 | 1658 | 94126 |
| Oct-15 | Saturday | 31 | 1041 | 618 | 473 | 343 | 486 | 825 | 1550 | 2359 | 3161 | 3818 | 4348 | 4957 | 4946 | 5028 | 5060 | 5188 | 4957 | 4448 | 3805 | 3038 | 2581 | 2493 | 1887 | 1459 | 68869 |
| Nov-15 | Sunday | 1 | 958 | 581 | 510 | 387 | 599 | 579 | 844 | 1366 | 1939 | 2751 | 3470 | 3935 | 4234 | 4244 | 4513 | 4204 | 4086 | 3911 | 3305 | 2700 | 1917 | 1443 | 1021 | 761 | 54258 |
| Nov-15 | Monday | 2 | 419 | 275 | 201 | 313 | 668 | 1838 | 5165 | 6790 | 6440 | 5124 | 4970 | 5111 | 5410 | 5392 | 5747 | 5991 | 6415 | 6189 | 4483 | 2973 | 2140 | 1747 | 1221 | 816 | 85838 |
| Nov-15 | Tuesday | 3 | 478 | 263 | 238 | 316 | 622 | 1738 | 5018 | 5896 | 6034 | 4949 | 4394 | 4056 | 4944 | 5231 | 5355 | 5930 | 6379 | 6217 | 4690 | 2953 | 2246 | 1372 | 1460 | 887 | 81666 |
| Nov-15 | Wednesday | 4 | 523 | 276 | 245 | 321 | 679 | 1768 | 4691 | 6593 | 6600 | 5165 | 4880 | 5039 | 5381 | 5403 | 5883 | 6253 | 6446 | 6285 | 5093 | 3222 | 2513 | 1939 | 1535 | 904 | 87637 |
| Nov-15 | Thursday | 5 | 548 | 323 | 274 | 332 | 659 | 1742 | 5160 | 6493 | 6462 | 5116 | 5181 | 5304 | 5606 | 5816 | 6044 | 6593 | 6794 | 6513 | 5116 | 3468 | 2696 | 2203 | 1694 | 1115 | 91252 |
| Nov-15 | Friday | 6 | 576 | 315 | 276 | 335 | 612 | 1701 | 4875 | 6614 | 5931 | 5032 | 5295 | 5618 | 6057 | 6156 | 6617 | 6487 | 6268 | 6175 | 5201 | 3730 | 2744 | 2439 | 2056 | 1524 | 92634 |
| Nov-15 | Saturday | 7 | 1044 | 554 | 386 | 428 | 386 | 836 | 1653 | 2805 | 3500 | 4328 | 4444 | 5157 | 5422 | 5227 | 5442 | 5266 | 4959 | 4769 | 4164 | 3006 | 2451 | 2259 | 1887 | 1498 | 71871 |
| Nov-15 | Sunday | 8 | 1018 | 683 | 441 | 299 | 331 | 554 | 853 | 1326 | 1908 | 2800 | 3516 | 3755 | 4288 | 4377 | 4294 | 4208 | 4003 | 3731 | 3278 | 2414 | 1787 | 1362 | 1070 | 727 | 53023 |
| Nov-15 | Monday | 9 | 457 | 274 | 188 | 264 | 632 | 1674 | 4473 | 3770 | 4150 | 4994 | 4473 | 4513 | 5030 | 5172 | 5363 | 5861 | 6054 | 6102 | 4312 | 2889 | 2047 | 1746 | 1229 | 799 | 76466 |
| Nov-15 | Tuesday | 10 | 480 | 268 | 216 | 275 | 673 | 1713 | 5044 | 6218 | 6564 | 4947 | 4761 | 5199 | 5497 | 5601 | 5859 | 4927 | 6315 | 6488 | 5121 | 3308 | 2368 | 1782 | 1310 | 831 | 85765 |
| Nov-15 | Wednesday | 11 | 512 | 327 | 209 | 319 | 608 | 1618 | 4957 | 6544 | 5613 | 4914 | 4944 | 5055 | 5577 | 5618 | 5664 | 5066 | 5452 | 5252 | 5215 | 3309 | 2523 | 2023 | 1414 | 887 | 83620 |
| Nov-15 | Thursday | 12 | 502 | 334 | 217 | 296 | 638 | 1754 | 5249 | 6697 | 6444 | 5069 | 5032 | 5385 | 5705 | 5632 | 6026 | 6420 | 6331 | 6427 | 5043 | 3492 | 2623 | 2110 | 1520 | 991 | 89937 |
| Nov-15 | Friday | 13 | 604 | 354 | 292 | 311 | 623 | 1641 | 4796 | 6539 | 6188 | 5384 | 5363 | 5475 | 6121 | 6140 | 6395 | 6343 | 6273 | 5983 | 5373 | 3796 | 2877 | 2545 | 2058 | 1386 | 92860 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nov-15 | Saturday | 14 | 904 | 564 | 434 | 333 | 483 | 808 | 1637 | 2716 | 3583 | 4174 | 4698 | 5040 | 5227 | 5227 | 5354 | 5302 | 4968 | 4821 | 4223 | 3097 | 2334 | 2139 | 1889 | 1273 | 71228 |
| Nov-15 | Sunday | 15 | 819 | 563 | 489 | 274 | 322 | 528 | 888 | 1229 | 1843 | 2774 | 3459 | 3702 | 4467 | 4536 | 4388 | 4361 | 4302 | 4038 | 3354 | 2446 | 1900 | 1496 | 1226 | 714 | 54118 |
| Nov-15 | Monday | 16 | 478 | 270 | 207 | 306 | 670 | 1807 | 4822 | 6634 | 6598 | 5185 | 4989 | 5259 | 5619 | 5591 | 6027 | 6542 | 6722 | 6511 | 5107 | 3129 | 2336 | 1875 | 1223 | 836 | 88743 |
| Nov-15 | Tuesday | 17 | 494 | 293 | 216 | 306 | 592 | 1735 | 5243 | 6697 | 6310 | 5360 | 5125 | 5258 | 5673 | 5917 | 5997 | 6534 | 6760 | 6407 | 5025 | 3199 | 2388 | 1862 | 1322 | 906 | 89619 |
| Nov-15 | Wednesday | 18 | 467 | 359 | 212 | 296 | 617 | 1800 | 4823 | 6493 | 6595 | 5307 | 5280 | 5216 | 5906 | 5816 | 6086 | 6404 | 6449 | 6005 | 5008 | 3402 | 2504 | 1988 | 1387 | 868 | 89288 |
| Nov-15 | Thursday | 19 | 509 | 306 | 226 | 297 | 573 | 1636 | 4639 | 6368 | 6376 | 5022 | 4939 | 4786 | 5554 | 5740 | 6063 | 6627 | 6569 | 6155 | 4530 | 3436 | 2589 | 2230 | 1456 | 980 | 87606 |
| Nov-15 | Friday | 20 | 579 | 355 | 336 | 328 | 661 | 1746 | 4780 | 6624 | 6327 | 5376 | 5342 | 5813 | 6416 | 6187 | 6644 | 6417 | 6419 | 6202 | 5202 | 3912 | 2784 | 2557 | 2051 | 1428 | 94486 |
| Nov-15 | Saturday | 21 | 913 | 538 | 423 | 351 | 488 | 892 | 1530 | 2636 | 3457 | 3959 | 4676 | 4859 | 5228 | 5317 | 5110 | 5153 | 4909 | 4590 | 3844 | 3148 | 2527 | 2120 | 1706 | 1209 | 69583 |
| Nov-15 | Sunday | 22 | 773 | 553 | 510 | 285 | 363 | 546 | 804 | 1273 | 1854 | 2593 | 3355 | 3708 | 4259 | 4461 | 4209 | 4178 | 4259 | 3806 | 3161 | 2655 | 1860 | 1514 | 1206 | 776 | 52961 |
| Nov-15 | Monday | 23 | 464 | 273 | 219 | 275 | 658 | 1725 | 4505 | 5140 | 5805 | 4800 | 5148 | 5407 | 5786 | 5617 | 4914 | 5704 | 6078 | 6350 | 5066 | 3290 | 2345 | 1905 | 1364 | 898 | 83736 |
| Nov-15 | Tuesday | 24 | 484 | 291 | 231 | 297 | 651 | 1594 | 4374 | 6422 | 5932 | 5275 | 5397 | 5861 | 5963 | 6153 | 6210 | 6593 | 6591 | 6457 | 5140 | 3513 | 2677 | 2086 | 1584 | 1186 | 90962 |
| Nov-15 | Wednesday | 25 | 678 | 431 | 307 | 315 | 699 | 1550 | 4009 | 5461 | 5390 | 5108 | 5594 | 5941 | 6454 | 6587 | 6595 | 6455 | 6091 | 5640 | 4729 | 3564 | 2757 | 2098 | 1764 | 1285 | 89502 |
| Nov-15 | Thursday | 26 | 795 | 466 | 380 | 273 | 343 | 495 | 831 | 1013 | 1435 | 1984 | 2437 | 3115 | 3470 | 3186 | 3088 | 3206 | 3251 | 3353 | 3239 | 3212 | 3024 | 2536 | 2093 | 1479 | 48704 |
| Nov-15 | Friday | 27 | 1021 | 631 | 478 | 403 | 574 | 962 | 1822 | 2585 | 3127 | 3769 | 4333 | 4840 | 5218 | 5338 | 5412 | 5270 | 4954 | 4715 | 4222 | 3278 | 2437 | 2104 | 1804 | 1220 | 70517 |
| Nov-15 | Saturday | 28 | 764 | 485 | 467 | 340 | 495 | 713 | 1254 | 1894 | 2759 | 3351 | 4101 | 4407 | 4483 | 4545 | 4468 | 4446 | 4669 | 4487 | 3837 | 3020 | 2429 | 1943 | 1796 | 1226 | 62379 |
| Nov-15 | Sunday | 29 | 816 | 513 | 446 | 376 | 436 | 637 | 905 | 1312 | 1934 | 2854 | 3784 | 3863 | 4266 | 4478 | 4454 | 4349 | 4194 | 3971 | 3301 | 2570 | 1974 | 1514 | 1217 | 771 | 54935 |
| Nov-15 | Monday | 30 | 497 | 324 | 244 | 265 | 693 | 1781 | 4931 | 6778 | 6180 | 5043 | 5128 | 5289 | 5692 | 5676 | 6077 | 6389 | 6518 | 6396 | 4870 | 2869 | 2382 | 1749 | 1234 | 861 | 87866 |
| Dec-15 | Tuesday | 1 | 531 | 306 | 243 | 291 | 653 | 1879 | 4956 | 6690 | 6576 | 4889 | 4778 | 5260 | 5587 | 5857 | 5864 | 5984 | 6513 | 6183 | 5003 | 3116 | 2428 | 1909 | 1340 | 950 | 87786 |
| Dec-15 | Wednesday | 2 | 467 | 316 | 220 | 236 | 622 | 1801 | 5040 | 6760 | 6480 | 4846 | 5057 | 5279 | 5446 | 5585 | 5829 | 5956 | 5727 | 6095 | 4455 | 3042 | 2345 | 1793 | 1300 | 900 | 85597 |
| Dec-15 | Thursday | 3 | 498 | 310 | 239 | 304 | 623 | 1722 | 5000 | 6864 | 6372 | 5155 | 4945 | 5289 | 5716 | 5794 | 5985 | 6674 | 6698 | 6603 | 4959 | 3590 | 2652 | 2058 | 1597 | 997 | 90644 |
| Dec-15 | Friday | 4 | 581 | 324 | 301 | 334 | 648 | 1660 | 4790 | 6622 | 6013 | 5030 | 5064 | 5462 | 6196 | 6260 | 6610 | 6593 | 6442 | 6112 | 5185 | 3796 | 2813 | 2462 | 2149 | 1470 | 92917 |
| Dec-15 | Saturday | 5 | 882 | 540 | 414 | 339 | 431 | 785 | 1556 | 2423 | 3381 | 4120 | 4736 | 5039 | 5391 | 5407 | 5216 | 5265 | 5193 | 4782 | 4203 | 3148 | 2472 | 2043 | 1891 | 1323 | 70980 |
| Dec-15 | Sunday | 6 | 903 | 536 | 428 | 272 | 336 | 538 | 971 | 1191 | 1739 | 2556 | 3374 | 3443 | 4105 | 4442 | 4352 | 4403 | 4127 | 3736 | 3220 | 2422 | 1968 | 1519 | 1193 | 720 | 52494 |
| Dec-15 | Monday | 7 | 437 | 218 | 204 | 283 | 612 | 1689 | 4608 | 5993 | 6074 | 4800 | 4522 | 4900 | 5405 | 5443 | 5813 | 6397 | 6387 | 6268 | 4831 | 3189 | 2310 | 1757 | 1476 | 1189 | 84805 |
| Dec-15 | Tuesday | 8 | 535 | 332 | 273 | 323 | 615 | 1724 | 4943 | 6640 | 6177 | 5161 | 4864 | 5049 | 5481 | 5609 | 6074 | 6230 | 6450 | 6366 | 5139 | 3395 | 2503 | 1910 | 1521 | 877 | 88191 |
| Dec-15 | Wednesday | 9 | 508 | 315 | 252 | 285 | 587 | 1780 | 4991 | 6623 | 6456 | 5031 | 5060 | 5136 | 5492 | 5606 | 5921 | 6393 | 6502 | 6432 | 4987 | 3355 | 2634 | 2108 | 1449 | 953 | 88856 |
| Dec-15 | Thursday | 10 | 504 | 295 | 248 | 288 | 673 | 1737 | 4920 | 6601 | 6500 | 5184 | 4640 | 4923 | 5635 | 5844 | 5964 | 6374 | 6431 | 6181 | 5133 | 3512 | 2728 | 2181 | 1537 | 1054 | 89087 |
| Dec-15 | Friday | 11 | 565 | 340 | 294 | 315 | 652 | 1697 | 4688 | 6586 | 6093 | 5023 | 5067 | 5736 | 6157 | 6232 | 4856 | 6167 | 6016 | 6147 | 5596 | 3866 | 3022 | 2618 | 2125 | 1571 | 91429 |
| Dec-15 | Saturday | 12 | 901 | 559 | 435 | 347 | 519 | 959 | 1613 | 2391 | 3399 | 4069 | 4553 | 4963 | 5280 | 5451 | 5494 | 5472 | 5443 | 5327 | 4275 | 3342 | 2666 | 2584 | 2107 | 1509 | 73658 |
| Dec-15 | Sunday | 13 | 892 | 577 | 439 | 326 | 310 | 525 | 865 | 1252 | 1950 | 2750 | 3648 | 3762 | 4235 | 4594 | 4492 | 4338 | 4254 | 4073 | 3505 | 2679 | 2026 | 1729 | 1228 | 802 | 55251 |
| Dec-15 | Monday | 14 | 437 | 236 | 197 | 295 | 605 | 1776 | 4809 | 6762 | 6326 | 4799 | 4739 | 5161 | 5398 | 5528 | 5855 | 6584 | 5728 | 5836 | 4953 | 3135 | 2359 | 1825 | 1407 | 872 | 85622 |
| Dec-15 | Tuesday | 15 | 462 | 303 | 266 | 320 | 620 | 1776 | 4985 | 6722 | 6448 | 5160 | 4978 | 5410 | 5844 | 5985 | 5935 | 6325 | 6226 | 6373 | 4759 | 3500 | 2691 | 1962 | 1476 | 998 | 89524 |
| Dec-15 | Wednesday | 16 | 514 | 320 | 280 | 280 | 611 | 1702 | 4934 | 6621 | 6478 | 5295 | 5132 | 5568 | 5673 | 6039 | 6307 | 6471 | 6390 | 6346 | 4954 | 3639 | 2731 | 2129 | 1487 | 985 | 90886 |
| Dec-15 | Thursday | 17 | 523 | 339 | 265 | 350 | 636 | 1755 | 4881 | 6537 | 6267 | 5056 | 5298 | 5671 | 5906 | 6001 | 6222 | 6315 | 5984 | 5194 | 4455 | 3608 | 2689 | 2272 | 1709 | 1078 | 89011 |
| Dec-15 | Friday | 18 | 616 | 365 | 278 | 369 | 624 | 1587 | 4532 | 6374 | 6023 | 5265 | 5461 | 5877 | 6351 | 6542 | 6824 | 6684 | 6377 | 6100 | 5448 | 4047 | 3106 | 2683 | 2276 | 1644 | 95453 |
| Dec-15 | Saturday | 19 | 1047 | 635 | 514 | 380 | 507 | 821 | 1448 | 2377 | 3204 | 3991 | 4832 | 5136 | 5673 | 5663 | 5758 | 5772 | 5533 | 5358 | 4694 | 3441 | 2659 | 2539 | 2199 | 1510 | 75691 |
| Dec-15 | Sunday | 20 | 1004 | 628 | 480 | 294 | 342 | 480 | 854 | 1146 | 1706 | 2694 | 3504 | 3760 | 4438 | 4767 | 4753 | 4646 | 4336 | 4291 | 3580 | 2787 | 2260 | 1858 | 1434 | 1010 | 57052 |
| Dec-15 | Monday | 21 | 546 | 340 | 236 | 313 | 613 | 1599 | 4144 | 5817 | 5694 | 5035 | 5389 | 5848 | 6224 | 6393 | 6425 | 6814 | 6789 | 6490 | 5149 | 3485 | 2728 | 2058 | 1687 | 1096 | 90912 |
| Dec-15 | Tuesday | 22 | 617 | 379 | 285 | 333 | 580 | 1493 | 3936 | 5680 | 5577 | 4945 | 5245 | 5853 | 6166 | 6192 | 6386 | 6655 | 6644 | 6236 | 4910 | 3456 | 2736 | 2223 | 1859 | 1166 | 89552 |
| Dec-15 | Wednesday | 23 | 704 | 389 | 269 | 319 | 610 | 1413 | 3655 | 5213 | 5336 | 5169 | 5879 | 6147 | 6282 | 6597 | 6679 | 6678 | 6375 | 6152 | 4839 | 3921 | 3224 | 2475 | 2129 | 1366 | 91820 |
| Dec-15 | Thursday | 24 | 903 | 563 | 430 | 342 | 504 | 929 | 1997 | 2982 | 3452 | 4220 | 4941 | 5586 | 5839 | 5564 | 5461 | 5044 | 4351 | 4007 | 3611 | 2713 | 2360 | 2026 | 1666 | 1162 | 70653 |
| Dec-15 | Friday | 25 | 751 | 487 | 325 | 237 | 209 | 322 | 543 | 695 | 1009 | 1439 | 1910 | 2393 | 2751 | 2843 | 3145 | 3141 | 2987 | 2979 | 3085 | 2545 | 2295 | 2066 | 1691 | 1190 | 41038 |
| Dec-15 | Saturday | 26 | 712 | 451 | 319 | 287 | 416 | 651 | 969 | 1479 | 2180 | 2923 | 3714 | 4223 | 4711 | 4771 | 4877 | 4764 | 4608 | 4405 | 4160 | 3141 | 2440 | 2336 | 1689 | 1270 | 61496 |
| Dec-15 | Sunday | 27 | 831 | 532 | 486 | 330 | 366 | 510 | 799 | 1057 | 1720 | 2559 | 3170 | 3444 | 4058 | 4058 | 4293 | 4162 | 4075 | 3998 | 3679 | 2641 | 2069 | 1810 | 1314 | 929 | 52890 |
| Dec-15 | Monday | 28 | 652 | 366 | 283 | 295 | 582 | 1379 | 3274 | 4748 | 4730 | 4558 | 4836 | 5326 | 5485 | 5640 | 5465 | 6073 | 6009 | 5733 | 4442 | 3001 | 2215 | 1802 | 1292 | 936 | 79122 |
| Dec-15 | Tuesday | 29 | 640 | 355 | 289 | 290 | 555 | 1339 | 3416 | 5016 | 5189 | 4863 | 5247 | 5556 | 5803 | 5789 | 5961 | 6096 | 6210 | 6302 | 4730 | 3147 | 2457 | 1945 | 1542 | 1064 | 83801 |
| Dec-15 | Wednesday | 30 | 582 | 341 | 285 | 303 | 570 | 1357 | 3415 | 5045 | 5227 | 4745 | 5152 | 5755 | 6050 | 6098 | 6059 | 6312 | 6369 | 6457 | 4698 | 3341 | 2661 | 2143 | 1638 | 1099 | 85702 |
| Dec-15 | Thursday | 31 | 676 | 452 | 270 | 340 | 520 | 1155 | 2786 | 4315 | 4482 | 4628 | 5084 | 5566 | 6159 | 6057 | 6181 | 6041 | 5130 | 4426 | 3730 | 2756 | 2223 | 1830 | 1678 | 1023 | 77508 |

30 Highest Hours of the year

100 Highest Hours of the year

AADT 79500

| EASTBOUND VOLUMES | Day | 12a 1 | 1a 2 | 2a 3 | 3a 4 | 4a 5 | 5a 6 | 6a 7 | 7a 8 | 8a 9 | 9a 10 | 10a 11 | 11a 12 | 12p 13 | 1p 14 | 2p 15 | 3p 16 | 4p 17 | 5p 18 | 6p 19 | 7p 20 | 8p 21 | 9p 22 | 10p 23 | 11p 24 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Jan-15 Thursday | 1 | 666 | 637 | 371 | 240 | 165 | 219 | 297 | 435 | 547 | 818 | 1052 | 1456 | 1723 | 1796 | 1744 | 1829 | 1812 | 1705 | 1428 | 1214 | 886 | 766 | 586 | 456 | 22848 |
| Jan-15 Friday | 2 | 247 | 178 | 132 | 137 | 301 | 659 | 1398 | 2276 | 2168 | 2079 | 2351 | 2689 | 2945 | 2844 | 2863 | 3069 | 2816 | 2703 | 2252 | 1634 | 1224 | 1045 | 730 | 563 | 39303 |
| Jan-15 Saturday | 3 | 355 | 218 | 209 | 156 | 223 | 395 | 539 | 846 | 1239 | 1698 | 1984 | 2336 | 2486 | 2473 | 2487 | 2480 | 2387 | 2384 | 2079 | 1451 | 1167 | 995 | 787 | 612 | 31986 |
| Jan-15 Sunday | 4 | 389 | 277 | 210 | 133 | 203 | 278 | 355 | 643 | 800 | 1316 | 1521 | 1674 | 2004 | 2136 | 2106 | 2061 | 1904 | 1694 | 1406 | 997 | 828 | 692 | 511 | 306 | 24444 |
| Jan-15 Monday | 5 | 201 | 133 | 112 | 135 | 408 | 1091 | 2798 | 3983 | 3122 | 2358 | 2227 | 2435 | 2642 | 2739 | 2664 | 2849 | 2875 | 2874 | 2253 | 1295 | 1083 | 850 | 489 | 363 | 41979 |
| Jan-15 Tuesday | 6 | 160 | 123 | 108 | 130 | 385 | 1080 | 2765 | 3730 | 3153 | 2494 | 2256 | 2432 | 2643 | 2691 | 2776 | 2829 | 2840 | 2633 | 2150 | 1594 | 1043 | 894 | 570 | 391 | 41870 |
| Jan-15 Wednesday | 7 | 199 | 127 | 100 | 151 | 382 | 1059 | 2717 | 3833 | 3230 | 2377 | 2226 | 2395 | 2598 | 2825 | 2808 | 2876 | 2902 | 2897 | 2286 | 1504 | 1116 | 842 | 570 | 347 | 42367 |
| Jan-15 Thursday | 8 | 183 | 106 | 97 | 136 | 343 | 993 | 2227 | 3209 | 2727 | 2479 | 2394 | 2468 | 2536 | 2827 | 2758 | 2836 | 2761 | 2830 | 2197 | 1479 | 1056 | 801 | 585 | 368 | 40396 |
| Jan-15 Friday | 9 | 185 | 113 | 111 | 137 | 367 | 1002 | 2513 | 3719 | 3014 | 2304 | 2304 | 2464 | 2879 | 2905 | 3113 | 2938 | 2797 | 2791 | 2540 | 1746 | 1233 | 1010 | 846 | 574 | 43605 |
| Jan-15 Saturday | 10 | 352 | 219 | 188 | 156 | 277 | 467 | 725 | 1055 | 1383 | 1669 | 1963 | 2248 | 2555 | 2547 | 2500 | 2508 | 2382 | 2417 | 1998 | 1498 | 1055 | 1011 | 816 | 642 | 32631 |
| Jan-15 Sunday | 11 | 342 | 224 | 167 | 114 | 180 | 319 | 426 | 617 | 804 | 1139 | 1457 | 1669 | 2030 | 2009 | 1865 | 1791 | 1831 | 1753 | 1513 | 1054 | 838 | 619 | 496 | 307 | 23564 |
| Jan-15 Monday | 12 | 157 | 104 | 119 | 136 | 386 | 1078 | 2704 | 3678 | 3263 | 2200 | 2112 | 2122 | 2352 | 2535 | 2389 | 2555 | 2563 | 2690 | 1963 | 1293 | 947 | 716 | 479 | 321 | 38862 |
| Jan-15 Tuesday | 13 | 231 | 112 | 99 | 143 | 349 | 1097 | 2678 | 3751 | 3277 | 2364 | 2193 | 2295 | 2539 | 2588 | 2709 | 2669 | 2748 | 2734 | 2033 | 1338 | 987 | 771 | 522 | 359 | 40586 |
| Jan-15 Wednesday | 14 | 172 | 103 | 103 | 136 | 342 | 1070 | 2747 | 4003 | 3215 | 2221 | 2196 | 2329 | 2597 | 2588 | 2757 | 2727 | 2868 | 2839 | 2318 | 1481 | 1047 | 874 | 519 | 364 | 41616 |
| Jan-15 Thursday | 15 | 172 | 130 | 102 | 153 | 369 | 1077 | 2656 | 3851 | 3076 | 2406 | 2270 | 2514 | 2824 | 2889 | 2770 | 2987 | 2906 | 2914 | 2253 | 1446 | 1103 | 906 | 613 | 365 | 42752 |
| Jan-15 Friday | 16 | 212 | 121 | 131 | 156 | 327 | 967 | 2345 | 3449 | 3115 | 2456 | 2467 | 2568 | 3057 | 2996 | 3131 | 3046 | 2957 | 2746 | 2634 | 1760 | 1349 | 1139 | 844 | 592 | 44565 |
| Jan-15 Saturday | 17 | 350 | 227 | 180 | 166 | 222 | 436 | 613 | 990 | 1478 | 1724 | 2016 | 2266 | 2473 | 2523 | 2568 | 2520 | 2468 | 2441 | 2200 | 1616 | 1188 | 1047 | 772 | 611 | 33095 |
| Jan-15 Sunday | 18 | 369 | 201 | 174 | 129 | 177 | 298 | 335 | 599 | 806 | 1234 | 1536 | 1672 | 1984 | 2160 | 2212 | 2021 | 1903 | 1758 | 1637 | 1219 | 815 | 796 | 597 | 432 | 25064 |
| Jan-15 Monday | 19 | 257 | 138 | 138 | 135 | 333 | 805 | 1688 | 2502 | 2166 | 2027 | 2169 | 2425 | 2609 | 2836 | 2813 | 2838 | 2969 | 2745 | 2321 | 1470 | 1064 | 831 | 570 | 370 | 38219 |
| Jan-15 Tuesday | 20 | 176 | 120 | 105 | 152 | 415 | 1091 | 2780 | 3959 | 3535 | 2364 | 2278 | 2329 | 2432 | 2741 | 2758 | 2996 | 2918 | 2947 | 2293 | 1402 | 1001 | 892 | 548 | 329 | 42561 |
| Jan-15 Wednesday | 21 | 162 | 109 | 123 | 142 | 360 | 1109 | 2756 | 3978 | 3323 | 2381 | 2292 | 2420 | 2680 | 2753 | 2772 | 2744 | 2908 | 2951 | 2258 | 1467 | 1190 | 928 | 583 | 364 | 42753 |
| Jan-15 Thursday | 22 | 178 | 112 | 103 | 142 | 372 | 1080 | 2664 | 3981 | 3448 | 2383 | 2265 | 2626 | 2712 | 2846 | 2831 | 3058 | 3025 | 3203 | 2541 | 1644 | 1146 | 956 | 649 | 426 | 44391 |
| Jan-15 Friday | 23 | 211 | 145 | 119 | 131 | 354 | 1062 | 2525 | 3890 | 3096 | 2480 | 2395 | 2645 | 2793 | 2858 | 2926 | 2753 | 1911 | 2191 | 2136 | 1630 | 1206 | 966 | 739 | 552 | 41714 |
| Jan-15 Saturday | 24 | 327 | 205 | 176 | 129 | 209 | 368 | 581 | 880 | 1329 | 1641 | 2025 | 2269 | 2517 | 2546 | 2588 | 2438 | 2496 | 2470 | 2332 | 1500 | 1067 | 929 | 846 | 634 | 32502 |
| Jan-15 Sunday | 25 | 415 | 249 | 198 | 120 | 160 | 274 | 414 | 623 | 936 | 1294 | 1637 | 1817 | 2032 | 2231 | 2276 | 2075 | 1936 | 1916 | 1777 | 1272 | 900 | 697 | 441 | 309 | 25999 |
| Jan-15 Monday | 26 | 191 | 140 | 120 | 152 | 407 | 1117 | 2839 | 3936 | 3253 | 2312 | 2311 | 2405 | 2644 | 2670 | 2688 | 2696 | 2929 | 2856 | 2157 | 1432 | 1036 | 766 | 461 | 334 | 41852 |
| Jan-15 Tuesday | 27 | 181 | 118 | 104 | 126 | 368 | 1090 | 2804 | 3894 | 3577 | 2519 | 2242 | 2400 | 2529 | 2652 | 2638 | 2783 | 2978 | 2834 | 2356 | 1537 | 1103 | 809 | 564 | 355 | 42561 |
| Jan-15 Wednesday | 28 | 166 | 100 | 101 | 127 | 367 | 1061 | 2716 | 3894 | 3417 | 2382 | 2254 | 2366 | 2605 | 2645 | 2716 | 2785 | 2940 | 2899 | 2336 | 1562 | 1201 | 832 | 565 | 362 | 42399 |
| Jan-15 Thursday | 29 | 148 | 116 | 108 | 148 | 344 | 1070 | 2723 | 3937 | 3351 | 2338 | 2273 | 2509 | 2705 | 2832 | 2893 | 2947 | 3004 | 2869 | 2345 | 1542 | 1202 | 967 | 594 | 358 | 43323 |
| Jan-15 Friday | 30 | 198 | 119 | 148 | 117 | 368 | 1028 | 2544 | 3929 | 3164 | 2514 | 2476 | 2672 | 3070 | 3132 | 3109 | 3170 | 2947 | 2690 | 2731 | 2029 | 1371 | 1170 | 1035 | 617 | 46348 |
| Jan-15 Saturday | 31 | 384 | 216 | 171 | 148 | 223 | 415 | 594 | 1003 | 1453 | 1807 | 2098 | 2369 | 2690 | 2701 | 2768 | 2666 | 2631 | 2414 | 2135 | 1762 | 1335 | 1052 | 870 | 603 | 34508 |
| Feb-15 Sunday | 1 | 384 | 246 | 199 | 128 | 171 | 262 | 383 | 669 | 926 | 1159 | 1473 | 1749 | 1932 | 2152 | 2191 | 2130 | 2016 | 1975 | 1434 | 847 | 806 | 681 | 1173 | 539 | 25625 |
| Feb-15 Monday | 2 | 238 | 135 | 133 | 146 | 367 | 1098 | 2553 | 3876 | 3207 | 2281 | 2261 | 2247 | 2538 | 2493 | 2576 | 2804 | 2909 | 2781 | 2127 | 1364 | 1093 | 861 | 478 | 326 | 40892 |
| Feb-15 Tuesday | 3 | 175 | 89 | 107 | 135 | 380 | 1131 | 2830 | 3926 | 3300 | 2490 | 2254 | 2551 | 2719 | 2777 | 2826 | 2775 | 3044 | 2782 | 2220 | 1487 | 1091 | 955 | 591 | 391 | 43026 |
| Feb-15 Wednesday | 4 | 188 | 120 | 88 | 142 | 362 | 1069 | 2847 | 4019 | 3261 | 2398 | 2248 | 2457 | 2701 | 2662 | 2735 | 2784 | 2912 | 2485 | 2081 | 1407 | 1158 | 845 | 556 | 312 | 41837 |
| Feb-15 Thursday | 5 | 180 | 109 | 112 | 147 | 371 | 1058 | 2665 | 3466 | 3130 | 2297 | 2157 | 2486 | 2624 | 2748 | 2720 | 2651 | 2716 | 2871 | 2323 | 1625 | 1237 | 1021 | 585 | 373 | 41672 |
| Feb-15 Friday | 6 | 219 | 107 | 113 | 154 | 376 | 982 | 2572 | 3908 | 3117 | 2416 | 2327 | 2676 | 2887 | 3052 | 2953 | 3142 | 3001 | 2794 | 2738 | 1891 | 1363 | 1141 | 946 | 535 | 45410 |
| Feb-15 Saturday | 7 | 345 | 203 | 193 | 155 | 242 | 451 | 678 | 1018 | 1511 | 1820 | 2155 | 2350 | 2594 | 2583 | 2559 | 2576 | 2562 | 2544 | 2257 | 1638 | 1233 | 1099 | 837 | 580 | 34183 |
| Feb-15 Sunday | 8 | 392 | 234 | 186 | 107 | 157 | 259 | 402 | 631 | 890 | 1272 | 1574 | 1776 | 2132 | 2180 | 2356 | 2370 | 2085 | 2045 | 1901 | 1306 | 859 | 694 | 544 | 309 | 26661 |
| Feb-15 Monday | 9 | 173 | 123 | 120 | 144 | 403 | 1143 | 2768 | 3869 | 3329 | 2417 | 2272 | 2411 | 2670 | 2595 | 2657 | 2795 | 3045 | 2883 | 2186 | 1394 | 1000 | 806 | 528 | 351 | 42082 |
| Feb-15 Tuesday | 10 | 190 | 120 | 94 | 151 | 396 | 1114 | 2852 | 3883 | 3477 | 2409 | 2400 | 2507 | 2471 | 2866 | 2738 | 2928 | 2878 | 2988 | 2374 | 1548 | 1108 | 911 | 606 | 357 | 43366 |
| Feb-15 Wednesday | 11 | 206 | 105 | 128 | 127 | 368 | 1092 | 2754 | 4074 | 3358 | 2406 | 2449 | 2506 | 2779 | 2832 | 2791 | 2799 | 3047 | 2920 | 2462 | 1669 | 1276 | 1016 | 649 | 391 | 44204 |
| Feb-15 Thursday | 12 | 188 | 140 | 107 | 134 | 369 | 1073 | 2802 | 4037 | 3201 | 2623 | 2402 | 2627 | 2797 | 2942 | 2907 | 2930 | 3002 | 3040 | 2567 | 1789 | 1326 | 1062 | 639 | 432 | 45136 |
| Feb-15 Friday | 13 | 236 | 143 | 126 | 172 | 389 | 973 | 2523 | 3789 | 3159 | 2460 | 2567 | 2861 | 3103 | 3113 | 3158 | 3284 | 2904 | 2790 | 2937 | 2149 | 1512 | 1239 | 968 | 662 | 47217 |
| Feb-15 Saturday | 14 | 383 | 239 | 177 | 162 | 230 | 383 | 526 | 882 | 1471 | 1861 | 2249 | 2499 | 2625 | 2816 | 2722 | 2746 | 2607 | 2665 | 2461 | 1862 | 1253 | 1164 | 874 | 661 | 35518 |
| Feb-15 Sunday | 15 | 393 | 249 | 192 | 131 | 168 | 254 | 344 | 599 | 894 | 1221 | 1679 | 1924 | 2258 | 2399 | 2398 | 2279 | 2120 | 1987 | 1788 | 1320 | 903 | 749 | 605 | 368 | 27222 |
| Feb-15 Monday | 16 | 211 | 125 | 115 | 157 | 401 | 913 | 2041 | 2912 | 2426 | 2225 | 2268 | 2662 | 2813 | 2919 | 2894 | 2987 | 3031 | 2742 | 2057 | 1416 | 948 | 840 | 531 | 338 | 39972 |
| Feb-15 Tuesday | 17 | 193 | 123 | 120 | 130 | 401 | 1111 | 2781 | 3738 | 3193 | 2317 | 2259 | 2509 | 2646 | 2707 | 2746 | 2790 | 3078 | 2931 | 2172 | 1450 | 1022 | 819 | 578 | 366 | 42180 |
| Feb-15 Wednesday | 18 | 161 | 116 | 96 | 133 | 404 | 1115 | 2796 | 4035 | 3396 | 2414 | 2317 | 2419 | 2713 | 2771 | 2851 | 2778 | 3049 | 2915 | 2422 | 1704 | 1222 | 939 | 652 | 384 | 43802 |
| Feb-15 Thursday | 19 | 200 | 129 | 131 | 133 | 393 | 1067 | 2693 | 3904 | 3335 | 2379 | 2302 | 2529 | 2720 | 2928 | 2915 | 2908 | 3000 | 2919 | 2312 | 1509 | 1140 | 920 | 643 | 392 | 43501 |
| Feb-15 Friday | 20 | 199 | 138 | 109 | 153 | 392 | 949 | 2426 | 3789 | 3252 | 2364 | 2333 | 2561 | 2963 | 3014 | 3013 | 2759 | 2829 | 2653 | 2430 | 1985 | 1336 | 1239 | 885 | 627 | 44398 |
| Feb-15 Saturday | 21 | 330 | 222 | 182 | 143 | 257 | 418 | 626 | 1096 | 1559 | 2012 | 2287 | 2425 | 2798 | 2892 | 2779 | 2783 | 2685 | 2696 | 2387 | 1620 | 1257 | 1120 | 863 | 657 | 36094 |
| Feb-15 Sunday | 22 | 400 | 259 | 198 | 139 | 178 | 285 | 407 | 697 | 909 | 1374 | 1706 | 1904 | 2154 | 2188 | 2340 | 2266 | 2065 | 1964 | 1721 | 1267 | 961 | 766 | 533 | 376 | 27057 |
| Feb-15 Monday | 23 | 193 | 125 | 107 | 163 | 378 | 1105 | 2735 | 3874 | 3237 | 2395 | 2181 | 2360 | 2595 | 2666 | 2648 | 2783 | 2956 | 2785 | 1984 | 1378 | 1032 | 822 | 540 | 347 | 41389 |
| Feb-15 Tuesday | 24 | 171 | 126 | 119 | 114 | 322 | 876 | 1769 | 2551 | 2178 | 2507 | 1911 | 2025 | 2120 | 2110 | 2127 | 2153 | 2290 | 2439 | 1802 | 1170 | 826 | 729 | 494 | 310 | 33239 |
| Feb-15 Wednesday | 25 | 159 | 113 | 109 | 142 | 352 | 1068 | 2746 | 4096 | 3333 | 2437 | 2369 | 2368 | 2620 | 2814 | 2767 | 2888 | 3002 | 2426 | 2026 | 1392 | 1041 | 800 | 547 | 359 | 41974 |
| Feb-15 Thursday | 26 | 148 | 114 | 103 | 126 | 350 | 1063 | 2708 | 3582 | 3091 | 2417 | 2285 | 2563 | 2685 | 2758 | 2890 | 2995 | 3033 | 2048 | 2251 | 1688 | 1202 | 999 | 626 | 399 | 42124 |
| Feb-15 Friday | 27 | 216 | 142 | 123 | 143 | 372 | 998 | 2640 | 3839 | 3192 | 2644 | 2471 | 2762 | 2968 | 3181 | 3248 | 3127 | 3054 | 2761 | 2624 | 2052 | 1453 | 1182 | 957 | 599 | 46748 |
| Feb-15 Saturday | 28 | 388 | 248 | 174 | 164 | 245 | 430 | 619 | 1119 | 1630 | 1882 | 2293 | 2535 | 2676 | 2817 | 2902 | 2807 | 2871 | 2550 | 2135 | 1645 | 1361 | 1107 | 846 | 629 | 36073 |
| Mar-15 Sunday | 1 | 365 | 224 | 186 | 124 | 180 | 255 | 365 | 623 | 852 | 1202 | 1633 | 1742 | 2017 | 2209 | 2238 | 2058 | 1959 | 1816 | 1493 | 1231 | 945 | 700 | 502 | 334 | 25253 |
| Mar-15 Monday | 2 | 191 | 112 | 109 | 150 | 396 | 1155 | 2861 | 3951 | 3192 | 2444 | 2276 | 2414 | 2576 | 2849 | 2777 | 2878 | 3060 | 2942 | 2307 | 1533 | 1134 | 914 | 597 | 364 | 43182 |

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mar-15 | Tuesday | 3 | 211 | 122 | 135 | 156 | 394 | 1117 | 2825 | 3989 | 3394 | 2484 | 2454 | 2637 | 2717 | 2853 | 2887 | 2990 | 3099 | 2970 | 2368 | 1662 | 1142 | 985 | 629 | 404 | 44624 |
| Mar-15 | Wednesday | 4 | 183 | 125 | 117 | 137 | 403 | 1122 | 2841 | 3987 | 3434 | 2534 | 2451 | 2479 | 2810 | 2769 | 2798 | 2883 | 2991 | 2765 | 2466 | 1877 | 1286 | 1006 | 623 | 417 | 44504 |
| Mar-15 | Thursday | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 | Friday | 6 | 222 | 139 | 135 | 149 | 379 | 1033 | 2677 | 3800 | 3108 | 2501 | 2485 | 2756 | 2983 | 3020 | 3123 | 3125 | 2932 | 2783 | 2625 | 1990 | 1476 | 1195 | 917 | 646 | 46199 |
| Mar-15 | Saturday | 7 | 350 | 212 | 187 | 137 | 242 | 464 | 860 | 1218 | 1737 | 2023 | 2361 | 2589 | 2794 | 2767 | 2761 | 2706 | 2603 | 2581 | 2226 | 1658 | 1308 | 1148 | 835 | 676 | 36443 |
| Mar-15 | Sunday | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 | Monday | 9 | 234 | 127 | 152 | 158 | 388 | 1068 | 2632 | 3804 | 3080 | 2350 | 2231 | 2460 | 2733 | 2869 | 2911 | 2887 | 2690 | 2833 | 2282 | 1685 | 1316 | 1000 | 603 | 426 | 42919 |
| Mar-15 | Tuesday | 10 | 224 | 141 | 111 | 136 | 381 | 1067 | 2665 | 3863 | 3404 | 2621 | 2451 | 2283 | 2328 | 2423 | 2865 | 2906 | 3079 | 3108 | 2637 | 1876 | 1362 | 975 | 701 | 444 | 44051 |
| Mar-15 | Wednesday | 11 | 229 | 129 | 125 | 155 | 369 | 1088 | 2727 | 3983 | 3351 | 2645 | 2441 | 2593 | 2764 | 2889 | 2887 | 2996 | 3041 | 3029 | 2588 | 1860 | 1606 | 1043 | 698 | 436 | 45672 |
| Mar-15 | Thursday | 12 | 254 | 155 | 108 | 169 | 383 | 1086 | 2754 | 3990 | 3453 | 2485 | 2482 | 2652 | 2865 | 2838 | 3003 | 2911 | 2999 | 2999 | 2537 | 1953 | 1376 | 1079 | 738 | 458 | 45727 |
| Mar-15 | Friday | 13 | 227 | 143 | 123 | 152 | 378 | 959 | 2477 | 3728 | 3242 | 2558 | 2424 | 2669 | 3036 | 3048 | 3185 | 3142 | 2928 | 2735 | 2476 | 2024 | 1515 | 1275 | 915 | 693 | 46052 |
| Mar-15 | Saturday | 14 | 460 | 297 | 190 | 162 | 232 | 426 | 590 | 1024 | 1527 | 1805 | 2187 | 2615 | 2732 | 2978 | 2884 | 2776 | 2580 | 2418 | 2318 | 1896 | 1402 | 1200 | 1022 | 742 | 36463 |
| Mar-15 | Sunday | 15 | 474 | 252 | 196 | 176 | 231 | 294 | 399 | 666 | 913 | 1386 | 1690 | 1956 | 2161 | 2442 | 2461 | 2311 | 2178 | 2080 | 1860 | 1557 | 1320 | 952 | 652 | 415 | 29022 |
| Mar-15 | Monday | 16 | 283 | 137 | 127 | 157 | 422 | 1086 | 2756 | 3824 | 3465 | 2565 | 2391 | 2547 | 2693 | 2810 | 2894 | 2965 | 2972 | 2972 | 2410 | 1803 | 1318 | 957 | 632 | 427 | 44613 |
| Mar-15 | Tuesday | 17 | 222 | 137 | 115 | 162 | 372 | 1070 | 2827 | 3813 | 3356 | 2712 | 2463 | 2597 | 2771 | 2811 | 2849 | 2894 | 3064 | 2984 | 2409 | 1822 | 1366 | 1030 | 687 | 421 | 44954 |
| Mar-15 | Wednesday | 18 | 266 | 176 | 149 | 136 | 390 | 1104 | 2747 | 3937 | 3519 | 2774 | 2331 | 2558 | 2780 | 2952 | 2954 | 3077 | 3032 | 2976 | 2436 | 1840 | 1439 | 1006 | 664 | 464 | 45707 |
| Mar-15 | Thursday | 19 | 213 | 128 | 98 | 137 | 381 | 1115 | 2739 | 3391 | 2285 | 2806 | 2465 | 2617 | 2665 | 2741 | 1504 | 2788 | 2838 | 3017 | 2306 | 1639 | 1201 | 1042 | 681 | 431 | 41228 |
| Mar-15 | Friday | 20 | 243 | 138 | 133 | 171 | 391 | 990 | 2525 | 3387 | 2810 | 2627 | 2485 | 2708 | 2871 | 3010 | 3192 | 3058 | 3167 | 2747 | 2738 | 2278 | 1700 | 1405 | 1070 | 703 | 46547 |
| Mar-15 | Saturday | 21 | 402 | 270 | 226 | 174 | 268 | 489 | 661 | 1243 | 1640 | 2000 | 2308 | 2415 | 2691 | 2774 | 2759 | 2636 | 2713 | 2707 | 2347 | 1779 | 1465 | 1199 | 1019 | 758 | 36943 |
| Mar-15 | Sunday | 22 | 469 | 283 | 201 | 135 | 204 | 291 | 391 | 562 | 888 | 1344 | 1678 | 1868 | 2186 | 2262 | 2220 | 2138 | 1999 | 1874 | 1600 | 1386 | 970 | 746 | 552 | 437 | 26684 |
| Mar-15 | Monday | 23 | 203 | 117 | 108 | 154 | 398 | 1087 | 2674 | 3795 | 3323 | 2387 | 2259 | 2400 | 2596 | 2674 | 2553 | 2600 | 2803 | 2752 | 2076 | 1501 | 1165 | 897 | 568 | 378 | 41468 |
| Mar-15 | Tuesday | 24 | 188 | 120 | 118 | 166 | 384 | 1083 | 2820 | 3862 | 3447 | 2434 | 2299 | 2510 | 2739 | 2805 | 2853 | 2973 | 3105 | 3084 | 2545 | 1738 | 1331 | 986 | 618 | 412 | 44620 |
| Mar-15 | Wednesday | 25 | 195 | 126 | 131 | 142 | 372 | 1095 | 2780 | 3861 | 3579 | 2616 | 2337 | 2481 | 2725 | 2848 | 2910 | 2878 | 2911 | 3055 | 2456 | 1809 | 1464 | 1087 | 673 | 458 | 44989 |
| Mar-15 | Thursday | 26 | 242 | 149 | 130 | 168 | 385 | 1077 | 2801 | 3985 | 3330 | 2642 | 2601 | 2608 | 2962 | 2958 | 2875 | 3183 | 3079 | 2964 | 2448 | 1912 | 1369 | 1124 | 738 | 500 | 46230 |
| Mar-15 | Friday | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 | Saturday | 28 | 398 | 238 | 209 | 188 | 325 | 767 | 914 | 1296 | 1812 | 2148 | 2508 | 2599 | 2663 | 2691 | 2638 | 2692 | 2556 | 2397 | 2162 | 1772 | 1438 | 1116 | 1002 | 722 | 37251 |
| Mar-15 | Sunday | 29 | 458 | 291 | 199 | 152 | 215 | 313 | 368 | 664 | 940 | 1427 | 1698 | 1926 | 2168 | 2241 | 2137 | 2197 | 2063 | 1939 | 1788 | 1379 | 1109 | 901 | 606 | 454 | 27633 |
| Mar-15 | Monday | 30 | 247 | 151 | 129 | 160 | 407 | 1011 | 2360 | 3461 | 2971 | 2397 | 2348 | 2521 | 2667 | 2831 | 2721 | 2718 | 2869 | 2837 | 2212 | 1660 | 1382 | 955 | 634 | 445 | 42094 |
| Mar-15 | Tuesday | 31 | 231 | 154 | 128 | 147 | 357 | 1045 | 2504 | 3657 | 3119 | 2489 | 2432 | 2610 | 2891 | 2924 | 2994 | 2969 | 2970 | 3068 | 2344 | 1802 | 1447 | 1089 | 738 | 480 | 44589 |
| Apr-15 | Wednesday | 1 | 239 | 148 | 144 | 177 | 376 | 1018 | 2425 | 3571 | 3089 | 2582 | 2493 | 2617 | 2828 | 3028 | 3022 | 2930 | 2961 | 2941 | 2575 | 1868 | 1495 | 1202 | 757 | 482 | 44968 |
| Apr-15 | Thursday | 2 | 240 | 150 | 141 | 170 | 384 | 996 | 2387 | 3367 | 2976 | 2290 | 2811 | 2696 | 3011 | 2987 | 2938 | 2942 | 3061 | 3076 | 2602 | 1935 | 1474 | 1201 | 808 | 544 | 45187 |
| Apr-15 | Friday | 3 | 349 | 146 | 153 | 153 | 375 | 784 | 1885 | 2874 | 2675 | 2503 | 2527 | 2843 | 3034 | 3177 | 3234 | 2923 | 2810 | 2714 | 2596 | 2242 | 1733 | 1308 | 1012 | 768 | 44818 |
| Apr-15 | Saturday | 4 | 477 | 305 | 251 | 162 | 258 | 413 | 550 | 1000 | 1444 | 1876 | 2333 | 2591 | 2591 | 2605 | 2583 | 2666 | 2590 | 2432 | 2106 | 1798 | 1428 | 1220 | 953 | 783 | 35415 |
| Apr-15 | Sunday | 5 | 410 | 259 | 186 | 116 | 142 | 292 | 374 | 674 | 1027 | 1356 | 1657 | 1720 | 2062 | 2068 | 1895 | 1972 | 2117 | 1985 | 1719 | 1558 | 1341 | 962 | 640 | 407 | 26939 |
| Apr-15 | Monday | 6 | 224 | 136 | 148 | 142 | 432 | 1108 | 2767 | 4077 | 3411 | 2596 | 2511 | 2749 | 2915 | 2925 | 2915 | 3075 | 3087 | 3108 | 2284 | 1796 | 1398 | 1095 | 628 | 477 | 46004 |
| Apr-15 | Tuesday | 7 | 242 | 144 | 104 | 145 | 385 | 1128 | 2820 | 4008 | 3517 | 2570 | 2615 | 2609 | 2926 | 3032 | 2937 | 3095 | 3037 | 3071 | 2372 | 1842 | 1374 | 1030 | 698 | 463 | 46164 |
| Apr-15 | Wednesday | 8 | 265 | 150 | 122 | 160 | 383 | 1109 | 2893 | 4045 | 3414 | 2650 | 2479 | 2412 | 2600 | 2822 | 2901 | 2920 | 3057 | 2920 | 2548 | 1950 | 1595 | 1136 | 741 | 483 | 45755 |
| Apr-15 | Thursday | 9 | 257 | 157 | 124 | 165 | 404 | 1140 | 2882 | 4021 | 3555 | 2705 | 2587 | 2718 | 2834 | 2986 | 3090 | 3171 | 3208 | 3133 | 2511 | 2067 | 1546 | 1155 | 822 | 504 | 47742 |
| Apr-15 | Friday | 10 | 290 | 170 | 134 | 165 | 424 | 1062 | 2676 | 3867 | 3400 | 2714 | 2833 | 2830 | 3115 | 3124 | 3200 | 3204 | 2966 | 2886 | 2569 | 2165 | 1714 | 1394 | 1078 | 821 | 48801 |
| Apr-15 | Saturday | 11 | 460 | 293 | 229 | 193 | 304 | 539 | 822 | 1319 | 1769 | 2191 | 2457 | 2608 | 2707 | 2748 | 2618 | 2591 | 2528 | 2699 | 2525 | 1808 | 1443 | 1335 | 1037 | 711 | 37934 |
| Apr-15 | Sunday | 12 | 402 | 280 | 206 | 142 | 220 | 376 | 520 | 777 | 1080 | 1539 | 1847 | 1926 | 2184 | 2214 | 2185 | 2159 | 2061 | 2095 | 1815 | 1354 | 1120 | 850 | 609 | 375 | 28336 |
| Apr-15 | Monday | 13 | 229 | 138 | 115 | 131 | 422 | 1190 | 2815 | 3902 | 3543 | 2591 | 2341 | 2465 | 2711 | 2722 | 2827 | 2985 | 3023 | 3032 | 2194 | 1693 | 1244 | 1017 | 596 | 421 | 44347 |
| Apr-15 | Tuesday | 14 | 198 | 139 | 111 | 168 | 405 | 1122 | 2831 | 3918 | 3564 | 2439 | 2452 | 2615 | 2707 | 2870 | 2897 | 2983 | 3047 | 2982 | 2283 | 1799 | 1333 | 1052 | 700 | 451 | 45066 |
| Apr-15 | Wednesday | 15 | 193 | 135 | 130 | 149 | 401 | 1122 | 2812 | 3954 | 3537 | 2545 | 2427 | 2537 | 2804 | 2787 | 2834 | 2869 | 3095 | 2990 | 2353 | 1569 | 1239 | 923 | 610 | 407 | 44422 |
| Apr-15 | Thursday | 16 | 235 | 136 | 107 | 137 | 395 | 1147 | 2735 | 3949 | 3596 | 2513 | 2407 | 2545 | 2701 | 2837 | 2841 | 3075 | 3047 | 3070 | 2394 | 1882 | 1390 | 1037 | 690 | 487 | 45353 |
| Apr-15 | Friday | 17 | 239 | 150 | 116 | 183 | 400 | 1029 | 2587 | 3734 | 3343 | 2567 | 2472 | 2704 | 3034 | 3120 | 2993 | 3286 | 3050 | 2805 | 2548 | 2109 | 1461 | 1234 | 900 | 755 | 46819 |
| Apr-15 | Saturday | 18 | 428 | 272 | 222 | 177 | 294 | 455 | 695 | 1166 | 1569 | 1935 | 2168 | 2524 | 2586 | 2708 | 2630 | 2630 | 2527 | 2380 | 2168 | 1677 | 1463 | 1185 | 993 | 707 | 35559 |
| Apr-15 | Sunday | 19 | 413 | 258 | 241 | 188 | 228 | 292 | 369 | 649 | 942 | 1234 | 1698 | 1871 | 2178 | 2308 | 2279 | 2156 | 1947 | 1911 | 1581 | 1107 | 906 | 760 | 562 | 354 | 26432 |
| Apr-15 | Monday | 20 | 224 | 159 | 114 | 173 | 442 | 1111 | 2864 | 3917 | 3479 | 2452 | 2398 | 2445 | 2722 | 2852 | 2814 | 2885 | 3077 | 3127 | 2252 | 1598 | 1144 | 977 | 644 | 392 | 44262 |
| Apr-15 | Tuesday | 21 | 226 | 142 | 128 | 144 | 422 | 1164 | 2905 | 4002 | 3585 | 2409 | 2388 | 2471 | 2665 | 2864 | 2931 | 2970 | 3115 | 3055 | 2420 | 1756 | 1386 | 1066 | 729 | 443 | 45386 |
| Apr-15 | Wednesday | 22 | 224 | 142 | 126 | 156 | 409 | 1137 | 2850 | 3964 | 3405 | 2625 | 2401 | 2458 | 2789 | 2823 | 2818 | 2915 | 3033 | 3126 | 2655 | 2145 | 1578 | 1114 | 654 | 507 | 46054 |
| Apr-15 | Thursday | 23 | 245 | 175 | 132 | 164 | 380 | 1194 | 2874 | 3208 | 1395 | 2974 | 2542 | 2622 | 2842 | 2904 | 2937 | 2954 | 2935 | 2879 | 2270 | 1904 | 1541 | 1216 | 777 | 530 | 43594 |
| Apr-15 | Friday | 24 | 272 | 181 | 137 | 175 | 447 | 1050 | 2637 | 3874 | 3241 | 2588 | 2563 | 2669 | 2909 | 3136 | 3120 | 3239 | 3005 | 2773 | 2598 | 2058 | 1733 | 1354 | 1022 | 782 | 47563 |
| Apr-15 | Saturday | 25 | 430 | 242 | 206 | 181 | 258 | 511 | 685 | 1178 | 1660 | 1995 | 2266 | 2618 | 2526 | 2452 | 2384 | 2381 | 2324 | 2159 | 1871 | 1586 | 1463 | 1317 | 932 | 734 | 34359 |
| Apr-15 | Sunday | 26 | 466 | 260 | 177 | 153 | 218 | 327 | 429 | 813 | 1061 | 1361 | 1738 | 1881 | 2136 | 2227 | 2262 | 2161 | 2015 | 1972 | 1744 | 1465 | 1411 | 977 | 657 | 445 | 28356 |
| Apr-15 | Monday | 27 | 227 | 140 | 144 | 159 | 407 | 1175 | 2902 | 4081 | 3350 | 2482 | 2426 | 2481 | 2696 | 2887 | 2868 | 2838 | 3035 | 2936 | 2341 | 1653 | 1337 | 975 | 637 | 391 | 44568 |
| Apr-15 | Tuesday | 28 | 227 | 150 | 113 | 163 | 404 | 1161 | 3006 | 4102 | 3560 | 2559 | 2385 | 2537 | 2782 | 2878 | 2946 | 3090 | 2943 | 2910 | 2445 | 1815 | 1493 | 1066 | 714 | 497 | 45946 |
| Apr-15 | Wednesday | 29 | 241 | 156 | 103 | 166 | 384 | 1062 | 2741 | 3415 | 3339 | 2364 | 2316 | 2329 | 2558 | 2630 | 2674 | 2584 | 2737 | 2714 | 2185 | 1564 | 1260 | 897 | 616 | 431 | 41466 |
| Apr-15 | Thursday | 30 | 225 | 128 | 117 | 158 | 389 | 1110 | 2830 | 3917 | 3351 | 2500 | 2427 | 2625 | 2871 | 2958 | 2976 | 3012 | 2949 | 3040 | 2529 | 2018 | 1645 | 1197 | 821 | 548 | 46341 |
| May-15 | Friday | 1 | 271 | 279 | 156 | 182 | 421 | 1054 | 2744 | 3991 | 3216 | 2484 | 2641 | 2799 | 3028 | 3064 | 3302 | 3200 | 3024 | 2968 | 2899 | 2136 | 1666 | 1385 | 965 | 788 | 48663 |
| May-15 | Saturday | 2 | 453 | 321 | 206 | 175 | 276 | 491 | 836 | 1242 | 1654 | 1954 | 2322 | 2585 | 2652 | 2653 | 2662 | 2641 | 2545 | 2401 | 2091 | 1777 | 1518 | 1453 | 964 | 711 | 36583 |
| May-15 | Sunday | 3 | 355 | 800 | 309 | 160 | 217 | 351 | 497 | 744 | 995 | 1317 | 1684 | 1903 | 2170 | 2170 | 2228 | 2246 | 2092 | 2042 | 1891 | 1453 | 1163 | 928 | 679 | 462 | 28856 |
| May-15 | Monday | 4 | 218 | 155 | 153 | 165 | 424 | 1151 | 2824 | 3827 | 3466 | 2281 | 2255 | 2463 | 2648 | 2698 | 2863 | 2764 | 2922 | 2975 | 2360 | 1645 | 1296 | 1011 | 626 | 399 | 43589 |
| May-15 | Tuesday | 5 | 210 | 150 | 120 | 135 | 403 | 1124 | 2948 | 3911 | 3364 | 2398 | 2315 | 2573 | 2730 | 2872 | 2841 | 2914 | 3025 | 3015 | 2520 | 1984 | 1481 | 1086 | 707 | 498 | 45324 |

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| May-15 Wednesday | 6 | 235 | 168 | 110 | 138 | 366 | 1191 | 2943 | 3989 | 3347 | 2368 | 2488 | 2489 | 2828 | 2842 | 3066 | 3012 | 2967 | 3092 | 2624 | 1842 | 1502 | 1179 | 736 | 467 | 45989 |
| May-15 Thursday | 7 | 241 | 153 | 115 | 162 | 394 | 1144 | 2921 | 4040 | 3283 | 2444 | 2470 | 2608 | 2590 | 2618 | 2761 | 2774 | 2768 | 2689 | 2224 | 1663 | 1341 | 1049 | 734 | 478 | 43664 |
| May-15 Friday | 8 | 237 | 167 | 134 | 156 | 397 | 1017 | 2724 | 3852 | 3114 | 2435 | 2639 | 2847 | 2940 | 3116 | 3161 | 3128 | 2845 | 2856 | 2607 | 1924 | 1575 | 1317 | 963 | 683 | 46834 |
| May-15 Saturday | 9 | 447 | 269 | 236 | 179 | 266 | 484 | 727 | 1215 | 1785 | 2106 | 2380 | 2565 | 2630 | 2743 | 2768 | 2525 | 2622 | 2470 | 2205 | 1772 | 1446 | 1281 | 966 | 762 | 36849 |
| May-15 Sunday | 10 | 457 | 299 | 175 | 128 | 216 | 315 | 415 | 681 | 941 | 1369 | 1773 | 1869 | 2087 | 2249 | 2324 | 2374 | 2255 | 2043 | 1867 | 1501 | 1325 | 1155 | 702 | 506 | 29026 |
| May-15 Monday | 11 | 244 | 137 | 134 | 145 | 402 | 1186 | 2770 | 3930 | 3198 | 2499 | 2396 | 2484 | 2476 | 2886 | 2795 | 2922 | 3027 | 3214 | 2285 | 1680 | 1311 | 987 | 602 | 439 | 44149 |
| May-15 Tuesday | 12 | 208 | 136 | 113 | 171 | 394 | 1112 | 2922 | 3976 | 3476 | 2515 | 2401 | 2524 | 2856 | 2809 | 2960 | 3009 | 3004 | 2963 | 2500 | 1881 | 1342 | 1064 | 685 | 436 | 45457 |
| May-15 Wednesday | 13 | 216 | 147 | 109 | 180 | 372 | 1132 | 2918 | 4040 | 3366 | 2513 | 2442 | 2461 | 2826 | 2885 | 2994 | 2927 | 2984 | 3010 | 2466 | 1883 | 1498 | 1119 | 686 | 479 | 45653 |
| May-15 Thursday | 14 | 223 | 161 | 127 | 165 | 428 | 1064 | 2819 | 3959 | 3311 | 2549 | 2419 | 2638 | 2770 | 2902 | 3047 | 3104 | 3067 | 2933 | 2530 | 1814 | 1569 | 1134 | 829 | 526 | 46088 |
| May-15 Friday | 15 | 273 | 178 | 143 | 171 | 408 | 1043 | 2707 | 3937 | 3169 | 2513 | 2589 | 2751 | 2914 | 3084 | 3160 | 3184 | 2953 | 2853 | 2681 | 2112 | 1723 | 1381 | 1031 | 778 | 47736 |
| May-15 Saturday | 16 | 429 | 321 | 242 | 195 | 303 | 527 | 778 | 1195 | 1722 | 2095 | 2352 | 2437 | 2592 | 2548 | 2624 | 2421 | 2421 | 2388 | 2078 | 1848 | 1537 | 1434 | 1110 | 750 | 36347 |
| May-15 Sunday | 17 | 491 | 324 | 314 | 175 | 226 | 372 | 447 | 757 | 1003 | 1467 | 1816 | 1923 | 2304 | 2143 | 2191 | 2126 | 1934 | 1854 | 1629 | 1384 | 1151 | 982 | 679 | 455 | 28147 |
| May-15 Monday | 18 | 239 | 144 | 127 | 152 | 433 | 1134 | 2851 | 3938 | 3426 | 2408 | 2368 | 2471 | 2749 | 2806 | 2737 | 2928 | 2988 | 2885 | 2293 | 1819 | 1272 | 1054 | 602 | 465 | 44289 |
| May-15 Tuesday | 19 | 230 | 131 | 111 | 162 | 429 | 1167 | 2886 | 3980 | 3509 | 2509 | 2331 | 2557 | 2529 | 2851 | 2838 | 2981 | 2953 | 3081 | 2396 | 1925 | 1346 | 1010 | 695 | 484 | 45091 |
| May-15 Wednesday | 20 | 220 | 149 | 112 | 164 | 397 | 1121 | 2915 | 3920 | 3440 | 2499 | 2406 | 2712 | 2845 | 2830 | 2728 | 2538 | 2890 | 2797 | 2409 | 1810 | 1366 | 1074 | 620 | 461 | 44423 |
| May-15 Thursday | 21 | 258 | 158 | 102 | 183 | 416 | 1183 | 2810 | 3913 | 3516 | 2641 | 2583 | 2671 | 2862 | 2970 | 3034 | 3150 | 3058 | 2966 | 2492 | 1942 | 1656 | 1290 | 747 | 490 | 47091 |
| May-15 Friday | 22 | 302 | 162 | 171 | 170 | 400 | 997 | 2513 | 3825 | 3056 | 2433 | 2688 | 2814 | 3036 | 3123 | 3298 | 3104 | 3089 | 2832 | 2685 | 2093 | 1734 | 1348 | 998 | 749 | 47620 |
| May-15 Saturday | 23 | 441 | 285 | 254 | 170 | 240 | 449 | 707 | 1127 | 1609 | 2031 | 2289 | 2494 | 2362 | 2592 | 2521 | 2524 | 2549 | 2378 | 2273 | 1685 | 1406 | 1306 | 1064 | 782 | 35538 |
| May-15 Sunday | 24 | 498 | 278 | 239 | 158 | 151 | 275 | 394 | 687 | 964 | 1346 | 1700 | 1744 | 1993 | 2168 | 2120 | 2145 | 1966 | 1870 | 1686 | 1379 | 1145 | 1024 | 873 | 726 | 27529 |
| May-15 Monday | 25 | 502 | 222 | 180 | 142 | 201 | 379 | 577 | 830 | 1099 | 1437 | 1888 | 2280 | 2102 | 2232 | 2235 | 2215 | 2166 | 1941 | 1786 | 1425 | 1203 | 1103 | 703 | 551 | 29399 |
| May-15 Tuesday | 26 | 262 | 166 | 111 | 163 | 433 | 1202 | 3004 | 3987 | 3521 | 2598 | 2549 | 2695 | 3019 | 2974 | 2895 | 2497 | 2037 | 1777 | 2180 | 2013 | 1469 | 1111 | 707 | 499 | 43869 |
| May-15 Wednesday | 27 | 232 | 116 | 95 | 165 | 415 | 1135 | 3006 | 4035 | 3527 | 2535 | 2490 | 2621 | 2807 | 2939 | 2847 | 2909 | 2932 | 3081 | 2458 | 1812 | 1432 | 1117 | 699 | 430 | 45835 |
| May-15 Thursday | 28 | 295 | 139 | 115 | 159 | 389 | 1173 | 2842 | 4028 | 3413 | 2493 | 2549 | 2688 | 2857 | 2979 | 2906 | 2984 | 3006 | 2954 | 2464 | 1848 | 1525 | 1187 | 786 | 520 | 46299 |
| May-15 Friday | 29 | 266 | 149 | 154 | 182 | 404 | 1079 | 2703 | 3841 | 3321 | 2666 | 2664 | 2792 | 3041 | 3005 | 3141 | 2806 | 2924 | 2704 | 2534 | 2044 | 1642 | 1375 | 988 | 780 | 47205 |
| May-15 Saturday | 30 | 457 | 264 | 229 | 177 | 314 | 553 | 869 | 1259 | 1795 | 2251 | 2443 | 2463 | 2729 | 2653 | 2575 | 2576 | 2500 | 2462 | 2181 | 1708 | 1512 | 1390 | 1016 | 827 | 37203 |
| May-15 Sunday | 31 | 485 | 316 | 222 | 174 | 178 | 309 | 494 | 760 | 993 | 1339 | 1760 | 1880 | 2134 | 2165 | 2281 | 2249 | 2086 | 1993 | 1741 | 1378 | 1160 | 1051 | 702 | 459 | 28309 |
| Jun-15 Monday | 1 | 254 | 160 | 135 | 190 | 432 | 1202 | 3001 | 3926 | 3464 | 2523 | 2521 | 2602 | 2955 | 2856 | 2732 | 2906 | 2959 | 2972 | 2336 | 1746 | 1246 | 1099 | 694 | 429 | 45340 |
| Jun-15 Tuesday | 2 | 240 | 149 | 108 | 162 | 424 | 1177 | 2970 | 4053 | 3522 | 2546 | 2582 | 2508 | 2952 | 2951 | 2779 | 2869 | 2898 | 3082 | 2368 | 1733 | 1468 | 1031 | 671 | 487 | 45730 |
| Jun-15 Wednesday | 3 | 229 | 157 | 146 | 156 | 387 | 1044 | 2574 | 3382 | 3411 | 2700 | 3009 | 2499 | 2660 | 2842 | 2795 | 2920 | 2875 | 2943 | 2357 | 1693 | 1361 | 1124 | 774 | 495 | 44533 |
| Jun-15 Thursday | 4 | 302 | 194 | 137 | 156 | 406 | 1141 | 2854 | 3742 | 3295 | 2380 | 2658 | 2733 | 3007 | 3084 | 2845 | 2961 | 3081 | 2912 | 2552 | 1870 | 1554 | 1226 | 774 | 534 | 46398 |
| Jun-15 Friday | 5 | 321 | 193 | 161 | 216 | 390 | 1017 | 2542 | 3659 | 3097 | 2652 | 2573 | 2723 | 3215 | 3213 | 3164 | 2975 | 2863 | 2780 | 2684 | 2059 | 1629 | 1450 | 1098 | 804 | 47478 |
| Jun-15 Saturday | 6 | 436 | 312 | 285 | 178 | 274 | 535 | 832 | 1251 | 1769 | 2259 | 2394 | 2448 | 2529 | 2575 | 2564 | 2457 | 2501 | 2426 | 2127 | 1641 | 1356 | 1341 | 1008 | 752 | 36250 |
| Jun-15 Sunday | 7 | 467 | 302 | 267 | 162 | 219 | 338 | 483 | 733 | 1014 | 1401 | 1772 | 1816 | 2107 | 2246 | 2199 | 2124 | 2109 | 2096 | 1991 | 1406 | 1107 | 1009 | 869 | 618 | 28855 |
| Jun-15 Monday | 8 | 317 | 164 | 134 | 160 | 408 | 1120 | 2695 | 3826 | 3162 | 2454 | 2443 | 2488 | 2725 | 2795 | 2852 | 2882 | 2969 | 2976 | 2336 | 1680 | 1362 | 1041 | 668 | 496 | 44153 |
| Jun-15 Tuesday | 9 | 249 | 155 | 111 | 170 | 421 | 1158 | 2789 | 3912 | 3296 | 2555 | 2438 | 2505 | 2778 | 2843 | 2717 | 2972 | 2819 | 2166 | 1465 | 1413 | 1103 | 866 | 623 | 403 | 41927 |
| Jun-15 Wednesday | 10 | 248 | 123 | 126 | 168 | 411 | 1097 | 2695 | 3794 | 3290 | 2524 | 2487 | 2542 | 2850 | 2850 | 2909 | 2966 | 2935 | 2982 | 2677 | 1881 | 1438 | 1134 | 720 | 517 | 45364 |
| Jun-15 Thursday | 11 | 249 | 159 | 132 | 186 | 392 | 1135 | 2603 | 3923 | 3251 | 2533 | 2538 | 2593 | 2799 | 2991 | 2829 | 2944 | 2967 | 2943 | 2456 | 1880 | 1492 | 1304 | 770 | 535 | 45604 |
| Jun-15 Friday | 12 | 322 | 176 | 169 | 157 | 439 | 1056 | 2422 | 3578 | 3097 | 2586 | 2437 | 2834 | 3094 | 3134 | 3260 | 3113 | 2939 | 2774 | 2627 | 2104 | 1582 | 1363 | 957 | 773 | 46993 |
| Jun-15 Saturday | 13 | 479 | 300 | 227 | 194 | 304 | 557 | 875 | 1323 | 1810 | 2069 | 2414 | 2656 | 2567 | 2568 | 2600 | 2434 | 2400 | 2269 | 2263 | 1858 | 1440 | 1320 | 956 | 691 | 36574 |
| Jun-15 Sunday | 14 | 516 | 295 | 219 | 157 | 219 | 334 | 460 | 750 | 1062 | 1392 | 1791 | 1901 | 2246 | 2225 | 2291 | 2296 | 2171 | 1933 | 1845 | 1315 | 1141 | 991 | 658 | 506 | 28714 |
| Jun-15 Monday | 15 | 327 | 173 | 140 | 187 | 436 | 1157 | 2675 | 3867 | 3314 | 2479 | 2385 | 2519 | 2916 | 2931 | 2705 | 2914 | 2978 | 2960 | 2305 | 1725 | 1337 | 1137 | 722 | 494 | 44783 |
| Jun-15 Tuesday | 16 | 275 | 147 | 126 | 171 | 439 | 1184 | 2657 | 3961 | 3324 | 2441 | 2365 | 2551 | 2888 | 2947 | 2807 | 2954 | 3006 | 3006 | 2338 | 1791 | 1400 | 1177 | 786 | 462 | 45203 |
| Jun-15 Wednesday | 17 | 326 | 169 | 146 | 158 | 424 | 1218 | 2570 | 3924 | 3325 | 2634 | 2476 | 2636 | 2945 | 2939 | 2954 | 2909 | 2910 | 2965 | 2348 | 1852 | 1468 | 1200 | 753 | 550 | 45799 |
| Jun-15 Thursday | 18 | 298 | 163 | 114 | 179 | 424 | 1175 | 2600 | 3763 | 3287 | 2490 | 2489 | 2612 | 2982 | 2920 | 2931 | 3020 | 2996 | 2990 | 2361 | 1909 | 1453 | 1369 | 866 | 512 | 45903 |
| Jun-15 Friday | 19 | 325 | 175 | 136 | 190 | 415 | 1062 | 2310 | 3446 | 3224 | 2606 | 2615 | 2863 | 3029 | 3105 | 3073 | 3252 | 2864 | 2837 | 2508 | 2003 | 1551 | 1341 | 1062 | 762 | 46754 |
| Jun-15 Saturday | 20 | 475 | 278 | 212 | 190 | 294 | 531 | 733 | 1332 | 1779 | 2196 | 2504 | 2656 | 2598 | 2641 | 2569 | 2534 | 2413 | 2298 | 2127 | 1809 | 1391 | 1429 | 1099 | 869 | 36957 |
| Jun-15 Sunday | 21 | 529 | 300 | 279 | 149 | 233 | 306 | 407 | 731 | 1034 | 1446 | 1735 | 1808 | 2017 | 2186 | 2235 | 2226 | 1949 | 1912 | 1876 | 1485 | 1231 | 1176 | 882 | 571 | 28703 |
| Jun-15 Monday | 22 | 311 | 194 | 132 | 158 | 478 | 1200 | 2514 | 3729 | 3266 | 2382 | 2251 | 2494 | 2844 | 2667 | 2817 | 2886 | 2776 | 2853 | 2191 | 1647 | 1219 | 937 | 667 | 437 | 43050 |
| Jun-15 Tuesday | 23 | 238 | 135 | 121 | 174 | 440 | 1225 | 2541 | 3923 | 3410 | 2538 | 2425 | 2599 | 2775 | 2864 | 2841 | 2800 | 2957 | 2920 | 2354 | 1722 | 1381 | 1109 | 724 | 473 | 44689 |
| Jun-15 Wednesday | 24 | 262 | 152 | 118 | 171 | 442 | 1209 | 2555 | 3890 | 3353 | 2490 | 2463 | 2611 | 2798 | 2957 | 2879 | 2923 | 2776 | 2957 | 2491 | 1723 | 1390 | 1140 | 794 | 507 | 45051 |
| Jun-15 Thursday | 25 | 297 | 138 | 135 | 180 | 412 | 1162 | 2544 | 3753 | 3385 | 2562 | 2501 | 2645 | 3003 | 2940 | 2889 | 3033 | 3006 | 2996 | 2461 | 1849 | 1429 | 1216 | 762 | 555 | 45853 |
| Jun-15 Friday | 26 | 284 | 190 | 177 | 183 | 449 | 1115 | 2313 | 3606 | 3164 | 2497 | 2588 | 2745 | 2961 | 2902 | 2874 | 2923 | 2699 | 2611 | 2451 | 1938 | 1573 | 1380 | 1002 | 771 | 45396 |
| Jun-15 Saturday | 27 | 467 | 290 | 213 | 164 | 319 | 508 | 741 | 1352 | 1774 | 2111 | 2537 | 2656 | 2641 | 2621 | 2634 | 2379 | 2384 | 2213 | 2044 | 1751 | 1333 | 1316 | 1084 | 729 | 36261 |
| Jun-15 Sunday | 28 | 529 | 289 | 253 | 150 | 228 | 311 | 426 | 678 | 1071 | 1441 | 1688 | 1839 | 2161 | 2207 | 2111 | 2083 | 1916 | 2001 | 1612 | 1368 | 1022 | 929 | 634 | 485 | 27432 |
| Jun-15 Monday | 29 | 241 | 155 | 128 | 165 | 463 | 1140 | 2501 | 3371 | 3584 | 2500 | 2346 | 2569 | 2881 | 2809 | 2179 | 2705 | 2931 | 2771 | 2430 | 1670 | 1269 | 1089 | 660 | 514 | 43071 |
| Jun-15 Tuesday | 30 | 267 | 164 | 126 | 152 | 411 | 1171 | 2570 | 3809 | 3290 | 2558 | 2477 | 2622 | 2850 | 2843 | 2854 | 3101 | 2904 | 2944 | 2597 | 1858 | 1263 | 1107 | 754 | 491 | 45183 |
| Jul-15 Wednesday | 1 | 265 | 149 | 142 | 188 | 390 | 1177 | 2499 | 3756 | 3327 | 2606 | 2520 | 2698 | 2964 | 2947 | 3044 | 3146 | 2943 | 3151 | 2538 | 1938 | 1535 | 1236 | 760 | 590 | 46509 |
| Jul-15 Thursday | 2 | 274 | 192 | 138 | 178 | 413 | 1046 | 2271 | 3593 | 3079 | 2647 | 2520 | 2908 | 2670 | 2835 | 3135 | 3270 | 3138 | 3074 | 2609 | 2086 | 1453 | 1220 | 882 | 579 | 46210 |
| Jul-15 Friday | 3 | 353 | 181 | 145 | 156 | 322 | 486 | 941 | 1397 | 1749 | 1975 | 2326 | 2719 | 2807 | 2853 | 2753 | 2816 | 2442 | 2335 | 2221 | 1800 | 1529 | 1336 | 962 | 803 | 37407 |
| Jul-15 Saturday | 4 | 465 | 286 | 257 | 194 | 224 | 331 | 557 | 765 | 1083 | 1511 | 1796 | 1910 | 1857 | 1767 | 1883 | 1865 | 1745 | 1670 | 1541 | 1530 | 1203 | 1165 | 1155 | 880 | 27640 |
| Jul-15 Sunday | 5 | 531 | 306 | 259 | 138 | 207 | 262 | 439 | 742 | 1017 | 1427 | 1798 | 1901 | 2184 | 2279 | 2214 | 2246 | 2133 | 2013 | 1809 | 1360 | 1120 | 1021 | 796 | 536 | 28738 |
| Jul-15 Monday | 6 | 276 | 163 | 156 | 179 | 461 | 1104 | 2365 | 3620 | 3197 | 2476 | 2492 | 2691 | 2836 | 2746 | 2864 | 3002 | 2922 | 3028 | 2306 | 1626 | 1283 | 1072 | 700 | 470 | 44035 |
| Jul-15 Tuesday | 7 | 252 | 163 | 130 | 165 | 428 | 1145 | 2527 | 3828 | 3274 | 2406 | 2427 | 2549 | 2864 | 2869 | 2735 | 2670 | 2899 | 2913 | 2301 | 1638 | 1262 | 1057 | 722 | 492 | 43716 |
| Jul-15 Wednesday | 8 | 214 | 149 | 132 | 148 | 419 | 1079 | 2559 | 3774 | 3355 | 2549 | 2383 | 2617 | 2880 | 2963 | 2920 | 2965 | 2868 | 3125 | 2412 | 1748 | 1400 | 1115 | 787 | 524 | 45085 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Jul-15 | Thursday | 9 | 276 | 186 | 114 | 186 | 407 | 1159 | 2505 | 3660 | 3325 | 2517 | 2484 | 2722 | 2991 | 2824 | 2878 | 3046 | 2932 | 2958 | 2425 | 1851 | 1476 | 1229 | 817 | 502 | 45470 |
| Jul-15 | Friday | 10 | 297 | 186 | 147 | 167 | 417 | 1065 | 2326 | 3504 | 3207 | 2542 | 2560 | 2967 | 3109 | 3109 | 3101 | 3170 | 2999 | 2780 | 2452 | 2023 | 1681 | 1505 | 1142 | 818 | 47274 |
| Jul-15 | Saturday | 11 | 452 | 269 | 221 | 203 | 304 | 512 | 819 | 1281 | 1769 | 2133 | 2399 | 2610 | 2584 | 2557 | 2536 | 2399 | 2346 | 2232 | 2034 | 1624 | 1434 | 1323 | 1024 | 729 | 35794 |
| Jul-15 | Sunday | 12 | 480 | 312 | 178 | 151 | 232 | 293 | 503 | 712 | 1001 | 1346 | 1789 | 1812 | 2077 | 2157 | 2058 | 2111 | 1941 | 1890 | 1679 | 1337 | 1122 | 996 | 760 | 499 | 27436 |
| Jul-15 | Monday | 13 | 270 | 165 | 126 | 183 | 425 | 1164 | 2610 | 3746 | 3223 | 2409 | 2446 | 2662 | 2755 | 2728 | 2787 | 2877 | 2951 | 2946 | 2337 | 1649 | 1264 | 986 | 608 | 454 | 43771 |
| Jul-15 | Tuesday | 14 | 241 | 153 | 118 | 163 | 425 | 1142 | 2528 | 3822 | 2512 | 2353 | 2433 | 2635 | 2833 | 2853 | 2890 | 2932 | 2937 | 2975 | 2403 | 1721 | 1333 | 1101 | 659 | 447 | 43609 |
| Jul-15 | Wednesday | 15 | 224 | 158 | 116 | 169 | 378 | 1180 | 2581 | 3909 | 3321 | 2536 | 2565 | 2626 | 2938 | 2885 | 2926 | 3001 | 2975 | 2951 | 2325 | 1715 | 1390 | 1166 | 753 | 548 | 45336 |
| Jul-15 | Thursday | 16 | 262 | 149 | 136 | 164 | 421 | 1128 | 2519 | 3713 | 3295 | 2538 | 2400 | 2708 | 2954 | 3015 | 2959 | 1341 | 2895 | 3063 | 2357 | 1890 | 1474 | 1264 | 802 | 518 | 43965 |
| Jul-15 | Friday | 17 | 291 | 153 | 159 | 204 | 376 | 1056 | 2304 | 3509 | 3162 | 2449 | 2609 | 2748 | 2993 | 3203 | 2941 | 3050 | 2928 | 2812 | 2576 | 2049 | 1498 | 1348 | 1028 | 763 | 46209 |
| Jul-15 | Saturday | 18 | 474 | 278 | 218 | 170 | 325 | 517 | 774 | 1344 | 1789 | 2150 | 2390 | 2680 | 2617 | 2531 | 2517 | 2473 | 2531 | 2286 | 2119 | 1815 | 1385 | 1333 | 1069 | 854 | 36639 |
| Jul-15 | Sunday | 19 | 607 | 308 | 229 | 153 | 228 | 324 | 472 | 753 | 994 | 1356 | 1774 | 1869 | 2180 | 2212 | 2224 | 2111 | 2001 | 1721 | 1689 | 1321 | 998 | 886 | 656 | 460 | 27526 |
| Jul-15 | Monday | 20 | 260 | 161 | 134 | 169 | 422 | 1171 | 2497 | 3826 | 3288 | 2439 | 2474 | 2549 | 2770 | 2865 | 2747 | 3320 | 3638 | 2931 | 2262 | 1618 | 1338 | 1093 | 654 | 481 | 45107 |
| Jul-15 | Tuesday | 21 | 244 | 168 | 126 | 165 | 428 | 1171 | 2554 | 3837 | 3418 | 2530 | 2421 | 2642 | 2847 | 2929 | 2820 | 3008 | 2909 | 2870 | 2360 | 1637 | 1386 | 1134 | 683 | 480 | 44767 |
| Jul-15 | Wednesday | 22 | 248 | 145 | 130 | 164 | 426 | 1126 | 2602 | 3807 | 3327 | 2491 | 2454 | 2570 | 2944 | 2893 | 2898 | 2914 | 3020 | 3047 | 2376 | 1721 | 1416 | 1167 | 736 | 515 | 45137 |
| Jul-15 | Thursday | 23 | 271 | 144 | 135 | 175 | 435 | 1147 | 2645 | 3826 | 3307 | 2598 | 2554 | 2606 | 2559 | 3046 | 2930 | 2955 | 3025 | 3184 | 2362 | 1825 | 1323 | 1160 | 733 | 569 | 45514 |
| Jul-15 | Friday | 24 | 266 | 169 | 151 | 181 | 428 | 1056 | 2357 | 3482 | 3077 | 2432 | 2608 | 2817 | 3075 | 3092 | 3154 | 2998 | 2890 | 2730 | 2508 | 1941 | 1562 | 1249 | 961 | 785 | 45969 |
| Jul-15 | Saturday | 25 | 494 | 286 | 223 | 203 | 306 | 540 | 721 | 1298 | 1744 | 2066 | 2410 | 2597 | 2645 | 2695 | 2582 | 2498 | 2437 | 2291 | 2113 | 1792 | 1461 | 1376 | 1020 | 751 | 36549 |
| Jul-15 | Sunday | 26 | 486 | 329 | 245 | 191 | 206 | 287 | 423 | 709 | 996 | 1382 | 1761 | 1943 | 2107 | 2248 | 2169 | 2126 | 1968 | 1912 | 1662 | 1348 | 1114 | 1093 | 692 | 440 | 27837 |
| Jul-15 | Monday | 27 | 265 | 150 | 149 | 169 | 451 | 1176 | 2542 | 3647 | 3264 | 2375 | 2348 | 2562 | 2881 | 2797 | 2734 | 2789 | 3024 | 2901 | 2238 | 1666 | 1316 | 1009 | 603 | 480 | 43536 |
| Jul-15 | Tuesday | 28 | 252 | 156 | 149 | 159 | 459 | 1179 | 2558 | 3768 | 3371 | 2406 | 2417 | 2480 | 2762 | 2852 | 2842 | 2880 | 2948 | 3056 | 2424 | 1731 | 1350 | 1100 | 747 | 468 | 44514 |
| Jul-15 | Wednesday | 29 | 276 | 136 | 143 | 172 | 446 | 1136 | 2511 | 3781 | 3334 | 2438 | 2477 | 2483 | 2852 | 2840 | 2807 | 2879 | 2882 | 3225 | 2812 | 1924 | 1443 | 1183 | 769 | 527 | 45476 |
| Jul-15 | Thursday | 30 | 315 | 182 | 122 | 193 | 429 | 1117 | 2542 | 3689 | 3238 | 2648 | 2445 | 2663 | 3088 | 3030 | 2958 | 3053 | 2942 | 3022 | 2424 | 1984 | 1439 | 1228 | 719 | 568 | 46038 |
| Jul-15 | Friday | 31 | 324 | 211 | 179 | 185 | 425 | 1108 | 2275 | 3506 | 3179 | 2596 | 2667 | 2890 | 3161 | 3257 | 3202 | 3097 | 2897 | 2773 | 2591 | 2188 | 1668 | 1408 | 1012 | 771 | 47570 |
| Aug-15 | Saturday | 1 | 514 | 310 | 237 | 182 | 312 | 535 | 742 | 1158 | 1630 | 2086 | 2383 | 2583 | 2095 | 2062 | 2551 | 2657 | 2452 | 2357 | 2328 | 1752 | 1473 | 1287 | 989 | 687 | 35362 |
| Aug-15 | Sunday | 2 | 486 | 273 | 239 | 164 | 216 | 293 | 408 | 721 | 1003 | 1343 | 1762 | 1870 | 2074 | 2263 | 2142 | 2217 | 1995 | 1803 | 1722 | 1347 | 1127 | 968 | 684 | 434 | 27554 |
| Aug-15 | Monday | 3 | 239 | 169 | 120 | 180 | 423 | 1170 | 2518 | 3744 | 3224 | 2351 | 2504 | 2601 | 2944 | 2840 | 2941 | 2930 | 2977 | 2880 | 2271 | 1537 | 1221 | 1082 | 673 | 476 | 44015 |
| Aug-15 | Tuesday | 4 | 240 | 143 | 108 | 153 | 425 | 1101 | 2464 | 3797 | 3316 | 2461 | 2388 | 2679 | 2774 | 3054 | 2851 | 3102 | 2993 | 3028 | 2418 | 1704 | 1370 | 1152 | 760 | 497 | 44978 |
| Aug-15 | Wednesday | 5 | 262 | 176 | 146 | 170 | 424 | 1174 | 2561 | 3864 | 3368 | 2523 | 2505 | 2626 | 2884 | 3020 | 2863 | 3031 | 2945 | 3093 | 2613 | 1894 | 1460 | 1136 | 722 | 512 | 45972 |
| Aug-15 | Thursday | 6 | 298 | 185 | 125 | 173 | 451 | 1153 | 2594 | 3730 | 3307 | 2511 | 2522 | 2768 | 2931 | 2936 | 2874 | 2721 | 2853 | 2799 | 2243 | 1689 | 1414 | 1124 | 703 | 503 | 44607 |
| Aug-15 | Friday | 7 | 291 | 182 | 141 | 181 | 401 | 1046 | 2307 | 3461 | 3130 | 2487 | 2714 | 2836 | 3111 | 3175 | 3129 | 3233 | 3044 | 2909 | 2757 | 2160 | 1709 | 1324 | 1063 | 804 | 47595 |
| Aug-15 | Saturday | 8 | 470 | 298 | 224 | 198 | 309 | 582 | 848 | 1444 | 1791 | 2135 | 2607 | 2708 | 2547 | 2755 | 2663 | 2599 | 2602 | 2597 | 2294 | 1822 | 1484 | 1295 | 1001 | 693 | 37966 |
| Aug-15 | Sunday | 9 | 441 | 286 | 203 | 184 | 206 | 348 | 528 | 719 | 992 | 1342 | 1880 | 2050 | 2230 | 2305 | 2221 | 2225 | 2145 | 2058 | 1899 | 1483 | 1297 | 966 | 701 | 454 | 29163 |
| Aug-15 | Monday | 10 | 251 | 179 | 135 | 189 | 433 | 1181 | 2631 | 3896 | 3216 | 2442 | 2435 | 2495 | 2881 | 2856 | 2923 | 3071 | 2984 | 2928 | 2462 | 1667 | 1338 | 1037 | 642 | 451 | 44723 |
| Aug-15 | Tuesday | 11 | 230 | 157 | 143 | 166 | 437 | 1167 | 2689 | 4025 | 3301 | 2473 | 2490 | 2732 | 2799 | 2899 | 2980 | 2979 | 3049 | 2985 | 2375 | 1789 | 1299 | 1056 | 729 | 487 | 45436 |
| Aug-15 | Wednesday | 12 | 218 | 157 | 152 | 148 | 427 | 1204 | 2623 | 3872 | 3413 | 2540 | 2511 | 2650 | 2923 | 2840 | 2988 | 2989 | 3048 | 3031 | 2546 | 1770 | 1477 | 1090 | 743 | 501 | 45861 |
| Aug-15 | Thursday | 13 | 294 | 172 | 150 | 147 | 434 | 1192 | 2564 | 3957 | 3259 | 2552 | 2386 | 2699 | 2848 | 2978 | 2859 | 3043 | 2995 | 2917 | 2351 | 1821 | 1484 | 1167 | 861 | 597 | 45727 |
| Aug-15 | Friday | 14 | 324 | 171 | 160 | 161 | 406 | 1054 | 2491 | 3663 | 3241 | 2595 | 2600 | 2875 | 3174 | 3175 | 3236 | 3224 | 3014 | 2918 | 2606 | 2135 | 1579 | 1294 | 1014 | 723 | 47833 |
| Aug-15 | Saturday | 15 | 466 | 256 | 235 | 199 | 309 | 513 | 750 | 1305 | 1886 | 2162 | 2237 | 2640 | 2583 | 2638 | 2660 | 2605 | 2494 | 2498 | 2263 | 1820 | 1455 | 1257 | 949 | 646 | 36826 |
| Aug-15 | Sunday | 16 | 470 | 264 | 229 | 177 | 226 | 336 | 420 | 742 | 969 | 1332 | 1782 | 2047 | 2246 | 2300 | 2232 | 2223 | 2074 | 1935 | 1695 | 1456 | 1089 | 933 | 622 | 444 | 28243 |
| Aug-15 | Monday | 17 | 267 | 157 | 99 | 161 | 476 | 1250 | 3077 | 3916 | 3149 | 2489 | 2416 | 2486 | 2707 | 2685 | 2860 | 2709 | 2817 | 2741 | 2232 | 1565 | 1209 | 873 | 584 | 411 | 43336 |
| Aug-15 | Tuesday | 18 | 197 | 111 | 109 | 152 | 424 | 1225 | 3080 | 4073 | 3181 | 2362 | 2251 | 2522 | 2692 | 2730 | 2882 | 2775 | 2720 | 2754 | 2189 | 1529 | 1129 | 914 | 653 | 430 | 43084 |
| Aug-15 | Wednesday | 19 | 210 | 162 | 113 | 152 | 405 | 1227 | 2980 | 4002 | 3368 | 2473 | 2339 | 2541 | 2827 | 2848 | 2888 | 2972 | 2917 | 2758 | 2245 | 1698 | 1232 | 964 | 637 | 434 | 44392 |
| Aug-15 | Thursday | 20 | 246 | 153 | 125 | 163 | 393 | 1262 | 2978 | 4041 | 3273 | 2494 | 2428 | 2497 | 2803 | 2870 | 2904 | 2802 | 2925 | 2853 | 2255 | 1722 | 1262 | 1003 | 664 | 451 | 44567 |
| Aug-15 | Friday | 21 | 258 | 176 | 153 | 179 | 389 | 1183 | 2857 | 3899 | 3066 | 2601 | 2461 | 2778 | 3102 | 3074 | 3105 | 3079 | 2820 | 2684 | 2341 | 1837 | 1470 | 1241 | 962 | 664 | 46379 |
| Aug-15 | Saturday | 22 | 389 | 273 | 201 | 167 | 272 | 501 | 730 | 1273 | 1693 | 1991 | 2293 | 2461 | 2510 | 2577 | 2671 | 2504 | 2474 | 2467 | 2259 | 1604 | 1256 | 1128 | 873 | 703 | 35270 |
| Aug-15 | Sunday | 23 | 420 | 276 | 186 | 161 | 188 | 293 | 454 | 669 | 962 | 1257 | 1766 | 1845 | 2174 | 2155 | 2162 | 2194 | 2038 | 1977 | 1780 | 1297 | 1010 | 796 | 583 | 404 | 27047 |
| Aug-15 | Monday | 24 | 212 | 117 | 125 | 163 | 449 | 1237 | 3067 | 4028 | 3428 | 2421 | 2390 | 2406 | 2867 | 2807 | 2827 | 2760 | 2844 | 2854 | 2286 | 1576 | 1152 | 910 | 595 | 393 | 43914 |
| Aug-15 | Tuesday | 25 | 208 | 120 | 112 | 152 | 419 | 1241 | 3057 | 4087 | 3548 | 2461 | 2365 | 2520 | 2740 | 2725 | 2811 | 2786 | 2982 | 2967 | 2349 | 1598 | 1226 | 890 | 575 | 405 | 44344 |
| Aug-15 | Wednesday | 26 | 209 | 132 | 121 | 145 | 417 | 1216 | 2972 | 4043 | 3455 | 2450 | 2348 | 2536 | 2676 | 2849 | 2882 | 2730 | 2942 | 3058 | 2358 | 1752 | 1354 | 962 | 607 | 479 | 44693 |
| Aug-15 | Thursday | 27 | 244 | 146 | 124 | 167 | 407 | 1268 | 2949 | 4141 | 3465 | 2594 | 2512 | 2633 | 2798 | 2845 | 2763 | 2151 | 2520 | 2881 | 2358 | 1829 | 1301 | 979 | 639 | 435 | 44149 |
| Aug-15 | Friday | 28 | 211 | 153 | 141 | 188 | 389 | 1120 | 2830 | 3995 | 3149 | 2632 | 2622 | 2798 | 3080 | 3131 | 3218 | 2844 | 2875 | 2640 | 2460 | 2006 | 1410 | 1292 | 978 | 699 | 46861 |
| Aug-15 | Saturday | 29 | 378 | 247 | 197 | 175 | 256 | 495 | 684 | 1252 | 1644 | 2022 | 2406 | 2561 | 2695 | 2687 | 2616 | 2592 | 2632 | 2408 | 2074 | 1564 | 1360 | 1135 | 953 | 657 | 35690 |
| Aug-15 | Sunday | 30 | 389 | 268 | 206 | 148 | 187 | 327 | 390 | 674 | 957 | 1277 | 1681 | 1876 | 2179 | 2351 | 2207 | 2100 | 1893 | 1775 | 1472 | 1142 | 899 | 702 | 561 | 352 | 26013 |
| Aug-15 | Monday | 31 | 178 | 121 | 105 | 172 | 443 | 1119 | 2614 | 3055 | 3107 | 2123 | 2185 | 2333 | 2532 | 2613 | 2655 | 2639 | 2669 | 2721 | 2198 | 1535 | 1204 | 917 | 600 | 427 | 40265 |
| Sep-15 | Tuesday | 1 | 209 | 157 | 109 | 194 | 409 | 1215 | 2997 | 3689 | 3298 | 2423 | 2380 | 2409 | 2622 | 2675 | 2724 | 2735 | 2705 | 2635 | 2048 | 1587 | 1229 | 905 | 640 | 411 | 42405 |
| Sep-15 | Wednesday | 2 | 182 | 110 | 123 | 145 | 370 | 1182 | 2915 | 3673 | 3218 | 2740 | 2332 | 2499 | 2725 | 2901 | 2766 | 2823 | 2644 | 2610 | 2246 | 1652 | 1351 | 900 | 658 | 426 | 43191 |
| Sep-15 | Thursday | 3 | 207 | 114 | 106 | 157 | 401 | 1250 | 2914 | 3976 | 3377 | 2538 | 2462 | 2610 | 2877 | 3018 | 2999 | 2760 | 2983 | 2937 | 2427 | 1832 | 1348 | 1097 | 708 | 460 | 45558 |
| Sep-15 | Friday | 4 | 300 | 177 | 148 | 174 | 401 | 1105 | 2639 | 3834 | 3023 | 2619 | 2663 | 2821 | 3207 | 3188 | 3207 | 2822 | 2669 | 2579 | 2554 | 1980 | 1541 | 1239 | 826 | 693 | 46409 |
| Sep-15 | Saturday | 5 | 486 | 271 | 217 | 200 | 263 | 440 | 687 | 1095 | 1545 | 1887 | 2319 | 2422 | 2470 | 2480 | 2390 | 2419 | 2449 | 2288 | 1957 | 1613 | 1395 | 1160 | 1010 | 723 | 34186 |
| Sep-15 | Sunday | 6 | 440 | 260 | 197 | 128 | 133 | 269 | 364 | 652 | 906 | 1190 | 1663 | 1794 | 2074 | 2212 | 2160 | 2177 | 1917 | 1905 | 1580 | 1188 | 1099 | 883 | 757 | 507 | 26455 |
| Sep-15 | Monday | 7 | 331 | 184 | 158 | 158 | 191 | 330 | 521 | 746 | 1012 | 1505 | 1972 | 2127 | 2410 | 2303 | 2377 | 2312 | 2101 | 1924 | 1621 | 1418 | 1116 | 884 | 668 | 427 | 28796 |
| Sep-15 | Tuesday | 8 | 210 | 131 | 117 | 155 | 458 | 1289 | 3036 | 4052 | 3344 | 2555 | 2490 | 2555 | 2862 | 2939 | 2982 | 2935 | 3066 | 2964 | 2294 | 1666 | 1274 | 896 | 608 | 420 | 45298 |
| Sep-15 | Wednesday | 9 | 204 | 126 | 108 | 170 | 432 | 1198 | 3024 | 3983 | 3538 | 2554 | 2442 | 2575 | 2922 | 2857 | 2876 | 2912 | 2929 | 2996 | 2381 | 1762 | 1390 | 958 | 635 | 440 | 45412 |
| Sep-15 | Thursday | 10 | 195 | 132 | 123 | 151 | 436 | 1238 | 3022 | 3819 | 3253 | 2545 | 2435 | 2612 | 2814 | 2940 | 2974 | 2919 | 2894 | 3064 | 2407 | 1833 | 1539 | 956 | 652 | 464 | 45417 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sep-15 | Friday | 11 | 256 | 150 | 112 | 180 | 409 | 1164 | 2809 | 3847 | 3149 | 2504 | 2653 | 2740 | 2955 | 3147 | 3119 | 3036 | 2876 | 2672 | 2514 | 2060 | 1551 | 1277 | 908 | 707 | 46795 |
| Sep-15 | Saturday | 12 | 440 | 241 | 249 | 179 | 307 | 589 | 835 | 1240 | 1738 | 1952 | 2247 | 2486 | 2766 | 2668 | 2505 | 2403 | 2328 | 2276 | 2061 | 1520 | 1188 | 1123 | 816 | 656 | 34813 |
| Sep-15 | Sunday | 13 | 378 | 254 | 195 | 150 | 184 | 340 | 442 | 739 | 1006 | 1380 | 1778 | 1895 | 2197 | 2193 | 2172 | 2112 | 1859 | 1942 | 1669 | 1416 | 1164 | 872 | 608 | 421 | 27366 |
| Sep-15 | Monday | 14 | 229 | 143 | 111 | 174 | 453 | 1254 | 2996 | 3903 | 3309 | 2443 | 2297 | 2710 | 2796 | 2799 | 2822 | 2831 | 2927 | 2905 | 2368 | 1669 | 1287 | 978 | 609 | 419 | 44432 |
| Sep-15 | Tuesday | 15 | 196 | 95 | 120 | 156 | 420 | 1263 | 2989 | 3839 | 3395 | 2308 | 2411 | 2552 | 2837 | 2831 | 2873 | 2908 | 3078 | 2883 | 2384 | 1684 | 1311 | 952 | 632 | 417 | 44534 |
| Sep-15 | Wednesday | 16 | 220 | 115 | 109 | 158 | 414 | 1261 | 3052 | 4042 | 3478 | 2616 | 2500 | 2520 | 2740 | 2774 | 2912 | 2908 | 2884 | 2746 | 2356 | 1824 | 1346 | 990 | 594 | 429 | 44988 |
| Sep-15 | Thursday | 17 | 187 | 134 | 113 | 157 | 445 | 1250 | 3039 | 3526 | 3512 | 2408 | 2382 | 2619 | 2831 | 2859 | 2762 | 2857 | 2804 | 2920 | 2283 | 1727 | 1272 | 996 | 672 | 437 | 44192 |
| Sep-15 | Friday | 18 | 252 | 143 | 147 | 165 | 425 | 1127 | 2844 | 3945 | 3077 | 2462 | 2530 | 2668 | 3029 | 3095 | 3162 | 3114 | 2979 | 2787 | 2596 | 1983 | 1489 | 1168 | 1013 | 724 | 46924 |
| Sep-15 | Saturday | 19 | 395 | 268 | 210 | 174 | 314 | 465 | 721 | 1275 | 1680 | 1976 | 2308 | 2418 | 2559 | 2567 | 2634 | 2473 | 2371 | 2178 | 2058 | 1633 | 1366 | 1225 | 870 | 673 | 34811 |
| Sep-15 | Sunday | 20 | 397 | 234 | 221 | 164 | 191 | 317 | 404 | 729 | 986 | 1381 | 1856 | 1872 | 2225 | 2232 | 2059 | 2119 | 1921 | 1904 | 1598 | 1427 | 1088 | 840 | 596 | 382 | 27143 |
| Sep-15 | Monday | 21 | 198 | 139 | 103 | 177 | 437 | 1251 | 3044 | 3913 | 3249 | 2459 | 2296 | 2501 | 2676 | 2739 | 2817 | 2845 | 2951 | 2928 | 2341 | 1643 | 1133 | 927 | 540 | 366 | 43673 |
| Sep-15 | Tuesday | 22 | 194 | 138 | 122 | 169 | 431 | 1240 | 3091 | 3894 | 3458 | 2458 | 2284 | 2652 | 2722 | 2874 | 2812 | 2918 | 2979 | 2952 | 2334 | 1700 | 1294 | 866 | 615 | 402 | 44599 |
| Sep-15 | Wednesday | 23 | 198 | 111 | 112 | 175 | 418 | 1242 | 3042 | 4045 | 3162 | 2411 | 2353 | 2589 | 2827 | 2841 | 2823 | 2869 | 2882 | 2924 | 2300 | 1708 | 1304 | 916 | 576 | 387 | 44215 |
| Sep-15 | Thursday | 24 | 214 | 115 | 123 | 158 | 447 | 1255 | 3023 | 3988 | 3285 | 2468 | 2505 | 2590 | 2627 | 2767 | 2759 | 2796 | 2628 | 2659 | 2132 | 1648 | 1198 | 897 | 638 | 485 | 43405 |
| Sep-15 | Friday | 25 | 223 | 135 | 140 | 156 | 394 | 1148 | 2694 | 3787 | 2998 | 2391 | 2484 | 2652 | 2955 | 3014 | 3047 | 3068 | 2843 | 2870 | 2649 | 2078 | 1467 | 1256 | 906 | 684 | 46039 |
| Sep-15 | Saturday | 26 | 495 | 290 | 251 | 176 | 301 | 514 | 798 | 1237 | 1571 | 1968 | 2286 | 2379 | 2434 | 2595 | 2557 | 2455 | 2345 | 2316 | 2098 | 1703 | 1310 | 1122 | 908 | 645 | 34754 |
| Sep-15 | Sunday | 27 | 462 | 251 | 230 | 141 | 233 | 362 | 427 | 743 | 1043 | 1393 | 1872 | 1982 | 2255 | 2169 | 2098 | 2110 | 2060 | 1859 | 1541 | 1403 | 1042 | 768 | 557 | 365 | 27366 |
| Sep-15 | Monday | 28 | 189 | 121 | 109 | 159 | 489 | 1270 | 3027 | 3880 | 3256 | 2405 | 2438 | 2432 | 2738 | 2698 | 2664 | 2814 | 2836 | 2937 | 2171 | 1671 | 1180 | 921 | 580 | 356 | 43341 |
| Sep-15 | Tuesday | 29 | 194 | 123 | 106 | 149 | 445 | 1262 | 3115 | 3956 | 3331 | 2488 | 2480 | 2447 | 2740 | 2767 | 2843 | 2751 | 2794 | 2877 | 2260 | 1684 | 1230 | 951 | 573 | 405 | 43971 |
| Sep-15 | Wednesday | 30 | 195 | 125 | 101 | 154 | 396 | 1235 | 3111 | 3872 | 3538 | 2552 | 2495 | 2475 | 2875 | 2855 | 2980 | 2857 | 2836 | 2618 | 2165 | 1748 | 1329 | 894 | 617 | 424 | 44447 |
| Oct-15 | Thursday | 1 | 224 | 137 | 115 | 183 | 434 | 1274 | 3083 | 4000 | 3384 | 2447 | 2438 | 2649 | 2929 | 2730 | 2955 | 2819 | 2780 | 2528 | 1906 | 1454 | 1077 | 940 | 608 | 399 | 43493 |
| Oct-15 | Friday | 2 | 240 | 164 | 125 | 177 | 425 | 1065 | 2208 | 3037 | 2642 | 2335 | 1828 | 2801 | 2991 | 3035 | 2983 | 2804 | 2710 | 2382 | 2054 | 1415 | 1009 | 891 | 681 | 514 | 40516 |
| Oct-15 | Saturday | 3 | 279 | 194 | 153 | 132 | 216 | 393 | 535 | 876 | 1103 | 1143 | 1378 | 1429 | 1570 | 1384 | 1272 | 1289 | 1160 | 1162 | 1030 | 755 | 505 | 393 | 314 | 13 | 18678 |
| Oct-15 | Sunday | 4 | 7 | 15 | 5 | 72 | 137 | 253 | 319 | 554 | 646 | 934 | 1145 | 1344 | 1382 | 1297 | 1238 | 1311 | 1179 | 1116 | 954 | 703 | 519 | 406 | 271 | 196 | 16003 |
| Oct-15 | Monday | 5 | 98 | 82 | 58 | 88 | 288 | 698 | 1492 | 2156 | 1895 | 1702 | 1752 | 1920 | 2047 | 1983 | 2001 | 2119 | 2074 | 2086 | 1547 | 1155 | 895 | 730 | 486 | 335 | 29687 |
| Oct-15 | Tuesday | 6 | 208 | 122 | 105 | 146 | 382 | 1158 | 2421 | 3342 | 2884 | 2278 | 2138 | 2393 | 2593 | 2561 | 2557 | 2651 | 2767 | 2917 | 2238 | 1696 | 1211 | 935 | 579 | 412 | 40694 |
| Oct-15 | Wednesday | 7 | 157 | 117 | 125 | 142 | 439 | 1253 | 2769 | 3683 | 3245 | 2343 | 2256 | 2437 | 2707 | 2741 | 2779 | 2772 | 2783 | 3056 | 2233 | 1757 | 1437 | 946 | 628 | 419 | 43224 |
| Oct-15 | Thursday | 8 | 218 | 127 | 118 | 168 | 438 | 1236 | 2807 | 3684 | 3300 | 2769 | 2463 | 2485 | 2478 | 2805 | 2899 | 2979 | 2955 | 3111 | 2365 | 1838 | 1403 | 1054 | 734 | 454 | 44888 |
| Oct-15 | Friday | 9 | 266 | 164 | 154 | 217 | 428 | 1175 | 2765 | 3772 | 2868 | 2400 | 2702 | 2740 | 3066 | 3171 | 3166 | 3224 | 3100 | 3026 | 2731 | 2182 | 1424 | 1255 | 924 | 810 | 47730 |
| Oct-15 | Saturday | 10 | 447 | 282 | 202 | 190 | 311 | 518 | 696 | 1144 | 1667 | 1914 | 2249 | 2497 | 2703 | 2496 | 2497 | 2490 | 2206 | 2159 | 1972 | 1695 | 1348 | 1064 | 922 | 627 | 34296 |
| Oct-15 | Sunday | 11 | 418 | 260 | 196 | 141 | 206 | 341 | 422 | 769 | 948 | 1340 | 1654 | 1943 | 2238 | 2261 | 2290 | 2271 | 2085 | 1992 | 1712 | 1377 | 1052 | 760 | 590 | 434 | 27700 |
| Oct-15 | Monday | 12 | 227 | 139 | 128 | 166 | 479 | 1179 | 2812 | 3722 | 2867 | 2352 | 2403 | 2546 | 2878 | 2834 | 3107 | 3041 | 3095 | 3102 | 2526 | 1726 | 1157 | 979 | 563 | 403 | 44431 |
| Oct-15 | Tuesday | 13 | 218 | 125 | 115 | 168 | 466 | 1294 | 3069 | 3920 | 3511 | 2544 | 2548 | 2621 | 2873 | 2898 | 2998 | 2944 | 3066 | 3050 | 2498 | 1764 | 1287 | 973 | 603 | 415 | 45968 |
| Oct-15 | Wednesday | 14 | 221 | 119 | 119 | 180 | 455 | 1285 | 3021 | 3895 | 3384 | 2687 | 2444 | 2757 | 2786 | 2902 | 3041 | 2947 | 3000 | 2709 | 2480 | 1875 | 1381 | 963 | 680 | 405 | 45736 |
| Oct-15 | Thursday | 15 | 227 | 132 | 124 | 198 | 442 | 1254 | 2964 | 3835 | 3333 | 2443 | 2484 | 2610 | 2881 | 2875 | 2929 | 3038 | 3113 | 3040 | 2473 | 1864 | 1401 | 1118 | 777 | 502 | 46057 |
| Oct-15 | Friday | 16 | 240 | 153 | 144 | 187 | 400 | 1141 | 2781 | 3806 | 3175 | 2589 | 2556 | 2820 | 3100 | 3173 | 3192 | 3117 | 2961 | 2720 | 2648 | 2149 | 1519 | 1197 | 1018 | 670 | 47456 |
| Oct-15 | Saturday | 17 | 433 | 307 | 192 | 174 | 291 | 513 | 879 | 1330 | 1645 | 2102 | 2262 | 2437 | 2664 | 2544 | 2611 | 2577 | 2421 | 2351 | 2156 | 1796 | 1371 | 1167 | 880 | 688 | 35791 |
| Oct-15 | Sunday | 18 | 443 | 273 | 212 | 147 | 206 | 331 | 469 | 768 | 937 | 1354 | 1786 | 2055 | 2171 | 2334 | 2305 | 2176 | 2066 | 2037 | 1784 | 1412 | 1029 | 812 | 580 | 380 | 28067 |
| Oct-15 | Monday | 19 | 187 | 133 | 103 | 159 | 470 | 1256 | 2908 | 3864 | 3273 | 2406 | 2388 | 2558 | 2819 | 2772 | 2866 | 2935 | 2937 | 2963 | 2148 | 1717 | 1206 | 939 | 646 | 373 | 44026 |
| Oct-15 | Tuesday | 20 | 190 | 152 | 128 | 163 | 445 | 1273 | 2991 | 3519 | 3517 | 2460 | 2435 | 2577 | 2869 | 2894 | 2871 | 2951 | 3157 | 3000 | 2363 | 1751 | 1216 | 993 | 556 | 421 | 44892 |
| Oct-15 | Wednesday | 21 | 170 | 119 | 128 | 175 | 448 | 1282 | 3001 | 4038 | 3339 | 2586 | 2460 | 2625 | 2809 | 2792 | 2965 | 2932 | 2861 | 2860 | 2244 | 1817 | 1302 | 1000 | 671 | 433 | 45057 |
| Oct-15 | Thursday | 22 | 233 | 150 | 145 | 173 | 439 | 1295 | 3060 | 3777 | 3538 | 2529 | 2511 | 2698 | 2850 | 2938 | 3033 | 2978 | 3037 | 2755 | 2242 | 1948 | 1497 | 1090 | 790 | 514 | 46220 |
| Oct-15 | Friday | 23 | 276 | 182 | 153 | 178 | 427 | 1153 | 2854 | 3746 | 3120 | 2629 | 2560 | 2863 | 3038 | 3066 | 3206 | 3099 | 2897 | 2761 | 2511 | 2034 | 1415 | 1273 | 1016 | 785 | 47242 |
| Oct-15 | Saturday | 24 | 425 | 278 | 216 | 193 | 281 | 499 | 750 | 1197 | 1742 | 2014 | 2274 | 2570 | 2541 | 2541 | 2532 | 2565 | 2729 | 2352 | 2317 | 1818 | 1305 | 1266 | 1437 | 731 | 36573 |
| Oct-15 | Sunday | 25 | 448 | 255 | 201 | 149 | 208 | 300 | 451 | 694 | 963 | 1383 | 1745 | 2039 | 2172 | 2309 | 2271 | 2197 | 2012 | 2054 | 1786 | 1439 | 1026 | 802 | 558 | 352 | 27814 |
| Oct-15 | Monday | 26 | 199 | 149 | 114 | 165 | 489 | 1309 | 3093 | 3999 | 3127 | 2459 | 2437 | 2531 | 2699 | 2725 | 2926 | 2861 | 3045 | 2887 | 2209 | 1538 | 1112 | 892 | 539 | 387 | 43891 |
| Oct-15 | Tuesday | 27 | 207 | 120 | 105 | 170 | 423 | 1246 | 2909 | 3446 | 3112 | 2831 | 2493 | 2618 | 2807 | 2790 | 2729 | 2872 | 2993 | 2663 | 2173 | 1532 | 1070 | 817 | 546 | 331 | 43003 |
| Oct-15 | Wednesday | 28 | 191 | 104 | 128 | 157 | 416 | 1229 | 2934 | 3986 | 3330 | 2461 | 2523 | 2560 | 2811 | 2808 | 2972 | 2850 | 2855 | 2940 | 2289 | 1801 | 1277 | 944 | 594 | 418 | 44578 |
| Oct-15 | Thursday | 29 | 173 | 130 | 155 | 151 | 440 | 1278 | 2989 | 4009 | 3343 | 2540 | 2446 | 2618 | 2904 | 2999 | 3162 | 3054 | 3085 | 3026 | 2386 | 1886 | 1477 | 1022 | 675 | 451 | 46399 |
| Oct-15 | Friday | 30 | 260 | 156 | 155 | 176 | 424 | 1252 | 2853 | 3444 | 3424 | 2616 | 2640 | 2837 | 3060 | 2994 | 3210 | 3112 | 2927 | 2737 | 2718 | 2180 | 1536 | 1205 | 961 | 711 | 47588 |
| Oct-15 | Saturday | 31 | 444 | 274 | 224 | 161 | 277 | 495 | 710 | 1081 | 1568 | 1888 | 2168 | 2553 | 2471 | 2544 | 2537 | 2650 | 2663 | 2426 | 1940 | 1565 | 1309 | 1187 | 874 | 655 | 34664 |
| Nov-15 | Sunday | 1 | 430 | 289 | 243 | 199 | 322 | 313 | 407 | 796 | 1041 | 1367 | 1786 | 2078 | 2323 | 2222 | 2267 | 2176 | 2058 | 1996 | 1626 | 1284 | 862 | 618 | 467 | 339 | 27509 |
| Nov-15 | Monday | 2 | 162 | 123 | 102 | 164 | 457 | 1218 | 3096 | 4033 | 3344 | 2599 | 2519 | 2538 | 2760 | 2744 | 2917 | 2756 | 3026 | 2880 | 2206 | 1361 | 1000 | 824 | 538 | 358 | 43725 |
| Nov-15 | Tuesday | 3 | 187 | 116 | 107 | 163 | 427 | 1182 | 3072 | 3397 | 3313 | 2487 | 2105 | 1706 | 2554 | 2776 | 2693 | 2628 | 2881 | 2832 | 2234 | 1524 | 1024 | 770 | 580 | 377 | 41135 |
| Nov-15 | Wednesday | 4 | 221 | 108 | 117 | 174 | 460 | 1197 | 2815 | 3964 | 3596 | 2533 | 2357 | 2491 | 2753 | 2842 | 2895 | 2811 | 3043 | 2982 | 2340 | 1532 | 1185 | 843 | 593 | 379 | 44231 |
| Nov-15 | Thursday | 5 | 219 | 151 | 129 | 163 | 441 | 1181 | 3121 | 3984 | 3356 | 2470 | 2589 | 2668 | 2860 | 3013 | 2980 | 3056 | 3186 | 3055 | 2348 | 1690 | 1256 | 1037 | 655 | 461 | 46069 |
| Nov-15 | Friday | 6 | 233 | 143 | 132 | 177 | 412 | 1166 | 2880 | 3959 | 3138 | 2520 | 2674 | 2706 | 3114 | 3109 | 3402 | 3155 | 2983 | 2940 | 2506 | 1933 | 1366 | 1081 | 811 | 672 | 47212 |
| Nov-15 | Saturday | 7 | 447 | 241 | 230 | 177 | 210 | 461 | 775 | 1219 | 1763 | 2240 | 2469 | 2725 | 2805 | 2553 | 2696 | 2645 | 2733 | 2665 | 2273 | 1527 | 1187 | 1019 | 780 | 639 | 36479 |
| Nov-15 | Sunday | 8 | 381 | 276 | 196 | 159 | 189 | 328 | 394 | 721 | 997 | 1399 | 1772 | 1958 | 2254 | 2276 | 2174 | 2222 | 2008 | 1800 | 1600 | 1202 | 853 | 608 | 490 | 308 | 26565 |
| Nov-15 | Monday | 9 | 201 | 144 | 94 | 140 | 421 | 1108 | 2806 | 1407 | 1743 | 2879 | 2380 | 2306 | 2505 | 2691 | 2715 | 2653 | 2780 | 2749 | 2035 | 1378 | 989 | 849 | 522 | 351 | 37846 |
| Nov-15 | Tuesday | 10 | 168 | 120 | 84 | 135 | 461 | 1148 | 3058 | 3785 | 3394 | 2387 | 2379 | 2646 | 2818 | 2782 | 2935 | 2871 | 2935 | 3064 | 2353 | 1627 | 1109 | 825 | 592 | 382 | 44058 |
| Nov-15 | Wednesday | 11 | 209 | 131 | 111 | 172 | 402 | 1075 | 2820 | 3776 | 2848 | 2467 | 2525 | 2500 | 2824 | 2836 | 3028 | 2829 | 2883 | 2987 | 2329 | 1635 | 1183 | 982 | 618 | 420 | 43590 |
| Nov-15 | Thursday | 12 | 194 | 161 | 110 | 163 | 420 | 1166 | 3147 | 3951 | 3380 | 2522 | 2474 | 2618 | 2926 | 2915 | 2967 | 3042 | 3051 | 3019 | 2380 | 1653 | 1211 | 1036 | 644 | 470 | 45620 |
| Nov-15 | Friday | 13 | 245 | 142 | 148 | 168 | 401 | 1101 | 2817 | 3864 | 3066 | 2752 | 2644 | 2792 | 3150 | 3153 | 3212 | 2995 | 2898 | 2866 | 2605 | 1882 | 1389 | 1163 | 981 | 679 | 47113 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nov-15 | Saturday | 14 | 392 | 263 | 208 | 156 | 290 | 502 | 818 | 1294 | 1801 | 2190 | 2427 | 2545 | 2705 | 2661 | 2642 | 2546 | 2480 | 2475 | 2231 | 1513 | 1119 | 1047 | 845 | 672 | 35822 |
| Nov-15 | Sunday | 15 | 420 | 249 | 225 | 122 | 199 | 317 | 411 | 681 | 955 | 1430 | 1838 | 1928 | 2296 | 2344 | 2192 | 2245 | 2154 | 2058 | 1650 | 1169 | 924 | 658 | 562 | 348 | 27375 |
| Nov-15 | Monday | 16 | 210 | 125 | 102 | 176 | 433 | 1217 | 3082 | 4034 | 3435 | 2573 | 2498 | 2623 | 2848 | 2840 | 2962 | 3001 | 3133 | 3137 | 2225 | 1473 | 1080 | 930 | 571 | 392 | 45100 |
| Nov-15 | Tuesday | 17 | 205 | 128 | 106 | 157 | 406 | 1147 | 3131 | 4040 | 3369 | 2606 | 2489 | 2653 | 2917 | 3033 | 2960 | 3028 | 3200 | 3099 | 2363 | 1539 | 1150 | 904 | 593 | 413 | 45636 |
| Nov-15 | Wednesday | 18 | 197 | 152 | 100 | 151 | 403 | 1197 | 2818 | 4003 | 3475 | 2662 | 2597 | 2641 | 2993 | 3018 | 2988 | 2956 | 3060 | 2764 | 2297 | 1657 | 1202 | 946 | 665 | 382 | 45324 |
| Nov-15 | Thursday | 19 | 208 | 131 | 112 | 165 | 384 | 1115 | 2863 | 3775 | 3405 | 2479 | 2534 | 2611 | 2800 | 2983 | 2943 | 3084 | 3104 | 3034 | 2323 | 1562 | 1206 | 1026 | 647 | 475 | 44969 |
| Nov-15 | Friday | 20 | 247 | 145 | 143 | 179 | 431 | 1182 | 2839 | 3810 | 3308 | 2709 | 2663 | 2951 | 3218 | 3393 | 3226 | 3178 | 3057 | 2956 | 2715 | 1916 | 1313 | 1239 | 998 | 685 | 48501 |
| Nov-15 | Saturday | 21 | 425 | 230 | 197 | 177 | 303 | 553 | 742 | 1276 | 1769 | 1968 | 2530 | 2477 | 2580 | 2668 | 2560 | 2559 | 2388 | 2387 | 1977 | 1594 | 1195 | 1103 | 816 | 604 | 35078 |
| Nov-15 | Sunday | 22 | 370 | 264 | 246 | 133 | 211 | 326 | 387 | 715 | 981 | 1280 | 1717 | 1909 | 2173 | 2261 | 2088 | 2009 | 2243 | 1920 | 1595 | 1255 | 924 | 722 | 557 | 365 | 26651 |
| Nov-15 | Monday | 23 | 191 | 120 | 112 | 149 | 431 | 1134 | 2748 | 3550 | 2865 | 2384 | 2546 | 2644 | 3007 | 2880 | 2646 | 2766 | 2791 | 3055 | 2459 | 1630 | 1106 | 937 | 642 | 410 | 43203 |
| Nov-15 | Tuesday | 24 | 215 | 112 | 101 | 154 | 444 | 1056 | 2595 | 3616 | 3042 | 2537 | 2682 | 2901 | 3098 | 3152 | 3018 | 2987 | 3031 | 3102 | 2461 | 1719 | 1313 | 1050 | 723 | 536 | 45645 |
| Nov-15 | Wednesday | 25 | 276 | 194 | 131 | 156 | 446 | 1011 | 2258 | 2907 | 2743 | 2457 | 2872 | 2916 | 3155 | 3210 | 3148 | 3110 | 2923 | 2773 | 2485 | 1827 | 1386 | 1044 | 817 | 647 | 44892 |
| Nov-15 | Thursday | 26 | 334 | 210 | 171 | 123 | 196 | 273 | 403 | 516 | 774 | 1075 | 1242 | 1507 | 1638 | 1468 | 1418 | 1565 | 1633 | 1735 | 1676 | 1690 | 1511 | 1361 | 1105 | 724 | 24348 |
| Nov-15 | Friday | 27 | 513 | 272 | 217 | 193 | 308 | 523 | 857 | 1240 | 1449 | 1865 | 2209 | 2443 | 2613 | 2750 | 2730 | 2629 | 2490 | 2524 | 2203 | 1712 | 1286 | 1085 | 921 | 622 | 35654 |
| Nov-15 | Saturday | 28 | 380 | 230 | 207 | 154 | 309 | 388 | 637 | 934 | 1354 | 1638 | 2063 | 2316 | 2275 | 2435 | 2205 | 2277 | 2452 | 2337 | 1942 | 1453 | 1290 | 1019 | 889 | 618 | 31802 |
| Nov-15 | Sunday | 29 | 394 | 246 | 189 | 196 | 263 | 380 | 451 | 732 | 1095 | 1511 | 2024 | 2052 | 2156 | 2239 | 2261 | 2195 | 2055 | 2026 | 1629 | 1334 | 1001 | 716 | 587 | 352 | 28084 |
| Nov-15 | Monday | 30 | 215 | 148 | 122 | 141 | 455 | 1183 | 2966 | 3896 | 3260 | 2591 | 2544 | 2664 | 2954 | 2930 | 2996 | 2866 | 3038 | 3083 | 2192 | 1325 | 1205 | 889 | 531 | 394 | 44588 |
| Dec-15 | Tuesday | 1 | 209 | 138 | 125 | 159 | 446 | 1269 | 2996 | 3897 | 3485 | 2389 | 2350 | 2664 | 2897 | 3064 | 2930 | 2839 | 3064 | 2995 | 2163 | 1548 | 1215 | 906 | 618 | 434 | 44800 |
| Dec-15 | Wednesday | 2 | 213 | 139 | 100 | 114 | 406 | 1220 | 3029 | 3937 | 3483 | 2463 | 2477 | 2653 | 2831 | 2956 | 2821 | 2878 | 2759 | 2837 | 1948 | 1439 | 1089 | 895 | 637 | 389 | 43713 |
| Dec-15 | Thursday | 3 | 188 | 128 | 115 | 164 | 406 | 1171 | 3007 | 4028 | 3378 | 2596 | 2459 | 2584 | 2912 | 3020 | 2954 | 3147 | 3178 | 3150 | 2298 | 1582 | 1261 | 1040 | 777 | 469 | 46012 |
| Dec-15 | Friday | 4 | 260 | 142 | 148 | 174 | 425 | 1115 | 2886 | 3878 | 3041 | 2583 | 2577 | 2734 | 3139 | 3257 | 3256 | 3148 | 2888 | 2815 | 2449 | 1881 | 1373 | 1262 | 1018 | 682 | 47131 |
| Dec-15 | Saturday | 5 | 391 | 246 | 189 | 162 | 268 | 502 | 779 | 1138 | 1553 | 2066 | 2448 | 2641 | 2824 | 2873 | 2691 | 2602 | 2570 | 2457 | 2078 | 1501 | 1210 | 1004 | 1026 | 673 | 35892 |
| Dec-15 | Sunday | 6 | 427 | 235 | 185 | 139 | 215 | 330 | 485 | 659 | 899 | 1306 | 1714 | 1736 | 2090 | 2216 | 2153 | 2138 | 2013 | 1903 | 1658 | 1200 | 1002 | 755 | 576 | 346 | 26380 |
| Dec-15 | Monday | 7 | 196 | 116 | 101 | 154 | 415 | 1168 | 2906 | 3517 | 3269 | 2366 | 2224 | 2450 | 2737 | 2802 | 2857 | 2927 | 2931 | 2940 | 2376 | 1527 | 1123 | 857 | 635 | 400 | 42994 |
| Dec-15 | Tuesday | 8 | 210 | 160 | 107 | 167 | 416 | 1188 | 2978 | 3916 | 3313 | 2464 | 2468 | 2571 | 2800 | 2907 | 2972 | 2964 | 3040 | 3018 | 2389 | 1676 | 1251 | 909 | 684 | 385 | 44953 |
| Dec-15 | Wednesday | 9 | 222 | 147 | 114 | 145 | 368 | 1202 | 3019 | 3856 | 3495 | 2517 | 2591 | 2538 | 2777 | 2851 | 2986 | 2935 | 3033 | 3049 | 2297 | 1552 | 1317 | 1039 | 729 | 412 | 45191 |
| Dec-15 | Thursday | 10 | 213 | 124 | 126 | 149 | 448 | 1179 | 2971 | 3891 | 3346 | 2595 | 2167 | 2303 | 2879 | 3008 | 2961 | 2919 | 3085 | 2897 | 2367 | 1635 | 1256 | 1016 | 761 | 464 | 44760 |
| Dec-15 | Friday | 11 | 238 | 152 | 137 | 166 | 414 | 1146 | 2769 | 3881 | 3069 | 2538 | 2558 | 2782 | 3095 | 3154 | 2918 | 3069 | 2784 | 2863 | 2655 | 1912 | 1399 | 1237 | 1005 | 764 | 46705 |
| Dec-15 | Saturday | 12 | 390 | 264 | 206 | 170 | 294 | 498 | 799 | 1151 | 1613 | 1988 | 2280 | 2488 | 2754 | 2834 | 2806 | 2826 | 2708 | 2808 | 2202 | 1695 | 1336 | 1253 | 1024 | 741 | 37128 |
| Dec-15 | Sunday | 13 | 452 | 283 | 194 | 139 | 192 | 311 | 438 | 715 | 1116 | 1395 | 1991 | 2093 | 2244 | 2345 | 2332 | 2167 | 2174 | 1964 | 1695 | 1270 | 955 | 851 | 613 | 403 | 28332 |
| Dec-15 | Monday | 14 | 216 | 109 | 89 | 160 | 405 | 1184 | 2890 | 3965 | 3224 | 2424 | 2347 | 2666 | 2870 | 2908 | 2836 | 3092 | 2837 | 2944 | 2149 | 1521 | 1219 | 889 | 658 | 400 | 44002 |
| Dec-15 | Tuesday | 15 | 217 | 128 | 124 | 149 | 430 | 1205 | 2984 | 3898 | 3417 | 2489 | 2469 | 2738 | 3023 | 3036 | 2968 | 3060 | 3009 | 3019 | 2384 | 1679 | 1351 | 976 | 673 | 482 | 45908 |
| Dec-15 | Wednesday | 16 | 225 | 141 | 123 | 163 | 393 | 1168 | 2998 | 3792 | 3482 | 2601 | 2587 | 2770 | 2907 | 3100 | 3142 | 3055 | 3071 | 2998 | 2292 | 1826 | 1313 | 1025 | 695 | 416 | 46283 |
| Dec-15 | Thursday | 17 | 251 | 157 | 127 | 180 | 432 | 1173 | 2935 | 3835 | 3307 | 2454 | 2660 | 2815 | 2991 | 3148 | 3064 | 3098 | 2979 | 2209 | 1777 | 1781 | 1351 | 1121 | 793 | 479 | 45117 |
| Dec-15 | Friday | 18 | 301 | 166 | 146 | 196 | 419 | 1058 | 2734 | 3710 | 3026 | 2547 | 2738 | 2988 | 3226 | 3350 | 3284 | 3147 | 3038 | 2945 | 2687 | 2076 | 1571 | 1277 | 1070 | 770 | 48470 |
| Dec-15 | Saturday | 19 | 537 | 303 | 229 | 177 | 301 | 509 | 687 | 1083 | 1559 | 1977 | 2458 | 2713 | 2728 | 2908 | 2925 | 2909 | 2800 | 2790 | 2427 | 1743 | 1373 | 1158 | 1068 | 803 | 38165 |
| Dec-15 | Sunday | 20 | 517 | 258 | 214 | 144 | 215 | 277 | 420 | 612 | 925 | 1317 | 1756 | 1921 | 2192 | 2391 | 2413 | 2352 | 2241 | 2152 | 1782 | 1347 | 1050 | 926 | 744 | 526 | 28692 |
| Dec-15 | Monday | 21 | 274 | 152 | 110 | 179 | 405 | 1030 | 2349 | 3194 | 2877 | 2415 | 2742 | 2893 | 3103 | 3232 | 3186 | 3309 | 3208 | 3105 | 2582 | 1717 | 1405 | 1052 | 783 | 547 | 45849 |
| Dec-15 | Tuesday | 22 | 282 | 173 | 133 | 183 | 373 | 963 | 2210 | 3112 | 2856 | 2402 | 2604 | 2933 | 3107 | 3221 | 3124 | 3259 | 3120 | 3071 | 2535 | 1770 | 1368 | 1102 | 780 | 550 | 45231 |
| Dec-15 | Wednesday | 23 | 327 | 189 | 116 | 174 | 390 | 925 | 2038 | 2764 | 2669 | 2518 | 2884 | 3149 | 3032 | 3350 | 3296 | 3304 | 3091 | 3159 | 2535 | 2062 | 1607 | 1185 | 975 | 681 | 46420 |
| Dec-15 | Thursday | 24 | 427 | 267 | 198 | 156 | 269 | 520 | 1004 | 1470 | 1715 | 2144 | 2557 | 2900 | 2960 | 2866 | 2767 | 2724 | 2250 | 2018 | 1740 | 1250 | 1193 | 1025 | 844 | 587 | 35851 |
| Dec-15 | Friday | 25 | 348 | 231 | 152 | 121 | 120 | 181 | 257 | 351 | 540 | 766 | 932 | 1219 | 1331 | 1332 | 1455 | 1522 | 1404 | 1432 | 1466 | 1268 | 1178 | 1084 | 898 | 660 | 20248 |
| Dec-15 | Saturday | 26 | 377 | 220 | 157 | 141 | 240 | 357 | 425 | 661 | 1046 | 1440 | 1830 | 2176 | 2379 | 2399 | 2366 | 2314 | 2273 | 2222 | 2133 | 1611 | 1192 | 1082 | 850 | 652 | 30543 |
| Dec-15 | Sunday | 27 | 383 | 214 | 227 | 155 | 224 | 290 | 332 | 586 | 893 | 1220 | 1567 | 1678 | 2119 | 1985 | 2140 | 2072 | 1980 | 1891 | 1721 | 1350 | 997 | 866 | 618 | 473 | 25981 |
| Dec-15 | Monday | 28 | 254 | 178 | 133 | 141 | 360 | 843 | 1749 | 2426 | 2267 | 2197 | 2358 | 2724 | 2768 | 2950 | 2668 | 2902 | 2896 | 2781 | 2239 | 1533 | 1089 | 893 | 567 | 472 | 39388 |
| Dec-15 | Tuesday | 29 | 301 | 149 | 139 | 154 | 345 | 821 | 1881 | 2607 | 2514 | 2395 | 2608 | 2795 | 2936 | 2969 | 2917 | 3002 | 2997 | 3105 | 2418 | 1511 | 1216 | 979 | 699 | 502 | 41960 |
| Dec-15 | Wednesday | 30 | 260 | 154 | 158 | 167 | 347 | 837 | 1862 | 2579 | 2620 | 2284 | 2563 | 2828 | 3099 | 3068 | 3044 | 3122 | 3053 | 3137 | 2398 | 1672 | 1324 | 1065 | 746 | 530 | 42917 |
| Dec-15 | Thursday | 31 | 302 | 205 | 135 | 168 | 317 | 686 | 1473 | 2209 | 2208 | 2287 | 2565 | 2779 | 3072 | 3031 | 3055 | 3037 | 2572 | 2235 | 1944 | 1399 | 1110 | 900 | 841 | 497 | 39027 |

30 Highest Hours of the year

100 Highest Hours of the year

AADT 40400

| WESTBOUND VOLUMES | Day | 12a 1 | 1a 2 | 2a 3 | 3a 4 | 4a 5 | 5a 6 | 6a 7 | 7a 8 | 8a 9 | 9a 10 | 10a 11 | 11a 12 | 12p 13 | 1p 14 | 2p 15 | 3p 16 | 4p 17 | 5p 18 | 6p 19 | 7p 20 | 8p 21 | 9p 22 | 10p 23 | 11p 24 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Jan-15 Thursday | 1 | 745 | 577 | 388 | 221 | 162 | 209 | 383 | 461 | 651 | 992 | 1247 | 1331 | 1509 | 1582 | 1761 | 1743 | 1733 | 1525 | 1332 | 1055 | 778 | 715 | 546 | 383 | 22029 |
| Jan-15 Friday | 2 | 250 | 215 | 128 | 120 | 224 | 355 | 1112 | 1898 | 2015 | 2129 | 2316 | 2622 | 2768 | 2733 | 2867 | 3040 | 3024 | 2827 | 2051 | 1557 | 1115 | 998 | 753 | 557 | 37674 |
| Jan-15 Saturday | 3 | 404 | 265 | 215 | 162 | 169 | 266 | 579 | 846 | 1313 | 1551 | 1852 | 2094 | 2407 | 2348 | 2335 | 2417 | 2199 | 1904 | 1684 | 1335 | 1112 | 1129 | 929 | 555 | 30070 |
| Jan-15 Sunday | 4 | 399 | 322 | 259 | 158 | 161 | 220 | 387 | 431 | 716 | 1168 | 1405 | 1560 | 1819 | 2079 | 2023 | 1949 | 2059 | 1648 | 1360 | 1013 | 830 | 637 | 538 | 358 | 23499 |
| Jan-15 Monday | 5 | 230 | 154 | 86 | 135 | 200 | 524 | 1873 | 2689 | 2751 | 2199 | 2280 | 2422 | 2455 | 2548 | 2770 | 3348 | 3622 | 3508 | 2475 | 1319 | 983 | 797 | 579 | 434 | 40381 |
| Jan-15 Tuesday | 6 | 280 | 159 | 109 | 139 | 189 | 516 | 1809 | 2684 | 2718 | 2472 | 2227 | 2424 | 2472 | 2493 | 2705 | 3215 | 1899 | 1956 | 2944 | 1519 | 1057 | 934 | 676 | 446 | 38042 |
| Jan-15 Wednesday | 7 | 296 | 168 | 138 | 135 | 201 | 544 | 1867 | 2622 | 2809 | 2337 | 2213 | 2368 | 2467 | 2466 | 2774 | 3266 | 3634 | 3469 | 2415 | 1518 | 1150 | 837 | 633 | 446 | 40773 |
| Jan-15 Thursday | 8 | 266 | 157 | 107 | 116 | 171 | 446 | 1448 | 2207 | 2350 | 1237 | 2148 | 2294 | 2494 | 2445 | 2665 | 3311 | 3343 | 3337 | 2455 | 1555 | 1127 | 918 | 657 | 421 | 37675 |
| Jan-15 Friday | 9 | 306 | 172 | 129 | 139 | 177 | 520 | 1671 | 2563 | 2694 | 2250 | 2197 | 2586 | 2667 | 2679 | 3024 | 3520 | 3651 | 3505 | 2343 | 1767 | 1207 | 1126 | 923 | 585 | 42401 |
| Jan-15 Saturday | 10 | 449 | 296 | 210 | 162 | 147 | 283 | 612 | 1087 | 1464 | 1728 | 1923 | 2145 | 2498 | 2392 | 2533 | 2411 | 2415 | 2093 | 1819 | 1342 | 1150 | 997 | 944 | 619 | 31719 |
| Jan-15 Sunday | 11 | 410 | 254 | 241 | 139 | 126 | 159 | 392 | 488 | 700 | 1140 | 1385 | 1533 | 1883 | 2042 | 1867 | 2055 | 1974 | 1687 | 1384 | 1086 | 840 | 644 | 552 | 393 | 23374 |
| Jan-15 Monday | 12 | 189 | 113 | 78 | 128 | 176 | 531 | 1696 | 2437 | 2655 | 2141 | 2124 | 2017 | 2289 | 2238 | 2569 | 3024 | 3366 | 3324 | 2080 | 1360 | 1035 | 753 | 602 | 405 | 37330 |
| Jan-15 Tuesday | 13 | 309 | 156 | 121 | 116 | 198 | 476 | 1725 | 2474 | 2718 | 2280 | 2169 | 2379 | 2390 | 2444 | 2678 | 3233 | 3349 | 3294 | 2248 | 1407 | 1045 | 949 | 853 | 417 | 39428 |
| Jan-15 Wednesday | 14 | 247 | 155 | 125 | 131 | 175 | 499 | 1724 | 2620 | 2768 | 2224 | 2193 | 2350 | 2412 | 2539 | 2709 | 3188 | 3627 | 3533 | 2265 | 1440 | 1224 | 965 | 830 | 442 | 40385 |
| Jan-15 Thursday | 15 | 346 | 171 | 99 | 132 | 195 | 488 | 1567 | 2719 | 2663 | 2331 | 2254 | 2604 | 2653 | 2644 | 2869 | 3431 | 3733 | 3645 | 2350 | 1545 | 1184 | 999 | 722 | 493 | 41837 |
| Jan-15 Friday | 16 | 316 | 172 | 132 | 164 | 177 | 488 | 1538 | 2523 | 2726 | 2402 | 2386 | 2679 | 2878 | 2933 | 3238 | 3581 | 3621 | 3375 | 2682 | 1850 | 1386 | 1364 | 963 | 713 | 44287 |
| Jan-15 Saturday | 17 | 468 | 257 | 221 | 149 | 159 | 272 | 646 | 1087 | 1441 | 1736 | 1996 | 2286 | 2396 | 2565 | 2541 | 2432 | 2608 | 2147 | 1821 | 1447 | 1175 | 1163 | 906 | 767 | 32686 |
| Jan-15 Sunday | 18 | 412 | 251 | 223 | 149 | 131 | 198 | 422 | 421 | 753 | 1202 | 1462 | 1510 | 1838 | 1759 | 2380 | 2022 | 1835 | 1751 | 1546 | 1211 | 922 | 730 | 633 | 429 | 24190 |
| Jan-15 Monday | 19 | 263 | 174 | 104 | 137 | 209 | 470 | 1392 | 2147 | 2284 | 2108 | 2213 | 2469 | 2434 | 2685 | 2700 | 2871 | 2979 | 2980 | 2097 | 1465 | 1025 | 819 | 608 | 388 | 37021 |
| Jan-15 Tuesday | 20 | 269 | 140 | 91 | 126 | 179 | 547 | 1862 | 2694 | 3031 | 2401 | 2118 | 1566 | 1947 | 2478 | 2830 | 3429 | 3476 | 3510 | 2367 | 1501 | 1183 | 944 | 668 | 413 | 39770 |
| Jan-15 Wednesday | 21 | 230 | 173 | 119 | 133 | 176 | 512 | 1827 | 2683 | 2969 | 2429 | 2254 | 2399 | 2625 | 2519 | 2679 | 3236 | 3574 | 3128 | 2538 | 1405 | 1177 | 1037 | 685 | 431 | 40938 |
| Jan-15 Thursday | 22 | 277 | 154 | 107 | 144 | 188 | 522 | 1735 | 2460 | 2935 | 2488 | 2437 | 2458 | 2461 | 2651 | 2826 | 3477 | 3761 | 3573 | 2442 | 1688 | 1196 | 1032 | 990 | 959 | 42961 |
| Jan-15 Friday | 23 | 345 | 201 | 116 | 152 | 195 | 486 | 1721 | 2675 | 2775 | 2343 | 2281 | 2560 | 2785 | 2634 | 2884 | 2927 | 1247 | 2309 | 2682 | 1671 | 1170 | 1053 | 930 | 618 | 38760 |
| Jan-15 Saturday | 24 | 420 | 212 | 182 | 140 | 165 | 236 | 572 | 913 | 1475 | 1762 | 1897 | 2250 | 2426 | 2516 | 2388 | 2452 | 2356 | 2215 | 1890 | 1457 | 1116 | 1374 | 960 | 625 | 31999 |
| Jan-15 Sunday | 25 | 423 | 240 | 214 | 144 | 131 | 188 | 404 | 439 | 741 | 1212 | 1527 | 1672 | 1931 | 2127 | 2140 | 2131 | 2132 | 1918 | 1650 | 1134 | 940 | 734 | 505 | 372 | 25049 |
| Jan-15 Monday | 26 | 190 | 120 | 94 | 115 | 197 | 552 | 1819 | 2687 | 2839 | 2303 | 2283 | 2348 | 2498 | 2591 | 2656 | 3285 | 3551 | 3400 | 2241 | 1488 | 1111 | 849 | 646 | 399 | 40262 |
| Jan-15 Tuesday | 27 | 274 | 146 | 98 | 118 | 194 | 506 | 1819 | 2733 | 2889 | 2253 | 2245 | 2379 | 2458 | 2565 | 2762 | 3393 | 3643 | 3447 | 2342 | 1543 | 1259 | 976 | 674 | 439 | 41155 |
| Jan-15 Wednesday | 28 | 258 | 163 | 115 | 118 | 180 | 497 | 1823 | 2709 | 2930 | 2372 | 2227 | 2422 | 2563 | 2567 | 2753 | 3000 | 2983 | 3462 | 2544 | 1585 | 1222 | 1031 | 691 | 434 | 40649 |
| Jan-15 Thursday | 29 | 289 | 165 | 114 | 114 | 191 | 489 | 1763 | 2747 | 2880 | 2343 | 2246 | 2536 | 2491 | 2572 | 2984 | 3453 | 3652 | 3573 | 2508 | 1641 | 1284 | 927 | 857 | 487 | 42306 |
| Jan-15 Friday | 30 | 295 | 180 | 124 | 154 | 188 | 476 | 1742 | 2296 | 2949 | 2543 | 2525 | 2794 | 2901 | 2859 | 3165 | 3625 | 3565 | 3391 | 2642 | 1970 | 1415 | 1279 | 1148 | 723 | 44949 |
| Jan-15 Saturday | 31 | 460 | 324 | 232 | 163 | 170 | 261 | 687 | 1152 | 1498 | 1896 | 2283 | 2416 | 2691 | 2749 | 2714 | 2548 | 2479 | 2306 | 2018 | 1513 | 1195 | 1014 | 853 | 604 | 34226 |
| Feb-15 Sunday | 1 | 387 | 268 | 248 | 146 | 111 | 181 | 406 | 484 | 771 | 1260 | 1544 | 1700 | 1929 | 2085 | 2185 | 2019 | 2016 | 1933 | 1512 | 847 | 746 | 667 | 1026 | 583 | 25054 |
| Feb-15 Monday | 2 | 273 | 174 | 111 | 110 | 181 | 510 | 1684 | 2608 | 2783 | 2158 | 2085 | 2323 | 2460 | 2393 | 2563 | 3086 | 3465 | 3473 | 2349 | 1393 | 1103 | 898 | 579 | 404 | 39166 |
| Feb-15 Tuesday | 3 | 275 | 148 | 119 | 122 | 190 | 513 | 1832 | 2680 | 2818 | 2484 | 2307 | 2497 | 2567 | 2582 | 2782 | 3403 | 3584 | 3598 | 2523 | 1613 | 1181 | 903 | 668 | 431 | 41820 |
| Feb-15 Wednesday | 4 | 279 | 147 | 114 | 117 | 198 | 504 | 1862 | 2657 | 2981 | 2286 | 2214 | 2431 | 2570 | 2464 | 2762 | 3214 | 3024 | 2525 | 2457 | 1822 | 1192 | 954 | 663 | 449 | 39886 |
| Feb-15 Thursday | 5 | 293 | 153 | 114 | 129 | 184 | 521 | 1606 | 2487 | 2780 | 2329 | 2308 | 2380 | 2535 | 2654 | 2540 | 2012 | 3312 | 3397 | 2641 | 1689 | 1286 | 922 | 703 | 511 | 39486 |
| Feb-15 Friday | 6 | 341 | 193 | 147 | 124 | 197 | 482 | 1712 | 2645 | 2848 | 2462 | 2393 | 2666 | 2894 | 2806 | 3178 | 3634 | 3686 | 3366 | 2496 | 1954 | 1372 | 1199 | 1292 | 739 | 44826 |
| Feb-15 Saturday | 7 | 434 | 240 | 213 | 146 | 159 | 247 | 658 | 1156 | 1587 | 1839 | 2122 | 2425 | 2785 | 2602 | 2692 | 2601 | 2516 | 2398 | 2087 | 1599 | 1202 | 1182 | 893 | 625 | 34408 |
| Feb-15 Sunday | 8 | 446 | 217 | 236 | 152 | 133 | 175 | 471 | 505 | 843 | 1241 | 1560 | 1677 | 2051 | 2197 | 2173 | 2042 | 2245 | 1904 | 1737 | 1314 | 972 | 730 | 558 | 397 | 25976 |
| Feb-15 Monday | 9 | 203 | 128 | 103 | 133 | 205 | 547 | 1843 | 2607 | 2923 | 2288 | 2300 | 2411 | 2455 | 2489 | 2672 | 3341 | 3621 | 3530 | 2268 | 1576 | 1107 | 826 | 644 | 439 | 40659 |
| Feb-15 Tuesday | 10 | 274 | 154 | 107 | 109 | 191 | 497 | 1891 | 2746 | 2955 | 2385 | 2280 | 1716 | 2677 | 2545 | 2829 | 3353 | 3684 | 3584 | 2496 | 1564 | 1245 | 1010 | 851 | 421 | 41564 |
| Feb-15 Wednesday | 11 | 315 | 160 | 124 | 126 | 172 | 511 | 1855 | 2693 | 2775 | 2667 | 2313 | 2515 | 2570 | 2681 | 2865 | 3376 | 3503 | 3525 | 2498 | 1716 | 1365 | 1040 | 893 | 474 | 42732 |
| Feb-15 Thursday | 12 | 349 | 149 | 114 | 118 | 191 | 540 | 1906 | 2637 | 3072 | 2400 | 2457 | 2584 | 2684 | 2765 | 2981 | 3445 | 3598 | 3532 | 2745 | 1784 | 1450 | 1038 | 1005 | 555 | 44099 |
| Feb-15 Friday | 13 | 346 | 200 | 145 | 145 | 215 | 465 | 1740 | 2745 | 2810 | 2490 | 2895 | 2953 | 3140 | 2957 | 3313 | 3648 | 3541 | 3469 | 2610 | 2030 | 1493 | 1413 | 1243 | 755 | 46761 |
| Feb-15 Saturday | 14 | 462 | 268 | 238 | 149 | 146 | 237 | 652 | 1132 | 1508 | 1969 | 2270 | 2398 | 2631 | 2640 | 2732 | 2518 | 2657 | 2205 | 1941 | 1618 | 1199 | 976 | 1074 | 1062 | 34682 |
| Feb-15 Sunday | 15 | 472 | 292 | 263 | 143 | 131 | 166 | 339 | 495 | 777 | 1302 | 1659 | 1721 | 2032 | 2180 | 2263 | 2133 | 2144 | 2021 | 1555 | 1242 | 957 | 756 | 739 | 462 | 26244 |
| Feb-15 Monday | 16 | 250 | 152 | 112 | 160 | 202 | 458 | 1526 | 2366 | 2444 | 2178 | 2359 | 2517 | 2722 | 2738 | 2959 | 3108 | 3230 | 3184 | 2034 | 1352 | 987 | 824 | 594 | 438 | 38894 |
| Feb-15 Tuesday | 17 | 283 | 143 | 126 | 130 | 207 | 458 | 1682 | 2180 | 2439 | 2546 | 2184 | 2445 | 2532 | 2500 | 2779 | 3375 | 3627 | 3634 | 2249 | 1603 | 1287 | 974 | 754 | 431 | 40568 |
| Feb-15 Wednesday | 18 | 293 | 149 | 118 | 120 | 189 | 515 | 1823 | 2784 | 2913 | 2395 | 2359 | 2397 | 2596 | 2617 | 2883 | 3420 | 3709 | 3677 | 2516 | 1673 | 1328 | 1136 | 717 | 445 | 42772 |
| Feb-15 Thursday | 19 | 326 | 153 | 118 | 129 | 185 | 467 | 1846 | 2657 | 2877 | 2349 | 2378 | 2553 | 2675 | 2730 | 2868 | 3496 | 3555 | 3515 | 2523 | 1651 | 1453 | 1026 | 666 | 528 | 42724 |
| Feb-15 Friday | 20 | 312 | 184 | 113 | 131 | 172 | 483 | 1658 | 2597 | 2543 | 2395 | 2477 | 2781 | 2910 | 2938 | 1489 | 1697 | 3486 | 3434 | 2483 | 1936 | 1410 | 1160 | 887 | 689 | 40365 |
| Feb-15 Saturday | 21 | 473 | 297 | 215 | 167 | 164 | 250 | 717 | 1174 | 1616 | 1825 | 2226 | 2481 | 2742 | 2619 | 2709 | 2602 | 2523 | 2253 | 2086 | 1650 | 1249 | 1342 | 929 | 639 | 34948 |
| Feb-15 Sunday | 22 | 390 | 300 | 271 | 171 | 128 | 216 | 481 | 533 | 833 | 1265 | 1576 | 1764 | 2018 | 2213 | 2315 | 2177 | 1956 | 1884 | 1660 | 1310 | 1026 | 750 | 560 | 381 | 26178 |
| Feb-15 Monday | 23 | 232 | 148 | 133 | 118 | 216 | 522 | 1775 | 2662 | 2784 | 2266 | 2257 | 2449 | 2477 | 2486 | 2707 | 3197 | 3484 | 3367 | 2246 | 1461 | 1122 | 795 | 588 | 427 | 39919 |
| Feb-15 Tuesday | 24 | 279 | 168 | 116 | 118 | 181 | 385 | 1295 | 2011 | 2005 | 1877 | 1801 | 1809 | 1960 | 1882 | 2252 | 2554 | 2972 | 2850 | 1707 | 1228 | 887 | 909 | 605 | 394 | 32245 |
| Feb-15 Wednesday | 25 | 272 | 163 | 126 | 134 | 182 | 517 | 1794 | 2860 | 2845 | 2339 | 2329 | 2436 | 2607 | 2494 | 2818 | 3441 | 3028 | 3134 | 2326 | 1530 | 1179 | 870 | 771 | 441 | 40636 |
| Feb-15 Thursday | 26 | 275 | 142 | 118 | 144 | 188 | 474 | 1779 | 2720 | 2875 | 2319 | 2425 | 2500 | 2583 | 2611 | 2788 | 3479 | 3619 | 3525 | 2400 | 1685 | 1364 | 956 | 747 | 481 | 42197 |
| Feb-15 Friday | 27 | 364 | 191 | 155 | 134 | 213 | 488 | 1769 | 2798 | 2879 | 2379 | 2558 | 2804 | 2965 | 2849 | 3037 | 3676 | 3696 | 3464 | 2637 | 2056 | 1500 | 1213 | 1004 | 772 | 45601 |
| Feb-15 Saturday | 28 | 693 | 334 | 279 | 182 | 179 | 232 | 719 | 1256 | 1582 | 1958 | 2254 | 2564 | 2664 | 2787 | 2798 | 2765 | 2564 | 2235 | 1969 | 1621 | 1378 | 1162 | 891 | 646 | 35712 |
| Mar-15 Sunday | 1 | 477 | 291 | 244 | 153 | 111 | 185 | 399 | 525 | 753 | 1272 | 1553 | 1682 | 1896 | 2051 | 2134 | 1928 | 1885 | 1674 | 1486 | 1228 | 936 | 730 | 584 | 334 | 24511 |
| Mar-15 Monday | 2 | 235 | 115 | 101 | 122 | 232 | 550 | 1793 | 2753 | 2834 | 2418 | 2337 | 2470 | 2530 | 2618 | 2754 | 3399 | 3593 | 3520 | 2520 | 1644 | 1186 | 894 | 667 | 456 | 41741 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mar-15 | Tuesday | 3 | 308 | 147 | 137 | 129 | 210 | 528 | 1834 | 2619 | 2984 | 2461 | 2380 | 2567 | 2807 | 2740 | 2810 | 3480 | 3702 | 3618 | 2454 | 1799 | 1260 | 938 | 684 | 465 | 43061 |
| Mar-15 | Wednesday | 4 | 294 | 168 | 133 | 118 | 208 | 542 | 1923 | 2752 | 2982 | 2633 | 2415 | 2557 | 2593 | 2706 | 2857 | 3415 | 3484 | 3465 | 2370 | 1743 | 1388 | 1057 | 762 | 502 | 43067 |
| Mar-15 | Thursday | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 | Friday | 6 | 352 | 215 | 169 | 148 | 205 | 476 | 1797 | 2425 | 3028 | 2394 | 2519 | 2780 | 2842 | 2926 | 3058 | 3680 | 3611 | 3553 | 2462 | 1977 | 1497 | 1392 | 1033 | 641 | 45180 |
| Mar-15 | Saturday | 7 | 510 | 275 | 215 | 179 | 169 | 270 | 737 | 1386 | 1744 | 1998 | 2388 | 2532 | 2694 | 2683 | 2749 | 2728 | 2661 | 2414 | 2146 | 1729 | 1303 | 1079 | 892 | 613 | 36094 |
| Mar-15 | Sunday | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 | Monday | 9 | 274 | 153 | 113 | 138 | 230 | 517 | 1584 | 2553 | 3008 | 2367 | 2281 | 2407 | 2566 | 2678 | 2912 | 2905 | 2006 | 3394 | 2650 | 1706 | 1360 | 1011 | 730 | 463 | 40006 |
| Mar-15 | Tuesday | 10 | 338 | 162 | 139 | 129 | 198 | 513 | 1778 | 2809 | 2901 | 2459 | 2269 | 2431 | 575 | 1721 | 2802 | 3345 | 3503 | 3610 | 2404 | 1741 | 1410 | 1439 | 876 | 689 | 40241 |
| Mar-15 | Wednesday | 11 | 350 | 172 | 143 | 117 | 196 | 540 | 1772 | 2752 | 2954 | 2651 | 2526 | 2622 | 2786 | 2779 | 2972 | 3422 | 3533 | 3508 | 2526 | 1797 | 1512 | 1256 | 825 | 567 | 44278 |
| Mar-15 | Thursday | 12 | 334 | 195 | 126 | 142 | 191 | 518 | 1798 | 2688 | 3021 | 2517 | 2449 | 2575 | 2714 | 2711 | 2820 | 3527 | 3694 | 3562 | 2563 | 1865 | 1483 | 1172 | 893 | 715 | 44273 |
| Mar-15 | Friday | 13 | 389 | 198 | 152 | 172 | 223 | 476 | 1737 | 2609 | 2803 | 2349 | 2461 | 2771 | 3004 | 2853 | 3183 | 3352 | 3456 | 3453 | 2614 | 2054 | 1555 | 1312 | 1192 | 743 | 45111 |
| Mar-15 | Saturday | 14 | 554 | 311 | 238 | 171 | 181 | 310 | 643 | 1013 | 1510 | 1895 | 2203 | 2461 | 2598 | 2692 | 2669 | 2660 | 2585 | 2337 | 2099 | 1733 | 1532 | 1319 | 1216 | 772 | 35702 |
| Mar-15 | Sunday | 15 | 433 | 333 | 276 | 171 | 149 | 251 | 426 | 522 | 863 | 1383 | 1716 | 1849 | 2100 | 2223 | 2188 | 2169 | 2128 | 1946 | 1868 | 1480 | 1142 | 842 | 690 | 414 | 27562 |
| Mar-15 | Monday | 16 | 296 | 162 | 126 | 125 | 206 | 551 | 1754 | 2756 | 2879 | 2512 | 2410 | 2515 | 2770 | 2664 | 2827 | 3433 | 3596 | 3376 | 2637 | 1766 | 1374 | 1008 | 761 | 486 | 42990 |
| Mar-15 | Tuesday | 17 | 357 | 170 | 146 | 112 | 213 | 552 | 1866 | 2666 | 2980 | 2539 | 2424 | 2433 | 2634 | 2736 | 2831 | 3371 | 3517 | 3495 | 2527 | 1811 | 1535 | 1188 | 806 | 465 | 43374 |
| Mar-15 | Wednesday | 18 | 348 | 185 | 136 | 140 | 229 | 513 | 1909 | 2777 | 3052 | 2561 | 2446 | 2543 | 2729 | 2718 | 2938 | 3434 | 3621 | 3614 | 2594 | 1838 | 1460 | 1142 | 758 | 524 | 44209 |
| Mar-15 | Thursday | 19 | 329 | 153 | 122 | 155 | 206 | 511 | 1642 | 2472 | 2628 | 2614 | 2440 | 2512 | 2488 | 2595 | 2647 | 3259 | 3577 | 3542 | 2496 | 1742 | 1387 | 1178 | 956 | 515 | 42166 |
| Mar-15 | Friday | 20 | 376 | 183 | 138 | 152 | 177 | 493 | 1694 | 2698 | 2824 | 2465 | 2566 | 2772 | 2955 | 2977 | 3215 | 3508 | 3523 | 3442 | 2502 | 2018 | 1661 | 1650 | 1114 | 829 | 45932 |
| Mar-15 | Saturday | 21 | 522 | 367 | 264 | 190 | 203 | 295 | 696 | 1235 | 1694 | 1962 | 2292 | 2421 | 2713 | 2690 | 2636 | 2582 | 2583 | 2203 | 2000 | 1724 | 1474 | 1321 | 1144 | 739 | 35950 |
| Mar-15 | Sunday | 22 | 439 | 277 | 267 | 171 | 165 | 213 | 404 | 453 | 799 | 1290 | 1566 | 1722 | 2014 | 2143 | 2174 | 2067 | 1922 | 1701 | 1612 | 1281 | 1008 | 828 | 723 | 426 | 25665 |
| Mar-15 | Monday | 23 | 311 | 168 | 106 | 124 | 209 | 525 | 1661 | 2590 | 2812 | 2313 | 2219 | 2382 | 2522 | 2447 | 2302 | 3413 | 3461 | 3518 | 2310 | 1570 | 1184 | 920 | 671 | 482 | 40220 |
| Mar-15 | Tuesday | 24 | 330 | 166 | 120 | 132 | 212 | 495 | 1847 | 2783 | 3042 | 2354 | 2343 | 2469 | 2567 | 2746 | 2859 | 3439 | 3382 | 3233 | 2777 | 1794 | 1404 | 1258 | 782 | 493 | 43027 |
| Mar-15 | Wednesday | 25 | 321 | 169 | 134 | 130 | 212 | 531 | 1911 | 2653 | 3067 | 2334 | 2393 | 2578 | 2695 | 2572 | 2869 | 3526 | 3270 | 3455 | 2752 | 1830 | 1456 | 1322 | 800 | 544 | 43524 |
| Mar-15 | Thursday | 26 | 347 | 179 | 153 | 128 | 217 | 512 | 1873 | 2774 | 3064 | 2485 | 2483 | 2708 | 2804 | 2812 | 3039 | 3513 | 3469 | 3672 | 2579 | 1921 | 1546 | 1194 | 1043 | 585 | 45100 |
| Mar-15 | Friday | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 | Saturday | 28 | 501 | 321 | 281 | 185 | 216 | 380 | 766 | 1472 | 1920 | 2272 | 2601 | 2712 | 2836 | 2734 | 2766 | 2701 | 2575 | 2375 | 2003 | 1748 | 1477 | 1196 | 983 | 747 | 37768 |
| Mar-15 | Sunday | 29 | 440 | 301 | 257 | 159 | 164 | 231 | 450 | 537 | 866 | 1378 | 1675 | 1827 | 2115 | 2294 | 2119 | 2133 | 2109 | 1908 | 1705 | 1370 | 1160 | 841 | 735 | 453 | 27227 |
| Mar-15 | Monday | 30 | 301 | 163 | 109 | 148 | 234 | 480 | 1550 | 2582 | 2590 | 2334 | 2366 | 2554 | 2672 | 2600 | 2771 | 3154 | 3360 | 3469 | 2366 | 1743 | 1347 | 1056 | 783 | 528 | 41260 |
| Mar-15 | Tuesday | 31 | 327 | 178 | 123 | 150 | 209 | 482 | 1592 | 2655 | 2904 | 2395 | 2548 | 2713 | 2725 | 2743 | 3004 | 3206 | 3496 | 3551 | 2503 | 1825 | 1444 | 1124 | 834 | 530 | 43261 |
| Apr-15 | Wednesday | 1 | 353 | 206 | 164 | 153 | 228 | 505 | 1612 | 2518 | 2885 | 2481 | 2484 | 2680 | 2785 | 2784 | 2972 | 3396 | 3519 | 3431 | 2659 | 1879 | 1496 | 1293 | 912 | 570 | 43965 |
| Apr-15 | Thursday | 2 | 387 | 208 | 148 | 147 | 212 | 472 | 1632 | 2696 | 2581 | 2544 | 2548 | 2760 | 2906 | 2912 | 2917 | 3190 | 3628 | 3642 | 2542 | 1977 | 1628 | 1325 | 1086 | 640 | 44728 |
| Apr-15 | Friday | 3 | 419 | 219 | 180 | 153 | 211 | 435 | 1369 | 2356 | 2509 | 2437 | 2750 | 3037 | 3200 | 2976 | 3197 | 3323 | 2599 | 2987 | 2491 | 2061 | 1526 | 1329 | 1120 | 748 | 43632 |
| Apr-15 | Saturday | 4 | 508 | 356 | 278 | 184 | 181 | 264 | 597 | 1052 | 1463 | 1911 | 2175 | 2355 | 2627 | 2700 | 2662 | 2596 | 2535 | 2256 | 1939 | 1654 | 1482 | 1157 | 894 | 652 | 34478 |
| Apr-15 | Sunday | 5 | 432 | 339 | 220 | 158 | 138 | 302 | 451 | 553 | 784 | 1255 | 1636 | 1553 | 1914 | 2162 | 1814 | 1891 | 1924 | 1880 | 1730 | 1474 | 1241 | 989 | 667 | 436 | 25943 |
| Apr-15 | Monday | 6 | 315 | 162 | 133 | 125 | 228 | 544 | 1864 | 2860 | 2826 | 2452 | 2528 | 2675 | 2783 | 2786 | 2962 | 3421 | 3672 | 3636 | 2535 | 1820 | 1426 | 992 | 807 | 504 | 44056 |
| Apr-15 | Tuesday | 7 | 327 | 200 | 119 | 127 | 211 | 543 | 1894 | 2866 | 3136 | 2596 | 2444 | 2627 | 2674 | 2764 | 2944 | 3396 | 3472 | 3514 | 2703 | 1876 | 1470 | 1255 | 833 | 589 | 44580 |
| Apr-15 | Wednesday | 8 | 372 | 195 | 140 | 132 | 217 | 519 | 1853 | 2814 | 2795 | 2654 | 1629 | 2596 | 2631 | 2754 | 2829 | 3043 | 3247 | 3486 | 2728 | 2014 | 1590 | 1255 | 969 | 553 | 43015 |
| Apr-15 | Thursday | 9 | 347 | 214 | 137 | 138 | 210 | 538 | 1898 | 2767 | 3023 | 2755 | 2731 | 2653 | 2691 | 2772 | 2978 | 3409 | 3435 | 3375 | 2697 | 2020 | 1628 | 1254 | 996 | 616 | 45282 |
| Apr-15 | Friday | 10 | 363 | 220 | 198 | 153 | 230 | 536 | 1856 | 2776 | 3027 | 2604 | 2765 | 2831 | 2975 | 2909 | 3237 | 3438 | 3516 | 3309 | 2605 | 2110 | 1716 | 1351 | 1050 | 835 | 46610 |
| Apr-15 | Saturday | 11 | 541 | 318 | 333 | 184 | 183 | 298 | 716 | 1248 | 1621 | 2069 | 2261 | 2435 | 2604 | 2654 | 2588 | 2689 | 2554 | 2309 | 1994 | 1592 | 1423 | 1431 | 1110 | 776 | 35931 |
| Apr-15 | Sunday | 12 | 440 | 292 | 246 | 194 | 128 | 246 | 438 | 623 | 956 | 1489 | 1743 | 1841 | 2086 | 2104 | 2192 | 2265 | 2219 | 1868 | 1624 | 1339 | 1108 | 799 | 630 | 462 | 27332 |
| Apr-15 | Monday | 13 | 245 | 170 | 101 | 144 | 234 | 569 | 1775 | 2625 | 3137 | 2383 | 2329 | 2546 | 2642 | 2656 | 2863 | 3443 | 3483 | 3658 | 2358 | 1738 | 1411 | 913 | 738 | 439 | 42600 |
| Apr-15 | Tuesday | 14 | 291 | 183 | 136 | 123 | 201 | 522 | 1815 | 2851 | 3117 | 2514 | 2516 | 2518 | 2602 | 2666 | 2820 | 3305 | 3550 | 3574 | 2409 | 1856 | 1470 | 1067 | 759 | 513 | 43378 |
| Apr-15 | Wednesday | 15 | 330 | 169 | 134 | 150 | 229 | 527 | 1934 | 2798 | 2826 | 2702 | 2454 | 2488 | 2576 | 2657 | 2885 | 3402 | 3509 | 3236 | 2585 | 1724 | 1370 | 1005 | 737 | 459 | 42886 |
| Apr-15 | Thursday | 16 | 330 | 192 | 113 | 131 | 221 | 513 | 1943 | 2800 | 3116 | 2389 | 2480 | 2516 | 2637 | 2676 | 2958 | 3559 | 3528 | 3564 | 2531 | 1916 | 1487 | 1136 | 766 | 536 | 44038 |
| Apr-15 | Friday | 17 | 379 | 182 | 152 | 162 | 239 | 493 | 1809 | 2577 | 2933 | 2576 | 2598 | 2805 | 2909 | 2978 | 3221 | 3552 | 3625 | 3358 | 2448 | 1941 | 1572 | 1300 | 1218 | 815 | 45842 |
| Apr-15 | Saturday | 18 | 499 | 311 | 265 | 195 | 180 | 286 | 767 | 1263 | 1650 | 1933 | 2247 | 2403 | 2585 | 2536 | 2673 | 2431 | 2363 | 2178 | 1748 | 1627 | 1448 | 1379 | 1046 | 730 | 34743 |
| Apr-15 | Sunday | 19 | 423 | 331 | 320 | 203 | 135 | 208 | 462 | 531 | 846 | 1316 | 1627 | 1700 | 1948 | 2183 | 2157 | 1984 | 1998 | 1882 | 1541 | 1142 | 1000 | 702 | 579 | 328 | 25546 |
| Apr-15 | Monday | 20 | 270 | 157 | 107 | 142 | 230 | 533 | 1947 | 2752 | 2943 | 2572 | 2371 | 2606 | 2615 | 2563 | 2825 | 3541 | 3505 | 3563 | 2388 | 1666 | 1254 | 932 | 721 | 471 | 42674 |
| Apr-15 | Tuesday | 21 | 297 | 226 | 134 | 124 | 190 | 561 | 1981 | 2891 | 2959 | 2534 | 2496 | 2578 | 2633 | 2635 | 2772 | 3314 | 3559 | 3501 | 2646 | 1798 | 1550 | 1158 | 814 | 470 | 43821 |
| Apr-15 | Wednesday | 22 | 298 | 206 | 127 | 133 | 211 | 554 | 1949 | 2631 | 2971 | 2565 | 2411 | 2598 | 2706 | 2642 | 2879 | 3312 | 3583 | 3492 | 2727 | 1885 | 1624 | 1119 | 856 | 912 | 44391 |
| Apr-15 | Thursday | 23 | 426 | 225 | 129 | 145 | 225 | 554 | 1973 | 2673 | 2280 | 2509 | 2390 | 2699 | 2750 | 2764 | 2957 | 3545 | 3513 | 3224 | 2505 | 1997 | 1587 | 1241 | 903 | 564 | 43778 |
| Apr-15 | Friday | 24 | 364 | 219 | 141 | 168 | 231 | 542 | 1852 | 2688 | 2984 | 2578 | 2630 | 2763 | 3062 | 2993 | 3227 | 3515 | 3494 | 3421 | 2483 | 2040 | 1684 | 1304 | 1041 | 764 | 46188 |
| Apr-15 | Saturday | 25 | 505 | 322 | 235 | 204 | 171 | 299 | 742 | 1202 | 1694 | 1913 | 2234 | 2410 | 2502 | 2529 | 2407 | 2391 | 2346 | 2112 | 1936 | 1556 | 1279 | 1093 | 873 | 636 | 33591 |
| Apr-15 | Sunday | 26 | 483 | 303 | 223 | 170 | 156 | 223 | 467 | 565 | 891 | 1500 | 1868 | 1772 | 2026 | 2223 | 2034 | 2110 | 2058 | 2108 | 1751 | 1487 | 1295 | 917 | 665 | 486 | 27781 |
| Apr-15 | Monday | 27 | 276 | 154 | 119 | 137 | 229 | 530 | 1951 | 2803 | 2976 | 2461 | 2481 | 2515 | 2581 | 2558 | 2861 | 3421 | 3621 | 3574 | 2504 | 1727 | 1347 | 1069 | 709 | 476 | 43080 |
| Apr-15 | Tuesday | 28 | 298 | 197 | 117 | 120 | 214 | 550 | 1975 | 2928 | 3019 | 2573 | 2422 | 2526 | 2692 | 2663 | 2927 | 2735 | 2458 | 3485 | 2680 | 1919 | 1546 | 1254 | 898 | 495 | 42691 |
| Apr-15 | Wednesday | 29 | 308 | 168 | 121 | 128 | 214 | 509 | 1708 | 2409 | 2673 | 2461 | 2205 | 2515 | 2424 | 2538 | 2738 | 3104 | 3189 | 3077 | 2464 | 1572 | 1220 | 1195 | 798 | 457 | 40195 |
| Apr-15 | Thursday | 30 | 313 | 156 | 133 | 115 | 201 | 515 | 1919 | 2626 | 2725 | 2742 | 2544 | 2752 | 2816 | 2676 | 2956 | 3379 | 3049 | 3429 | 2827 | 1896 | 1622 | 1210 | 883 | 576 | 44060 |
| May-15 | Friday | 1 | 400 | 203 | 168 | 166 | 248 | 564 | 1892 | 2666 | 2813 | 2469 | 2656 | 2936 | 2992 | 2957 | 3238 | 3588 | 3580 | 3425 | 2615 | 2082 | 1673 | 1614 | 1170 | 765 | 46880 |
| May-15 | Saturday | 2 | 569 | 321 | 256 | 196 | 184 | 342 | 795 | 1337 | 1656 | 2130 | 2200 | 2387 | 2523 | 2568 | 2604 | 2511 | 2506 | 2277 | 1972 | 1707 | 1593 | 1311 | 943 | 652 | 35540 |
| May-15 | Sunday | 3 | 330 | 841 | 396 | 225 | 167 | 210 | 447 | 558 | 870 | 1333 | 1678 | 1887 | 2013 | 2156 | 2215 | 2304 | 2253 | 2067 | 1693 | 1450 | 1184 | 864 | 699 | 572 | 28412 |
| May-15 | Monday | 4 | 306 | 159 | 105 | 145 | 216 | 546 | 1985 | 2612 | 2973 | 1906 | 2291 | 2603 | 2593 | 2495 | 2817 | 3362 | 3524 | 3367 | 2474 | 1709 | 1355 | 964 | 746 | 449 | 41702 |
| May-15 | Tuesday | 5 | 288 | 189 | 124 | 128 | 214 | 526 | 1823 | 2275 | 2505 | 2850 | 2708 | 2605 | 2636 | 2585 | 2789 | 3492 | 3616 | 3571 | 2614 | 1778 | 1401 | 1223 | 876 | 678 | 43494 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| May-15 Wednesday | 6 | 365 | 187 | 136 | 135 | 244 | 562 | 1985 | 2893 | 2798 | 2660 | 2423 | 2610 | 2648 | 2666 | 2811 | 3390 | 3573 | 3547 | 2605 | 1786 | 1565 | 1123 | 899 | 656 | 44267 |
| May-15 Thursday | 7 | 359 | 189 | 123 | 149 | 228 | 531 | 1860 | 2847 | 2931 | 2425 | 2374 | 2548 | 2597 | 2348 | 2715 | 3293 | 3625 | 3596 | 2374 | 1650 | 1335 | 949 | 797 | 492 | 42335 |
| May-15 Friday | 8 | 349 | 218 | 154 | 167 | 221 | 490 | 1743 | 2479 | 2918 | 2564 | 2620 | 2827 | 3010 | 2978 | 3038 | 3507 | 3441 | 3351 | 2475 | 1862 | 1479 | 1215 | 1256 | 803 | 45165 |
| May-15 Saturday | 9 | 515 | 376 | 279 | 177 | 177 | 322 | 753 | 1477 | 1771 | 2107 | 2274 | 2515 | 2575 | 2649 | 2721 | 2713 | 2560 | 2164 | 1953 | 1674 | 1363 | 1302 | 998 | 756 | 36171 |
| May-15 Sunday | 10 | 448 | 316 | 327 | 177 | 156 | 247 | 404 | 490 | 876 | 1473 | 1718 | 1826 | 2050 | 2215 | 2337 | 2264 | 2128 | 2017 | 1798 | 1453 | 1257 | 995 | 803 | 564 | 28339 |
| May-15 Monday | 11 | 310 | 166 | 124 | 136 | 222 | 545 | 1972 | 2752 | 2966 | 2429 | 2435 | 2525 | 2602 | 2631 | 2801 | 3184 | 3218 | 3263 | 2750 | 1554 | 1341 | 976 | 778 | 535 | 42215 |
| May-15 Tuesday | 12 | 330 | 187 | 122 | 149 | 214 | 577 | 1973 | 2756 | 2898 | 2552 | 2555 | 2580 | 2678 | 2689 | 2858 | 3448 | 3463 | 3486 | 2416 | 1737 | 1354 | 1133 | 872 | 506 | 43533 |
| May-15 Wednesday | 13 | 339 | 175 | 131 | 136 | 224 | 566 | 2079 | 2793 | 3020 | 2576 | 2419 | 2633 | 2715 | 2724 | 2965 | 3373 | 3500 | 3531 | 2528 | 1859 | 1455 | 1146 | 864 | 573 | 44324 |
| May-15 Thursday | 14 | 352 | 173 | 149 | 153 | 232 | 503 | 1946 | 2850 | 2875 | 2583 | 2461 | 2598 | 2728 | 2665 | 2917 | 3480 | 3533 | 3558 | 2583 | 1961 | 1693 | 1153 | 910 | 555 | 44611 |
| May-15 Friday | 15 | 385 | 217 | 178 | 169 | 229 | 564 | 1924 | 2746 | 2903 | 2499 | 2625 | 2731 | 2931 | 2910 | 3120 | 3448 | 2740 | 3372 | 2676 | 2069 | 1712 | 1369 | 1160 | 799 | 45476 |
| May-15 Saturday | 16 | 541 | 315 | 251 | 187 | 223 | 320 | 804 | 1368 | 1702 | 2161 | 2331 | 2475 | 2488 | 2535 | 2430 | 2724 | 2570 | 2174 | 1867 | 1747 | 1501 | 1272 | 1081 | 864 | 35931 |
| May-15 Sunday | 17 | 474 | 328 | 295 | 195 | 159 | 243 | 453 | 539 | 940 | 1500 | 1736 | 1738 | 2022 | 2199 | 2186 | 2173 | 2060 | 1833 | 1627 | 1495 | 1116 | 933 | 744 | 429 | 27417 |
| May-15 Monday | 18 | 309 | 159 | 134 | 140 | 227 | 589 | 1952 | 2779 | 3014 | 2498 | 2546 | 2524 | 2664 | 2509 | 2794 | 3383 | 3526 | 3401 | 2601 | 1725 | 1411 | 1017 | 779 | 493 | 43174 |
| May-15 Tuesday | 19 | 363 | 186 | 141 | 139 | 215 | 598 | 1973 | 2740 | 3076 | 2479 | 2376 | 2432 | 2636 | 2617 | 2801 | 3356 | 3464 | 3454 | 2530 | 1779 | 1451 | 1070 | 824 | 739 | 43439 |
| May-15 Wednesday | 20 | 378 | 196 | 147 | 151 | 218 | 591 | 2055 | 2784 | 2841 | 2741 | 2494 | 2633 | 2688 | 2475 | 2651 | 2515 | 2907 | 2993 | 2699 | 1677 | 1350 | 1256 | 954 | 544 | 41938 |
| May-15 Thursday | 21 | 341 | 248 | 143 | 133 | 243 | 549 | 2016 | 2741 | 2974 | 2632 | 2617 | 2648 | 2835 | 2777 | 3133 | 3528 | 3481 | 3410 | 2701 | 2008 | 1787 | 1213 | 1032 | 664 | 45854 |
| May-15 Friday | 22 | 379 | 222 | 182 | 157 | 238 | 549 | 1968 | 2862 | 2832 | 2590 | 2798 | 3072 | 3094 | 3210 | 3258 | 3622 | 3529 | 3181 | 2517 | 2180 | 1744 | 1630 | 1365 | 853 | 48032 |
| May-15 Saturday | 23 | 578 | 344 | 279 | 181 | 181 | 285 | 741 | 1260 | 1737 | 2065 | 2429 | 2531 | 2538 | 2615 | 2642 | 2498 | 2391 | 2195 | 1803 | 1663 | 1388 | 1299 | 1219 | 688 | 35550 |
| May-15 Sunday | 24 | 523 | 312 | 286 | 159 | 120 | 234 | 422 | 588 | 943 | 1423 | 1840 | 1902 | 2134 | 2105 | 2110 | 2122 | 1910 | 1767 | 1562 | 1236 | 1121 | 903 | 822 | 564 | 27108 |
| May-15 Monday | 25 | 395 | 238 | 147 | 152 | 183 | 313 | 738 | 954 | 1147 | 1409 | 1657 | 1803 | 2032 | 2052 | 2079 | 2033 | 1966 | 1759 | 1565 | 1327 | 1126 | 970 | 779 | 459 | 27283 |
| May-15 Tuesday | 26 | 274 | 171 | 110 | 133 | 252 | 567 | 1964 | 2649 | 2979 | 2616 | 2575 | 2589 | 2592 | 2904 | 2891 | 3291 | 3286 | 3024 | 2468 | 1916 | 1549 | 1028 | 718 | 481 | 43027 |
| May-15 Wednesday | 27 | 338 | 202 | 112 | 155 | 211 | 597 | 2014 | 2816 | 2930 | 2520 | 2568 | 2618 | 2712 | 2701 | 2831 | 3401 | 3491 | 3518 | 2675 | 1831 | 1601 | 1229 | 918 | 502 | 44491 |
| May-15 Thursday | 28 | 351 | 199 | 133 | 145 | 215 | 528 | 2039 | 2774 | 2944 | 2717 | 2524 | 2230 | 2562 | 2716 | 2903 | 3423 | 3563 | 3425 | 2651 | 1978 | 1656 | 1207 | 966 | 583 | 44432 |
| May-15 Friday | 29 | 389 | 209 | 145 | 172 | 253 | 556 | 1946 | 2657 | 2937 | 2620 | 2568 | 2799 | 3036 | 2930 | 3243 | 3601 | 3584 | 3426 | 2559 | 1994 | 1610 | 1370 | 1059 | 689 | 46352 |
| May-15 Saturday | 30 | 549 | 318 | 252 | 184 | 189 | 371 | 893 | 1385 | 1794 | 2113 | 2424 | 2424 | 2638 | 2498 | 2767 | 2612 | 2592 | 2178 | 1873 | 1691 | 1448 | 1335 | 1132 | 702 | 36362 |
| May-15 Sunday | 31 | 476 | 315 | 296 | 153 | 140 | 233 | 498 | 589 | 931 | 1418 | 1678 | 1826 | 1996 | 2219 | 2168 | 2268 | 2157 | 1918 | 1583 | 1352 | 1240 | 986 | 799 | 484 | 27723 |
| Jun-15 Monday | 1 | 292 | 174 | 141 | 150 | 245 | 576 | 2066 | 2841 | 2973 | 2519 | 2628 | 2643 | 2643 | 2720 | 2823 | 3349 | 3562 | 3439 | 2588 | 1759 | 1336 | 1085 | 745 | 461 | 43758 |
| Jun-15 Tuesday | 2 | 335 | 167 | 129 | 128 | 207 | 567 | 2042 | 2847 | 3036 | 2422 | 2459 | 2642 | 2764 | 2739 | 2846 | 3308 | 3482 | 3675 | 2608 | 1797 | 1409 | 1045 | 809 | 527 | 43990 |
| Jun-15 Wednesday | 3 | 378 | 195 | 145 | 138 | 191 | 499 | 1637 | 2383 | 2897 | 2498 | 2412 | 2340 | 2463 | 3020 | 3261 | 3400 | 3532 | 3594 | 2361 | 1811 | 1441 | 1207 | 922 | 559 | 43284 |
| Jun-15 Thursday | 4 | 363 | 220 | 139 | 148 | 214 | 526 | 1913 | 2682 | 2813 | 2505 | 2524 | 2776 | 2872 | 2909 | 2478 | 3232 | 3540 | 3279 | 2716 | 1929 | 1553 | 1308 | 1072 | 593 | 44304 |
| Jun-15 Friday | 5 | 437 | 224 | 154 | 185 | 217 | 548 | 1811 | 2740 | 2691 | 2626 | 2610 | 2911 | 3171 | 2966 | 2604 | 3318 | 3524 | 3423 | 2558 | 2128 | 1603 | 1419 | 1202 | 762 | 45832 |
| Jun-15 Saturday | 6 | 563 | 322 | 271 | 190 | 200 | 333 | 808 | 1367 | 1675 | 2088 | 2274 | 2426 | 2605 | 2656 | 2644 | 2624 | 2387 | 2207 | 1854 | 1685 | 1456 | 1146 | 1054 | 865 | 35700 |
| Jun-15 Sunday | 7 | 517 | 330 | 264 | 148 | 140 | 231 | 482 | 580 | 891 | 1401 | 1683 | 1818 | 2027 | 2165 | 2265 | 2235 | 2249 | 2035 | 1741 | 1418 | 1220 | 966 | 822 | 942 | 28570 |
| Jun-15 Monday | 8 | 343 | 203 | 130 | 140 | 227 | 588 | 1843 | 2766 | 2815 | 2418 | 2492 | 2512 | 2670 | 2703 | 2784 | 3160 | 3417 | 3531 | 2534 | 1693 | 1334 | 1062 | 821 | 453 | 42639 |
| Jun-15 Tuesday | 9 | 326 | 206 | 152 | 149 | 238 | 576 | 1980 | 2892 | 2767 | 2447 | 2474 | 2535 | 2648 | 2689 | 2854 | 3195 | 2988 | 2618 | 724 | 11 | 1174 | 908 | 704 | 733 | 37988 |
| Jun-15 Wednesday | 10 | 378 | 210 | 155 | 144 | 203 | 520 | 1804 | 2793 | 2938 | 2486 | 2449 | 2582 | 2695 | 2783 | 2848 | 3283 | 3473 | 3305 | 2669 | 1816 | 1465 | 1450 | 1010 | 604 | 44063 |
| Jun-15 Thursday | 11 | 406 | 200 | 157 | 131 | 250 | 508 | 1811 | 2826 | 2712 | 2644 | 2572 | 2635 | 2736 | 2659 | 2921 | 3257 | 3626 | 3431 | 2530 | 1873 | 1645 | 1224 | 970 | 519 | 44243 |
| Jun-15 Friday | 12 | 406 | 242 | 167 | 151 | 247 | 492 | 1777 | 2649 | 2923 | 2431 | 2624 | 2789 | 3040 | 3102 | 3134 | 3449 | 3416 | 3447 | 2478 | 1979 | 1529 | 1329 | 1099 | 834 | 45734 |
| Jun-15 Saturday | 13 | 563 | 321 | 291 | 195 | 208 | 312 | 855 | 1463 | 1823 | 2133 | 2307 | 2583 | 2666 | 2626 | 2600 | 2548 | 2544 | 2331 | 2054 | 1686 | 1419 | 1192 | 1049 | 681 | 36450 |
| Jun-15 Sunday | 14 | 510 | 287 | 266 | 155 | 151 | 248 | 604 | 770 | 1009 | 1568 | 1732 | 1982 | 2129 | 2164 | 2177 | 2118 | 2134 | 1845 | 1703 | 1375 | 1126 | 934 | 732 | 479 | 28198 |
| Jun-15 Monday | 15 | 303 | 169 | 145 | 163 | 257 | 593 | 1790 | 2782 | 2952 | 2478 | 2456 | 2541 | 2788 | 2706 | 2684 | 3083 | 3554 | 3517 | 2386 | 1713 | 1373 | 1133 | 812 | 493 | 42871 |
| Jun-15 Tuesday | 16 | 369 | 198 | 117 | 145 | 228 | 585 | 1964 | 2773 | 2794 | 2508 | 2426 | 2454 | 2725 | 2737 | 2831 | 3404 | 3553 | 3551 | 2508 | 1658 | 1537 | 1160 | 908 | 555 | 43688 |
| Jun-15 Wednesday | 17 | 409 | 213 | 146 | 185 | 225 | 657 | 1886 | 2848 | 3034 | 2572 | 2504 | 2656 | 2703 | 2828 | 2826 | 3166 | 3528 | 2755 | 2699 | 1888 | 1457 | 1181 | 1002 | 533 | 43901 |
| Jun-15 Thursday | 18 | 407 | 209 | 140 | 170 | 221 | 557 | 1869 | 2890 | 2930 | 2579 | 2530 | 2564 | 2844 | 2797 | 2874 | 3219 | 3509 | 3509 | 2459 | 1834 | 1508 | 1266 | 964 | 592 | 44441 |
| Jun-15 Friday | 19 | 383 | 290 | 169 | 177 | 207 | 569 | 1814 | 2704 | 2888 | 2654 | 2575 | 2894 | 2985 | 2957 | 3080 | 3547 | 3383 | 3168 | 2345 | 1885 | 1625 | 1369 | 1133 | 758 | 45559 |
| Jun-15 Saturday | 20 | 566 | 379 | 272 | 196 | 203 | 335 | 786 | 1303 | 1821 | 2125 | 2245 | 2481 | 2604 | 2704 | 2681 | 2792 | 2540 | 2368 | 2019 | 1750 | 1447 | 1317 | 1042 | 717 | 36693 |
| Jun-15 Sunday | 21 | 473 | 339 | 262 | 218 | 157 | 237 | 455 | 540 | 954 | 1366 | 1687 | 1848 | 2081 | 2255 | 2140 | 2130 | 2006 | 1950 | 1820 | 1483 | 1248 | 1060 | 842 | 531 | 28082 |
| Jun-15 Monday | 22 | 359 | 196 | 148 | 157 | 255 | 551 | 1867 | 2693 | 2849 | 2288 | 2428 | 2436 | 2504 | 2663 | 2824 | 3069 | 3347 | 3415 | 2370 | 1628 | 1261 | 950 | 721 | 512 | 41491 |
| Jun-15 Tuesday | 23 | 332 | 192 | 124 | 151 | 231 | 587 | 1881 | 2807 | 2867 | 2490 | 2405 | 2515 | 2790 | 2632 | 2899 | 3120 | 3584 | 3548 | 2422 | 1855 | 1384 | 1067 | 837 | 517 | 43237 |
| Jun-15 Wednesday | 24 | 360 | 204 | 149 | 146 | 238 | 580 | 1914 | 2752 | 2969 | 2487 | 2475 | 2578 | 2768 | 2728 | 2763 | 3169 | 3473 | 3613 | 2567 | 1756 | 1413 | 1203 | 800 | 566 | 43671 |
| Jun-15 Thursday | 25 | 398 | 218 | 174 | 167 | 222 | 541 | 1798 | 2746 | 2942 | 2467 | 2465 | 2637 | 2725 | 2774 | 2947 | 3167 | 3607 | 3435 | 2799 | 2032 | 1490 | 1061 | 1018 | 606 | 44436 |
| Jun-15 Friday | 26 | 477 | 263 | 188 | 164 | 223 | 587 | 1781 | 2682 | 2806 | 2708 | 2605 | 2682 | 2940 | 2712 | 3039 | 3264 | 2464 | 2899 | 2339 | 1950 | 1498 | 1268 | 1117 | 737 | 43393 |
| Jun-15 Saturday | 27 | 577 | 333 | 256 | 186 | 201 | 339 | 806 | 1309 | 1692 | 1986 | 2229 | 2359 | 2621 | 2746 | 2606 | 2584 | 2415 | 2115 | 2011 | 1656 | 1322 | 1254 | 1188 | 734 | 35525 |
| Jun-15 Sunday | 28 | 509 | 357 | 315 | 192 | 157 | 257 | 478 | 558 | 861 | 1337 | 1733 | 1854 | 2079 | 2121 | 2127 | 2131 | 2003 | 1868 | 1574 | 1387 | 1081 | 909 | 775 | 433 | 27096 |
| Jun-15 Monday | 29 | 325 | 189 | 147 | 141 | 253 | 620 | 1866 | 2756 | 2870 | 2353 | 2515 | 2530 | 2719 | 2663 | 2792 | 3082 | 3521 | 3540 | 2448 | 1795 | 1318 | 1006 | 753 | 517 | 42719 |
| Jun-15 Tuesday | 30 | 377 | 206 | 127 | 143 | 234 | 543 | 1905 | 2781 | 2998 | 2517 | 2622 | 2596 | 2758 | 2712 | 2864 | 3146 | 3579 | 3638 | 2439 | 2000 | 1292 | 1126 | 834 | 596 | 44033 |
| Jul-15 Wednesday | 1 | 376 | 189 | 149 | 155 | 243 | 594 | 1804 | 2803 | 2957 | 2575 | 2538 | 2632 | 2875 | 2856 | 3094 | 3313 | 3598 | 3594 | 2717 | 1866 | 1524 | 1307 | 1139 | 566 | 45464 |
| Jul-15 Thursday | 2 | 419 | 247 | 143 | 147 | 255 | 521 | 1852 | 2646 | 2857 | 2717 | 2655 | 2841 | 2984 | 3022 | 3194 | 3513 | 3408 | 3183 | 2504 | 1977 | 1583 | 1297 | 1042 | 804 | 45811 |
| Jul-15 Friday | 3 | 563 | 267 | 168 | 198 | 216 | 384 | 1080 | 1561 | 1857 | 2135 | 2433 | 2667 | 2804 | 2782 | 2697 | 2582 | 2541 | 2168 | 2067 | 1763 | 1452 | 1353 | 1026 | 719 | 37483 |
| Jul-15 Saturday | 4 | 499 | 336 | 228 | 178 | 159 | 245 | 517 | 684 | 1071 | 1417 | 1712 | 1959 | 1939 | 1998 | 2134 | 2017 | 1772 | 1638 | 1519 | 1254 | 1131 | 994 | 1111 | 823 | 27335 |
| Jul-15 Sunday | 5 | 490 | 290 | 228 | 149 | 136 | 230 | 410 | 479 | 854 | 1296 | 1552 | 1816 | 1979 | 2182 | 2191 | 2122 | 2006 | 1907 | 1717 | 1258 | 1066 | 961 | 722 | 547 | 26588 |
| Jul-15 Monday | 6 | 302 | 197 | 116 | 131 | 245 | 551 | 1758 | 2691 | 2776 | 2395 | 2453 | 2525 | 2645 | 2685 | 2771 | 3314 | 3603 | 3454 | 2345 | 1693 | 1298 | 1037 | 793 | 507 | 42285 |
| Jul-15 Tuesday | 7 | 334 | 199 | 145 | 158 | 237 | 519 | 1841 | 2851 | 2809 | 2385 | 2391 | 2544 | 2628 | 2724 | 2605 | 3010 | 3245 | 3560 | 2420 | 1634 | 1303 | 1058 | 851 | 541 | 41992 |
| Jul-15 Wednesday | 8 | 327 | 212 | 139 | 147 | 234 | 553 | 1837 | 2849 | 2918 | 2451 | 2470 | 2606 | 2713 | 2744 | 2916 | 3159 | 3593 | 3611 | 2504 | 1739 | 1452 | 1218 | 924 | 602 | 43918 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Jul-15 | Thursday | 9 | 377 | 224 | 150 | 180 | 242 | 506 | 1790 | 2767 | 2904 | 2527 | 2472 | 2644 | 2661 | 2792 | 2828 | 3134 | 3417 | 3572 | 2505 | 1832 | 1553 | 1231 | 869 | 626 | 43803 |
| Jul-15 | Friday | 10 | 364 | 232 | 183 | 158 | 233 | 523 | 1729 | 2761 | 2903 | 2534 | 2534 | 2850 | 2973 | 2948 | 3147 | 3444 | 3528 | 3429 | 2401 | 1975 | 1698 | 1307 | 1109 | 783 | 45746 |
| Jul-15 | Saturday | 11 | 534 | 331 | 245 | 178 | 215 | 346 | 752 | 1344 | 1581 | 1975 | 2152 | 2390 | 2532 | 2515 | 2523 | 2650 | 2559 | 2187 | 2028 | 1656 | 1423 | 1248 | 995 | 707 | 35066 |
| Jul-15 | Sunday | 12 | 516 | 293 | 292 | 197 | 166 | 213 | 459 | 547 | 890 | 1352 | 1598 | 1721 | 1925 | 2146 | 2136 | 2157 | 2090 | 1892 | 1688 | 1356 | 1180 | 1015 | 758 | 458 | 27045 |
| Jul-15 | Monday | 13 | 334 | 178 | 142 | 131 | 217 | 568 | 1765 | 2757 | 2867 | 2558 | 2416 | 2560 | 2688 | 2695 | 2825 | 3239 | 3554 | 3576 | 2481 | 1696 | 1360 | 914 | 736 | 461 | 42718 |
| Jul-15 | Tuesday | 14 | 346 | 187 | 152 | 145 | 233 | 513 | 1579 | 2335 | 3012 | 2744 | 2434 | 2454 | 2627 | 2686 | 2842 | 3197 | 3460 | 3675 | 2519 | 1792 | 1460 | 1075 | 793 | 518 | 42778 |
| Jul-15 | Wednesday | 15 | 340 | 201 | 161 | 170 | 215 | 577 | 1773 | 2732 | 3087 | 2509 | 2529 | 2605 | 2796 | 2781 | 2890 | 3237 | 3614 | 3527 | 2464 | 1794 | 1394 | 1214 | 881 | 576 | 44067 |
| Jul-15 | Thursday | 16 | 348 | 221 | 175 | 143 | 214 | 513 | 1690 | 2913 | 2937 | 2471 | 2576 | 2659 | 2860 | 2824 | 2939 | 3252 | 3413 | 3427 | 2667 | 1854 | 1460 | 1148 | 930 | 654 | 44288 |
| Jul-15 | Friday | 17 | 386 | 216 | 189 | 175 | 235 | 536 | 1671 | 2692 | 2787 | 2571 | 2605 | 2822 | 2961 | 2979 | 2860 | 3309 | 3361 | 3266 | 2492 | 1950 | 1549 | 1447 | 1179 | 758 | 44996 |
| Jul-15 | Saturday | 18 | 551 | 348 | 257 | 203 | 194 | 323 | 745 | 1282 | 1652 | 1970 | 2247 | 2365 | 2515 | 2729 | 2702 | 2857 | 2686 | 2250 | 2080 | 1658 | 1474 | 1369 | 945 | 412 | 35814 |
| Jul-15 | Sunday | 19 | 336 | 233 | 188 | 171 | 161 | 245 | 456 | 560 | 870 | 1425 | 1746 | 1833 | 1974 | 2125 | 2122 | 2051 | 1961 | 1710 | 1660 | 1283 | 1097 | 968 | 712 | 474 | 26361 |
| Jul-15 | Monday | 20 | 403 | 163 | 141 | 153 | 250 | 553 | 1772 | 2758 | 2815 | 2374 | 2393 | 2577 | 2727 | 2753 | 2854 | 3373 | 3488 | 3510 | 2521 | 1711 | 1266 | 1013 | 784 | 528 | 42880 |
| Jul-15 | Tuesday | 21 | 381 | 184 | 123 | 161 | 239 | 545 | 1847 | 2796 | 2927 | 2548 | 2447 | 2605 | 2757 | 2775 | 2935 | 2999 | 3376 | 3570 | 2569 | 1785 | 1353 | 1112 | 818 | 505 | 43357 |
| Jul-15 | Wednesday | 22 | 375 | 185 | 142 | 151 | 237 | 580 | 1779 | 2680 | 3055 | 2434 | 2368 | 2667 | 2717 | 2742 | 2921 | 3374 | 3468 | 3490 | 2810 | 1808 | 1297 | 1170 | 917 | 548 | 43915 |
| Jul-15 | Thursday | 23 | 401 | 234 | 146 | 167 | 232 | 535 | 1880 | 2699 | 3061 | 2499 | 2611 | 2669 | 2819 | 2746 | 2931 | 3338 | 3557 | 3136 | 2682 | 1883 | 1497 | 1170 | 902 | 596 | 44391 |
| Jul-15 | Friday | 24 | 399 | 243 | 166 | 169 | 225 | 523 | 1602 | 2617 | 2757 | 2412 | 2483 | 2681 | 3004 | 2922 | 3058 | 3357 | 3551 | 3404 | 2485 | 1873 | 1398 | 1282 | 1061 | 773 | 44445 |
| Jul-15 | Saturday | 25 | 468 | 322 | 278 | 204 | 188 | 313 | 757 | 1246 | 1673 | 2083 | 2205 | 2511 | 2577 | 2610 | 2651 | 2638 | 2480 | 2332 | 1989 | 1698 | 1506 | 1228 | 994 | 677 | 35628 |
| Jul-15 | Sunday | 26 | 449 | 313 | 285 | 191 | 177 | 236 | 437 | 565 | 932 | 1342 | 1669 | 1762 | 1984 | 2160 | 2154 | 2171 | 2022 | 1821 | 1655 | 1428 | 1148 | 954 | 718 | 477 | 27050 |
| Jul-15 | Monday | 27 | 369 | 176 | 127 | 153 | 220 | 564 | 1703 | 2675 | 2758 | 2279 | 2335 | 2545 | 2720 | 2652 | 2648 | 2954 | 3531 | 3420 | 2573 | 1739 | 1276 | 1035 | 790 | 460 | 41702 |
| Jul-15 | Tuesday | 28 | 372 | 184 | 129 | 136 | 215 | 543 | 1753 | 2704 | 2911 | 2478 | 2473 | 2478 | 2689 | 2708 | 2919 | 3198 | 3403 | 3530 | 2411 | 1791 | 1452 | 1037 | 861 | 524 | 42899 |
| Jul-15 | Wednesday | 29 | 386 | 174 | 155 | 134 | 192 | 547 | 1766 | 2763 | 2858 | 2596 | 2552 | 2595 | 2666 | 2690 | 2916 | 3220 | 3569 | 3506 | 2605 | 1853 | 1582 | 1160 | 818 | 587 | 43890 |
| Jul-15 | Thursday | 30 | 391 | 190 | 154 | 168 | 238 | 519 | 1832 | 2762 | 3060 | 2495 | 2546 | 2683 | 2826 | 2881 | 2733 | 3309 | 3251 | 3250 | 2759 | 1960 | 1527 | 1220 | 910 | 605 | 44269 |
| Jul-15 | Friday | 31 | 421 | 260 | 197 | 171 | 244 | 510 | 1648 | 2647 | 2806 | 2640 | 2583 | 2844 | 3019 | 2962 | 3207 | 3567 | 3582 | 3491 | 2668 | 2101 | 1549 | 1342 | 1053 | 827 | 46339 |
| Aug-15 | Saturday | 1 | 500 | 353 | 310 | 241 | 211 | 308 | 766 | 1237 | 1563 | 1931 | 2274 | 2403 | 2485 | 2550 | 2582 | 2635 | 2492 | 2239 | 1960 | 1759 | 1370 | 1338 | 1211 | 883 | 35601 |
| Aug-15 | Sunday | 2 | 523 | 439 | 289 | 177 | 156 | 227 | 465 | 541 | 894 | 1362 | 1557 | 1831 | 2090 | 2202 | 2137 | 2099 | 1966 | 1799 | 1790 | 1357 | 1137 | 967 | 719 | 466 | 27190 |
| Aug-15 | Monday | 3 | 335 | 191 | 115 | 139 | 233 | 526 | 1719 | 2766 | 2702 | 2511 | 2512 | 2672 | 2764 | 2805 | 2900 | 3007 | 2799 | 3069 | 2574 | 1600 | 1355 | 1033 | 771 | 551 | 41649 |
| Aug-15 | Tuesday | 4 | 392 | 187 | 124 | 145 | 209 | 533 | 1820 | 2957 | 2808 | 2515 | 2541 | 2545 | 2691 | 2748 | 2897 | 3242 | 3544 | 3440 | 2607 | 1909 | 1450 | 1076 | 800 | 566 | 43746 |
| Aug-15 | Wednesday | 5 | 377 | 201 | 157 | 142 | 224 | 533 | 1809 | 2958 | 3114 | 2561 | 2419 | 2584 | 2811 | 2752 | 2978 | 3311 | 3570 | 3496 | 2687 | 1879 | 1569 | 1132 | 1026 | 804 | 45094 |
| Aug-15 | Thursday | 6 | 435 | 237 | 146 | 150 | 248 | 504 | 1769 | 2813 | 2914 | 2597 | 2582 | 2640 | 2772 | 2665 | 2818 | 2730 | 3095 | 2785 | 2835 | 1778 | 1388 | 1064 | 830 | 558 | 42353 |
| Aug-15 | Friday | 7 | 392 | 203 | 156 | 159 | 211 | 479 | 1654 | 2661 | 2786 | 2602 | 2575 | 2843 | 2999 | 3031 | 3256 | 3213 | 3463 | 3408 | 2620 | 1986 | 1636 | 1443 | 1158 | 1017 | 45951 |
| Aug-15 | Saturday | 8 | 577 | 329 | 256 | 193 | 181 | 321 | 768 | 1281 | 1717 | 1935 | 2314 | 1780 | 2891 | 2733 | 2874 | 2708 | 2828 | 2415 | 2156 | 1814 | 1489 | 1240 | 1140 | 850 | 36790 |
| Aug-15 | Sunday | 9 | 515 | 319 | 290 | 183 | 152 | 234 | 463 | 533 | 927 | 1390 | 1745 | 1888 | 2067 | 2336 | 2271 | 2244 | 2245 | 2029 | 1819 | 1543 | 1199 | 1104 | 772 | 501 | 28769 |
| Aug-15 | Monday | 10 | 330 | 216 | 121 | 142 | 233 | 541 | 1785 | 2813 | 2821 | 2474 | 2531 | 2603 | 2750 | 2679 | 2923 | 3242 | 3461 | 3476 | 2569 | 1734 | 1362 | 1160 | 745 | 462 | 43173 |
| Aug-15 | Tuesday | 11 | 341 | 212 | 124 | 146 | 216 | 548 | 1849 | 3054 | 3023 | 2260 | 2401 | 2600 | 2762 | 2602 | 2868 | 3339 | 3489 | 3306 | 2560 | 1785 | 1442 | 1063 | 820 | 550 | 43360 |
| Aug-15 | Wednesday | 12 | 334 | 191 | 148 | 147 | 237 | 546 | 1812 | 2927 | 2898 | 2559 | 2454 | 2571 | 2611 | 2727 | 2852 | 3358 | 3725 | 3525 | 2520 | 1824 | 1471 | 1146 | 918 | 702 | 44203 |
| Aug-15 | Thursday | 13 | 438 | 236 | 128 | 155 | 234 | 527 | 1807 | 2919 | 2875 | 2390 | 2413 | 2585 | 2745 | 2795 | 3072 | 3411 | 3461 | 3514 | 2693 | 1899 | 1442 | 1151 | 919 | 617 | 44426 |
| Aug-15 | Friday | 14 | 436 | 233 | 179 | 171 | 232 | 520 | 1633 | 2593 | 2876 | 2577 | 2594 | 2812 | 3002 | 3098 | 3141 | 3589 | 3775 | 3402 | 2539 | 1955 | 1700 | 1360 | 1119 | 1026 | 46562 |
| Aug-15 | Saturday | 15 | 597 | 333 | 266 | 193 | 219 | 349 | 739 | 1267 | 1608 | 2124 | 2228 | 2423 | 2658 | 2739 | 2804 | 2662 | 2546 | 2216 | 2040 | 1706 | 1526 | 1294 | 1041 | 713 | 36291 |
| Aug-15 | Sunday | 16 | 475 | 332 | 276 | 205 | 162 | 204 | 423 | 552 | 879 | 1391 | 1611 | 1783 | 2127 | 2245 | 2277 | 2300 | 2150 | 2000 | 1868 | 1399 | 1157 | 905 | 652 | 449 | 27822 |
| Aug-15 | Monday | 17 | 303 | 190 | 112 | 147 | 262 | 610 | 2014 | 2646 | 2817 | 2521 | 2335 | 2494 | 2543 | 2545 | 2702 | 3239 | 3493 | 3437 | 2444 | 1623 | 1183 | 966 | 637 | 434 | 41697 |
| Aug-15 | Tuesday | 18 | 323 | 180 | 110 | 144 | 236 | 559 | 2042 | 2761 | 2805 | 2337 | 2427 | 2400 | 2522 | 2627 | 2729 | 2919 | 2691 | 3083 | 2878 | 1592 | 1207 | 876 | 696 | 510 | 40654 |
| Aug-15 | Wednesday | 19 | 322 | 180 | 136 | 127 | 248 | 580 | 2001 | 2568 | 3060 | 2676 | 2368 | 2524 | 2626 | 2606 | 2831 | 3273 | 3363 | 3519 | 2465 | 1755 | 1251 | 1017 | 746 | 480 | 42722 |
| Aug-15 | Thursday | 20 | 326 | 186 | 137 | 125 | 216 | 539 | 2079 | 2781 | 3004 | 2476 | 2331 | 2621 | 2678 | 2790 | 2947 | 2855 | 3180 | 3306 | 2556 | 1745 | 1357 | 1026 | 760 | 517 | 42538 |
| Aug-15 | Friday | 21 | 381 | 199 | 164 | 154 | 192 | 551 | 2027 | 2715 | 2737 | 2589 | 2451 | 2835 | 2894 | 2953 | 3025 | 3388 | 3259 | 3180 | 2294 | 2022 | 1432 | 1212 | 982 | 674 | 44310 |
| Aug-15 | Saturday | 22 | 466 | 307 | 234 | 180 | 183 | 344 | 795 | 1271 | 1540 | 1935 | 2287 | 2367 | 2560 | 2593 | 2580 | 2459 | 2362 | 2141 | 1883 | 1528 | 1419 | 1048 | 889 | 676 | 34047 |
| Aug-15 | Sunday | 23 | 427 | 301 | 288 | 162 | 138 | 220 | 444 | 564 | 854 | 1448 | 1615 | 1771 | 2092 | 2140 | 2240 | 2099 | 2075 | 1812 | 1655 | 1343 | 1115 | 760 | 579 | 403 | 26545 |
| Aug-15 | Monday | 24 | 256 | 169 | 109 | 136 | 232 | 634 | 2051 | 2777 | 3006 | 2440 | 2357 | 2534 | 2595 | 2647 | 2709 | 3327 | 3586 | 3404 | 2430 | 1712 | 1262 | 1021 | 666 | 475 | 42535 |
| Aug-15 | Tuesday | 25 | 285 | 159 | 132 | 134 | 198 | 605 | 2028 | 2737 | 2998 | 2534 | 2424 | 2411 | 2547 | 2612 | 2919 | 3312 | 3573 | 3502 | 2479 | 1669 | 1441 | 1033 | 706 | 487 | 42925 |
| Aug-15 | Wednesday | 26 | 332 | 149 | 118 | 141 | 218 | 600 | 2047 | 2796 | 3086 | 2418 | 2354 | 2387 | 2684 | 2561 | 2850 | 3281 | 3561 | 3410 | 2625 | 1696 | 1407 | 1143 | 809 | 525 | 43198 |
| Aug-15 | Thursday | 27 | 314 | 192 | 127 | 136 | 239 | 582 | 2068 | 2832 | 2970 | 2398 | 2453 | 2722 | 2661 | 2680 | 1211 | 1324 | 2688 | 3335 | 2836 | 1963 | 1458 | 1045 | 829 | 545 | 39608 |
| Aug-15 | Friday | 28 | 324 | 168 | 159 | 167 | 199 | 609 | 1940 | 2754 | 2963 | 2554 | 2557 | 2728 | 3049 | 2931 | 3234 | 2919 | 3022 | 3158 | 3014 | 1958 | 1449 | 1279 | 1132 | 741 | 45008 |
| Aug-15 | Saturday | 29 | 478 | 311 | 229 | 170 | 181 | 364 | 735 | 1339 | 1586 | 1991 | 2251 | 2422 | 2600 | 2761 | 2787 | 2583 | 2358 | 2138 | 1905 | 1623 | 1399 | 1179 | 925 | 669 | 34984 |
| Aug-15 | Sunday | 30 | 429 | 287 | 254 | 156 | 143 | 209 | 434 | 521 | 766 | 1233 | 1547 | 1734 | 2085 | 2223 | 2182 | 2092 | 1838 | 1633 | 1487 | 1182 | 1057 | 747 | 588 | 377 | 25204 |
| Aug-15 | Monday | 31 | 220 | 142 | 87 | 162 | 224 | 460 | 1463 | 1870 | 2297 | 2236 | 2456 | 2334 | 2558 | 2595 | 2754 | 3293 | 3511 | 3420 | 2357 | 1654 | 1253 | 993 | 673 | 463 | 39475 |
| Sep-15 | Tuesday | 1 | 263 | 163 | 105 | 148 | 220 | 597 | 1989 | 2628 | 2958 | 2420 | 2330 | 2439 | 2584 | 2631 | 2888 | 3300 | 3469 | 3399 | 2550 | 1674 | 1247 | 990 | 735 | 493 | 42220 |
| Sep-15 | Wednesday | 2 | 282 | 157 | 117 | 142 | 212 | 545 | 1936 | 2500 | 2873 | 2354 | 2339 | 2503 | 2652 | 2536 | 2795 | 3288 | 3118 | 3469 | 2604 | 1683 | 1498 | 1122 | 725 | 520 | 41970 |
| Sep-15 | Thursday | 3 | 316 | 149 | 140 | 142 | 233 | 568 | 1971 | 2593 | 3010 | 2521 | 2543 | 2761 | 2859 | 2765 | 3016 | 3501 | 3497 | 3388 | 2592 | 1846 | 1403 | 1109 | 956 | 589 | 44468 |
| Sep-15 | Friday | 4 | 403 | 207 | 163 | 173 | 209 | 570 | 1977 | 2727 | 2854 | 2501 | 2709 | 2855 | 3080 | 3232 | 3241 | 2745 | 3074 | 3283 | 2554 | 1963 | 1561 | 1449 | 1238 | 810 | 45578 |
| Sep-15 | Saturday | 5 | 554 | 346 | 265 | 200 | 165 | 330 | 701 | 1131 | 1564 | 1910 | 2255 | 2393 | 2486 | 2574 | 2581 | 2536 | 2474 | 2192 | 1814 | 1615 | 1342 | 1179 | 893 | 669 | 34169 |
| Sep-15 | Sunday | 6 | 446 | 275 | 259 | 173 | 130 | 209 | 418 | 522 | 809 | 1372 | 1574 | 1690 | 1953 | 2130 | 2180 | 2102 | 1940 | 1923 | 1585 | 1251 | 985 | 853 | 778 | 570 | 26127 |
| Sep-15 | Monday | 7 | 339 | 209 | 191 | 172 | 192 | 298 | 586 | 728 | 1049 | 1351 | 1683 | 1850 | 2060 | 2158 | 2131 | 2112 | 2120 | 1784 | 1599 | 1520 | 1142 | 877 | 682 | 433 | 27266 |
| Sep-15 | Tuesday | 8 | 239 | 132 | 97 | 139 | 227 | 612 | 1925 | 2873 | 3083 | 2522 | 2461 | 2579 | 2758 | 2722 | 2879 | 3512 | 3619 | 3445 | 2551 | 1759 | 1325 | 965 | 706 | 473 | 43603 |
| Sep-15 | Wednesday | 9 | 285 | 151 | 130 | 149 | 212 | 623 | 1999 | 2715 | 2989 | 2648 | 2356 | 2573 | 2487 | 2654 | 2833 | 3447 | 3620 | 2988 | 2728 | 1811 | 1495 | 1158 | 763 | 492 | 43306 |
| Sep-15 | Thursday | 10 | 308 | 181 | 121 | 135 | 200 | 586 | 1979 | 2225 | 2890 | 2787 | 2663 | 2663 | 2792 | 2770 | 2992 | 3231 | 3496 | 3478 | 2795 | 1891 | 1527 | 977 | 757 | 494 | 43938 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sep-15 | Friday | 11 | 321 | 183 | 173 | 144 | 208 | 573 | 1859 | 2661 | 2909 | 2580 | 2514 | 2792 | 2886 | 2887 | 3200 | 3580 | 3581 | 3348 | 2450 | 2012 | 1559 | 1226 | 1086 | 764 | 45496 |
| Sep-15 | Saturday | 12 | 496 | 305 | 219 | 172 | 208 | 346 | 801 | 1296 | 1705 | 1959 | 2146 | 2445 | 2419 | 2370 | 2520 | 2399 | 2443 | 2000 | 1888 | 1535 | 1267 | 1238 | 842 | 668 | 33687 |
| Sep-15 | Sunday | 13 | 421 | 348 | 323 | 154 | 119 | 225 | 488 | 540 | 848 | 1382 | 1659 | 1845 | 2079 | 2239 | 2298 | 2215 | 2265 | 1900 | 1749 | 1500 | 1214 | 865 | 649 | 404 | 27729 |
| Sep-15 | Monday | 14 | 308 | 167 | 104 | 127 | 221 | 586 | 1990 | 2605 | 2958 | 2325 | 2484 | 2602 | 2648 | 2589 | 2863 | 3336 | 3470 | 3248 | 2631 | 1743 | 1371 | 999 | 686 | 473 | 42534 |
| Sep-15 | Tuesday | 15 | 299 | 187 | 115 | 136 | 225 | 575 | 1998 | 2751 | 2841 | 2584 | 2341 | 2585 | 2660 | 2671 | 2915 | 3510 | 3453 | 3304 | 2208 | 1839 | 1496 | 1011 | 695 | 479 | 42878 |
| Sep-15 | Wednesday | 16 | 318 | 164 | 124 | 139 | 203 | 592 | 2031 | 2660 | 3057 | 2575 | 2475 | 2571 | 2638 | 2833 | 2892 | 3458 | 3583 | 3507 | 2610 | 1682 | 1443 | 1081 | 784 | 459 | 43879 |
| Sep-15 | Thursday | 17 | 286 | 182 | 128 | 131 | 214 | 554 | 1957 | 2447 | 2836 | 2671 | 2431 | 2529 | 2654 | 2660 | 2912 | 2197 | 2890 | 3193 | 2916 | 1875 | 1395 | 1044 | 831 | 537 | 41470 |
| Sep-15 | Friday | 18 | 378 | 175 | 135 | 142 | 216 | 560 | 1864 | 2621 | 2865 | 2363 | 2312 | 2655 | 2970 | 2971 | 3217 | 3541 | 3577 | 3451 | 2467 | 1956 | 1453 | 1240 | 1188 | 823 | 45140 |
| Sep-15 | Saturday | 19 | 525 | 302 | 218 | 169 | 197 | 347 | 730 | 1256 | 1598 | 1996 | 2210 | 2363 | 2617 | 2597 | 2622 | 2485 | 2427 | 2144 | 1822 | 1593 | 1314 | 1211 | 929 | 621 | 34293 |
| Sep-15 | Sunday | 20 | 413 | 291 | 267 | 148 | 181 | 303 | 460 | 533 | 832 | 1386 | 1676 | 1836 | 2094 | 2224 | 2044 | 1951 | 2046 | 1816 | 1680 | 1487 | 1218 | 824 | 670 | 422 | 26802 |
| Sep-15 | Monday | 21 | 267 | 152 | 122 | 143 | 240 | 610 | 1942 | 2614 | 2915 | 2395 | 2271 | 2538 | 2651 | 2501 | 2855 | 3348 | 3710 | 3530 | 2403 | 1711 | 1203 | 994 | 672 | 448 | 42235 |
| Sep-15 | Tuesday | 22 | 279 | 184 | 110 | 136 | 217 | 579 | 1999 | 2757 | 3167 | 2490 | 2363 | 2448 | 2623 | 2584 | 2929 | 3499 | 3577 | 3441 | 2436 | 1762 | 1268 | 1020 | 733 | 482 | 43083 |
| Sep-15 | Wednesday | 23 | 298 | 192 | 123 | 168 | 219 | 602 | 1957 | 2716 | 2835 | 2525 | 2404 | 2556 | 2711 | 2588 | 2802 | 3342 | 3549 | 3580 | 2529 | 1757 | 1396 | 1008 | 724 | 471 | 43052 |
| Sep-15 | Thursday | 24 | 284 | 191 | 115 | 132 | 216 | 561 | 2028 | 2631 | 2818 | 2399 | 2402 | 2529 | 2551 | 2609 | 2778 | 3193 | 3299 | 3184 | 2325 | 1852 | 1289 | 965 | 763 | 466 | 41580 |
| Sep-15 | Friday | 25 | 372 | 231 | 147 | 142 | 204 | 525 | 1862 | 2383 | 2785 | 2435 | 2500 | 2756 | 2843 | 2891 | 3264 | 3644 | 3195 | 3413 | 2484 | 2000 | 1602 | 1362 | 1109 | 737 | 44886 |
| Sep-15 | Saturday | 26 | 482 | 347 | 270 | 165 | 203 | 316 | 773 | 1376 | 1741 | 1936 | 2139 | 2376 | 2507 | 2464 | 2468 | 2417 | 2419 | 2178 | 1982 | 1612 | 1308 | 1158 | 993 | 635 | 34265 |
| Sep-15 | Sunday | 27 | 455 | 297 | 202 | 163 | 150 | 256 | 439 | 542 | 888 | 1310 | 1608 | 1772 | 2028 | 2218 | 2124 | 2093 | 2083 | 1845 | 1671 | 1382 | 1070 | 830 | 679 | 383 | 26488 |
| Sep-15 | Monday | 28 | 256 | 138 | 113 | 149 | 224 | 597 | 1915 | 2558 | 2876 | 2442 | 2329 | 2533 | 2680 | 2603 | 2787 | 3351 | 3672 | 3566 | 2405 | 1751 | 1272 | 941 | 697 | 431 | 42286 |
| Sep-15 | Tuesday | 29 | 297 | 148 | 112 | 136 | 228 | 584 | 1941 | 2664 | 3038 | 2559 | 2313 | 2442 | 2687 | 2550 | 2460 | 3318 | 3540 | 3561 | 2502 | 1734 | 1391 | 997 | 698 | 434 | 42334 |
| Sep-15 | Wednesday | 30 | 299 | 169 | 105 | 131 | 223 | 555 | 2015 | 2665 | 3098 | 2546 | 2390 | 2616 | 2690 | 2729 | 2831 | 3350 | 3079 | 2781 | 2652 | 1872 | 1346 | 955 | 736 | 499 | 42332 |
| Oct-15 | Thursday | 1 | 316 | 184 | 133 | 131 | 230 | 551 | 1888 | 2717 | 2971 | 2565 | 2472 | 2666 | 2784 | 2615 | 2934 | 2851 | 2878 | 3042 | 2790 | 1707 | 1137 | 955 | 752 | 461 | 41730 |
| Oct-15 | Friday | 2 | 371 | 178 | 115 | 163 | 224 | 447 | 1550 | 2357 | 2368 | 2370 | 2320 | 2803 | 2882 | 2896 | 3136 | 3230 | 3134 | 2707 | 1922 | 1431 | 1024 | 892 | 796 | 493 | 39809 |
| Oct-15 | Saturday | 3 | 418 | 249 | 179 | 139 | 170 | 243 | 613 | 890 | 1040 | 1181 | 1183 | 1380 | 1259 | 1276 | 1288 | 1190 | 1137 | 1147 | 1042 | 745 | 519 | 368 | 389 | 284 | 18329 |
| Oct-15 | Sunday | 4 | 217 | 122 | 74 | 62 | 74 | 166 | 350 | 377 | 529 | 624 | 1003 | 1161 | 1263 | 1282 | 1302 | 1237 | 1270 | 1146 | 1039 | 705 | 486 | 436 | 345 | 191 | 15461 |
| Oct-15 | Monday | 5 | 192 | 77 | 58 | 92 | 153 | 365 | 1110 | 1678 | 1736 | 1664 | 1801 | 1923 | 2057 | 1974 | 2122 | 2372 | 2363 | 1710 | 1453 | 1487 | 824 | 629 | 536 | 369 | 28745 |
| Oct-15 | Tuesday | 6 | 242 | 144 | 100 | 167 | 176 | 504 | 1669 | 2498 | 2748 | 2292 | 2270 | 2454 | 2616 | 2557 | 2702 | 3124 | 3490 | 3462 | 2382 | 1655 | 1237 | 917 | 786 | 474 | 40666 |
| Oct-15 | Wednesday | 7 | 280 | 180 | 110 | 158 | 212 | 585 | 1897 | 2206 | 2765 | 2732 | 2618 | 2518 | 2593 | 2630 | 2984 | 3387 | 3395 | 3289 | 2549 | 1920 | 1460 | 1020 | 785 | 440 | 42713 |
| Oct-15 | Thursday | 8 | 336 | 174 | 125 | 147 | 221 | 621 | 1791 | 2418 | 2738 | 2638 | 2559 | 2493 | 2574 | 2791 | 2987 | 3378 | 3436 | 3354 | 2591 | 2016 | 1459 | 1032 | 894 | 549 | 43322 |
| Oct-15 | Friday | 9 | 420 | 196 | 158 | 152 | 236 | 603 | 1954 | 2493 | 2700 | 2834 | 2540 | 2932 | 3023 | 3080 | 3240 | 3505 | 3515 | 3373 | 2536 | 2056 | 1498 | 1384 | 1290 | 927 | 46645 |
| Oct-15 | Saturday | 10 | 557 | 334 | 256 | 193 | 194 | 327 | 765 | 1351 | 1722 | 1933 | 2195 | 2408 | 2611 | 2486 | 2464 | 2368 | 2293 | 2024 | 1787 | 1596 | 1310 | 1110 | 961 | 668 | 33913 |
| Oct-15 | Sunday | 11 | 403 | 308 | 278 | 164 | 133 | 265 | 489 | 565 | 874 | 1319 | 1653 | 1880 | 2007 | 2261 | 2267 | 2077 | 2077 | 1870 | 1759 | 1400 | 1131 | 830 | 635 | 451 | 27096 |
| Oct-15 | Monday | 12 | 343 | 166 | 112 | 166 | 229 | 592 | 2010 | 2741 | 2918 | 2432 | 2495 | 2571 | 2738 | 2746 | 2854 | 3367 | 3607 | 3402 | 2367 | 1754 | 1273 | 933 | 742 | 485 | 43043 |
| Oct-15 | Tuesday | 13 | 309 | 179 | 125 | 156 | 233 | 594 | 1993 | 2730 | 3079 | 2629 | 2499 | 2624 | 2697 | 2878 | 2931 | 3392 | 3608 | 3638 | 2599 | 1786 | 1315 | 1002 | 671 | 481 | 44148 |
| Oct-15 | Wednesday | 14 | 296 | 183 | 132 | 159 | 223 | 600 | 2077 | 2759 | 3082 | 2553 | 2571 | 2710 | 2840 | 2764 | 2845 | 3468 | 2970 | 3038 | 2638 | 1868 | 1507 | 1100 | 777 | 513 | 43673 |
| Oct-15 | Thursday | 15 | 371 | 209 | 131 | 147 | 224 | 572 | 1992 | 2644 | 2985 | 2594 | 2453 | 2589 | 2746 | 2839 | 2982 | 3391 | 3451 | 3329 | 2826 | 2069 | 1413 | 1097 | 799 | 578 | 44431 |
| Oct-15 | Friday | 16 | 364 | 195 | 172 | 181 | 193 | 561 | 2016 | 2351 | 3036 | 2507 | 2631 | 2822 | 3078 | 3065 | 3197 | 3490 | 3474 | 3268 | 2631 | 2081 | 1425 | 1281 | 1175 | 740 | 45934 |
| Oct-15 | Saturday | 17 | 519 | 306 | 225 | 187 | 215 | 323 | 761 | 1323 | 1704 | 1891 | 2239 | 2419 | 2630 | 2748 | 2663 | 2543 | 2448 | 2204 | 1966 | 1701 | 1368 | 1366 | 1010 | 744 | 35503 |
| Oct-15 | Sunday | 18 | 475 | 330 | 206 | 162 | 123 | 238 | 470 | 590 | 859 | 1357 | 1583 | 1825 | 2079 | 2181 | 2256 | 2126 | 2371 | 2015 | 1912 | 1444 | 1121 | 876 | 719 | 411 | 27729 |
| Oct-15 | Monday | 19 | 255 | 158 | 101 | 133 | 239 | 590 | 1986 | 2750 | 2913 | 2328 | 2454 | 2466 | 2624 | 2653 | 2842 | 3436 | 2722 | 3094 | 2679 | 1804 | 1297 | 980 | 752 | 479 | 41735 |
| Oct-15 | Tuesday | 20 | 249 | 163 | 134 | 152 | 209 | 568 | 1998 | 2712 | 3018 | 2382 | 2440 | 2484 | 2632 | 2648 | 2949 | 3535 | 3461 | 3485 | 2589 | 1841 | 1300 | 976 | 773 | 538 | 43236 |
| Oct-15 | Wednesday | 21 | 306 | 173 | 125 | 157 | 224 | 565 | 2061 | 2654 | 3194 | 2544 | 2419 | 2536 | 2670 | 2730 | 2968 | 3486 | 3278 | 3496 | 2484 | 1822 | 1504 | 1100 | 862 | 517 | 43875 |
| Oct-15 | Thursday | 22 | 324 | 204 | 130 | 168 | 210 | 566 | 1960 | 2691 | 2958 | 2610 | 2483 | 2728 | 2749 | 2692 | 3101 | 3466 | 3460 | 3272 | 2763 | 1987 | 1569 | 1067 | 879 | 602 | 44639 |
| Oct-15 | Friday | 23 | 351 | 223 | 163 | 155 | 208 | 547 | 1968 | 2715 | 2766 | 2588 | 2557 | 2938 | 3054 | 3114 | 3260 | 3508 | 3403 | 3134 | 2306 | 2180 | 1458 | 1303 | 1124 | 726 | 45749 |
| Oct-15 | Saturday | 24 | 506 | 300 | 259 | 174 | 225 | 358 | 778 | 1269 | 1755 | 2114 | 2319 | 2309 | 2380 | 2410 | 2612 | 2554 | 2571 | 2251 | 2005 | 1672 | 1326 | 1346 | 1006 | 674 | 35173 |
| Oct-15 | Sunday | 25 | 488 | 290 | 262 | 162 | 149 | 215 | 494 | 539 | 880 | 1284 | 1637 | 1719 | 2150 | 2197 | 2194 | 2166 | 2090 | 2015 | 1836 | 1439 | 1074 | 866 | 775 | 415 | 27336 |
| Oct-15 | Monday | 26 | 288 | 166 | 89 | 150 | 246 | 606 | 1723 | 2464 | 3085 | 2491 | 2386 | 2448 | 2694 | 2610 | 3020 | 3491 | 3500 | 3288 | 2523 | 1564 | 1179 | 915 | 826 | 508 | 42260 |
| Oct-15 | Tuesday | 27 | 282 | 168 | 118 | 146 | 222 | 595 | 1955 | 2517 | 2892 | 2567 | 2371 | 2447 | 2583 | 2525 | 2805 | 3355 | 3135 | 3290 | 2578 | 1661 | 1265 | 896 | 736 | 506 | 41615 |
| Oct-15 | Wednesday | 28 | 301 | 181 | 137 | 132 | 219 | 570 | 1972 | 2608 | 2938 | 2423 | 2425 | 2577 | 2719 | 2767 | 2823 | 3364 | 3430 | 3478 | 2538 | 1779 | 1359 | 1065 | 906 | 565 | 43276 |
| Oct-15 | Thursday | 29 | 331 | 177 | 141 | 177 | 232 | 595 | 2037 | 2727 | 3051 | 2658 | 2502 | 2790 | 2726 | 2820 | 2988 | 3641 | 3562 | 3416 | 2675 | 2003 | 1594 | 1211 | 885 | 597 | 45536 |
| Oct-15 | Friday | 30 | 320 | 192 | 138 | 175 | 232 | 575 | 1885 | 2563 | 3005 | 2658 | 2634 | 2883 | 3021 | 2906 | 3354 | 3594 | 3455 | 3051 | 2710 | 2040 | 1504 | 1311 | 1385 | 947 | 46538 |
| Oct-15 | Saturday | 31 | 597 | 344 | 249 | 182 | 209 | 330 | 840 | 1278 | 1593 | 1930 | 2180 | 2404 | 2475 | 2484 | 2523 | 2538 | 2294 | 2022 | 1865 | 1473 | 1272 | 1306 | 1013 | 804 | 34205 |
| Nov-15 | Sunday | 1 | 528 | 292 | 267 | 188 | 277 | 266 | 437 | 570 | 898 | 1384 | 1684 | 1857 | 1911 | 2022 | 2246 | 2028 | 2028 | 1915 | 1679 | 1416 | 1055 | 825 | 554 | 422 | 26749 |
| Nov-15 | Monday | 2 | 257 | 152 | 99 | 149 | 211 | 620 | 2069 | 2757 | 3096 | 2525 | 2451 | 2573 | 2650 | 2648 | 2830 | 3235 | 3389 | 3309 | 2277 | 1612 | 1140 | 923 | 683 | 458 | 42113 |
| Nov-15 | Tuesday | 3 | 291 | 147 | 131 | 153 | 195 | 556 | 1946 | 2499 | 2721 | 2462 | 2289 | 2350 | 2390 | 2455 | 2662 | 3302 | 3498 | 3385 | 2456 | 1429 | 1222 | 602 | 880 | 510 | 40531 |
| Nov-15 | Wednesday | 4 | 302 | 168 | 128 | 147 | 219 | 571 | 1876 | 2629 | 3004 | 2632 | 2523 | 2548 | 2628 | 2561 | 2988 | 3442 | 3403 | 3303 | 2753 | 1690 | 1328 | 1096 | 942 | 525 | 43406 |
| Nov-15 | Thursday | 5 | 329 | 172 | 145 | 169 | 218 | 561 | 2039 | 2509 | 3106 | 2646 | 2592 | 2636 | 2746 | 2803 | 3064 | 3537 | 3608 | 3458 | 2768 | 1778 | 1440 | 1166 | 1039 | 654 | 45183 |
| Nov-15 | Friday | 6 | 343 | 172 | 144 | 158 | 200 | 535 | 1995 | 2655 | 2793 | 2512 | 2621 | 2912 | 2943 | 3047 | 3215 | 3332 | 3285 | 3235 | 2695 | 1797 | 1378 | 1358 | 1245 | 852 | 45422 |
| Nov-15 | Saturday | 7 | 597 | 313 | 156 | 251 | 176 | 375 | 878 | 1586 | 1737 | 2088 | 1975 | 2432 | 2617 | 2674 | 2746 | 2621 | 2226 | 2104 | 1891 | 1479 | 1264 | 1240 | 1107 | 859 | 35392 |
| Nov-15 | Sunday | 8 | 637 | 407 | 245 | 140 | 142 | 226 | 459 | 605 | 911 | 1401 | 1744 | 1797 | 2034 | 2101 | 2120 | 1986 | 1995 | 1931 | 1678 | 1212 | 934 | 754 | 580 | 419 | 26458 |
| Nov-15 | Monday | 9 | 256 | 130 | 94 | 124 | 211 | 566 | 1667 | 2363 | 2407 | 2115 | 2093 | 2207 | 2525 | 2481 | 2648 | 3208 | 3274 | 3353 | 2277 | 1511 | 1058 | 897 | 707 | 448 | 38620 |
| Nov-15 | Tuesday | 10 | 312 | 148 | 132 | 140 | 212 | 565 | 1986 | 2433 | 3170 | 2560 | 2382 | 2553 | 2679 | 2819 | 2924 | 2056 | 3380 | 3424 | 2768 | 1681 | 1259 | 957 | 718 | 449 | 41707 |
| Nov-15 | Wednesday | 11 | 303 | 196 | 98 | 147 | 206 | 543 | 2137 | 2768 | 2765 | 2447 | 2419 | 2555 | 2753 | 2782 | 2636 | 2237 | 2569 | 2265 | 2886 | 1674 | 1340 | 1041 | 796 | 467 | 40030 |
| Nov-15 | Thursday | 12 | 308 | 173 | 107 | 133 | 218 | 588 | 2102 | 2746 | 3064 | 2547 | 2558 | 2767 | 2779 | 2717 | 3059 | 3378 | 3280 | 3408 | 2663 | 1839 | 1412 | 1074 | 876 | 521 | 44317 |
| Nov-15 | Friday | 13 | 359 | 212 | 144 | 143 | 222 | 540 | 1979 | 2675 | 3122 | 2632 | 2719 | 2683 | 2971 | 2987 | 3183 | 3348 | 3375 | 3117 | 2768 | 1914 | 1488 | 1382 | 1077 | 707 | 45747 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nov-15 | Saturday | 14 | 512 | 301 | 226 | 177 | 193 | 306 | 819 | 1422 | 1782 | 1984 | 2271 | 2495 | 2522 | 2566 | 2712 | 2756 | 2488 | 2346 | 1992 | 1584 | 1215 | 1092 | 1044 | 601 | 35406 |
| Nov-15 | Sunday | 15 | 399 | 314 | 264 | 152 | 123 | 211 | 477 | 548 | 888 | 1344 | 1621 | 1774 | 2171 | 2192 | 2196 | 2116 | 2148 | 1980 | 1704 | 1277 | 976 | 838 | 664 | 366 | 26743 |
| Nov-15 | Monday | 16 | 268 | 145 | 105 | 130 | 237 | 590 | 1740 | 2600 | 3163 | 2612 | 2491 | 2636 | 2771 | 2751 | 3065 | 3541 | 3589 | 3374 | 2882 | 1656 | 1256 | 945 | 652 | 444 | 43643 |
| Nov-15 | Tuesday | 17 | 289 | 165 | 110 | 149 | 186 | 588 | 2112 | 2657 | 2941 | 2754 | 2636 | 2605 | 2756 | 2884 | 3037 | 3506 | 3560 | 3308 | 2662 | 1660 | 1238 | 958 | 729 | 493 | 43983 |
| Nov-15 | Wednesday | 18 | 270 | 207 | 112 | 145 | 214 | 603 | 2005 | 2490 | 3120 | 2645 | 2683 | 2575 | 2913 | 2798 | 3098 | 3448 | 3389 | 3241 | 2711 | 1745 | 1302 | 1042 | 722 | 486 | 43964 |
| Nov-15 | Thursday | 19 | 301 | 175 | 114 | 132 | 189 | 521 | 1776 | 2593 | 2971 | 2543 | 2405 | 2175 | 2754 | 2757 | 3120 | 3543 | 3465 | 3121 | 2207 | 1874 | 1383 | 1204 | 809 | 505 | 42637 |
| Nov-15 | Friday | 20 | 332 | 210 | 193 | 149 | 230 | 564 | 1941 | 2814 | 3019 | 2667 | 2679 | 2862 | 3198 | 2794 | 3418 | 3239 | 3362 | 3246 | 2487 | 1996 | 1471 | 1318 | 1053 | 743 | 45985 |
| Nov-15 | Saturday | 21 | 488 | 308 | 226 | 174 | 185 | 339 | 788 | 1360 | 1688 | 1991 | 2146 | 2382 | 2648 | 2649 | 2550 | 2594 | 2521 | 2203 | 1867 | 1554 | 1332 | 1017 | 890 | 605 | 34505 |
| Nov-15 | Sunday | 22 | 403 | 289 | 264 | 152 | 152 | 220 | 417 | 558 | 873 | 1313 | 1638 | 1799 | 2086 | 2200 | 2121 | 2169 | 2016 | 1886 | 1566 | 1400 | 936 | 792 | 649 | 411 | 26310 |
| Nov-15 | Monday | 23 | 273 | 153 | 107 | 126 | 227 | 591 | 1757 | 1590 | 2940 | 2416 | 2602 | 2763 | 2779 | 2737 | 2268 | 2938 | 3287 | 3295 | 2607 | 1660 | 1239 | 968 | 722 | 488 | 40533 |
| Nov-15 | Tuesday | 24 | 269 | 179 | 130 | 143 | 207 | 538 | 1779 | 2806 | 2890 | 2738 | 2715 | 2960 | 2865 | 3001 | 3192 | 3606 | 3560 | 3355 | 2679 | 1794 | 1364 | 1036 | 861 | 650 | 45317 |
| Nov-15 | Wednesday | 25 | 402 | 237 | 176 | 159 | 253 | 539 | 1751 | 2554 | 2647 | 2651 | 2722 | 3025 | 3299 | 3377 | 3447 | 3345 | 3168 | 2867 | 2244 | 1737 | 1371 | 1054 | 947 | 638 | 44610 |
| Nov-15 | Thursday | 26 | 461 | 256 | 209 | 150 | 147 | 222 | 428 | 497 | 661 | 909 | 1195 | 1608 | 1832 | 1718 | 1670 | 1641 | 1618 | 1618 | 1563 | 1522 | 1513 | 1175 | 988 | 755 | 24356 |
| Nov-15 | Friday | 27 | 508 | 359 | 261 | 210 | 266 | 439 | 965 | 1345 | 1678 | 1904 | 2124 | 2397 | 2605 | 2588 | 2682 | 2641 | 2464 | 2191 | 2019 | 1566 | 1151 | 1019 | 883 | 598 | 34863 |
| Nov-15 | Saturday | 28 | 384 | 255 | 260 | 186 | 186 | 325 | 617 | 960 | 1405 | 1713 | 2038 | 2091 | 2208 | 2110 | 2263 | 2169 | 2217 | 2150 | 1895 | 1567 | 1139 | 924 | 907 | 608 | 30577 |
| Nov-15 | Sunday | 29 | 422 | 267 | 257 | 180 | 173 | 257 | 454 | 580 | 839 | 1343 | 1760 | 1811 | 2110 | 2239 | 2193 | 2154 | 2139 | 1945 | 1672 | 1236 | 973 | 798 | 630 | 419 | 26851 |
| Nov-15 | Monday | 30 | 282 | 176 | 122 | 124 | 238 | 598 | 1965 | 2882 | 2920 | 2452 | 2584 | 2625 | 2738 | 2746 | 3081 | 3523 | 3480 | 3313 | 2678 | 1544 | 1177 | 860 | 703 | 467 | 43278 |
| Dec-15 | Tuesday | 1 | 322 | 168 | 118 | 132 | 207 | 610 | 1960 | 2793 | 3091 | 2500 | 2428 | 2596 | 2690 | 2793 | 2934 | 3145 | 3449 | 3188 | 2840 | 1568 | 1213 | 1003 | 722 | 516 | 42986 |
| Dec-15 | Wednesday | 2 | 254 | 177 | 120 | 122 | 216 | 581 | 2011 | 2823 | 2997 | 2383 | 2580 | 2626 | 2615 | 2629 | 3008 | 3078 | 2968 | 3258 | 2507 | 1603 | 1256 | 898 | 663 | 511 | 41884 |
| Dec-15 | Thursday | 3 | 310 | 182 | 124 | 140 | 217 | 551 | 1993 | 2836 | 2994 | 2559 | 2486 | 2705 | 2804 | 2774 | 3031 | 3527 | 3520 | 3453 | 2661 | 2008 | 1391 | 1018 | 820 | 528 | 44632 |
| Dec-15 | Friday | 4 | 321 | 182 | 153 | 160 | 223 | 545 | 1904 | 2744 | 2972 | 2447 | 2487 | 2728 | 3057 | 3003 | 3354 | 3445 | 3554 | 3297 | 2736 | 1915 | 1440 | 1200 | 1131 | 788 | 45786 |
| Dec-15 | Saturday | 5 | 491 | 294 | 225 | 177 | 163 | 283 | 777 | 1285 | 1828 | 2054 | 2288 | 2398 | 2567 | 2534 | 2525 | 2663 | 2623 | 2325 | 2125 | 1647 | 1262 | 1039 | 865 | 650 | 35088 |
| Dec-15 | Sunday | 6 | 476 | 301 | 243 | 133 | 121 | 208 | 486 | 532 | 840 | 1250 | 1660 | 1707 | 2015 | 2226 | 2199 | 2265 | 2114 | 1833 | 1562 | 1222 | 966 | 764 | 617 | 374 | 26114 |
| Dec-15 | Monday | 7 | 241 | 102 | 103 | 129 | 197 | 521 | 1702 | 2476 | 2805 | 2434 | 2298 | 2450 | 2668 | 2641 | 2956 | 3470 | 3456 | 3328 | 2455 | 1662 | 1187 | 900 | 841 | 789 | 41811 |
| Dec-15 | Tuesday | 8 | 325 | 172 | 166 | 156 | 199 | 536 | 1965 | 2724 | 2864 | 2697 | 2396 | 2478 | 2681 | 2702 | 3102 | 3266 | 3410 | 3348 | 2750 | 1719 | 1252 | 1001 | 837 | 492 | 43238 |
| Dec-15 | Wednesday | 9 | 286 | 168 | 138 | 140 | 219 | 578 | 1972 | 2767 | 2961 | 2514 | 2469 | 2598 | 2715 | 2755 | 2935 | 3458 | 3469 | 3383 | 2690 | 1803 | 1317 | 1069 | 720 | 541 | 43665 |
| Dec-15 | Thursday | 10 | 291 | 171 | 122 | 139 | 225 | 558 | 1949 | 2710 | 3154 | 2589 | 2473 | 2620 | 2756 | 2836 | 3003 | 3455 | 3346 | 3284 | 2766 | 1877 | 1472 | 1165 | 776 | 590 | 44327 |
| Dec-15 | Friday | 11 | 327 | 188 | 157 | 149 | 238 | 551 | 1919 | 2705 | 3024 | 2485 | 2509 | 2954 | 3062 | 3078 | 1938 | 3098 | 3232 | 3284 | 2941 | 1954 | 1623 | 1381 | 1120 | 807 | 44724 |
| Dec-15 | Saturday | 12 | 511 | 295 | 229 | 177 | 225 | 461 | 814 | 1240 | 1786 | 2081 | 2273 | 2475 | 2526 | 2617 | 2688 | 2646 | 2735 | 2519 | 2073 | 1647 | 1330 | 1331 | 1083 | 768 | 36530 |
| Dec-15 | Sunday | 13 | 440 | 294 | 245 | 187 | 118 | 214 | 427 | 537 | 834 | 1355 | 1657 | 1669 | 1991 | 2249 | 2160 | 2171 | 2080 | 2109 | 1810 | 1409 | 1071 | 878 | 615 | 399 | 26919 |
| Dec-15 | Monday | 14 | 221 | 127 | 108 | 135 | 200 | 592 | 1919 | 2797 | 3102 | 2375 | 2392 | 2495 | 2528 | 2620 | 3019 | 3492 | 2891 | 2892 | 2804 | 1614 | 1140 | 936 | 749 | 472 | 41620 |
| Dec-15 | Tuesday | 15 | 245 | 175 | 142 | 171 | 190 | 571 | 2001 | 2824 | 3031 | 2671 | 2509 | 2672 | 2821 | 2949 | 2967 | 3265 | 3217 | 3354 | 2375 | 1821 | 1340 | 986 | 803 | 516 | 43616 |
| Dec-15 | Wednesday | 16 | 289 | 179 | 157 | 117 | 218 | 534 | 1936 | 2829 | 2996 | 2694 | 2545 | 2798 | 2766 | 2939 | 3165 | 3416 | 3319 | 3348 | 2662 | 1813 | 1418 | 1104 | 792 | 569 | 44603 |
| Dec-15 | Thursday | 17 | 272 | 182 | 138 | 170 | 204 | 582 | 1946 | 2702 | 2960 | 2602 | 2638 | 2856 | 2915 | 2853 | 3158 | 3217 | 3005 | 2985 | 2678 | 1827 | 1338 | 1151 | 916 | 599 | 43894 |
| Dec-15 | Friday | 18 | 315 | 199 | 132 | 173 | 205 | 529 | 1798 | 2664 | 2997 | 2718 | 2723 | 2889 | 3125 | 3192 | 3540 | 3537 | 3339 | 3155 | 2761 | 1971 | 1535 | 1406 | 1206 | 874 | 46983 |
| Dec-15 | Saturday | 19 | 510 | 332 | 285 | 203 | 206 | 312 | 761 | 1294 | 1645 | 2014 | 2374 | 2423 | 2945 | 2755 | 2833 | 2863 | 2733 | 2568 | 2267 | 1698 | 1286 | 1381 | 1131 | 707 | 37526 |
| Dec-15 | Sunday | 20 | 487 | 370 | 266 | 150 | 127 | 203 | 434 | 534 | 781 | 1377 | 1748 | 1839 | 2246 | 2376 | 2340 | 2294 | 2095 | 2139 | 1798 | 1440 | 1210 | 932 | 690 | 484 | 28360 |
| Dec-15 | Monday | 21 | 272 | 188 | 126 | 134 | 208 | 569 | 1795 | 2623 | 2817 | 2620 | 2647 | 2955 | 3121 | 3161 | 3239 | 3505 | 3581 | 3385 | 2567 | 1768 | 1323 | 1006 | 904 | 549 | 45063 |
| Dec-15 | Tuesday | 22 | 335 | 206 | 152 | 150 | 207 | 530 | 1726 | 2568 | 2721 | 2543 | 2641 | 2920 | 3059 | 2971 | 3262 | 3396 | 3524 | 3165 | 2375 | 1686 | 1368 | 1121 | 1079 | 616 | 44321 |
| Dec-15 | Wednesday | 23 | 377 | 200 | 153 | 145 | 220 | 488 | 1617 | 2449 | 2667 | 2651 | 2995 | 2998 | 3250 | 3247 | 3383 | 3374 | 3284 | 2993 | 2304 | 1859 | 1617 | 1290 | 1154 | 685 | 45400 |
| Dec-15 | Thursday | 24 | 476 | 296 | 232 | 186 | 235 | 409 | 993 | 1512 | 1737 | 2076 | 2384 | 2686 | 2879 | 2698 | 2694 | 2320 | 2101 | 1989 | 1871 | 1463 | 1167 | 1001 | 822 | 575 | 34802 |
| Dec-15 | Friday | 25 | 403 | 256 | 173 | 116 | 89 | 141 | 286 | 344 | 469 | 673 | 978 | 1174 | 1420 | 1511 | 1690 | 1619 | 1583 | 1547 | 1619 | 1277 | 1117 | 982 | 793 | 530 | 20790 |
| Dec-15 | Saturday | 26 | 335 | 231 | 162 | 146 | 176 | 294 | 544 | 818 | 1134 | 1483 | 1884 | 2047 | 2332 | 2372 | 2511 | 2450 | 2335 | 2183 | 2027 | 1530 | 1248 | 1254 | 839 | 618 | 30953 |
| Dec-15 | Sunday | 27 | 448 | 318 | 259 | 175 | 142 | 220 | 467 | 471 | 827 | 1339 | 1603 | 1766 | 1939 | 2073 | 2153 | 2090 | 2095 | 2107 | 1958 | 1291 | 1072 | 944 | 696 | 456 | 26909 |
| Dec-15 | Monday | 28 | 398 | 188 | 150 | 154 | 222 | 536 | 1525 | 2322 | 2463 | 2361 | 2478 | 2602 | 2717 | 2690 | 2797 | 3171 | 3113 | 2952 | 2203 | 1468 | 1126 | 909 | 725 | 464 | 39734 |
| Dec-15 | Tuesday | 29 | 339 | 206 | 150 | 136 | 210 | 518 | 1535 | 2409 | 2675 | 2468 | 2639 | 2761 | 2867 | 2820 | 3044 | 3094 | 3213 | 3197 | 2312 | 1636 | 1241 | 966 | 843 | 562 | 41841 |
| Dec-15 | Wednesday | 30 | 322 | 187 | 127 | 136 | 223 | 520 | 1553 | 2466 | 2607 | 2461 | 2589 | 2927 | 2951 | 3030 | 3015 | 3190 | 3316 | 3320 | 2300 | 1669 | 1337 | 1078 | 892 | 569 | 42785 |
| Dec-15 | Thursday | 31 | 374 | 247 | 135 | 172 | 203 | 469 | 1313 | 2106 | 2274 | 2341 | 2519 | 2787 | 3087 | 3026 | 3126 | 3004 | 2558 | 2191 | 1786 | 1357 | 1113 | 930 | 837 | 526 | 38481 |

30 Highest Hours of the year
100 Highest Hours of the year

AADT 39100

### 2.4.2 Station 46 Volume Data

| TWO-WAY VOLUMES | Day | 12a<br>1 | 1a<br>2 | 2a<br>3 | 3a<br>4 | 4a<br>5 | 5a<br>6 | 6a<br>7 | 7a<br>8 | 8a<br>9 | 9a<br>10 | 10a<br>11 | 11a<br>12 | 12p<br>13 | 1p<br>14 | 2p<br>15 | 3p<br>16 | 4p<br>17 | 5p<br>18 | 6p<br>19 | 7p<br>20 | 8p<br>21 | 9p<br>22 | 10p<br>23 | 11p<br>24 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Jan-15 Thursday | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jan-15 Friday | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jan-15 Saturday | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jan-15 Sunday | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jan-15 Monday | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jan-15 Tuesday | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jan-15 Wednesday | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jan-15 Thursday | 8 | 412 | 226 | 215 | 241 | 505 | 1553 | 3365 | 3996 | 5108 | 5046 | 4199 | 3939 | 4067 | 4180 | 4751 | 5359 | 5630 | 6377 | 4687 | 2515 | 1756 | 1349 | 1026 | 680 | 71182 |
| Jan-15 Friday | 9 | 430 | 225 | 165 | 196 | 495 | 1419 | 4212 | 6956 | 5957 | 4329 | 3882 | 4330 | 4455 | 4559 | 5036 | 6362 | 6550 | 6532 | 4366 | 2634 | 1866 | 1556 | 1302 | 874 | 78688 |
| Jan-15 Saturday | 10 | 604 | 324 | 262 | 213 | 296 | 697 | 1402 | 2098 | 2444 | 2808 | 2975 | 3473 | 3835 | 3753 | 3716 | 3870 | 3736 | 3612 | 2965 | 2102 | 1471 | 1340 | 1245 | 824 | 50065 |
| Jan-15 Sunday | 11 | 512 | 295 | 234 | 140 | 210 | 468 | 793 | 997 | 1232 | 1807 | 2166 | 2580 | 2858 | 2935 | 2911 | 2911 | 2824 | 2667 | 2173 | 1568 | 1202 | 900 | 717 | 497 | 35597 |
| Jan-15 Monday | 12 | 247 | 166 | 140 | 190 | 514 | 1771 | 4410 | 6713 | 5963 | 4190 | 3720 | 3662 | 3961 | 3711 | 4360 | 5328 | 6085 | 6045 | 3821 | 2091 | 1542 | 1153 | 971 | 573 | 71327 |
| Jan-15 Tuesday | 13 | 412 | 234 | 175 | 225 | 518 | 1633 | 4459 | 6652 | 6312 | 4330 | 3811 | 4014 | 4032 | 4304 | 4663 | 5351 | 6199 | 6073 | 4496 | 2286 | 1647 | 1467 | 1281 | 618 | 75192 |
| Jan-15 Wednesday | 14 | 391 | 220 | 168 | 207 | 560 | 1697 | 4497 | 7212 | 6373 | 4341 | 3883 | 3908 | 3990 | 4250 | 4454 | 5264 | 6218 | 6241 | 4270 | 2365 | 1702 | 1373 | 1193 | 603 | 75380 |
| Jan-15 Thursday | 15 | 464 | 213 | 152 | 248 | 645 | 1663 | 4331 | 6992 | 6128 | 4476 | 4036 | 4253 | 4383 | 4316 | 4939 | 5988 | 6326 | 6732 | 4426 | 2529 | 1729 | 1592 | 1181 | 741 | 78483 |
| Jan-15 Friday | 16 | 488 | 215 | 166 | 273 | 536 | 1582 | 4060 | 6616 | 5741 | 4371 | 4220 | 4411 | 4651 | 4806 | 5489 | 6156 | 6385 | 6405 | 5273 | 2975 | 1898 | 1866 | 1433 | 1004 | 81020 |
| Jan-15 Saturday | 17 | 591 | 315 | 237 | 179 | 297 | 594 | 1347 | 1926 | 2727 | 2976 | 3243 | 3612 | 3796 | 3785 | 3719 | 3938 | 3848 | 3569 | 3049 | 2146 | 1570 | 1428 | 1157 | 970 | 51019 |
| Jan-15 Sunday | 18 | 567 | 303 | 267 | 162 | 233 | 442 | 784 | 932 | 1230 | 1803 | 2190 | 2603 | 2824 | 3043 | 3449 | 3045 | 2961 | 2672 | 2359 | 1741 | 1231 | 1025 | 930 | 630 | 37426 |
| Jan-15 Monday | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jan-15 Tuesday | 20 | 350 | 186 | 176 | 234 | 582 | 1765 | 4766 | 7073 | 6553 | 3991 | 3910 | 4012 | 4301 | 4308 | 4882 | 5783 | 6427 | 6621 | 4548 | 2461 | 1781 | 1461 | 1082 | 615 | 77868 |
| Jan-15 Wednesday | 21 | 355 | 187 | 187 | 213 | 516 | 1724 | 4600 | 7117 | 6441 | 4415 | 3842 | 3955 | 4112 | 4454 | 4870 | 5819 | 6581 | 6597 | 4682 | 2523 | 1850 | 1489 | 1095 | 667 | 78291 |
| Jan-15 Thursday | 22 | 390 | 226 | 185 | 258 | 603 | 1642 | 4407 | 6606 | 6073 | 4658 | 3865 | 4093 | 4339 | 4596 | 5055 | 5975 | 6709 | 7101 | 4780 | 2727 | 1906 | 1546 | 1431 | 1072 | 80243 |
| Jan-15 Friday | 23 | 436 | 246 | 197 | 234 | 532 | 1610 | 4428 | 6928 | 5981 | 4249 | 4133 | 4288 | 4886 | 4616 | 5221 | 5839 | 5972 | 5630 | 3843 | 2402 | 1593 | 1467 | 1366 | 874 | 76971 |
| Jan-15 Saturday | 24 | 613 | 293 | 253 | 179 | 305 | 582 | 1226 | 1593 | 2298 | 2742 | 3048 | 3374 | 3767 | 3772 | 3823 | 3673 | 3632 | 3544 | 3182 | 2192 | 1515 | 1429 | 1223 | 910 | 49168 |
| Jan-15 Sunday | 25 | 589 | 312 | 281 | 151 | 220 | 489 | 842 | 1063 | 1423 | 2237 | 2695 | 2948 | 3191 | 3425 | 3488 | 3601 | 3446 | 3162 | 2531 | 1816 | 1225 | 1036 | 726 | 578 | 41475 |
| Jan-15 Monday | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jan-15 Tuesday | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jan-15 Wednesday | 28 | 359 | 215 | 184 | 210 | 522 | 1637 | 4501 | 6906 | 6510 | 4490 | 3862 | 4049 | 4061 | 4282 | 5008 | 5909 | 6327 | 6737 | 4774 | 2730 | 1793 | 1507 | 991 | 610 | 78174 |
| Jan-15 Thursday | 29 | 378 | 252 | 198 | 207 | 564 | 1617 | 4585 | 6994 | 6496 | 4624 | 3987 | 4159 | 4316 | 4540 | 5144 | 6042 | 6771 | 6962 | 4364 | 2630 | 1850 | 1568 | 1359 | 777 | 80384 |
| Jan-15 Friday | 30 | 415 | 229 | 170 | 245 | 553 | 1539 | 4386 | 6661 | 6326 | 4988 | 4356 | 4540 | 4751 | 4853 | 5376 | 6519 | 6528 | 6101 | 4673 | 2809 | 1914 | 1912 | 1684 | 1009 | 82537 |
| Jan-15 Saturday | 31 | 620 | 347 | 237 | 184 | 287 | 617 | 1390 | 1951 | 2682 | 2892 | 3222 | 3733 | 3933 | 3832 | 4155 | 4040 | 4006 | 3617 | 3110 | 2249 | 1735 | 1420 | 1197 | 856 | 52312 |
| Feb-15 Sunday | 1 | 541 | 344 | 219 | 157 | 213 | 442 | 744 | 1044 | 1279 | 1930 | 2313 | 2701 | 2842 | 3307 | 3116 | 3231 | 2982 | 2986 | 2063 | 1213 | 1170 | 996 | 1461 | 713 | 38007 |
| Feb-15 Monday | 2 | 312 | 198 | 150 | 216 | 533 | 1680 | 4431 | 6637 | 5928 | 4079 | 3660 | 3872 | 4069 | 4053 | 4571 | 5293 | 6011 | 6263 | 4346 | 2279 | 1579 | 1298 | 911 | 569 | 72938 |
| Feb-15 Tuesday | 3 | 379 | 254 | 201 | 221 | 580 | 1710 | 4747 | 7025 | 5677 | 5162 | 3796 | 4087 | 4026 | 4206 | 4843 | 5739 | 6327 | 6713 | 4845 | 2527 | 1802 | 1450 | 1109 | 669 | 78095 |
| Feb-15 Wednesday | 4 | 408 | 222 | 194 | 201 | 530 | 1719 | 4646 | 7104 | 6535 | 4419 | 3982 | 3862 | 4045 | 4273 | 4776 | 5916 | 5904 | 5846 | 4678 | 2847 | 1778 | 1411 | 1094 | 614 | 77004 |
| Feb-15 Thursday | 5 | 405 | 201 | 187 | 206 | 599 | 1673 | 3979 | 6713 | 6231 | 4552 | 3927 | 4156 | 4180 | 4405 | 4926 | 5541 | 5390 | 6084 | 4796 | 2673 | 1827 | 1418 | 1138 | 719 | 75926 |
| Feb-15 Friday | 6 | 479 | 237 | 156 | 227 | 566 | 1545 | 4365 | 6869 | 6262 | 4359 | 4117 | 4271 | 4737 | 4785 | 5417 | 6394 | 6634 | 5743 | 4715 | 3156 | 1985 | 1658 | 1669 | 926 | 81272 |
| Feb-15 Saturday | 7 | 580 | 302 | 217 | 182 | 334 | 632 | 1390 | 2195 | 2820 | 3245 | 3440 | 3820 | 4186 | 3989 | 4009 | 4020 | 4000 | 3779 | 3354 | 2374 | 1611 | 1537 | 1234 | 946 | 54196 |
| Feb-15 Sunday | 8 | 527 | 344 | 242 | 144 | 195 | 414 | 801 | 1065 | 1295 | 1974 | 2417 | 2894 | 3165 | 3517 | 3485 | 3385 | 3297 | 3046 | 2639 | 1884 | 1343 | 1006 | 790 | 548 | 40417 |
| Feb-15 Monday | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Feb-15 Tuesday | 10 | 365 | 190 | 182 | 227 | 561 | 1709 | 4678 | 7130 | 6308 | 4672 | 4054 | 4204 | 4188 | 3755 | 4273 | 4959 | 6662 | 6653 | 4578 | 2560 | 1796 | 1451 | 1253 | 664 | 77072 |
| Feb-15 Wednesday | 11 | 400 | 182 | 158 | 221 | 581 | 1616 | 4697 | 6743 | 6291 | 4643 | 4024 | 4153 | 4251 | 4581 | 4969 | 5757 | 5382 | 6533 | 5314 | 2795 | 2071 | 1610 | 1347 | 674 | 78993 |
| Feb-15 Thursday | 12 | 414 | 203 | 167 | 240 | 599 | 1727 | 4702 | 7140 | 6265 | 4679 | 4199 | 4294 | 4187 | 4711 | 5010 | 6001 | 6718 | 6526 | 5074 | 2884 | 1914 | 1588 | 1469 | 752 | 81463 |
| Feb-15 Friday | 13 | 486 | 256 | 198 | 271 | 560 | 1492 | 4150 | 6764 | 5856 | 4544 | 4432 | 4556 | 4959 | 4874 | 5549 | 6378 | 6657 | 6382 | 4847 | 3024 | 2215 | 1882 | 1834 | 1095 | 83261 |
| Feb-15 Saturday | 14 | 631 | 354 | 261 | 179 | 286 | 544 | 1160 | 1883 | 2560 | 3030 | 3462 | 3641 | 3940 | 3888 | 3899 | 3892 | 3959 | 3657 | 3297 | 2342 | 1689 | 1437 | 1457 | 1320 | 52768 |
| Feb-15 Sunday | 15 | 604 | 388 | 272 | 161 | 239 | 372 | 730 | 1026 | 1375 | 2001 | 2498 | 3032 | 3288 | 3656 | 3518 | 3357 | 3347 | 3141 | 2563 | 1925 | 1474 | 1144 | 1013 | 653 | 41777 |
| Feb-15 Monday | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Feb-15 Tuesday | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Feb-15 Wednesday | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Feb-15 Thursday | 19 | 493 | 263 | 189 | 258 | 601 | 1585 | 4540 | 6861 | 6079 | 4488 | 4013 | 4204 | 4150 | 4538 | 5032 | 5969 | 6446 | 6490 | 4701 | 2604 | 2001 | 1369 | 1124 | 717 | 78715 |
| Feb-15 Friday | 20 | 414 | 246 | 190 | 231 | 557 | 1517 | 3996 | 6508 | 6086 | 4506 | 4416 | 4457 | 4586 | 4942 | 5482 | 5825 | 6051 | 6433 | 4629 | 3005 | 2035 | 1689 | 1330 | 926 | 80057 |
| Feb-15 Saturday | 21 | 621 | 318 | 217 | 177 | 303 | 588 | 1304 | 2219 | 2888 | 3343 | 3566 | 3895 | 4216 | 4017 | 4218 | 4205 | 4210 | 4067 | 3499 | 2412 | 1729 | 2130 | 1411 | 960 | 56513 |
| Feb-15 Sunday | 22 | 516 | 302 | 240 | 171 | 235 | 533 | 824 | 1244 | 1550 | 2247 | 2651 | 3099 | 3233 | 3578 | 3552 | 3642 | 3202 | 3114 | 2520 | 1878 | 1339 | 1016 | 800 | 558 | 42044 |
| Feb-15 Monday | 23 | 317 | 227 | 148 | 200 | 591 | 1663 | 4564 | 7068 | 6013 | 4345 | 3949 | 3848 | 4179 | 4070 | 4556 | 5527 | 6098 | 6491 | 3964 | 2260 | 1638 | 1216 | 962 | 605 | 74499 |
| Feb-15 Tuesday | 24 | 353 | 221 | 140 | 225 | 504 | 1367 | 3308 | 4925 | 4316 | 4037 | 3161 | 3011 | 3388 | 3305 | 3704 | 4179 | 4886 | 4916 | 3142 | 1812 | 1202 | 1208 | 842 | 505 | 58657 |
| Feb-15 Wednesday | 25 | 427 | 204 | 159 | 227 | 567 | 1655 | 4406 | 7232 | 6489 | 4407 | 4023 | 4079 | 4287 | 4309 | 5061 | 5951 | 4219 | 6010 | 5235 | 2605 | 1732 | 1273 | 1140 | 580 | 76277 |
| Feb-15 Thursday | 26 | 443 | 223 | 176 | 212 | 548 | 1593 | 4452 | 7158 | 6174 | 4464 | 4067 | 4114 | 4361 | 4512 | 4863 | 5601 | 6395 | 6629 | 4355 | 2673 | 1960 | 1416 | 1123 | 681 | 78193 |
| Feb-15 Friday | 27 | 558 | 282 | 238 | 256 | 534 | 1489 | 4375 | 6690 | 6648 | 4571 | 4265 | 4574 | 4809 | 4902 | 5531 | 6346 | 6324 | 6606 | 4572 | 3227 | 1971 | 1783 | 1342 | 1015 | 82908 |
| Feb-15 Saturday | 28 | 698 | 384 | 265 | 193 | 298 | 658 | 1271 | 2335 | 2951 | 3322 | 3567 | 3983 | 4197 | 4120 | 4268 | 4616 | 4493 | 3848 | 3095 | 2438 | 2013 | 1964 | 1422 | 904 | 57303 |
| Mar-15 Sunday | 1 | 513 | 333 | 243 | 164 | 230 | 446 | 722 | 1127 | 1409 | 2043 | 2414 | 2893 | 2877 | 3330 | 3305 | 3172 | 2837 | 2653 | 2171 | 1762 | 1340 | 1005 | 714 | 521 | 38224 |
| Mar-15 Monday | 2 | 312 | 178 | 151 | 209 | 605 | 1745 | 4555 | 7307 | 6266 | 4479 | 3902 | 3949 | 4103 | 4380 | 4937 | 5712 | 6386 | 6709 | 4553 | 2625 | 1708 | 1321 | 995 | 621 | 77708 |

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mar-15 Tuesday | 3 | 435 | 261 | 165 | 278 | 625 | 1789 | 4625 | 7236 | 6462 | 4531 | 3819 | 3975 | 4527 | 4460 | 4844 | 5688 | 6636 | 6720 | 4392 | 2721 | 1796 | 1526 | 1035 | 680 | 79226 |
| Mar-15 Wednesday | 4 | 483 | 266 | 182 | 233 | 591 | 1694 | 4698 | 6900 | 6484 | 4903 | 3959 | 4389 | 4229 | 4674 | 5133 | 5954 | 5851 | 6263 | 4917 | 3274 | 2115 | 1585 | 1237 | 685 | 80699 |
| Mar-15 Thursday | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 Friday | 6 | 555 | 260 | 184 | 261 | 538 | 1616 | 4310 | 6775 | 6199 | 4682 | 4379 | 4521 | 4837 | 4898 | 5670 | 6517 | 6847 | 6507 | 4453 | 2919 | 2139 | 1785 | 1621 | 1019 | 83492 |
| Mar-15 Saturday | 7 | 703 | 360 | 281 | 203 | 341 | 659 | 1620 | 2612 | 3371 | 3787 | 4117 | 4275 | 4523 | 4236 | 4430 | 4497 | 4350 | 3897 | 3306 | 2567 | 1821 | 1630 | 1323 | 994 | 59903 |
| Mar-15 Sunday | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 Monday | 9 | 379 | 207 | 159 | 242 | 640 | 1815 | 4090 | 6914 | 6513 | 4555 | 4012 | 4172 | 4252 | 4433 | 5104 | 5731 | 6617 | 6745 | 4282 | 2885 | 2049 | 1411 | 1151 | 669 | 79027 |
| Mar-15 Tuesday | 10 | 451 | 264 | 209 | 259 | 607 | 1766 | 4544 | 6927 | 6571 | 4684 | 4105 | 4208 | 4407 | 4613 | 4820 | 6011 | 6629 | 6790 | 4865 | 2518 | 2416 | 1940 | 1263 | 908 | 81775 |
| Mar-15 Wednesday | 11 | 506 | 253 | 218 | 250 | 564 | 1739 | 4495 | 7040 | 6603 | 4842 | 4144 | 4491 | 4503 | 4770 | 5378 | 5939 | 6004 | 6529 | 5506 | 3223 | 2337 | 1843 | 1318 | 769 | 83264 |
| Mar-15 Thursday | 12 | 572 | 328 | 232 | 339 | 623 | 1785 | 4541 | 6957 | 6435 | 4868 | 4223 | 4537 | 4707 | 4775 | 5201 | 6094 | 6136 | 5418 | 5303 | 3261 | 2245 | 1668 | 1287 | 898 | 82433 |
| Mar-15 Friday | 13 | 584 | 282 | 254 | 272 | 603 | 1623 | 4287 | 6861 | 6444 | 4655 | 4348 | 4883 | 4914 | 4964 | 5751 | 6438 | 6584 | 6387 | 4382 | 3217 | 2164 | 1740 | 1528 | 1063 | 84228 |
| Mar-15 Saturday | 14 | 719 | 390 | 336 | 210 | 357 | 649 | 1206 | 1909 | 2722 | 3085 | 3343 | 3859 | 4046 | 4168 | 4180 | 4157 | 3914 | 3658 | 3051 | 2539 | 1985 | 1704 | 1407 | 1106 | 54700 |
| Mar-15 Sunday | 15 | 630 | 355 | 228 | 178 | 267 | 540 | 828 | 1170 | 1630 | 2249 | 2759 | 3379 | 3587 | 3772 | 3787 | 3926 | 3628 | 3376 | 2900 | 2319 | 1885 | 1353 | 933 | 610 | 46289 |
| Mar-15 Monday | 16 | 357 | 232 | 162 | 219 | 626 | 1829 | 4586 | 6922 | 6276 | 4835 | 4232 | 4145 | 4477 | 4632 | 4948 | 5822 | 6385 | 6639 | 4828 | 2886 | 2025 | 1486 | 1164 | 645 | 80358 |
| Mar-15 Tuesday | 17 | 460 | 251 | 165 | 264 | 603 | 1748 | 4611 | 6904 | 6603 | 4954 | 4260 | 4305 | 4469 | 4534 | 4997 | 5896 | 6375 | 5947 | 4953 | 3149 | 2128 | 1573 | 1105 | 703 | 80957 |
| Mar-15 Wednesday | 18 | 514 | 283 | 200 | 258 | 589 | 1764 | 4583 | 7021 | 6583 | 4767 | 4101 | 4286 | 4562 | 4658 | 5064 | 6080 | 6680 | 6916 | 4800 | 3207 | 2125 | 1631 | 1173 | 751 | 82596 |
| Mar-15 Thursday | 19 | 489 | 242 | 155 | 248 | 558 | 1711 | 4499 | 6653 | 6069 | 5410 | 4172 | 4385 | 4388 | 4703 | 4988 | 5534 | 6449 | 6576 | 4345 | 2719 | 1985 | 1780 | 1350 | 720 | 80128 |
| Mar-15 Friday | 20 | 605 | 270 | 200 | 279 | 607 | 1634 | 4426 | 6997 | 6161 | 4816 | 4349 | 4758 | 5146 | 5091 | 5662 | 6360 | 6089 | 6372 | 4719 | 3245 | 2488 | 2040 | 1631 | 1162 | 85107 |
| Mar-15 Saturday | 21 | 819 | 395 | 248 | 225 | 402 | 712 | 1315 | 2559 | 3257 | 3525 | 3755 | 3895 | 4137 | 4323 | 4274 | 4019 | 4062 | 3897 | 3391 | 2787 | 2046 | 2128 | 1693 | 1116 | 58980 |
| Mar-15 Sunday | 22 | 616 | 377 | 298 | 177 | 328 | 517 | 753 | 1099 | 1476 | 2203 | 2642 | 3070 | 3311 | 3581 | 3454 | 3280 | 3145 | 2866 | 2543 | 1947 | 1442 | 1167 | 931 | 643 | 41866 |
| Mar-15 Monday | 23 | 379 | 183 | 154 | 231 | 661 | 1804 | 4480 | 7095 | 6363 | 4434 | 4106 | 4303 | 4080 | 4094 | 4714 | 5715 | 6233 | 6556 | 4152 | 2363 | 1891 | 1382 | 1070 | 684 | 77127 |
| Mar-15 Tuesday | 24 | 445 | 240 | 175 | 259 | 613 | 1824 | 4692 | 7457 | 6691 | 4664 | 4068 | 4246 | 4436 | 4668 | 5122 | 6072 | 6661 | 6830 | 5042 | 3027 | 2052 | 1675 | 1190 | 764 | 82913 |
| Mar-15 Wednesday | 25 | 481 | 244 | 201 | 281 | 619 | 1813 | 4651 | 7412 | 6747 | 4943 | 4347 | 4276 | 4556 | 4588 | 5171 | 6215 | 6602 | 6867 | 4776 | 3173 | 2212 | 1944 | 1263 | 697 | 84079 |
| Mar-15 Thursday | 26 | 538 | 247 | 203 | 265 | 645 | 1666 | 4667 | 7165 | 6634 | 4816 | 4355 | 4670 | 4775 | 5008 | 5406 | 6222 | 6745 | 6892 | 5139 | 3369 | 2279 | 1791 | 1563 | 852 | 85912 |
| Mar-15 Friday | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 Saturday | 28 | 758 | 339 | 254 | 231 | 549 | 1076 | 2395 | 4294 | 4780 | 5301 | 5981 | 4839 | 4566 | 4310 | 4282 | 4207 | 4047 | 3735 | 3103 | 2643 | 1957 | 1717 | 1366 | 1015 | 67745 |
| Mar-15 Sunday | 29 | 583 | 362 | 297 | 171 | 315 | 496 | 842 | 1239 | 1661 | 2465 | 2943 | 3352 | 3457 | 3687 | 3617 | 3509 | 3470 | 2945 | 2571 | 2176 | 1703 | 1273 | 966 | 625 | 44725 |
| Mar-15 Monday | 30 | 464 | 254 | 148 | 236 | 697 | 1571 | 4082 | 6475 | 5943 | 4631 | 4221 | 4433 | 4719 | 4648 | 4906 | 5663 | 6392 | 6289 | 4387 | 2816 | 1978 | 1529 | 1160 | 770 | 78412 |
| Mar-15 Tuesday | 31 | 465 | 299 | 194 | 284 | 683 | 1617 | 4126 | 6555 | 6224 | 4635 | 4388 | 4648 | 4526 | 4500 | 5154 | 5842 | 6679 | 6733 | 4532 | 3080 | 2109 | 1655 | 1301 | 825 | 81054 |
| Apr-15 Wednesday | 1 | 545 | 304 | 239 | 270 | 654 | 1593 | 4212 | 6264 | 5978 | 4720 | 4435 | 4560 | 4599 | 4438 | 5066 | 5988 | 5764 | 6787 | 4513 | 3118 | 2264 | 1791 | 1338 | 829 | 80269 |
| Apr-15 Thursday | 2 | 570 | 288 | 240 | 308 | 665 | 1582 | 4167 | 6383 | 5507 | 4838 | 4557 | 4616 | 4772 | 5037 | 5293 | 6054 | 6666 | 6756 | 4599 | 3296 | 2413 | 1898 | 1477 | 951 | 82933 |
| Apr-15 Friday | 3 | 639 | 286 | 238 | 264 | 619 | 1323 | 3323 | 5382 | 4998 | 4609 | 4946 | 4958 | 5476 | 5319 | 5720 | 6173 | 5884 | 5238 | 4412 | 3243 | 2330 | 1953 | 1716 | 1107 | 80156 |
| Apr-15 Saturday | 4 | 647 | 466 | 272 | 224 | 338 | 647 | 1178 | 2049 | 2604 | 3131 | 3532 | 3632 | 3740 | 3963 | 3885 | 3800 | 3965 | 3704 | 3262 | 2674 | 2138 | 1950 | 1424 | 1116 | 54341 |
| Apr-15 Sunday | 5 | 624 | 306 | 270 | 129 | 206 | 534 | 768 | 1182 | 1569 | 2146 | 2638 | 2888 | 3050 | 3349 | 3261 | 3408 | 3454 | 3378 | 2947 | 2531 | 1877 | 1364 | 891 | 617 | 43387 |
| Apr-15 Monday | 6 | 437 | 250 | 185 | 255 | 663 | 1746 | 4410 | 7517 | 6222 | 4807 | 4308 | 4402 | 4715 | 4666 | 5170 | 6138 | 6655 | 6900 | 4672 | 3123 | 2152 | 1577 | 1085 | 728 | 82783 |
| Apr-15 Tuesday | 7 | 512 | 252 | 173 | 242 | 730 | 1775 | 4798 | 7554 | 6789 | 4921 | 4510 | 4281 | 4458 | 4651 | 5261 | 6061 | 6854 | 5859 | 5724 | 3399 | 2307 | 1873 | 1350 | 917 | 85251 |
| Apr-15 Wednesday | 8 | 501 | 256 | 205 | 242 | 630 | 1743 | 4630 | 7161 | 6484 | 4720 | 2993 | 2849 | 4130 | 4961 | 5182 | 6271 | 6632 | 7054 | 5596 | 3485 | 2605 | 2019 | 1723 | 842 | 82914 |
| Apr-15 Thursday | 9 | 594 | 267 | 178 | 277 | 680 | 1804 | 4723 | 7337 | 6701 | 5202 | 4924 | 4994 | 4623 | 4949 | 5456 | 6079 | 6475 | 6697 | 5519 | 3585 | 2636 | 2027 | 1694 | 927 | 88348 |
| Apr-15 Friday | 10 | 642 | 310 | 248 | 292 | 683 | 1622 | 4445 | 7100 | 6337 | 5165 | 4879 | 5165 | 5364 | 5162 | 5838 | 5167 | 6104 | 6434 | 4886 | 3584 | 2531 | 2087 | 1612 | 1329 | 86986 |
| Apr-15 Saturday | 11 | 817 | 418 | 316 | 234 | 374 | 712 | 1490 | 2499 | 3207 | 3715 | 4055 | 4173 | 4456 | 4138 | 4137 | 4195 | 4240 | 4127 | 3247 | 2466 | 1988 | 1863 | 1659 | 1111 | 59637 |
| Apr-15 Sunday | 12 | 611 | 410 | 306 | 208 | 298 | 605 | 922 | 1359 | 1861 | 2675 | 3227 | 3434 | 3533 | 3688 | 3691 | 4110 | 3948 | 3109 | 2549 | 2110 | 1636 | 1200 | 880 | 663 | 47033 |
| Apr-15 Monday | 13 | 355 | 217 | 145 | 290 | 737 | 1773 | 4367 | 6957 | 6736 | 4792 | 4169 | 4106 | 4203 | 4438 | 4984 | 6006 | 6583 | 6289 | 4650 | 2772 | 1963 | 1429 | 1018 | 650 | 79629 |
| Apr-15 Tuesday | 14 | 456 | 223 | 153 | 257 | 736 | 1777 | 4773 | 7375 | 6632 | 4688 | 4033 | 4168 | 4252 | 4387 | 4972 | 5914 | 6612 | 6711 | 4490 | 2975 | 2301 | 1631 | 1239 | 802 | 81557 |
| Apr-15 Wednesday | 15 | 539 | 274 | 215 | 282 | 646 | 1716 | 4633 | 6754 | 6766 | 4843 | 4044 | 4129 | 4354 | 4548 | 4971 | 6155 | 6432 | 6487 | 4864 | 2812 | 1850 | 1478 | 1166 | 733 | 80691 |
| Apr-15 Thursday | 16 | 511 | 266 | 197 | 246 | 694 | 1686 | 4655 | 7534 | 6803 | 4740 | 4364 | 4367 | 4474 | 4643 | 5267 | 6463 | 6628 | 6818 | 4667 | 3034 | 2233 | 1693 | 1225 | 789 | 83997 |
| Apr-15 Friday | 17 | 570 | 308 | 241 | 315 | 710 | 1544 | 4349 | 6713 | 6449 | 4865 | 4358 | 4662 | 5097 | 5119 | 5586 | 6460 | 6475 | 6393 | 4421 | 3063 | 2163 | 1858 | 1646 | 1097 | 84462 |
| Apr-15 Saturday | 18 | 689 | 380 | 260 | 225 | 476 | 718 | 1338 | 2229 | 2814 | 3368 | 3489 | 3941 | 4026 | 4105 | 4047 | 4277 | 4009 | 3793 | 3223 | 2478 | 2183 | 2145 | 1549 | 1087 | 56849 |
| Apr-15 Sunday | 19 | 636 | 355 | 305 | 193 | 315 | 528 | 852 | 1233 | 1542 | 2256 | 2787 | 3021 | 3200 | 3404 | 3484 | 3543 | 3147 | 2882 | 2432 | 1789 | 1369 | 1036 | 835 | 551 | 41695 |
| Apr-15 Monday | 20 | 393 | 198 | 170 | 255 | 753 | 1734 | 4615 | 7340 | 5587 | 5295 | 4169 | 4214 | 4057 | 4380 | 4843 | 5716 | 6773 | 6938 | 4224 | 2712 | 1815 | 1470 | 1041 | 639 | 79331 |
| Apr-15 Tuesday | 21 | 460 | 289 | 179 | 253 | 701 | 1894 | 4883 | 7476 | 6224 | 5070 | 4147 | 4184 | 4319 | 4750 | 5067 | 6072 | 6607 | 6775 | 5159 | 3038 | 2260 | 1687 | 1161 | 702 | 83357 |
| Apr-15 Wednesday | 22 | 451 | 282 | 230 | 291 | 695 | 1906 | 4742 | 7039 | 6657 | 4997 | 4220 | 4318 | 4656 | 4725 | 5357 | 6296 | 6522 | 6702 | 5783 | 3397 | 2466 | 1782 | 1240 | 949 | 85703 |
| Apr-15 Thursday | 23 | 540 | 280 | 227 | 275 | 683 | 1864 | 4770 | 7260 | 6536 | 4795 | 4269 | 4608 | 4572 | 4861 | 5250 | 6417 | 2978 | 2997 | 6216 | 3526 | 2428 | 1842 | 1361 | 803 | 79358 |
| Apr-15 Friday | 24 | 594 | 285 | 238 | 273 | 665 | 1738 | 4441 | 6784 | 6487 | 4776 | 4331 | 4869 | 5094 | 5134 | 5617 | 6711 | 6215 | 6457 | 4280 | 3518 | 2492 | 1984 | 1555 | 1160 | 85698 |
| Apr-15 Saturday | 25 | 783 | 370 | 266 | 213 | 425 | 727 | 1461 | 2364 | 3114 | 3373 | 3640 | 4074 | 3934 | 3780 | 3782 | 3747 | 3697 | 3269 | 2819 | 2465 | 1800 | 1644 | 1327 | 918 | 53992 |
| Apr-15 Sunday | 26 | 584 | 339 | 230 | 168 | 323 | 646 | 992 | 1389 | 1816 | 2752 | 3205 | 3533 | 3711 | 4142 | 4007 | 4308 | 3961 | 3671 | 3113 | 2667 | 1932 | 1475 | 972 | 684 | 50620 |
| Apr-15 Monday | 27 | 402 | 219 | 150 | 227 | 665 | 1872 | 4755 | 7373 | 6526 | 4593 | 4194 | 4139 | 4396 | 4488 | 4952 | 5966 | 6480 | 6529 | 4851 | 2832 | 2113 | 1517 | 1094 | 662 | 80995 |
| Apr-15 Tuesday | 28 | 442 | 196 | 214 | 259 | 680 | 1804 | 4979 | 7498 | 6558 | 4690 | 4096 | 4255 | 4395 | 4472 | 4992 | 6156 | 6361 | 5787 | 5314 | 3361 | 2269 | 1673 | 1305 | 693 | 82449 |
| Apr-15 Wednesday | 29 | 525 | 236 | 205 | 275 | 657 | 1723 | 4291 | 6696 | 6029 | 4735 | 4130 | 4080 | 4083 | 4051 | 4009 | 5370 | 6021 | 6220 | 4271 | 2627 | 1808 | 1547 | 1150 | 609 | 75348 |
| Apr-15 Thursday | 30 | 535 | 240 | 180 | 293 | 648 | 1699 | 4663 | 6328 | 5967 | 5422 | 4402 | 4337 | 4987 | 4786 | 5812 | 6521 | 6648 | 6675 | 4887 | 3258 | 2550 | 1907 | 1439 | 906 | 85090 |
| May-15 Friday | 1 | 587 | 334 | 238 | 309 | 683 | 1622 | 4549 | 6402 | 5290 | 4200 | 4552 | 4755 | 4984 | 5101 | 5372 | 6494 | 6767 | 6364 | 4659 | 3202 | 2354 | 2070 | 1652 | 1210 | 83750 |
| May-15 Saturday | 2 | 841 | 426 | 337 | 213 | 388 | 693 | 1584 | 2665 | 3079 | 3448 | 3843 | 3923 | 4160 | 4099 | 4336 | 4167 | 4247 | 3794 | 3260 | 2617 | 2284 | 1800 | 1471 | 1050 | 58725 |
| May-15 Sunday | 3 | 519 | 921 | 388 | 219 | 345 | 565 | 888 | 1313 | 1678 | 2501 | 2981 | 3395 | 3507 | 3772 | 3850 | 3778 | 3914 | 3718 | 3198 | 2583 | 1897 | 1415 | 1100 | 1212 | 49657 |
| May-15 Monday | 4 | 468 | 248 | 184 | 249 | 677 | 1762 | 4656 | 7206 | 6456 | 3499 | 3013 | 4177 | 4106 | 4293 | 4925 | 5900 | 6202 | 6895 | 4593 | 2826 | 2153 | 1532 | 1169 | 723 | 77912 |
| May-15 Tuesday | 5 | 475 | 257 | 218 | 264 | 687 | 1825 | 4665 | 6773 | 6381 | 5164 | 4474 | 4278 | 4477 | 4544 | 5062 | 6172 | 6213 | 6952 | 5036 | 3112 | 2194 | 1772 | 1267 | 978 | 83240 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| May-15 | Wednesday | 6 | 529 | 298 | 248 | 274 | 632 | 1717 | 4805 | 6953 | 6147 | 5244 | 4383 | 4529 | 4475 | 4964 | 5284 | 5522 | 6065 | 6746 | 5562 | 3232 | 2395 | 1791 | 1372 | 921 | 84088 |
| May-15 | Thursday | 7 | 571 | 273 | 208 | 279 | 708 | 1684 | 4767 | 7320 | 6637 | 4758 | 4728 | 4893 | 4408 | 4689 | 4668 | 6017 | 6450 | 6361 | 4067 | 2576 | 2069 | 1571 | 1220 | 785 | 81707 |
| May-15 | Friday | 8 | 565 | 307 | 237 | 278 | 628 | 1572 | 4476 | 6931 | 6316 | 4779 | 4594 | 4743 | 5068 | 5214 | 5682 | 6282 | 6488 | 6061 | 4109 | 2937 | 2244 | 1800 | 1608 | 1212 | 84131 |
| May-15 | Saturday | 9 | 771 | 402 | 324 | 226 | 351 | 703 | 1462 | 2767 | 3108 | 3595 | 3979 | 3941 | 4025 | 4049 | 3902 | 4072 | 3974 | 3614 | 3134 | 2547 | 1962 | 2040 | 1458 | 967 | 57373 |
| May-15 | Sunday | 10 | 598 | 344 | 264 | 200 | 278 | 516 | 777 | 1133 | 1467 | 2320 | 2668 | 2910 | 3085 | 3450 | 3433 | 3478 | 3297 | 3065 | 2754 | 2289 | 1921 | 1488 | 1075 | 723 | 43533 |
| May-15 | Monday | 11 | 433 | 197 | 159 | 257 | 703 | 1838 | 4798 | 7193 | 6244 | 4838 | 4197 | 4610 | 4552 | 4718 | 5140 | 5789 | 6130 | 6692 | 4464 | 2710 | 1988 | 1499 | 1195 | 698 | 81042 |
| May-15 | Tuesday | 12 | 451 | 272 | 211 | 276 | 751 | 1717 | 4941 | 7274 | 6495 | 4937 | 4328 | 4468 | 4439 | 4818 | 5285 | 6226 | 6585 | 6031 | 5280 | 3223 | 2273 | 1678 | 1304 | 773 | 84036 |
| May-15 | Wednesday | 13 | 504 | 241 | 216 | 291 | 694 | 1780 | 4983 | 7231 | 6759 | 4860 | 4488 | 4374 | 4600 | 4733 | 5284 | 6142 | 6544 | 6206 | 4649 | 3784 | 2317 | 1858 | 1370 | 852 | 84760 |
| May-15 | Thursday | 14 | 503 | 304 | 210 | 267 | 728 | 1722 | 4818 | 7125 | 6391 | 4966 | 4405 | 4413 | 4642 | 4818 | 5297 | 6366 | 6470 | 6891 | 4917 | 3221 | 2441 | 1832 | 1536 | 866 | 85149 |
| May-15 | Friday | 15 | 610 | 359 | 227 | 303 | 702 | 1591 | 4638 | 6997 | 6351 | 4781 | 4647 | 4779 | 5015 | 5115 | 5592 | 6562 | 6466 | 6269 | 4444 | 3319 | 2530 | 2074 | 1663 | 1243 | 86277 |
| May-15 | Saturday | 16 | 762 | 428 | 304 | 274 | 389 | 643 | 1508 | 2702 | 3538 | 3924 | 4175 | 4180 | 4063 | 4266 | 4197 | 4521 | 4565 | 4177 | 3624 | 3120 | 2339 | 1966 | 1834 | 1827 | 63326 |
| May-15 | Sunday | 17 | 675 | 391 | 367 | 217 | 329 | 572 | 886 | 1426 | 2002 | 2721 | 3365 | 3413 | 3669 | 3843 | 3824 | 3938 | 3954 | 3343 | 2955 | 2391 | 1908 | 1499 | 1124 | 705 | 49517 |
| May-15 | Monday | 18 | 486 | 218 | 174 | 271 | 775 | 1807 | 4752 | 7348 | 6650 | 4699 | 4303 | 4501 | 4515 | 4663 | 5127 | 6181 | 6428 | 6365 | 4888 | 2934 | 2185 | 1483 | 1127 | 735 | 82615 |
| May-15 | Tuesday | 19 | 529 | 294 | 187 | 281 | 725 | 1774 | 5030 | 7124 | 6755 | 5020 | 4338 | 4493 | 4460 | 4879 | 5193 | 5991 | 6695 | 6839 | 5006 | 3210 | 2207 | 1663 | 1305 | 1031 | 85029 |
| May-15 | Wednesday | 20 | 587 | 273 | 234 | 276 | 672 | 1647 | 5032 | 7274 | 6664 | 5089 | 4449 | 4638 | 4716 | 4534 | 4705 | 3876 | 5767 | 6687 | 4949 | 2822 | 2023 | 1807 | 1315 | 808 | 80844 |
| May-15 | Thursday | 21 | 578 | 332 | 220 | 263 | 769 | 1745 | 4767 | 7269 | 6274 | 5031 | 4614 | 4680 | 4856 | 4883 | 5318 | 6273 | 6845 | 6743 | 4882 | 3406 | 2499 | 1894 | 1520 | 902 | 86563 |
| May-15 | Friday | 22 | 672 | 320 | 277 | 314 | 669 | 1558 | 4610 | 6970 | 6046 | 4660 | 4780 | 4902 | 5387 | 5452 | 6074 | 6646 | 6712 | 5648 | 4448 | 3432 | 2525 | 2225 | 1882 | 1302 | 87511 |
| May-15 | Saturday | 23 | 863 | 403 | 307 | 244 | 348 | 648 | 1327 | 2288 | 3233 | 3834 | 4184 | 4128 | 4138 | 4248 | 4159 | 4218 | 4268 | 4058 | 3552 | 3012 | 2279 | 2388 | 1785 | 1204 | 61116 |
| May-15 | Sunday | 24 | 771 | 400 | 336 | 242 | 244 | 506 | 785 | 1180 | 1703 | 2604 | 3120 | 3150 | 3197 | 3429 | 3507 | 3549 | 3383 | 3261 | 2921 | 2424 | 1959 | 1544 | 1350 | 962 | 46527 |
| May-15 | Monday | 25 | 617 | 358 | 236 | 216 | 330 | 757 | 1286 | 1685 | 2219 | 2909 | 3517 | 3691 | 3655 | 3763 | 3910 | 3893 | 3615 | 3338 | 2971 | 2465 | 1961 | 1569 | 1035 | 652 | 50648 |
| May-15 | Tuesday | 26 | 359 | 218 | 179 | 262 | 772 | 1787 | 4983 | 7293 | 6735 | 5173 | 4621 | 5228 | 5544 | 6690 | 6284 | 6362 | 6031 | 5664 | 6784 | 6868 | 4853 | 1771 | 1298 | 801 | 96560 |
| May-15 | Wednesday | 27 | 552 | 280 | 202 | 274 | 689 | 1781 | 4923 | 7356 | 6700 | 5074 | 4725 | 4511 | 4631 | 4922 | 5592 | 6344 | 6703 | 6840 | 5094 | 3283 | 2259 | 1897 | 1336 | 726 | 86694 |
| May-15 | Thursday | 28 | 542 | 309 | 222 | 301 | 672 | 1779 | 4755 | 7214 | 6657 | 5014 | 4563 | 4572 | 4674 | 4956 | 5428 | 6277 | 6580 | 6750 | 5211 | 3425 | 2436 | 1867 | 1524 | 932 | 86660 |
| May-15 | Friday | 29 | 629 | 337 | 271 | 342 | 671 | 1634 | 4676 | 6935 | 6192 | 4892 | 4681 | 5096 | 5176 | 5343 | 5790 | 6373 | 6202 | 6515 | 4493 | 3267 | 2326 | 2088 | 1772 | 1172 | 86873 |
| May-15 | Saturday | 30 | 847 | 374 | 331 | 273 | 415 | 743 | 1685 | 2583 | 3360 | 3988 | 4076 | 4306 | 4176 | 4145 | 4245 | 4410 | 4268 | 4021 | 3626 | 2994 | 2010 | 2315 | 1727 | 1156 | 62074 |
| May-15 | Sunday | 31 | 707 | 400 | 315 | 231 | 305 | 575 | 943 | 1282 | 1776 | 2476 | 2973 | 3306 | 3489 | 3683 | 3753 | 3676 | 3779 | 3474 | 2826 | 2408 | 1909 | 1518 | 1195 | 777 | 47776 |
| Jun-15 | Monday | 1 | 432 | 255 | 194 | 273 | 694 | 1761 | 4843 | 7304 | 6348 | 4729 | 4432 | 4452 | 4560 | 4541 | 4978 | 5849 | 6895 | 6817 | 4554 | 2830 | 2036 | 1650 | 1209 | 718 | 82354 |
| Jun-15 | Tuesday | 2 | 497 | 257 | 204 | 284 | 681 | 1736 | 4894 | 7490 | 6578 | 5025 | 4605 | 4578 | 4717 | 4879 | 5247 | 5980 | 6836 | 6740 | 4500 | 2963 | 2124 | 1588 | 1230 | 803 | 84436 |
| Jun-15 | Wednesday | 3 | 629 | 309 | 217 | 266 | 659 | 1576 | 4405 | 6565 | 6177 | 4854 | 4315 | 4293 | 4384 | 4617 | 4887 | 5643 | 6502 | 6867 | 4282 | 2863 | 2271 | 1858 | 1297 | 798 | 80534 |
| Jun-15 | Thursday | 4 | 556 | 332 | 215 | 274 | 636 | 1664 | 4965 | 6728 | 6189 | 4688 | 4375 | 4714 | 5032 | 5530 | 5697 | 6038 | 6125 | 5974 | 6122 | 3377 | 2367 | 1962 | 1551 | 869 | 85980 |
| Jun-15 | Friday | 5 | 721 | 319 | 230 | 311 | 657 | 1579 | 4431 | 6859 | 6076 | 4833 | 4426 | 5032 | 5453 | 5519 | 5095 | 5276 | 6172 | 6135 | 4465 | 3322 | 2456 | 2018 | 1756 | 1225 | 84366 |
| Jun-15 | Saturday | 6 | 808 | 322 | 429 | 283 | 418 | 751 | 1608 | 2668 | 3377 | 3925 | 4135 | 4086 | 4442 | 4113 | 4311 | 4381 | 4427 | 4078 | 3654 | 2840 | 2253 | 1930 | 1954 | 1764 | 62957 |
| Jun-15 | Sunday | 7 | 758 | 483 | 312 | 211 | 320 | 587 | 991 | 1359 | 1729 | 2465 | 2984 | 3311 | 3507 | 3715 | 3777 | 3713 | 3675 | 3495 | 3233 | 2392 | 1829 | 1648 | 1302 | 1112 | 48908 |
| Jun-15 | Monday | 8 | 558 | 304 | 191 | 273 | 690 | 1701 | 4643 | 7046 | 6221 | 4888 | 4450 | 4413 | 4627 | 4863 | 4896 | 5819 | 6578 | 6596 | 4573 | 2932 | 2121 | 1664 | 1191 | 732 | 81970 |
| Jun-15 | Tuesday | 9 | 481 | 269 | 204 | 304 | 734 | 1716 | 4867 | 7465 | 6507 | 4847 | 4392 | 4598 | 4714 | 4969 | 4959 | 5814 | 4842 | 4900 | 4475 | 3635 | 1801 | 1379 | 1123 | 818 | 79813 |
| Jun-15 | Wednesday | 10 | 585 | 315 | 237 | 260 | 727 | 1793 | 4670 | 6927 | 6438 | 4798 | 4469 | 4579 | 4858 | 4971 | 5273 | 6093 | 6605 | 6481 | 5219 | 3300 | 2170 | 2168 | 1623 | 949 | 85508 |
| Jun-15 | Thursday | 11 | 639 | 289 | 246 | 285 | 740 | 1725 | 4625 | 7220 | 6431 | 5124 | 4748 | 4780 | 4721 | 4959 | 5394 | 6051 | 5990 | 6396 | 5216 | 3264 | 2459 | 1947 | 1462 | 919 | 85630 |
| Jun-15 | Friday | 12 | 624 | 331 | 241 | 276 | 706 | 1622 | 4338 | 6537 | 5786 | 3748 | 4820 | 5247 | 5238 | 5452 | 6012 | 6283 | 6495 | 5901 | 4279 | 3265 | 2252 | 1949 | 1638 | 1170 | 84210 |
| Jun-15 | Saturday | 13 | 773 | 424 | 362 | 268 | 450 | 774 | 1714 | 2724 | 3419 | 3979 | 3343 | 4749 | 4232 | 4338 | 4340 | 4303 | 4125 | 3978 | 3471 | 2743 | 2094 | 1934 | 1586 | 1181 | 61304 |
| Jun-15 | Sunday | 14 | 701 | 441 | 362 | 219 | 350 | 636 | 1008 | 1400 | 1851 | 2562 | 3056 | 3335 | 3377 | 3714 | 3551 | 3608 | 3588 | 3343 | 2987 | 2349 | 1879 | 1562 | 1106 | 783 | 47768 |
| Jun-15 | Monday | 15 | 506 | 245 | 216 | 282 | 761 | 1873 | 4677 | 6867 | 6508 | 4776 | 4153 | 4363 | 4880 | 4706 | 3821 | 5211 | 6352 | 6520 | 4578 | 2849 | 2214 | 1614 | 1232 | 785 | 79989 |
| Jun-15 | Tuesday | 16 | 534 | 285 | 232 | 275 | 702 | 1716 | 4754 | 7325 | 6419 | 4904 | 4283 | 4528 | 4703 | 4870 | 5177 | 5855 | 6578 | 6861 | 4523 | 3041 | 2318 | 1912 | 1401 | 817 | 84013 |
| Jun-15 | Wednesday | 17 | 634 | 269 | 234 | 256 | 710 | 1791 | 4716 | 7085 | 6562 | 4906 | 4401 | 4594 | 4880 | 4852 | 5119 | 5509 | 5940 | 6791 | 5090 | 3456 | 2351 | 1929 | 1880 | 842 | 84797 |
| Jun-15 | Thursday | 18 | 644 | 285 | 231 | 272 | 635 | 1846 | 4563 | 6999 | 6529 | 4992 | 4491 | 4585 | 4786 | 4915 | 5289 | 5998 | 6634 | 6066 | 4165 | 3642 | 2351 | 2008 | 1558 | 925 | 84409 |
| Jun-15 | Friday | 19 | 612 | 385 | 274 | 322 | 667 | 1739 | 4431 | 6723 | 6093 | 4985 | 4600 | 4667 | 5194 | 5224 | 5620 | 6230 | 6572 | 5955 | 4082 | 3099 | 2279 | 1910 | 1651 | 1181 | 84495 |
| Jun-15 | Saturday | 20 | 882 | 507 | 345 | 286 | 477 | 797 | 1548 | 2557 | 3342 | 3834 | 4093 | 4001 | 4235 | 4285 | 4066 | 4341 | 4193 | 3938 | 3155 | 2620 | 2152 | 2009 | 1605 | 1136 | 60404 |
| Jun-15 | Sunday | 21 | 771 | 411 | 343 | 254 | 333 | 493 | 903 | 1244 | 1643 | 2374 | 2792 | 3096 | 3063 | 3338 | 3400 | 3553 | 3498 | 3252 | 3138 | 2510 | 2271 | 2038 | 1329 | 850 | 46897 |
| Jun-15 | Monday | 22 | 485 | 276 | 223 | 262 | 701 | 1889 | 4559 | 7043 | 5437 | 4429 | 4358 | 4421 | 4703 | 4752 | 5015 | 5588 | 6717 | 6263 | 4702 | 2725 | 1828 | 1496 | 1179 | 690 | 79741 |
| Jun-15 | Tuesday | 23 | 500 | 283 | 205 | 294 | 684 | 1830 | 4640 | 7020 | 6704 | 4972 | 4454 | 4633 | 4745 | 4982 | 5395 | 5868 | 6852 | 6598 | 4669 | 3159 | 2173 | 1864 | 1358 | 764 | 84646 |
| Jun-15 | Wednesday | 24 | 601 | 282 | 262 | 265 | 664 | 1837 | 4654 | 7071 | 6603 | 5120 | 4528 | 4731 | 4826 | 4936 | 5359 | 6265 | 6690 | 6562 | 5019 | 2948 | 2280 | 1830 | 1389 | 889 | 85611 |
| Jun-15 | Thursday | 25 | 643 | 291 | 268 | 280 | 635 | 1789 | 4603 | 7036 | 6694 | 5131 | 4677 | 4593 | 4928 | 5158 | 5250 | 5969 | 6812 | 6779 | 4814 | 3251 | 2321 | 1833 | 1450 | 900 | 86105 |
| Jun-15 | Friday | 26 | 683 | 366 | 258 | 355 | 702 | 1730 | 4370 | 6614 | 6300 | 5098 | 4902 | 5063 | 5452 | 5435 | 5569 | 6526 | 6244 | 5549 | 4159 | 3175 | 2281 | 2028 | 1538 | 1159 | 85556 |
| Jun-15 | Saturday | 27 | 850 | 457 | 313 | 285 | 518 | 727 | 1505 | 2540 | 3261 | 3718 | 4066 | 4210 | 4254 | 4318 | 4447 | 4266 | 4170 | 3856 | 3563 | 2850 | 2137 | 2235 | 2254 | 1324 | 62124 |
| Jun-15 | Sunday | 28 | 782 | 475 | 308 | 229 | 330 | 584 | 811 | 1202 | 1673 | 2422 | 2883 | 3124 | 3297 | 3593 | 3446 | 3613 | 3555 | 3151 | 2827 | 2100 | 1528 | 1352 | 1069 | 709 | 45063 |
| Jun-15 | Monday | 29 | 508 | 237 | 233 | 283 | 759 | 1855 | 4408 | 6957 | 6237 | 4850 | 4234 | 4186 | 4826 | 4745 | 4875 | 4433 | 6144 | 6346 | 4892 | 3023 | 2084 | 1576 | 1242 | 795 | 79728 |
| Jun-15 | Tuesday | 30 | 585 | 307 | 217 | 278 | 688 | 1861 | 4620 | 6850 | 6586 | 4971 | 4631 | 4585 | 4678 | 4991 | 5117 | 5698 | 6750 | 6147 | 5188 | 3401 | 1930 | 1646 | 1345 | 879 | 83949 |
| Jul-15 | Wednesday | 1 | 578 | 268 | 219 | 324 | 672 | 1848 | 4485 | 7012 | 6523 | 5091 | 4573 | 4725 | 4901 | 4991 | 5547 | 6138 | 6686 | 7131 | 4830 | 3252 | 2438 | 1820 | 1698 | 832 | 86582 |
| Jul-15 | Thursday | 2 | 667 | 305 | 245 | 287 | 639 | 1692 | 4379 | 6523 | 6069 | 4854 | 4516 | 4738 | 5035 | 5404 | 5902 | 6359 | 7039 | 6357 | 4489 | 3247 | 2642 | 2166 | 1742 | 1252 | 86548 |
| Jul-15 | Friday | 3 | 918 | 381 | 269 | 245 | 501 | 943 | 2223 | 3241 | 3604 | 3913 | 4150 | 4452 | 4524 | 4469 | 4238 | 4692 | 4024 | 3687 | 3308 | 2610 | 2157 | 2101 | 1835 | 1156 | 63641 |
| Jul-15 | Saturday | 4 | 735 | 405 | 300 | 226 | 301 | 519 | 1025 | 1432 | 1943 | 2732 | 2943 | 2987 | 3005 | 3016 | 3137 | 3232 | 2948 | 2613 | 2371 | 2118 | 2009 | 1544 | 1896 | 1381 | 44818 |
| Jul-15 | Sunday | 5 | 665 | 407 | 307 | 199 | 306 | 529 | 855 | 1156 | 1633 | 2365 | 2901 | 3169 | 3398 | 3554 | 3564 | 3464 | 3516 | 3130 | 2773 | 2183 | 1589 | 1547 | 1117 | 756 | 45083 |
| Jul-15 | Monday | 6 | 487 | 314 | 171 | 250 | 740 | 1645 | 4150 | 6501 | 5902 | 4700 | 4215 | 4455 | 4467 | 4786 | 4578 | 5610 | 6273 | 6604 | 4385 | 2668 | 2060 | 1681 | 1142 | 748 | 78532 |
| Jul-15 | Tuesday | 7 | 505 | 297 | 210 | 267 | 683 | 1870 | 4385 | 7114 | 5311 | 4699 | 4482 | 4584 | 4711 | 4751 | 4861 | 5512 | 6597 | 6731 | 4320 | 2837 | 2041 | 1688 | 1433 | 864 | 80753 |
| Jul-15 | Wednesday | 8 | 523 | 255 | 205 | 274 | 659 | 1846 | 4420 | 6975 | 6346 | 5030 | 4346 | 4472 | 4805 | 4643 | 5142 | 5694 | 6418 | 6931 | 4393 | 3067 | 2287 | 1791 | 1466 | 870 | 82858 |

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Jul-15 | Thursday | 9 | 568 | 310 | 239 | 302 | 633 | 1791 | 3805 | 7051 | 6504 | 5063 | 4662 | 4572 | 4387 | 4929 | 5320 | 5963 | 5773 | 6212 | 4941 | 3178 | 2341 | 1951 | 1531 | 999 | 83025 |
| Jul-15 | Friday | 10 | 623 | 335 | 276 | 310 | 676 | 1632 | 4188 | 6601 | 6076 | 4801 | 4552 | 4877 | 5285 | 5159 | 5717 | 6181 | 5730 | 6346 | 4243 | 3145 | 2326 | 2043 | 1575 | 1241 | 83938 |
| Jul-15 | Saturday | 11 | 834 | 451 | 315 | 252 | 402 | 821 | 1440 | 2579 | 3088 | 3932 | 4200 | 4205 | 4079 | 4057 | 4213 | 4289 | 4354 | 3785 | 3244 | 2621 | 2042 | 1842 | 1615 | 1106 | 59766 |
| Jul-15 | Sunday | 12 | 694 | 435 | 304 | 227 | 294 | 528 | 886 | 1287 | 1619 | 2317 | 2757 | 3159 | 3233 | 3520 | 3491 | 3623 | 3507 | 3121 | 2797 | 2184 | 1819 | 1599 | 1211 | 781 | 45393 |
| Jul-15 | Monday | 13 | 503 | 282 | 200 | 285 | 740 | 1775 | 4454 | 7009 | 6274 | 4887 | 4376 | 4319 | 4566 | 4952 | 4946 | 5549 | 6257 | 6819 | 4379 | 2803 | 2040 | 1442 | 1194 | 706 | 80757 |
| Jul-15 | Tuesday | 14 | 559 | 262 | 239 | 264 | 692 | 1829 | 4305 | 6374 | 6581 | 5212 | 4346 | 4505 | 4714 | 4615 | 5162 | 5917 | 6451 | 6797 | 4793 | 3166 | 2142 | 1591 | 1262 | 822 | 82600 |
| Jul-15 | Wednesday | 15 | 571 | 269 | 241 | 286 | 711 | 1759 | 4443 | 7267 | 6680 | 4906 | 4393 | 4622 | 4655 | 5157 | 5263 | 6034 | 6405 | 6341 | 5000 | 3051 | 2276 | 1811 | 1469 | 864 | 84474 |
| Jul-15 | Thursday | 16 | 623 | 260 | 252 | 257 | 655 | 1785 | 4298 | 7094 | 6656 | 4973 | 4590 | 4688 | 4716 | 4985 | 5324 | 5805 | 6491 | 6516 | 4948 | 3165 | 2277 | 1805 | 1463 | 930 | 84556 |
| Jul-15 | Friday | 17 | 674 | 289 | 250 | 300 | 660 | 1605 | 4170 | 6608 | 6145 | 4860 | 4566 | 4768 | 5307 | 5354 | 5691 | 5761 | 5955 | 6202 | 4787 | 3167 | 2362 | 2418 | 1905 | 1262 | 85066 |
| Jul-15 | Saturday | 18 | 818 | 469 | 347 | 263 | 397 | 758 | 1471 | 2413 | 3372 | 3830 | 4152 | 4086 | 4064 | 4078 | 4246 | 4414 | 4457 | 4099 | 3481 | 2714 | 2216 | 2145 | 1561 | 1141 | 60992 |
| Jul-15 | Sunday | 19 | 759 | 498 | 350 | 250 | 317 | 510 | 851 | 1205 | 1636 | 2338 | 2781 | 3192 | 3319 | 3581 | 3642 | 3549 | 3480 | 3119 | 2805 | 2091 | 1661 | 1443 | 1115 | 731 | 45223 |
| Jul-15 | Monday | 20 | 564 | 261 | 182 | 256 | 700 | 1813 | 4552 | 7035 | 6248 | 4786 | 4503 | 4398 | 4456 | 4547 | 5083 | 5691 | 5803 | 6497 | 5015 | 2925 | 2076 | 1642 | 1283 | 820 | 81136 |
| Jul-15 | Tuesday | 21 | 527 | 247 | 203 | 287 | 679 | 1784 | 4525 | 7059 | 6585 | 5218 | 4484 | 4271 | 4504 | 4811 | 5172 | 5596 | 5767 | 6819 | 4655 | 2966 | 2210 | 1673 | 1359 | 788 | 82189 |
| Jul-15 | Wednesday | 22 | 559 | 263 | 230 | 272 | 671 | 1779 | 4456 | 6945 | 6759 | 4023 | 4666 | 4529 | 4559 | 4977 | 5271 | 5811 | 6388 | 6674 | 4794 | 3113 | 2178 | 1848 | 1439 | 817 | 83021 |
| Jul-15 | Thursday | 23 | 605 | 321 | 230 | 293 | 685 | 1762 | 4401 | 6402 | 6898 | 5055 | 4612 | 4642 | 4652 | 4817 | 5426 | 5909 | 6172 | 5856 | 5216 | 3182 | 2210 | 1787 | 1395 | 947 | 83475 |
| Jul-15 | Friday | 24 | 613 | 288 | 263 | 293 | 639 | 1642 | 4039 | 6390 | 6134 | 4873 | 4700 | 4873 | 5301 | 5368 | 5562 | 5913 | 6551 | 5716 | 4256 | 3033 | 2262 | 1856 | 1529 | 1128 | 83222 |
| Jul-15 | Saturday | 25 | 744 | 397 | 310 | 204 | 395 | 713 | 1315 | 2442 | 3277 | 3828 | 4166 | 4240 | 4234 | 4188 | 4243 | 4309 | 4219 | 3917 | 3517 | 2635 | 2245 | 1952 | 1434 | 1273 | 60197 |
| Jul-15 | Sunday | 26 | 768 | 470 | 354 | 238 | 312 | 518 | 847 | 1176 | 1687 | 2495 | 2781 | 3194 | 3225 | 3488 | 3647 | 3677 | 3625 | 3337 | 2876 | 2323 | 1834 | 1587 | 1220 | 712 | 46391 |
| Jul-15 | Monday | 27 | 506 | 242 | 209 | 252 | 691 | 1809 | 4369 | 6831 | 6413 | 4655 | 4272 | 4275 | 4687 | 4736 | 5122 | 5484 | 6197 | 6443 | 4836 | 2780 | 2030 | 1498 | 1243 | 749 | 80329 |
| Jul-15 | Tuesday | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jul-15 | Wednesday | 29 | 557 | 263 | 223 | 288 | 678 | 1808 | 4451 | 7049 | 6577 | 4762 | 4493 | 4586 | 4535 | 4896 | 5353 | 5896 | 6406 | 6444 | 5075 | 3058 | 2410 | 1745 | 1332 | 881 | 83766 |
| Jul-15 | Thursday | 30 | 641 | 261 | 245 | 277 | 663 | 1724 | 4428 | 6853 | 6351 | 5173 | 4809 | 4746 | 4865 | 5085 | 5317 | 5705 | 5488 | 6286 | 4933 | 3330 | 2369 | 1893 | 1441 | 867 | 83750 |
| Jul-15 | Friday | 31 | 659 | 314 | 236 | 303 | 679 | 1643 | 4125 | 6098 | 5918 | 4992 | 4713 | 5030 | 5188 | 5266 | 5653 | 6251 | 6387 | 5929 | 4392 | 3149 | 2283 | 1809 | 1555 | 1257 | 83829 |
| Aug-15 | Saturday | 1 | 807 | 444 | 359 | 292 | 412 | 679 | 1499 | 2403 | 3103 | 3573 | 3892 | 3939 | 4292 | 3876 | 4020 | 4175 | 4156 | 3840 | 3594 | 2803 | 2186 | 2154 | 1952 | 1259 | 59709 |
| Aug-15 | Sunday | 2 | 799 | 486 | 354 | 205 | 356 | 506 | 830 | 1186 | 1569 | 2338 | 2741 | 3114 | 3176 | 3526 | 3420 | 3364 | 3225 | 3015 | 2687 | 2154 | 1727 | 1354 | 1044 | 726 | 43902 |
| Aug-15 | Monday | 3 | 493 | 235 | 186 | 269 | 664 | 1811 | 4307 | 5503 | 4022 | 4974 | 4476 | 4330 | 4614 | 4890 | 5048 | 5760 | 6268 | 6373 | 4875 | 2694 | 2060 | 1536 | 1231 | 792 | 77411 |
| Aug-15 | Tuesday | 4 | 508 | 265 | 192 | 268 | 649 | 1803 | 4345 | 6973 | 6266 | 4985 | 4377 | 4344 | 4738 | 4920 | 4981 | 5640 | 6501 | 6152 | 5316 | 3103 | 2134 | 1692 | 1385 | 839 | 82376 |
| Aug-15 | Wednesday | 5 | 598 | 310 | 243 | 286 | 685 | 1731 | 4413 | 7193 | 6508 | 3498 | 5006 | 4573 | 4857 | 5039 | 5464 | 6036 | 6166 | 6801 | 5698 | 3489 | 2411 | 1845 | 1736 | 1695 | 86281 |
| Aug-15 | Thursday | 6 | 690 | 346 | 240 | 274 | 615 | 1758 | 4429 | 6792 | 6606 | 5119 | 4703 | 4662 | 4912 | 4918 | 5182 | 4956 | 5051 | 6090 | 4632 | 2875 | 2162 | 1657 | 1351 | 838 | 80858 |
| Aug-15 | Friday | 7 | 585 | 303 | 226 | 307 | 621 | 1677 | 4030 | 6683 | 6138 | 4817 | 4837 | 4832 | 5309 | 5314 | 5789 | 6356 | 6663 | 6015 | 4889 | 3285 | 2377 | 2024 | 1904 | 1932 | 86913 |
| Aug-15 | Saturday | 8 | 920 | 468 | 330 | 243 | 372 | 740 | 1407 | 2463 | 3127 | 3596 | 4244 | 4257 | 4150 | 4306 | 4371 | 4662 | 4595 | 4313 | 3671 | 2892 | 2268 | 1983 | 1912 | 1829 | 63119 |
| Aug-15 | Sunday | 9 | 882 | 546 | 329 | 263 | 294 | 549 | 868 | 1223 | 1599 | 2479 | 2927 | 3369 | 3353 | 3607 | 3640 | 3719 | 3712 | 3370 | 3058 | 2406 | 1970 | 1612 | 1239 | 758 | 47772 |
| Aug-15 | Monday | 10 | 514 | 282 | 173 | 274 | 665 | 1818 | 4316 | 7004 | 6331 | 4848 | 4447 | 4389 | 4644 | 4803 | 5344 | 5856 | 6642 | 6419 | 4762 | 2970 | 2240 | 1637 | 1236 | 741 | 82355 |
| Aug-15 | Tuesday | 11 | 468 | 301 | 219 | 313 | 660 | 1870 | 4465 | 7346 | 5918 | 4383 | 4320 | 4424 | 4721 | 4854 | 5276 | 4842 | 4850 | 6745 | 5424 | 3133 | 2278 | 1671 | 1333 | 832 | 80646 |
| Aug-15 | Wednesday | 12 | 556 | 276 | 211 | 243 | 607 | 1899 | 4533 | 7140 | 6511 | 4809 | 4405 | 4440 | 4596 | 4882 | 5260 | 6127 | 6971 | 6971 | 5051 | 3312 | 2273 | 1830 | 1592 | 1427 | 85922 |
| Aug-15 | Thursday | 13 | 725 | 351 | 271 | 264 | 650 | 1821 | 4379 | 7217 | 6492 | 4743 | 4475 | 4479 | 4808 | 5010 | 5421 | 6045 | 6813 | 6686 | 4678 | 3200 | 2398 | 1834 | 1504 | 998 | 85262 |
| Aug-15 | Friday | 14 | 642 | 300 | 226 | 305 | 631 | 1671 | 4043 | 6607 | 6327 | 4958 | 4666 | 5001 | 5495 | 5358 | 5963 | 6258 | 6680 | 5939 | 4615 | 3233 | 2377 | 1914 | 1601 | 1250 | 86060 |
| Aug-15 | Saturday | 15 | 784 | 431 | 320 | 235 | 402 | 774 | 1424 | 2469 | 3140 | 3718 | 3988 | 4161 | 4240 | 5097 | 4680 | 4328 | 4386 | 3935 | 3640 | 2792 | 2295 | 2222 | 1668 | 1215 | 62344 |
| Aug-15 | Sunday | 16 | 722 | 416 | 328 | 227 | 292 | 559 | 859 | 1153 | 1643 | 2353 | 2732 | 3159 | 3311 | 3485 | 3451 | 3606 | 3396 | 3135 | 2885 | 2294 | 1794 | 1371 | 1018 | 700 | 44889 |
| Aug-15 | Monday | 17 | 461 | 248 | 188 | 265 | 619 | 1815 | 4734 | 7058 | 6525 | 4683 | 3977 | 4311 | 4378 | 4763 | 5013 | 5742 | 6395 | 6617 | 4326 | 2677 | 1925 | 1359 | 1094 | 738 | 79911 |
| Aug-15 | Tuesday | 18 | 483 | 270 | 210 | 291 | 672 | 1904 | 4827 | 7450 | 6422 | 4584 | 4261 | 4302 | 4422 | 4652 | 5139 | 5423 | 6032 | 6421 | 4641 | 2637 | 1800 | 1330 | 1089 | 746 | 80008 |
| Aug-15 | Wednesday | 19 | 551 | 263 | 197 | 275 | 609 | 1852 | 4819 | 7027 | 6785 | 4956 | 4252 | 4429 | 4360 | 4740 | 5440 | 6116 | 6280 | 4845 | 5101 | 2839 | 1916 | 1466 | 1216 | 729 | 81063 |
| Aug-15 | Thursday | 20 | 570 | 258 | 198 | 245 | 578 | 1839 | 4735 | 7317 | 6680 | 4516 | 4277 | 4183 | 4266 | 4666 | 5332 | 5529 | 5654 | 6091 | 5128 | 2834 | 2087 | 1561 | 1369 | 754 | 80667 |
| Aug-15 | Friday | 21 | 595 | 275 | 276 | 304 | 558 | 1702 | 4511 | 7013 | 4985 | 4950 | 4340 | 4624 | 5118 | 5296 | 5700 | 6241 | 6687 | 5705 | 4753 | 3021 | 2159 | 1727 | 1582 | 1078 | 83200 |
| Aug-15 | Saturday | 22 | 734 | 394 | 292 | 226 | 386 | 663 | 1429 | 2477 | 3042 | 3532 | 3762 | 4045 | 4187 | 4223 | 4152 | 4015 | 3996 | 3671 | 3253 | 2452 | 2021 | 1600 | 1359 | 1340 | 57251 |
| Aug-15 | Sunday | 23 | 709 | 369 | 286 | 184 | 234 | 529 | 813 | 1182 | 1540 | 2299 | 2679 | 3092 | 3161 | 3377 | 3443 | 3405 | 3304 | 3124 | 2836 | 2064 | 1654 | 1241 | 964 | 628 | 43117 |
| Aug-15 | Monday | 24 | 391 | 194 | 166 | 241 | 638 | 1897 | 4824 | 7232 | 6634 | 4522 | 4232 | 4184 | 4575 | 4554 | 4827 | 5684 | 5653 | 6570 | 4584 | 2837 | 2116 | 1385 | 1100 | 685 | 79725 |
| Aug-15 | Tuesday | 25 | 459 | 213 | 220 | 286 | 643 | 1880 | 5003 | 7399 | 6732 | 5045 | 4148 | 4112 | 4568 | 4547 | 5146 | 6035 | 6596 | 6716 | 4623 | 2945 | 2090 | 1497 | 1237 | 755 | 82895 |
| Aug-15 | Wednesday | 26 | 506 | 237 | 237 | 327 | 617 | 1866 | 4785 | 7194 | 7017 | 4633 | 4232 | 4183 | 4499 | 4561 | 5318 | 6074 | 6627 | 6657 | 4911 | 3166 | 2180 | 1614 | 1269 | 745 | 83455 |
| Aug-15 | Thursday | 27 | 518 | 257 | 221 | 236 | 609 | 1834 | 4810 | 7338 | 6837 | 4728 | 4198 | 4528 | 4737 | 4663 | 5207 | 5976 | 6324 | 6645 | 4528 | 3293 | 2160 | 1591 | 1311 | 755 | 83304 |
| Aug-15 | Friday | 28 | 538 | 287 | 254 | 277 | 576 | 1618 | 4644 | 6936 | 6509 | 4702 | 4427 | 4703 | 5142 | 4870 | 5816 | 6435 | 6309 | 5779 | 4792 | 3228 | 2267 | 1769 | 1777 | 1119 | 84774 |
| Aug-15 | Saturday | 29 | 829 | 407 | 302 | 253 | 363 | 724 | 1426 | 2298 | 2968 | 3482 | 3773 | 3903 | 4070 | 4296 | 4100 | 4016 | 3954 | 3460 | 3098 | 2470 | 2014 | 1712 | 1400 | 1012 | 56330 |
| Aug-15 | Sunday | 30 | 607 | 365 | 289 | 199 | 240 | 529 | 792 | 1001 | 1404 | 2070 | 2587 | 2903 | 3153 | 3292 | 3237 | 3265 | 2916 | 2686 | 2252 | 1822 | 1351 | 1083 | 864 | 569 | 39476 |
| Aug-15 | Monday | 31 | 337 | 176 | 158 | 258 | 646 | 1727 | 3853 | 5369 | 5182 | 3544 | 4041 | 3970 | 3996 | 4098 | 4519 | 5421 | 5802 | 6056 | 4098 | 2567 | 1832 | 1389 | 1013 | 669 | 70721 |
| Sep-15 | Tuesday | 1 | 405 | 261 | 202 | 251 | 648 | 1849 | 4810 | 7122 | 6752 | 4812 | 4175 | 4390 | 4637 | 4609 | 5199 | 6110 | 6118 | 6123 | 5266 | 3027 | 2010 | 1448 | 1214 | 695 | 82133 |
| Sep-15 | Wednesday | 2 | 419 | 247 | 208 | 270 | 559 | 1809 | 4785 | 7296 | 6649 | 4967 | 4206 | 4305 | 4512 | 4712 | 5161 | 5980 | 6463 | 6821 | 4806 | 3048 | 2327 | 1693 | 1272 | 822 | 83337 |
| Sep-15 | Thursday | 3 | 540 | 290 | 265 | 299 | 616 | 1915 | 4830 | 7324 | 6881 | 4874 | 4512 | 4590 | 4697 | 4850 | 5346 | 6259 | 6685 | 6205 | 4726 | 3231 | 2210 | 1504 | 1689 | 886 | 85224 |
| Sep-15 | Friday | 4 | 575 | 331 | 240 | 279 | 606 | 1661 | 4443 | 6855 | 6233 | 4722 | 4552 | 4766 | 5353 | 5615 | 6007 | 6069 | 5156 | 5961 | 4545 | 3384 | 2380 | 2124 | 2081 | 1171 | 85109 |
| Sep-15 | Saturday | 5 | 792 | 470 | 347 | 244 | 314 | 654 | 1244 | 2208 | 2869 | 3194 | 3752 | 3752 | 3985 | 3893 | 4007 | 3812 | 3759 | 3482 | 2882 | 2334 | 1887 | 1621 | 1322 | 1013 | 53837 |
| Sep-15 | Sunday | 6 | 688 | 367 | 337 | 193 | 232 | 411 | 701 | 1065 | 1376 | 2021 | 2458 | 2830 | 2956 | 3199 | 3326 | 3181 | 3147 | 2855 | 2538 | 1954 | 1535 | 1413 | 1088 | 822 | 40693 |
| Sep-15 | Monday | 7 | 498 | 322 | 220 | 204 | 318 | 599 | 1063 | 1500 | 1850 | 2336 | 2995 | 3383 | 3561 | 3592 | 3575 | 3779 | 3370 | 3033 | 2704 | 2278 | 1710 | 1382 | 987 | 618 | 45877 |
| Sep-15 | Tuesday | 8 | 349 | 172 | 142 | 237 | 677 | 1968 | 4779 | 7537 | 6891 | 4794 | 4366 | 4346 | 4518 | 4642 | 5041 | 5968 | 6766 | 6697 | 4695 | 3075 | 2024 | 1524 | 1178 | 630 | 83016 |
| Sep-15 | Wednesday | 9 | 435 | 211 | 188 | 274 | 656 | 1873 | 4804 | 7259 | 6917 | 5134 | 4327 | 4400 | 4615 | 4604 | 5313 | 6058 | 6584 | 6882 | 4527 | 3123 | 2338 | 1706 | 1266 | 758 | 84252 |
| Sep-15 | Thursday | 10 | 440 | 249 | 201 | 272 | 651 | 1851 | 4531 | 4818 | 6551 | 5564 | 4492 | 4459 | 4856 | 4719 | 5389 | 5000 | 6536 | 7002 | 5480 | 3355 | 2683 | 1655 | 1336 | 738 | 82828 |

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sep-15 | Friday | 11 | 510 | 256 | 267 | 256 | 620 | 1835 | 4507 | 6890 | 6491 | 4965 | 4524 | 4834 | 5155 | 5238 | 5804 | 6529 | 6542 | 6039 | 5024 | 3197 | 2280 | 1748 | 1561 | 1150 | 86222 |
| Sep-15 | Saturday | 12 | 632 | 365 | 352 | 213 | 383 | 887 | 1769 | 2710 | 3109 | 3328 | 3644 | 3839 | 3985 | 3934 | 3805 | 3754 | 3610 | 3436 | 3153 | 2414 | 1786 | 2052 | 1322 | 1050 | 55532 |
| Sep-15 | Sunday | 13 | 645 | 451 | 318 | 205 | 251 | 550 | 866 | 1194 | 1605 | 2272 | 2701 | 3308 | 3425 | 3398 | 3635 | 3664 | 3605 | 3233 | 2852 | 2326 | 1812 | 1318 | 1028 | 640 | 45302 |
| Sep-15 | Monday | 14 | 518 | 246 | 190 | 247 | 683 | 1891 | 4820 | 7144 | 6680 | 4679 | 4360 | 4276 | 4480 | 4534 | 5000 | 5607 | 5337 | 6613 | 5002 | 3083 | 2117 | 1498 | 1146 | 644 | 80795 |
| Sep-15 | Tuesday | 15 | 390 | 236 | 199 | 282 | 688 | 1854 | 4910 | 6659 | 6455 | 5037 | 4314 | 4305 | 4483 | 4647 | 5144 | 6132 | 6539 | 5402 | 3953 | 3695 | 2628 | 1632 | 1189 | 724 | 81497 |
| Sep-15 | Wednesday | 16 | 468 | 273 | 227 | 286 | 634 | 1919 | 4854 | 7345 | 6756 | 5038 | 4228 | 4368 | 4660 | 4708 | 5199 | 6290 | 6908 | 6780 | 4968 | 3263 | 2292 | 1651 | 1308 | 768 | 85191 |
| Sep-15 | Thursday | 17 | 395 | 257 | 214 | 252 | 621 | 1902 | 4588 | 6108 | 6249 | 5292 | 4470 | 4607 | 4684 | 4780 | 5119 | 5958 | 6779 | 6668 | 4594 | 3131 | 2317 | 1629 | 1440 | 876 | 82930 |
| Sep-15 | Friday | 18 | 555 | 247 | 197 | 247 | 662 | 1731 | 4543 | 6932 | 6344 | 3933 | 3404 | 3945 | 5107 | 5055 | 5711 | 5890 | 6777 | 6242 | 4661 | 3423 | 2316 | 1817 | 1898 | 1252 | 82889 |
| Sep-15 | Saturday | 19 | 757 | 360 | 313 | 228 | 379 | 904 | 1535 | 2582 | 3217 | 3667 | 3974 | 4033 | 4189 | 4240 | 4170 | 4071 | 3929 | 3960 | 3472 | 2897 | 1985 | 2017 | 1629 | 1005 | 59513 |
| Sep-15 | Sunday | 20 | 646 | 400 | 308 | 208 | 272 | 569 | 893 | 1288 | 1687 | 2523 | 2908 | 3209 | 3488 | 3696 | 3703 | 3795 | 3608 | 3433 | 2870 | 2339 | 1843 | 1303 | 998 | 645 | 46632 |
| Sep-15 | Monday | 21 | 380 | 239 | 178 | 280 | 727 | 1818 | 4577 | 6312 | 6389 | 4624 | 4289 | 4228 | 4548 | 4545 | 5044 | 6043 | 6772 | 7019 | 4459 | 3207 | 1948 | 1403 | 1132 | 693 | 80854 |
| Sep-15 | Tuesday | 22 | 430 | 228 | 202 | 277 | 738 | 1912 | 5065 | 7403 | 6822 | 4739 | 4204 | 4175 | 4313 | 4518 | 5020 | 5969 | 6715 | 6787 | 4998 | 3031 | 2165 | 1457 | 1206 | 666 | 83040 |
| Sep-15 | Wednesday | 23 | 469 | 230 | 216 | 260 | 639 | 1891 | 5021 | 7053 | 6079 | 4829 | 4175 | 4324 | 4586 | 4805 | 5026 | 6142 | 6769 | 6958 | 4597 | 3154 | 2114 | 1548 | 1226 | 658 | 82769 |
| Sep-15 | Thursday | 24 | 446 | 222 | 173 | 267 | 678 | 1893 | 4893 | 7198 | 6261 | 4960 | 4506 | 4725 | 4564 | 4626 | 4970 | 5730 | 6152 | 6201 | 4409 | 3040 | 2080 | 1560 | 1215 | 765 | 81534 |
| Sep-15 | Friday | 25 | 533 | 238 | 210 | 269 | 652 | 1828 | 4501 | 7036 | 6280 | 4535 | 4381 | 4736 | 5022 | 5072 | 5843 | 6469 | 6738 | 6087 | 5556 | 3572 | 2304 | 1967 | 1932 | 1147 | 86908 |
| Sep-15 | Saturday | 26 | 807 | 414 | 281 | 234 | 414 | 942 | 1733 | 2601 | 3283 | 3395 | 3698 | 3932 | 3890 | 3899 | 3792 | 3699 | 3775 | 3764 | 3248 | 2792 | 1832 | 1776 | 1859 | 1136 | 57196 |
| Sep-15 | Sunday | 27 | 623 | 346 | 295 | 191 | 272 | 582 | 937 | 1344 | 1734 | 2471 | 2958 | 3413 | 3469 | 3695 | 3584 | 3657 | 3544 | 3297 | 2685 | 2139 | 1664 | 1294 | 998 | 627 | 45819 |
| Sep-15 | Monday | 28 | 392 | 167 | 148 | 243 | 759 | 1901 | 4858 | 7206 | 6442 | 4831 | 4256 | 4293 | 4400 | 4527 | 4806 | 5888 | 6610 | 6706 | 4576 | 2902 | 1844 | 1348 | 1073 | 614 | 80790 |
| Sep-15 | Tuesday | 29 | 421 | 228 | 201 | 284 | 709 | 1889 | 4800 | 7061 | 6715 | 4961 | 4136 | 4258 | 4494 | 4515 | 4636 | 5854 | 5908 | 6397 | 5130 | 3162 | 2082 | 1424 | 1161 | 714 | 81140 |
| Sep-15 | Wednesday | 30 | 493 | 246 | 193 | 260 | 606 | 1864 | 4919 | 7003 | 6648 | 5022 | 4294 | 4534 | 4645 | 4597 | 5235 | 6247 | 6001 | 5481 | 4611 | 2873 | 2049 | 1502 | 1234 | 744 | 81301 |
| Oct-15 | Thursday | 1 | 519 | 267 | 206 | 270 | 648 | 1856 | 4749 | 7169 | 6779 | 5031 | 4349 | 4536 | 4683 | 4390 | 5256 | 5446 | 5345 | 5612 | 4698 | 2803 | 1837 | 1476 | 1232 | 643 | 79800 |
| Oct-15 | Friday | 2 | 561 | 248 | 204 | 252 | 656 | 1528 | 3742 | 5647 | 5036 | 4333 | 4181 | 4551 | 4891 | 4854 | 5241 | 5251 | 5341 | 4764 | 3267 | 2199 | 1477 | 1238 | 1124 | 780 | 71366 |
| Oct-15 | Saturday | 3 | 525 | 294 | 241 | 167 | 306 | 574 | 1014 | 1419 | 1858 | 1941 | 2079 | 2236 | 2177 | 2090 | 2004 | 1851 | 1740 | 1619 | 1404 | 1121 | 761 | 654 | 616 | 416 | 29107 |
| Oct-15 | Sunday | 4 | 278 | 144 | 109 | 89 | 172 | 406 | 588 | 816 | 952 | 1240 | 1673 | 1915 | 1878 | 1940 | 1918 | 1854 | 1865 | 1795 | 1490 | 1125 | 772 | 644 | 501 | 287 | 24451 |
| Oct-15 | Monday | 5 | 249 | 73 | 82 | 129 | 427 | 1083 | 2630 | 4066 | 3731 | 3143 | 3178 | 3147 | 3279 | 3234 | 3474 | 3792 | 4231 | 4692 | 2896 | 1941 | 1323 | 1012 | 771 | 528 | 53111 |
| Oct-15 | Tuesday | 6 | 356 | 186 | 138 | 184 | 634 | 1705 | 4296 | 6455 | 5945 | 4448 | 4094 | 4003 | 4192 | 4424 | 4535 | 5227 | 6260 | 6392 | 4554 | 3030 | 1924 | 1390 | 1245 | 655 | 76272 |
| Oct-15 | Wednesday | 7 | 351 | 229 | 194 | 295 | 581 | 1874 | 4258 | 4351 | 6162 | 5278 | 4490 | 4137 | 4407 | 4594 | 5148 | 5956 | 6547 | 6088 | 4697 | 4032 | 2275 | 1645 | 1294 | 798 | 79681 |
| Oct-15 | Thursday | 8 | 577 | 242 | 218 | 296 | 663 | 1872 | 4736 | 6576 | 5827 | 5288 | 4492 | 4354 | 4511 | 4790 | 5401 | 6279 | 6549 | 6676 | 4864 | 3721 | 2427 | 1663 | 1431 | 896 | 84349 |
| Oct-15 | Friday | 9 | 604 | 282 | 227 | 299 | 657 | 1736 | 4606 | 5436 | 5098 | 5188 | 4537 | 4919 | 5225 | 5528 | 5993 | 6520 | 6784 | 6366 | 5102 | 3927 | 2443 | 2223 | 2059 | 1896 | 87655 |
| Oct-15 | Saturday | 10 | 914 | 462 | 400 | 234 | 429 | 798 | 1432 | 2439 | 3129 | 3397 | 3623 | 3953 | 3988 | 4296 | 3869 | 3689 | 3438 | 3088 | 2827 | 2538 | 1947 | 1659 | 1326 | 1106 | 54981 |
| Oct-15 | Sunday | 11 | 672 | 328 | 315 | 190 | 278 | 570 | 850 | 1187 | 1572 | 2187 | 2789 | 3203 | 3447 | 3653 | 3369 | 3555 | 3432 | 3212 | 2904 | 2342 | 1634 | 1325 | 1094 | 673 | 44781 |
| Oct-15 | Monday | 12 | 438 | 233 | 185 | 254 | 640 | 1779 | 4654 | 6615 | 6033 | 4560 | 4403 | 4480 | 4560 | 4769 | 5240 | 6156 | 6367 | 6754 | 4641 | 2961 | 1998 | 1568 | 1240 | 701 | 81229 |
| Oct-15 | Tuesday | 13 | 442 | 219 | 185 | 275 | 654 | 1946 | 4972 | 6975 | 6839 | 4997 | 4469 | 4428 | 4610 | 4699 | 5213 | 6125 | 6515 | 6790 | 5277 | 3164 | 2082 | 1496 | 1195 | 694 | 84261 |
| Oct-15 | Wednesday | 14 | 499 | 245 | 193 | 261 | 632 | 1917 | 4959 | 7014 | 6683 | 5087 | 4427 | 4480 | 4773 | 4700 | 5419 | 6275 | 6581 | 6529 | 5315 | 3313 | 2327 | 1711 | 1236 | 697 | 85273 |
| Oct-15 | Thursday | 15 | 516 | 293 | 220 | 291 | 668 | 1914 | 4786 | 6883 | 6731 | 4941 | 4466 | 4461 | 4735 | 5012 | 5515 | 6149 | 6692 | 6110 | 5851 | 3671 | 2283 | 1766 | 1396 | 803 | 86153 |
| Oct-15 | Friday | 16 | 629 | 263 | 247 | 314 | 646 | 1795 | 4627 | 6669 | 6323 | 5053 | 4465 | 4750 | 5266 | 5377 | 6049 | 6025 | 5901 | 5765 | 5044 | 3765 | 2270 | 1974 | 1919 | 1265 | 86401 |
| Oct-15 | Saturday | 17 | 825 | 397 | 282 | 214 | 396 | 864 | 1869 | 2906 | 3315 | 3522 | 4038 | 4356 | 4256 | 4182 | 4208 | 4191 | 4043 | 3760 | 3466 | 2787 | 2061 | 1886 | 1566 | 1240 | 60630 |
| Oct-15 | Sunday | 18 | 814 | 361 | 243 | 159 | 261 | 520 | 894 | 1203 | 1507 | 2315 | 2828 | 3408 | 3663 | 3789 | 3778 | 3862 | 3823 | 3524 | 3050 | 2404 | 1729 | 1394 | 1133 | 635 | 47297 |
| Oct-15 | Monday | 19 | 410 | 206 | 176 | 278 | 695 | 1894 | 4798 | 6836 | 6662 | 4589 | 4261 | 4320 | 4558 | 4650 | 4907 | 5976 | 6746 | 6551 | 4851 | 3019 | 1987 | 1559 | 1164 | 670 | 81763 |
| Oct-15 | Tuesday | 20 | 400 | 223 | 197 | 284 | 658 | 1937 | 4810 | 6938 | 6770 | 4549 | 4299 | 4237 | 4542 | 4771 | 5121 | 6068 | 6027 | 6280 | 5546 | 3243 | 2113 | 1594 | 1260 | 733 | 82600 |
| Oct-15 | Wednesday | 21 | 427 | 236 | 181 | 267 | 609 | 1862 | 4886 | 7061 | 6775 | 4755 | 4306 | 4286 | 4573 | 4568 | 5293 | 6244 | 6529 | 5773 | 4534 | 2522 | 2620 | 1577 | 1368 | 689 | 81941 |
| Oct-15 | Thursday | 22 | 475 | 255 | 197 | 258 | 602 | 1927 | 4777 | 6688 | 6670 | 5249 | 4449 | 4681 | 4821 | 4960 | 5412 | 6290 | 6664 | 5575 | 5516 | 3450 | 2403 | 1824 | 1428 | 784 | 85355 |
| Oct-15 | Friday | 23 | 553 | 257 | 250 | 297 | 634 | 1771 | 4614 | 6693 | 5956 | 5032 | 4574 | 4796 | 5225 | 5501 | 6090 | 5894 | 6603 | 6237 | 4706 | 3563 | 2230 | 2010 | 1986 | 1233 | 86705 |
| Oct-15 | Saturday | 24 | 835 | 410 | 304 | 213 | 351 | 751 | 1511 | 2364 | 3382 | 3410 | 3353 | 2610 | 2742 | 3425 | 3811 | 3888 | 3980 | 3580 | 3311 | 2751 | 2148 | 2055 | 1616 | 1304 | 54105 |
| Oct-15 | Sunday | 25 | 863 | 491 | 314 | 218 | 289 | 514 | 863 | 1189 | 1616 | 2279 | 2881 | 3342 | 3463 | 3817 | 3853 | 3790 | 3651 | 3364 | 3124 | 2504 | 1649 | 1303 | 1108 | 604 | 47089 |
| Oct-15 | Monday | 26 | 401 | 203 | 177 | 222 | 667 | 1953 | 4675 | 7087 | 6617 | 5083 | 4373 | 4205 | 4448 | 4608 | 5206 | 6175 | 6842 | 6566 | 4757 | 2740 | 1729 | 1404 | 1201 | 639 | 81978 |
| Oct-15 | Tuesday | 27 | 422 | 199 | 161 | 228 | 664 | 1938 | 4757 | 6965 | 6120 | 5311 | 4343 | 4264 | 4405 | 4366 | 5082 | 5771 | 5626 | 5945 | 4685 | 2764 | 1964 | 1319 | 1189 | 884 | 79372 |
| Oct-15 | Wednesday | 28 | 636 | 297 | 248 | 234 | 594 | 1894 | 4525 | 7114 | 6191 | 4896 | 4247 | 4379 | 4466 | 4801 | 5364 | 5709 | 6665 | 6546 | 4511 | 3109 | 2050 | 1617 | 1333 | 733 | 82159 |
| Oct-15 | Thursday | 29 | 422 | 240 | 217 | 243 | 665 | 1901 | 4848 | 7008 | 6723 | 4977 | 4360 | 4726 | 4728 | 4912 | 5227 | 6282 | 6574 | 5260 | 5520 | 3505 | 2306 | 1792 | 1514 | 789 | 84739 |
| Oct-15 | Friday | 30 | 517 | 244 | 227 | 288 | 638 | 1817 | 4465 | 6754 | 6457 | 5070 | 4518 | 4778 | 5041 | 5090 | 5955 | 6214 | 6661 | 5940 | 4877 | 3609 | 2268 | 2061 | 1944 | 1319 | 86752 |
| Oct-15 | Saturday | 31 | 784 | 404 | 282 | 212 | 308 | 654 | 1378 | 2109 | 2926 | 3108 | 3455 | 3651 | 3722 | 3879 | 3673 | 3765 | 3717 | 3278 | 2822 | 2109 | 1994 | 1773 | 1447 | 1160 | 52610 |
| Nov-15 | Sunday | 1 | 693 | 357 | 297 | 205 | 453 | 531 | 859 | 1279 | 1645 | 2322 | 2649 | 3181 | 3095 | 3281 | 3372 | 3366 | 3209 | 2973 | 2509 | 1843 | 1370 | 1120 | 728 | 545 | 41882 |
| Nov-15 | Monday | 2 | 335 | 219 | 139 | 248 | 725 | 2223 | 5388 | 7339 | 6634 | 4670 | 4266 | 4242 | 4421 | 4512 | 5122 | 6002 | 6501 | 4953 | 4469 | 2868 | 1699 | 1356 | 1025 | 578 | 79934 |
| Nov-15 | Tuesday | 3 | 397 | 184 | 207 | 271 | 665 | 2070 | 4994 | 6892 | 6168 | 4744 | 4159 | 4042 | 4270 | 4469 | 4860 | 5625 | 6541 | 6212 | 3977 | 2289 | 1672 | 1343 | 1148 | 609 | 77808 |
| Nov-15 | Wednesday | 4 | 404 | 201 | 192 | 246 | 682 | 2075 | 4994 | 7166 | 6380 | 4925 | 4327 | 4334 | 4411 | 4623 | 5164 | 6198 | 6630 | 6237 | 4964 | 2651 | 2091 | 1621 | 1339 | 692 | 82547 |
| Nov-15 | Thursday | 5 | 416 | 218 | 270 | 298 | 736 | 2078 | 5240 | 7006 | 6636 | 4737 | 4339 | 4447 | 4685 | 4772 | 5518 | 6219 | 6637 | 6703 | 4797 | 2906 | 2135 | 1653 | 1523 | 729 | 84698 |
| Nov-15 | Friday | 6 | 502 | 278 | 234 | 278 | 729 | 1956 | 5138 | 7183 | 6095 | 4722 | 4569 | 4713 | 5163 | 5394 | 5899 | 6375 | 6366 | 6265 | 4420 | 2847 | 1946 | 1746 | 1576 | 1092 | 85486 |
| Nov-15 | Saturday | 7 | 724 | 424 | 266 | 232 | 418 | 945 | 1728 | 2548 | 3114 | 3655 | 3691 | 3767 | 4095 | 4035 | 4085 | 4118 | 3696 | 3511 | 2921 | 2279 | 1714 | 1482 | 1332 | 1101 | 55881 |
| Nov-15 | Sunday | 8 | 780 | 404 | 212 | 185 | 342 | 579 | 914 | 1269 | 1685 | 2335 | 2726 | 3014 | 3300 | 3302 | 3256 | 3170 | 3037 | 2941 | 2591 | 1785 | 1310 | 1172 | 794 | 532 | 41635 |
| Nov-15 | Monday | 9 | 352 | 178 | 132 | 232 | 737 | 1981 | 4552 | 6342 | 5599 | 4378 | 3902 | 3876 | 4182 | 4169 | 4720 | 5402 | 6086 | 6147 | 3788 | 2342 | 1622 | 1258 | 1017 | 542 | 73536 |
| Nov-15 | Tuesday | 10 | 402 | 187 | 150 | 256 | 693 | 2043 | 5112 | 7163 | 6703 | 4687 | 4145 | 4424 | 4397 | 4758 | 5338 | 6100 | 6378 | 6596 | 4714 | 2709 | 1879 | 1372 | 1106 | 632 | 81944 |
| Nov-15 | Wednesday | 11 | 444 | 220 | 183 | 232 | 585 | 1831 | 4924 | 6568 | 6048 | 4543 | 4324 | 4531 | 4624 | 4665 | 5363 | 5866 | 6208 | 5966 | 4582 | 2553 | 2000 | 1549 | 1177 | 651 | 79637 |
| Nov-15 | Thursday | 12 | 428 | 203 | 171 | 277 | 651 | 2057 | 5320 | 7131 | 6792 | 4956 | 4437 | 4536 | 4702 | 4822 | 5550 | 5944 | 5943 | 6140 | 5162 | 2859 | 2055 | 1526 | 1224 | 735 | 83621 |
| Nov-15 | Friday | 13 | 530 | 212 | 221 | 282 | 612 | 1904 | 4943 | 6927 | 6449 | 5017 | 4655 | 4803 | 5207 | 5340 | 5458 | 5911 | 5968 | 5874 | 4919 | 2938 | 2007 | 1945 | 1608 | 981 | 84711 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nov-15 | Saturday | 14 | 656 | 336 | 290 | 229 | 371 | 784 | 1740 | 2725 | 3311 | 3468 | 3783 | 3897 | 3999 | 3960 | 4049 | 4023 | 3927 | 3636 | 3155 | 2248 | 1696 | 1492 | 1357 | 867 | 55999 |
| Nov-15 | Sunday | 15 | 467 | 305 | 241 | 224 | 300 | 545 | 807 | 1221 | 1445 | 2135 | 2707 | 3062 | 3226 | 3520 | 3493 | 3423 | 3514 | 3125 | 2683 | 2010 | 1348 | 1160 | 821 | 524 | 42306 |
| Nov-15 | Monday | 16 | 334 | 187 | 156 | 255 | 742 | 2071 | 4885 | 7088 | 6515 | 4940 | 4301 | 4394 | 4528 | 4625 | 5131 | 6075 | 6509 | 6587 | 4530 | 2470 | 1757 | 1384 | 1010 | 575 | 81049 |
| Nov-15 | Tuesday | 17 | 366 | 187 | 171 | 273 | 645 | 2059 | 5281 | 6595 | 6166 | 4988 | 4280 | 4255 | 4559 | 4579 | 5331 | 6232 | 6350 | 5361 | 4252 | 3187 | 1826 | 1438 | 1084 | 629 | 80094 |
| Nov-15 | Wednesday | 18 | 415 | 240 | 170 | 239 | 643 | 1965 | 4542 | 7021 | 6604 | 4954 | 4384 | 4372 | 4455 | 4641 | 5314 | 6153 | 4830 | 4776 | 5558 | 2724 | 1953 | 1607 | 1091 | 691 | 79342 |
| Nov-15 | Thursday | 19 | 412 | 211 | 173 | 233 | 601 | 1893 | 4385 | 6762 | 6305 | 4524 | 3971 | 4316 | 4493 | 4628 | 5278 | 6023 | 6634 | 6406 | 4051 | 2694 | 1935 | 1693 | 1145 | 727 | 79493 |
| Nov-15 | Friday | 20 | 433 | 302 | 305 | 252 | 611 | 1943 | 4912 | 6892 | 6333 | 4889 | 4637 | 4689 | 5214 | 5198 | 5943 | 6642 | 6449 | 4271 | 3808 | 3473 | 1970 | 1767 | 1542 | 1077 | 83552 |
| Nov-15 | Saturday | 21 | 652 | 329 | 280 | 224 | 411 | 849 | 1665 | 2512 | 3238 | 3427 | 3656 | 3691 | 3691 | 4112 | 4073 | 3866 | 3776 | 3518 | 2836 | 2272 | 1658 | 1439 | 1258 | 883 | 54316 |
| Nov-15 | Sunday | 22 | 496 | 326 | 218 | 161 | 273 | 592 | 866 | 1152 | 1517 | 2134 | 2497 | 2920 | 3150 | 3379 | 3361 | 3392 | 3181 | 2906 | 2397 | 1990 | 1347 | 1191 | 962 | 551 | 40959 |
| Nov-15 | Monday | 23 | 296 | 181 | 158 | 241 | 645 | 2013 | 4796 | 6527 | 6002 | 4519 | 4479 | 4469 | 4773 | 4770 | 5265 | 5915 | 6214 | 6427 | 4678 | 2652 | 1838 | 1380 | 1178 | 657 | 80073 |
| Nov-15 | Tuesday | 24 | 376 | 213 | 195 | 266 | 656 | 1876 | 4768 | 6620 | 6098 | 4880 | 4673 | 4751 | 4888 | 5076 | 5619 | 6208 | 6627 | 6394 | 4462 | 2829 | 1976 | 1593 | 1361 | 920 | 83325 |
| Nov-15 | Wednesday | 25 | 619 | 315 | 264 | 278 | 618 | 1780 | 4294 | 5750 | 5202 | 4507 | 4487 | 5015 | 5304 | 5447 | 5948 | 5915 | 5446 | 4830 | 3617 | 2456 | 1821 | 1564 | 1366 | 881 | 77724 |
| Nov-15 | Thursday | 26 | 546 | 313 | 206 | 203 | 248 | 431 | 787 | 1116 | 1322 | 1676 | 2109 | 2369 | 2803 | 2497 | 2253 | 2277 | 2298 | 2348 | 2364 | 2159 | 1966 | 1524 | 1141 | 803 | 35759 |
| Nov-15 | Friday | 27 | 582 | 325 | 245 | 213 | 391 | 933 | 1802 | 2391 | 2784 | 3078 | 3448 | 3704 | 3946 | 4024 | 4106 | 4020 | 3742 | 3766 | 3036 | 2180 | 1558 | 1414 | 1342 | 853 | 53883 |
| Nov-15 | Saturday | 28 | 516 | 296 | 255 | 254 | 358 | 782 | 1361 | 1856 | 2455 | 2884 | 3282 | 3552 | 3366 | 3235 | 3390 | 3318 | 3598 | 3288 | 2763 | 2273 | 1778 | 1471 | 1292 | 818 | 48441 |
| Nov-15 | Sunday | 29 | 505 | 303 | 242 | 197 | 297 | 648 | 864 | 1259 | 1700 | 2519 | 2953 | 3167 | 3356 | 3312 | 3473 | 3542 | 3265 | 3043 | 2519 | 1885 | 1324 | 1158 | 804 | 608 | 42943 |
| Nov-15 | Monday | 30 | 393 | 205 | 165 | 222 | 687 | 2125 | 4992 | 7328 | 6184 | 4597 | 4305 | 4254 | 4367 | 4666 | 5248 | 6166 | 6491 | 6629 | 4469 | 2483 | 1727 | 1352 | 985 | 582 | 80622 |
| Dec-15 | Tuesday | 1 | 404 | 231 | 162 | 254 | 639 | 2117 | 5101 | 7163 | 6640 | 4575 | 4318 | 4114 | 4461 | 4633 | 5277 | 6175 | 6468 | 5898 | 5066 | 2511 | 1844 | 1457 | 1138 | 609 | 81255 |
| Dec-15 | Wednesday | 2 | 374 | 246 | 180 | 264 | 607 | 2047 | 5090 | 7272 | 5355 | 4874 | 4289 | 4490 | 4511 | 4646 | 5297 | 5741 | 5510 | 5712 | 4855 | 2582 | 1975 | 1416 | 1117 | 698 | 79148 |
| Dec-15 | Thursday | 3 | 410 | 219 | 200 | 236 | 623 | 2019 | 4993 | 7226 | 6552 | 4744 | 4144 | 4249 | 4486 | 4610 | 5415 | 6218 | 6788 | 6514 | 4371 | 2897 | 2043 | 1600 | 1208 | 726 | 82491 |
| Dec-15 | Friday | 4 | 480 | 226 | 206 | 296 | 650 | 1965 | 4774 | 7056 | 6295 | 4520 | 3933 | 4565 | 5111 | 5130 | 5918 | 6376 | 6577 | 6193 | 4280 | 2842 | 1905 | 1716 | 1598 | 999 | 83611 |
| Dec-15 | Saturday | 5 | 595 | 336 | 251 | 230 | 340 | 849 | 1545 | 2254 | 3033 | 3271 | 3578 | 3966 | 3807 | 3876 | 3910 | 4019 | 4090 | 3682 | 3084 | 2286 | 1547 | 1423 | 1233 | 961 | 54166 |
| Dec-15 | Sunday | 6 | 671 | 320 | 253 | 204 | 230 | 604 | 881 | 1118 | 1539 | 2006 | 2573 | 2895 | 3090 | 3242 | 3263 | 3189 | 3280 | 3054 | 2432 | 1870 | 1399 | 1108 | 827 | 559 | 40607 |
| Dec-15 | Monday | 7 | 292 | 176 | 143 | 234 | 622 | 2072 | 4632 | 6320 | 5839 | 4564 | 4113 | 4128 | 4227 | 4351 | 4869 | 5877 | 6268 | 6108 | 4415 | 2558 | 1663 | 1322 | 1164 | 776 | 76733 |
| Dec-15 | Tuesday | 8 | 409 | 214 | 190 | 275 | 618 | 2006 | 4967 | 6496 | 6735 | 4752 | 4253 | 4269 | 4358 | 4607 | 5206 | 5744 | 6303 | 6389 | 4769 | 2727 | 1908 | 1386 | 1143 | 668 | 80392 |
| Dec-15 | Wednesday | 9 | 384 | 224 | 214 | 246 | 594 | 2017 | 4927 | 6960 | 6695 | 4618 | 4287 | 4320 | 4498 | 4722 | 5143 | 6202 | 6521 | 6408 | 4584 | 2561 | 1972 | 1556 | 1180 | 727 | 81560 |
| Dec-15 | Thursday | 10 | 413 | 213 | 212 | 277 | 657 | 2002 | 4930 | 7019 | 6551 | 4802 | 4314 | 4400 | 4743 | 4879 | 5565 | 6301 | 5542 | 6483 | 5143 | 2916 | 2248 | 1783 | 1267 | 809 | 83469 |
| Dec-15 | Friday | 11 | 454 | 268 | 199 | 270 | 665 | 1892 | 4695 | 6928 | 6130 | 4661 | 4621 | 4694 | 5090 | 5221 | 5661 | 6502 | 6390 | 6013 | 4571 | 3025 | 2108 | 2004 | 1660 | 1138 | 84860 |
| Dec-15 | Saturday | 12 | 651 | 318 | 274 | 218 | 343 | 822 | 1495 | 2356 | 3102 | 3222 | 3523 | 3843 | 4049 | 4099 | 4066 | 4050 | 4062 | 4045 | 3334 | 2383 | 1731 | 1880 | 1574 | 1157 | 56597 |
| Dec-15 | Sunday | 13 | 598 | 360 | 266 | 186 | 227 | 504 | 733 | 1131 | 1633 | 2161 | 2681 | 2949 | 3166 | 3409 | 3376 | 3397 | 3472 | 3184 | 2692 | 2075 | 1805 | 1410 | 892 | 629 | 42936 |
| Dec-15 | Monday | 14 | 342 | 192 | 148 | 236 | 679 | 2074 | 4946 | 7165 | 6504 | 3781 | 4215 | 4449 | 4522 | 4642 | 4957 | 6012 | 6477 | 6434 | 4096 | 2537 | 1807 | 1388 | 1038 | 631 | 79272 |
| Dec-15 | Tuesday | 15 | 389 | 239 | 167 | 255 | 628 | 2022 | 4948 | 7101 | 6636 | 4837 | 4441 | 4500 | 4573 | 4797 | 5346 | 6212 | 5888 | 5023 | 5278 | 2797 | 2048 | 1475 | 1178 | 698 | 81476 |
| Dec-15 | Wednesday | 16 | 481 | 243 | 220 | 239 | 605 | 1949 | 4797 | 6997 | 6597 | 4734 | 4568 | 4549 | 4855 | 4835 | 5415 | 6293 | 6646 | 6403 | 4739 | 2700 | 2191 | 1631 | 1205 | 816 | 83708 |
| Dec-15 | Thursday | 17 | 469 | 258 | 182 | 316 | 669 | 1998 | 4821 | 6605 | 5741 | 4588 | 4872 | 4754 | 4964 | 5049 | 5733 | 5820 | 5634 | 5883 | 4550 | 3035 | 2005 | 1678 | 1450 | 876 | 81950 |
| Dec-15 | Friday | 18 | 498 | 273 | 230 | 251 | 643 | 1827 | 4451 | 6630 | 6271 | 4825 | 4746 | 5077 | 5299 | 5574 | 6059 | 6246 | 6596 | 5789 | 4204 | 2961 | 2141 | 1900 | 1743 | 1165 | 85399 |
| Dec-15 | Saturday | 19 | 638 | 404 | 273 | 246 | 432 | 843 | 1374 | 2141 | 2805 | 3406 | 3636 | 3807 | 4184 | 4096 | 4143 | 4032 | 4026 | 3882 | 3308 | 2380 | 1800 | 1737 | 1539 | 1087 | 56219 |
| Dec-15 | Sunday | 20 | 742 | 373 | 279 | 197 | 277 | 522 | 760 | 1128 | 1485 | 2137 | 2496 | 2847 | 3148 | 3323 | 3434 | 3350 | 3392 | 3430 | 2539 | 2038 | 1573 | 1390 | 1021 | 742 | 42623 |
| Dec-15 | Monday | 21 | 447 | 239 | 172 | 292 | 644 | 1755 | 4245 | 6314 | 5748 | 4769 | 4664 | 4808 | 4923 | 5102 | 5566 | 6017 | 6532 | 6240 | 4258 | 2650 | 1870 | 1469 | 1212 | 833 | 80769 |
| Dec-15 | Tuesday | 22 | 452 | 225 | 196 | 293 | 599 | 1746 | 4117 | 6013 | 5529 | 4590 | 4627 | 4707 | 4908 | 5018 | 5407 | 5847 | 6115 | 5848 | 3915 | 2533 | 1981 | 1489 | 1484 | 790 | 78429 |
| Dec-15 | Wednesday | 23 | 547 | 246 | 224 | 265 | 606 | 1575 | 3789 | 5488 | 5221 | 4581 | 4639 | 5002 | 5183 | 5493 | 5729 | 6127 | 5617 | 5152 | 3657 | 2646 | 1918 | 1625 | 1581 | 978 | 77889 |
| Dec-15 | Thursday | 24 | 625 | 363 | 272 | 230 | 398 | 913 | 1976 | 2836 | 2977 | 3141 | 3637 | 4052 | 4331 | 3938 | 3939 | 3525 | 3135 | 2781 | 2427 | 1793 | 1649 | 1487 | 1073 | 766 | 52264 |
| Dec-15 | Friday | 25 | 489 | 248 | 112 | 104 | 150 | 237 | 427 | 541 | 909 | 1164 | 1503 | 1912 | 2282 | 2450 | 2461 | 2360 | 2388 | 2285 | 2139 | 1716 | 1529 | 1290 | 1024 | 625 | 30345 |
| Dec-15 | Saturday | 26 | 400 | 224 | 173 | 178 | 346 | 633 | 947 | 1352 | 1810 | 2501 | 2841 | 3176 | 3325 | 3404 | 3503 | 3488 | 3346 | 3273 | 2782 | 2104 | 1629 | 1438 | 1183 | 803 | 44859 |
| Dec-15 | Sunday | 27 | 512 | 303 | 268 | 203 | 305 | 557 | 823 | 1078 | 1464 | 2063 | 2436 | 2790 | 3045 | 3129 | 3264 | 3025 | 3213 | 3054 | 2727 | 1927 | 1511 | 1166 | 980 | 653 | 40496 |
| Dec-15 | Monday | 28 | 481 | 215 | 175 | 254 | 581 | 1556 | 3580 | 5131 | 4851 | 4124 | 4319 | 4505 | 4693 | 4743 | 4962 | 5414 | 5662 | 5607 | 3728 | 2285 | 1594 | 1341 | 1135 | 686 | 71622 |
| Dec-15 | Tuesday | 29 | 496 | 268 | 227 | 260 | 601 | 1586 | 3748 | 5287 | 5310 | 4291 | 4451 | 4558 | 4728 | 4987 | 5244 | 5488 | 6102 | 5913 | 4045 | 2335 | 1678 | 1401 | 1290 | 769 | 75063 |
| Dec-15 | Wednesday | 30 | 502 | 257 | 236 | 244 | 546 | 1567 | 3643 | 5437 | 5291 | 4479 | 4595 | 4827 | 5100 | 5258 | 5617 | 5677 | 6100 | 6027 | 4079 | 2590 | 1860 | 1520 | 1331 | 807 | 77590 |
| Dec-15 | Thursday | 31 | 553 | 290 | 181 | 249 | 490 | 1232 | 2869 | 4199 | 4379 | 3763 | 4039 | 4421 | 4999 | 4769 | 4923 | 4959 | 3995 | 3125 | 2596 | 1795 | 1468 | 1297 | 1061 | 721 | 62373 |

30 Highest Hours of the year
100 Highest Hours of the year

AADT 71700

| EASTBOUND VOLUMES | Day | 12a 1 | 1a 2 | 2a 3 | 3a 4 | 4a 5 | 5a 6 | 6a 7 | 7a 8 | 8a 9 | 9a 10 | 10a 11 | 11a 12 | 12p 13 | 1p 14 | 2p 15 | 3p 16 | 4p 17 | 5p 18 | 6p 19 | 7p 20 | 8p 21 | 9p 22 | 10p 23 | 11p 24 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Jan-15 Thursday | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jan-15 Friday | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jan-15 Saturday | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jan-15 Sunday | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jan-15 Monday | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jan-15 Tuesday | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jan-15 Wednesday | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jan-15 Thursday | 8 | 174 | 111 | 100 | 137 | 244 | 828 | 1625 | 1033 | 2593 | 2582 | 2031 | 1864 | 1920 | 2010 | 2324 | 2772 | 3039 | 3267 | 1951 | 1145 | 828 | 644 | 422 | 317 | 33961 |
| Jan-15 Friday | 9 | 174 | 112 | 93 | 93 | 255 | 748 | 2250 | 3537 | 3053 | 2224 | 1892 | 2037 | 2176 | 2095 | 2489 | 3124 | 3255 | 3041 | 1934 | 1213 | 846 | 686 | 579 | 399 | 38305 |
| Jan-15 Saturday | 10 | 253 | 135 | 148 | 105 | 155 | 360 | 837 | 1189 | 1383 | 1372 | 1349 | 1614 | 1814 | 1849 | 1917 | 1913 | 1923 | 1795 | 1400 | 952 | 652 | 610 | 602 | 373 | 24700 |
| Jan-15 Sunday | 11 | 230 | 127 | 92 | 61 | 131 | 271 | 422 | 457 | 602 | 992 | 1074 | 1172 | 1334 | 1309 | 1414 | 1419 | 1464 | 1376 | 1067 | 738 | 546 | 408 | 363 | 239 | 17308 |
| Jan-15 Monday | 12 | 114 | 85 | 68 | 102 | 254 | 937 | 2282 | 3268 | 2843 | 2057 | 1729 | 1714 | 1834 | 1790 | 2039 | 2610 | 2955 | 3189 | 1818 | 1030 | 685 | 541 | 379 | 266 | 34589 |
| Jan-15 Tuesday | 13 | 156 | 101 | 86 | 132 | 263 | 886 | 2276 | 3250 | 3179 | 2222 | 1859 | 1884 | 1889 | 2047 | 2242 | 2647 | 3054 | 3043 | 1859 | 1096 | 786 | 743 | 674 | 300 | 36674 |
| Jan-15 Wednesday | 14 | 152 | 120 | 68 | 98 | 290 | 890 | 2304 | 3512 | 3348 | 2157 | 1884 | 1877 | 1863 | 2008 | 2211 | 2725 | 2839 | 2974 | 1950 | 1110 | 816 | 650 | 601 | 288 | 36735 |
| Jan-15 Thursday | 15 | 184 | 107 | 68 | 130 | 311 | 844 | 2317 | 3596 | 3151 | 2278 | 1952 | 1991 | 2072 | 2086 | 2277 | 2755 | 3195 | 3121 | 2049 | 1195 | 812 | 758 | 516 | 378 | 38143 |
| Jan-15 Friday | 16 | 200 | 93 | 85 | 134 | 284 | 799 | 2267 | 3402 | 3035 | 2214 | 1945 | 2093 | 2086 | 2357 | 2675 | 2990 | 3317 | 3015 | 2314 | 1416 | 952 | 940 | 669 | 446 | 39728 |
| Jan-15 Saturday | 17 | 245 | 154 | 116 | 95 | 140 | 331 | 796 | 1090 | 1511 | 1482 | 1619 | 1780 | 1861 | 1936 | 1900 | 2007 | 1950 | 1767 | 1367 | 984 | 701 | 722 | 512 | 474 | 25540 |
| Jan-15 Sunday | 18 | 241 | 126 | 110 | 81 | 127 | 252 | 432 | 492 | 604 | 976 | 1075 | 1260 | 1255 | 1283 | 1791 | 1509 | 1532 | 1381 | 1129 | 830 | 553 | 495 | 426 | 276 | 18236 |
| Jan-15 Monday | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jan-15 Tuesday | 20 | 141 | 95 | 85 | 108 | 281 | 911 | 2396 | 3351 | 3297 | 1853 | 1914 | 1854 | 1978 | 2068 | 2311 | 2850 | 3229 | 3215 | 2071 | 1152 | 785 | 722 | 460 | 291 | 37418 |
| Jan-15 Wednesday | 21 | 144 | 96 | 79 | 114 | 263 | 963 | 2465 | 3439 | 3368 | 2206 | 1918 | 1894 | 2027 | 2174 | 2371 | 2760 | 3300 | 3298 | 2007 | 1164 | 916 | 690 | 502 | 297 | 38455 |
| Jan-15 Thursday | 22 | 148 | 112 | 81 | 138 | 286 | 914 | 2345 | 3244 | 2997 | 2613 | 1913 | 2012 | 2089 | 2233 | 2345 | 2931 | 3310 | 3280 | 1984 | 1323 | 861 | 824 | 768 | 687 | 39438 |
| Jan-15 Friday | 23 | 204 | 137 | 92 | 116 | 282 | 906 | 2404 | 3495 | 3055 | 2131 | 2009 | 1998 | 2136 | 2141 | 2509 | 2942 | 2971 | 2802 | 1875 | 1155 | 794 | 785 | 628 | 405 | 37972 |
| Jan-15 Saturday | 24 | 268 | 142 | 124 | 87 | 160 | 333 | 695 | 825 | 1144 | 1310 | 1355 | 1513 | 1775 | 1937 | 1978 | 1957 | 1886 | 1801 | 1577 | 1094 | 682 | 738 | 618 | 398 | 24397 |
| Jan-15 Sunday | 25 | 235 | 130 | 99 | 73 | 121 | 296 | 468 | 531 | 771 | 1311 | 1353 | 1463 | 1535 | 1605 | 1611 | 1782 | 1593 | 1530 | 1170 | 820 | 556 | 502 | 344 | 258 | 20157 |
| Jan-15 Monday | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jan-15 Tuesday | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jan-15 Wednesday | 28 | 162 | 103 | 85 | 100 | 290 | 896 | 2439 | 3344 | 3388 | 2256 | 1901 | 1918 | 1913 | 1985 | 2394 | 2862 | 3184 | 3343 | 2096 | 1254 | 832 | 700 | 440 | 277 | 38162 |
| Jan-15 Thursday | 29 | 163 | 104 | 74 | 116 | 301 | 875 | 2446 | 3351 | 3448 | 2386 | 1995 | 2074 | 2053 | 2191 | 2478 | 2927 | 3359 | 3307 | 1951 | 1248 | 897 | 679 | 570 | 313 | 39306 |
| Jan-15 Friday | 30 | 173 | 117 | 82 | 126 | 293 | 838 | 2395 | 3260 | 3431 | 2697 | 2116 | 2067 | 2261 | 2269 | 2625 | 3140 | 3287 | 2905 | 2062 | 1285 | 909 | 862 | 877 | 455 | 40532 |
| Jan-15 Saturday | 31 | 254 | 179 | 131 | 97 | 178 | 335 | 843 | 1102 | 1446 | 1461 | 1567 | 1779 | 1929 | 2019 | 2159 | 2042 | 2022 | 1851 | 1517 | 1069 | 788 | 672 | 543 | 381 | 26364 |
| Feb-15 Sunday | 1 | 231 | 149 | 103 | 80 | 126 | 280 | 407 | 560 | 644 | 1028 | 1145 | 1311 | 1332 | 1522 | 1553 | 1604 | 1563 | 1510 | 1025 | 623 | 537 | 428 | 629 | 278 | 18668 |
| Feb-15 Monday | 2 | 159 | 99 | 77 | 115 | 285 | 892 | 2340 | 3200 | 2812 | 1994 | 1804 | 1812 | 1912 | 1948 | 2046 | 2572 | 2868 | 3196 | 1943 | 1017 | 719 | 593 | 387 | 262 | 35052 |
| Feb-15 Tuesday | 3 | 164 | 112 | 94 | 117 | 276 | 941 | 2504 | 3306 | 3193 | 2395 | 1850 | 2001 | 1902 | 1979 | 2279 | 2718 | 3296 | 3299 | 2034 | 1153 | 806 | 655 | 440 | 350 | 37864 |
| Feb-15 Wednesday | 4 | 167 | 108 | 79 | 110 | 273 | 944 | 2502 | 3432 | 3466 | 2259 | 1928 | 1811 | 1712 | 2130 | 2373 | 2749 | 3132 | 3077 | 2040 | 1098 | 788 | 636 | 476 | 280 | 37570 |
| Feb-15 Thursday | 5 | 161 | 103 | 92 | 110 | 314 | 961 | 1848 | 3138 | 3150 | 2307 | 1897 | 1990 | 2005 | 2092 | 2341 | 2727 | 2248 | 2794 | 2400 | 1274 | 850 | 680 | 510 | 324 | 36316 |
| Feb-15 Friday | 6 | 215 | 108 | 76 | 119 | 298 | 820 | 2323 | 3248 | 3343 | 2223 | 1976 | 2106 | 2194 | 2245 | 2668 | 3161 | 3220 | 2673 | 2319 | 1374 | 938 | 809 | 885 | 430 | 39771 |
| Feb-15 Saturday | 7 | 227 | 133 | 99 | 98 | 183 | 346 | 866 | 1284 | 1609 | 1644 | 1705 | 1846 | 2083 | 2025 | 2075 | 1999 | 1991 | 1910 | 1622 | 1138 | 724 | 772 | 503 | 429 | 27311 |
| Feb-15 Sunday | 8 | 242 | 155 | 102 | 69 | 110 | 244 | 432 | 527 | 648 | 1073 | 1163 | 1487 | 1557 | 1639 | 1699 | 1662 | 1634 | 1519 | 1249 | 874 | 596 | 518 | 395 | 279 | 19873 |
| Feb-15 Monday | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Feb-15 Tuesday | 10 | 158 | 93 | 84 | 123 | 303 | 917 | 2498 | 3516 | 3188 | 2328 | 1849 | 1946 | 1939 | 1736 | 1974 | 2324 | 3227 | 3188 | 2023 | 1182 | 843 | 640 | 648 | 320 | 37047 |
| Feb-15 Wednesday | 11 | 164 | 84 | 74 | 117 | 302 | 922 | 2510 | 3271 | 3088 | 2504 | 1899 | 1987 | 1988 | 2206 | 2309 | 2849 | 3132 | 3364 | 2066 | 1257 | 932 | 792 | 694 | 290 | 38801 |
| Feb-15 Thursday | 12 | 188 | 108 | 83 | 142 | 285 | 972 | 2551 | 3414 | 3367 | 2462 | 2022 | 2161 | 2029 | 2266 | 2388 | 2970 | 3369 | 3149 | 2081 | 1335 | 924 | 750 | 802 | 360 | 40178 |
| Feb-15 Friday | 13 | 234 | 132 | 100 | 143 | 290 | 840 | 2379 | 3229 | 3066 | 2267 | 2116 | 2252 | 2349 | 2365 | 2602 | 3294 | 3348 | 2999 | 2152 | 1471 | 1104 | 1000 | 902 | 546 | 41180 |
| Feb-15 Saturday | 14 | 274 | 165 | 128 | 107 | 137 | 312 | 746 | 1110 | 1381 | 1438 | 1667 | 1833 | 1957 | 1812 | 2028 | 1950 | 2016 | 1788 | 1504 | 1001 | 795 | 660 | 676 | 735 | 26220 |
| Feb-15 Sunday | 15 | 242 | 157 | 110 | 89 | 124 | 236 | 458 | 505 | 638 | 1018 | 1130 | 1376 | 1413 | 1436 | 1648 | 1628 | 1699 | 1702 | 1263 | 890 | 696 | 494 | 545 | 282 | 19779 |
| Feb-15 Monday | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Feb-15 Tuesday | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Feb-15 Wednesday | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Feb-15 Thursday | 19 | 223 | 131 | 90 | 111 | 306 | 839 | 2331 | 3200 | 3318 | 2311 | 1927 | 1993 | 1930 | 2149 | 2340 | 2960 | 3207 | 3220 | 2040 | 1222 | 1029 | 633 | 506 | 346 | 38362 |
| Feb-15 Friday | 20 | 177 | 125 | 101 | 126 | 288 | 812 | 2151 | 3038 | 3109 | 2271 | 2163 | 2119 | 2233 | 2357 | 2646 | 2973 | 3398 | 3301 | 2013 | 1348 | 991 | 859 | 593 | 407 | 39599 |
| Feb-15 Saturday | 21 | 290 | 161 | 107 | 97 | 171 | 310 | 784 | 1249 | 1559 | 1603 | 1691 | 1777 | 1961 | 1994 | 2048 | 2159 | 2237 | 2118 | 1592 | 1085 | 775 | 863 | 563 | 444 | 27638 |
| Feb-15 Sunday | 22 | 210 | 139 | 135 | 82 | 131 | 312 | 477 | 635 | 762 | 1184 | 1240 | 1411 | 1481 | 1690 | 1668 | 1685 | 1517 | 1461 | 1209 | 905 | 682 | 522 | 386 | 261 | 20185 |
| Feb-15 Monday | 23 | 155 | 122 | 93 | 107 | 271 | 902 | 2353 | 3417 | 3009 | 2083 | 1862 | 1913 | 1926 | 1896 | 2053 | 2751 | 2987 | 3204 | 1832 | 1090 | 783 | 579 | 406 | 293 | 36087 |
| Feb-15 Tuesday | 24 | 155 | 120 | 71 | 111 | 279 | 788 | 1852 | 2582 | 2117 | 1755 | 1462 | 1375 | 1533 | 1494 | 1669 | 1930 | 2424 | 2476 | 1472 | 787 | 575 | 643 | 367 | 232 | 28269 |
| Feb-15 Wednesday | 25 | 185 | 112 | 76 | 104 | 274 | 880 | 2279 | 3493 | 3328 | 2144 | 1981 | 1926 | 2005 | 2138 | 2340 | 2952 | 1478 | 3054 | 2410 | 1121 | 820 | 582 | 563 | 264 | 36509 |
| Feb-15 Thursday | 26 | 191 | 103 | 86 | 114 | 263 | 878 | 2415 | 3516 | 3084 | 2270 | 1966 | 1933 | 2020 | 2116 | 2313 | 2841 | 3236 | 3060 | 2007 | 1234 | 979 | 636 | 510 | 318 | 38089 |
| Feb-15 Friday | 27 | 246 | 131 | 126 | 123 | 268 | 820 | 2352 | 3500 | 3290 | 2249 | 2101 | 2132 | 2197 | 2422 | 2654 | 3191 | 3397 | 2945 | 2118 | 1449 | 968 | 870 | 573 | 494 | 40616 |
| Feb-15 Saturday | 28 | 357 | 185 | 128 | 101 | 161 | 380 | 777 | 1333 | 1625 | 1641 | 1673 | 1875 | 2074 | 2014 | 2165 | 2304 | 2356 | 2029 | 1490 | 1167 | 847 | 683 | 576 | 375 | 28316 |
| Mar-15 Sunday | 1 | 239 | 152 | 120 | 90 | 117 | 279 | 423 | 564 | 697 | 1003 | 1078 | 1313 | 1308 | 1458 | 1605 | 1579 | 1467 | 1391 | 1138 | 853 | 639 | 491 | 338 | 253 | 18595 |
| Mar-15 Monday | 2 | 143 | 96 | 77 | 118 | 292 | 956 | 2414 | 3640 | 3204 | 2205 | 1895 | 1893 | 1885 | 2098 | 2321 | 2766 | 3145 | 3349 | 1992 | 1141 | 808 | 619 | 440 | 270 | 37767 |

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mar-15 Tuesday | 3 | 191 | 143 | 85 | 128 | 308 | 951 | 2462 | 3454 | 3384 | 2327 | 1890 | 1909 | 2014 | 2064 | 2204 | 2793 | 3301 | 3277 | 1986 | 1244 | 872 | 730 | 479 | 318 | 38514 |
| Mar-15 Wednesday | 4 | 208 | 133 | 101 | 112 | 307 | 898 | 2445 | 3226 | 3450 | 2702 | 2044 | 2084 | 1972 | 2217 | 2447 | 3015 | 2754 | 2963 | 2259 | 1263 | 938 | 736 | 568 | 306 | 39148 |
| Mar-15 Thursday | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 Friday | 6 | 236 | 145 | 105 | 132 | 268 | 890 | 2331 | 3214 | 3343 | 2405 | 2103 | 2235 | 2266 | 2373 | 2695 | 3268 | 3460 | 3290 | 2025 | 1338 | 1060 | 894 | 765 | 450 | 41291 |
| Mar-15 Saturday | 7 | 350 | 180 | 135 | 94 | 179 | 377 | 998 | 1529 | 1896 | 2057 | 2019 | 2158 | 2200 | 2078 | 2198 | 2140 | 2025 | 1884 | 1620 | 1156 | 829 | 729 | 602 | 412 | 29845 |
| Mar-15 Sunday | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 Monday | 9 | 195 | 118 | 70 | 139 | 305 | 980 | 1923 | 3346 | 3424 | 2387 | 1905 | 1994 | 1971 | 2149 | 2478 | 2865 | 3220 | 3280 | 1985 | 1212 | 932 | 626 | 511 | 284 | 38299 |
| Mar-15 Tuesday | 10 | 213 | 139 | 104 | 137 | 313 | 956 | 2389 | 3458 | 3413 | 2422 | 2070 | 1940 | 2054 | 2288 | 2485 | 2985 | 3250 | 3357 | 2072 | 1219 | 983 | 1045 | 581 | 473 | 40346 |
| Mar-15 Wednesday | 11 | 226 | 127 | 112 | 130 | 269 | 986 | 2355 | 3458 | 3331 | 2493 | 2063 | 2166 | 2291 | 2385 | 2611 | 2954 | 3334 | 3369 | 2214 | 1388 | 1025 | 876 | 572 | 351 | 41086 |
| Mar-15 Thursday | 12 | 273 | 199 | 117 | 190 | 327 | 979 | 2448 | 3404 | 3375 | 2609 | 2009 | 2116 | 2249 | 2400 | 2601 | 2955 | 3260 | 3026 | 2248 | 1446 | 1038 | 816 | 574 | 469 | 41128 |
| Mar-15 Friday | 13 | 281 | 140 | 117 | 137 | 305 | 914 | 2355 | 3413 | 3384 | 2322 | 2099 | 2263 | 2344 | 2448 | 2803 | 3209 | 3372 | 2982 | 2156 | 1497 | 1070 | 861 | 745 | 471 | 41688 |
| Mar-15 Saturday | 14 | 348 | 154 | 150 | 120 | 177 | 340 | 703 | 1029 | 1453 | 1515 | 1564 | 1859 | 1929 | 2116 | 2114 | 2072 | 1984 | 1889 | 1542 | 1177 | 942 | 773 | 694 | 487 | 27131 |
| Mar-15 Sunday | 15 | 276 | 166 | 114 | 93 | 114 | 318 | 489 | 609 | 820 | 1153 | 1345 | 1659 | 1774 | 1908 | 1853 | 1799 | 1658 | 1551 | 1457 | 1111 | 879 | 660 | 458 | 297 | 22561 |
| Mar-15 Monday | 16 | 183 | 109 | 100 | 124 | 291 | 969 | 2407 | 3304 | 3193 | 2572 | 2058 | 2035 | 2159 | 2217 | 2399 | 2910 | 3311 | 3167 | 2078 | 1241 | 924 | 684 | 524 | 288 | 39247 |
| Mar-15 Tuesday | 17 | 202 | 120 | 74 | 142 | 287 | 929 | 2487 | 3306 | 3337 | 2580 | 2142 | 2075 | 2116 | 2240 | 2406 | 2928 | 3256 | 3120 | 1996 | 1328 | 959 | 753 | 472 | 303 | 39558 |
| Mar-15 Wednesday | 18 | 231 | 147 | 82 | 126 | 292 | 969 | 2385 | 3393 | 3322 | 2506 | 1962 | 2040 | 2194 | 2270 | 2388 | 3011 | 3353 | 3397 | 2144 | 1401 | 940 | 772 | 529 | 377 | 40231 |
| Mar-15 Thursday | 19 | 220 | 127 | 72 | 128 | 263 | 958 | 2361 | 3203 | 2972 | 2811 | 1943 | 2004 | 2005 | 2214 | 2366 | 3001 | 3354 | 3237 | 2090 | 1252 | 943 | 883 | 693 | 356 | 39456 |
| Mar-15 Friday | 20 | 322 | 141 | 104 | 140 | 284 | 899 | 2448 | 3529 | 3192 | 2365 | 2108 | 2333 | 2440 | 2452 | 2798 | 3206 | 3273 | 3067 | 2148 | 1482 | 1122 | 990 | 688 | 553 | 42084 |
| Mar-15 Saturday | 21 | 354 | 178 | 126 | 104 | 193 | 406 | 797 | 1550 | 1827 | 1766 | 1905 | 2029 | 2101 | 2079 | 2074 | 1860 | 1888 | 1835 | 1734 | 1333 | 948 | 838 | 790 | 455 | 29170 |
| Mar-15 Sunday | 22 | 250 | 160 | 128 | 83 | 160 | 298 | 447 | 576 | 788 | 1139 | 1207 | 1335 | 1385 | 1565 | 1619 | 1535 | 1540 | 1324 | 1249 | 892 | 686 | 572 | 516 | 347 | 19801 |
| Mar-15 Monday | 23 | 181 | 102 | 72 | 137 | 307 | 992 | 2266 | 3435 | 3254 | 2272 | 1864 | 2095 | 1838 | 1786 | 2229 | 2723 | 3081 | 3161 | 1995 | 1061 | 878 | 647 | 433 | 265 | 37074 |
| Mar-15 Tuesday | 24 | 197 | 124 | 85 | 122 | 301 | 990 | 2547 | 3646 | 3529 | 2392 | 1981 | 1965 | 2097 | 2204 | 2532 | 2957 | 3415 | 3295 | 2081 | 1285 | 921 | 859 | 542 | 350 | 40417 |
| Mar-15 Wednesday | 25 | 206 | 129 | 94 | 150 | 292 | 1000 | 2479 | 3679 | 3519 | 2539 | 2101 | 2035 | 2189 | 2201 | 2488 | 3022 | 3325 | 3304 | 2024 | 1331 | 1071 | 1030 | 529 | 327 | 41064 |
| Mar-15 Thursday | 26 | 265 | 120 | 97 | 137 | 322 | 920 | 2492 | 3714 | 3464 | 2538 | 2144 | 2283 | 2281 | 2475 | 2657 | 3213 | 3542 | 3510 | 2189 | 1453 | 1089 | 923 | 829 | 390 | 43047 |
| Mar-15 Friday | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 Saturday | 28 | 375 | 167 | 132 | 123 | 346 | 643 | 1550 | 2060 | 2300 | 2423 | 2804 | 2238 | 2157 | 2056 | 2117 | 2011 | 2047 | 1966 | 1529 | 1171 | 924 | 812 | 674 | 453 | 33078 |
| Mar-15 Sunday | 29 | 257 | 171 | 140 | 67 | 138 | 295 | 464 | 604 | 780 | 1129 | 1237 | 1347 | 1490 | 1659 | 1739 | 1794 | 1750 | 1435 | 1318 | 982 | 795 | 593 | 501 | 272 | 20957 |
| Mar-15 Monday | 30 | 218 | 134 | 81 | 139 | 357 | 816 | 2333 | 3477 | 3068 | 2273 | 2049 | 2045 | 2244 | 2249 | 2355 | 2639 | 3070 | 2998 | 1925 | 1231 | 900 | 708 | 508 | 304 | 38121 |
| Mar-15 Tuesday | 31 | 217 | 158 | 97 | 150 | 379 | 887 | 2316 | 3346 | 3331 | 2431 | 2130 | 2250 | 2220 | 2142 | 2491 | 2750 | 3192 | 3154 | 1974 | 1318 | 947 | 727 | 584 | 373 | 39564 |
| Apr-15 Wednesday | 1 | 236 | 128 | 110 | 147 | 346 | 853 | 2363 | 3389 | 3126 | 2327 | 2195 | 2194 | 2166 | 2221 | 2446 | 2734 | 2626 | 3337 | 2185 | 1342 | 996 | 810 | 592 | 381 | 39250 |
| Apr-15 Thursday | 2 | 260 | 161 | 126 | 156 | 362 | 861 | 2413 | 3308 | 2860 | 2502 | 2266 | 2272 | 2409 | 2533 | 2566 | 2868 | 3112 | 3149 | 2142 | 1419 | 1083 | 984 | 730 | 445 | 40987 |
| Apr-15 Friday | 3 | 322 | 148 | 120 | 162 | 314 | 717 | 1992 | 2942 | 2591 | 2382 | 2595 | 2676 | 2782 | 2727 | 2860 | 2922 | 2840 | 2406 | 1997 | 1358 | 1066 | 927 | 761 | 460 | 40067 |
| Apr-15 Saturday | 4 | 256 | 248 | 140 | 133 | 194 | 385 | 711 | 1189 | 1469 | 1558 | 1713 | 1937 | 1840 | 1979 | 2003 | 1971 | 2039 | 1867 | 1591 | 1249 | 973 | 721 | 607 | 482 | 27255 |
| Apr-15 Sunday | 5 | 271 | 130 | 117 | 59 | 114 | 364 | 473 | 681 | 903 | 1090 | 1297 | 1407 | 1536 | 1551 | 1501 | 1520 | 1561 | 1621 | 1423 | 1151 | 838 | 630 | 429 | 319 | 20986 |
| Apr-15 Monday | 6 | 220 | 122 | 80 | 138 | 293 | 902 | 2331 | 3678 | 3219 | 2381 | 2266 | 2249 | 2318 | 2338 | 2601 | 3057 | 3345 | 3236 | 2009 | 1340 | 1001 | 743 | 518 | 326 | 40711 |
| Apr-15 Tuesday | 7 | 234 | 128 | 91 | 119 | 370 | 958 | 2524 | 3680 | 3511 | 2582 | 2217 | 2128 | 2106 | 2241 | 2567 | 3020 | 3413 | 2474 | 2753 | 1493 | 1033 | 826 | 522 | 333 | 41323 |
| Apr-15 Wednesday | 8 | 224 | 122 | 107 | 124 | 329 | 950 | 2487 | 3434 | 3321 | 2344 | 824 | 982 | 2063 | 2737 | 2547 | 3145 | 3414 | 3660 | 2383 | 1422 | 1092 | 785 | 621 | 355 | 39472 |
| Apr-15 Thursday | 9 | 264 | 137 | 89 | 139 | 344 | 973 | 2551 | 3539 | 3520 | 2945 | 2556 | 2560 | 2372 | 2408 | 2685 | 3276 | 3326 | 3276 | 2261 | 1530 | 1187 | 833 | 652 | 420 | 43843 |
| Apr-15 Friday | 10 | 294 | 157 | 121 | 154 | 370 | 880 | 2411 | 3575 | 3391 | 2753 | 2557 | 2555 | 2608 | 2599 | 2739 | 3135 | 3308 | 2988 | 2113 | 1542 | 1178 | 961 | 665 | 466 | 43520 |
| Apr-15 Saturday | 11 | 313 | 216 | 164 | 123 | 195 | 387 | 805 | 1332 | 1727 | 1825 | 1979 | 2123 | 2300 | 2096 | 2044 | 1989 | 1956 | 1866 | 1433 | 1124 | 904 | 856 | 845 | 469 | 29071 |
| Apr-15 Sunday | 12 | 251 | 151 | 131 | 103 | 154 | 333 | 485 | 681 | 954 | 1432 | 1629 | 1753 | 1646 | 1640 | 1670 | 1803 | 1637 | 1437 | 1229 | 1002 | 776 | 579 | 426 | 340 | 22242 |
| Apr-15 Monday | 13 | 170 | 98 | 86 | 153 | 346 | 930 | 2201 | 3457 | 3416 | 2415 | 2010 | 1969 | 2066 | 2088 | 2370 | 2929 | 3279 | 2984 | 2247 | 1165 | 924 | 654 | 466 | 239 | 38662 |
| Apr-15 Tuesday | 14 | 199 | 121 | 61 | 138 | 380 | 967 | 2509 | 3663 | 3445 | 2425 | 2018 | 2029 | 2003 | 2087 | 2335 | 2987 | 3305 | 3181 | 1991 | 1264 | 1110 | 763 | 546 | 367 | 39894 |
| Apr-15 Wednesday | 15 | 225 | 136 | 116 | 150 | 331 | 958 | 2516 | 3554 | 3289 | 2648 | 1992 | 2038 | 2052 | 2213 | 2409 | 3063 | 3092 | 3243 | 2019 | 1249 | 895 | 659 | 460 | 330 | 39637 |
| Apr-15 Thursday | 16 | 267 | 128 | 102 | 126 | 348 | 904 | 2542 | 3765 | 3530 | 2441 | 2061 | 2120 | 2101 | 2311 | 2515 | 3165 | 3358 | 3246 | 2053 | 1387 | 1134 | 867 | 493 | 374 | 41338 |
| Apr-15 Friday | 17 | 272 | 159 | 112 | 169 | 373 | 799 | 2338 | 3287 | 3306 | 2602 | 2096 | 2278 | 2329 | 2508 | 2640 | 3429 | 3222 | 2977 | 2075 | 1376 | 1035 | 862 | 776 | 490 | 41510 |
| Apr-15 Saturday | 18 | 296 | 185 | 120 | 117 | 306 | 406 | 772 | 1251 | 1549 | 1714 | 1799 | 1990 | 2024 | 1917 | 1937 | 2029 | 2107 | 1893 | 1632 | 1202 | 970 | 851 | 625 | 441 | 28133 |
| Apr-15 Sunday | 19 | 247 | 146 | 151 | 92 | 151 | 292 | 431 | 601 | 731 | 1138 | 1332 | 1415 | 1432 | 1516 | 1728 | 1820 | 1561 | 1419 | 1133 | 872 | 654 | 457 | 424 | 252 | 19995 |
| Apr-15 Monday | 20 | 192 | 98 | 90 | 138 | 380 | 913 | 2490 | 3602 | 3055 | 2533 | 1989 | 2017 | 2033 | 2137 | 2376 | 2899 | 3261 | 3351 | 1939 | 1147 | 814 | 659 | 475 | 272 | 38860 |
| Apr-15 Tuesday | 21 | 185 | 162 | 92 | 136 | 363 | 993 | 2561 | 3630 | 3106 | 2809 | 2095 | 1993 | 2149 | 2241 | 2420 | 3042 | 3298 | 3335 | 2163 | 1357 | 946 | 738 | 519 | 305 | 40638 |
| Apr-15 Wednesday | 22 | 179 | 146 | 113 | 159 | 365 | 1065 | 2515 | 3396 | 3471 | 2677 | 2129 | 2160 | 2136 | 2235 | 2528 | 2967 | 3174 | 3403 | 2813 | 1398 | 1062 | 822 | 563 | 533 | 42009 |
| Apr-15 Thursday | 23 | 272 | 139 | 124 | 146 | 344 | 1014 | 2560 | 3499 | 3273 | 2501 | 2116 | 2262 | 2261 | 2295 | 2523 | 3220 | 1678 | 1507 | 2812 | 1453 | 1103 | 973 | 624 | 368 | 39067 |
| Apr-15 Friday | 24 | 248 | 152 | 126 | 143 | 356 | 952 | 2362 | 3366 | 3344 | 2419 | 2190 | 2371 | 2432 | 2579 | 2734 | 3363 | 3124 | 3079 | 1987 | 1521 | 1135 | 952 | 655 | 479 | 42069 |
| Apr-15 Saturday | 25 | 339 | 158 | 116 | 121 | 262 | 470 | 887 | 1393 | 1700 | 1668 | 1705 | 1910 | 1858 | 1795 | 1935 | 1936 | 1859 | 1655 | 1418 | 1063 | 808 | 736 | 563 | 368 | 26723 |
| Apr-15 Sunday | 26 | 232 | 150 | 102 | 80 | 148 | 398 | 546 | 643 | 915 | 1535 | 1700 | 1849 | 1902 | 2170 | 1908 | 1796 | 1661 | 1612 | 1341 | 1074 | 919 | 646 | 466 | 330 | 24123 |
| Apr-15 Monday | 27 | 180 | 99 | 71 | 126 | 319 | 1009 | 2539 | 3652 | 3322 | 2349 | 2131 | 2064 | 2070 | 2137 | 2312 | 3002 | 3321 | 3110 | 1879 | 1154 | 922 | 746 | 483 | 274 | 39271 |
| Apr-15 Tuesday | 28 | 194 | 92 | 109 | 140 | 353 | 961 | 2618 | 3744 | 3441 | 2485 | 2005 | 2081 | 2053 | 2208 | 2334 | 3029 | 3330 | 3151 | 2084 | 1367 | 964 | 797 | 569 | 306 | 40415 |
| Apr-15 Wednesday | 29 | 224 | 127 | 102 | 135 | 306 | 944 | 2218 | 3159 | 2946 | 2532 | 2097 | 1919 | 1832 | 1699 | 1469 | 2607 | 2982 | 2966 | 1894 | 1195 | 841 | 706 | 501 | 272 | 35673 |
| Apr-15 Thursday | 30 | 267 | 122 | 86 | 145 | 348 | 939 | 2466 | 2960 | 2998 | 2894 | 2219 | 2140 | 2262 | 2377 | 2535 | 3345 | 3358 | 3355 | 2240 | 1383 | 1157 | 857 | 609 | 408 | 41470 |
| May-15 Friday | 1 | 302 | 159 | 113 | 158 | 336 | 869 | 2520 | 3646 | 3393 | 2340 | 2194 | 2328 | 2294 | 2478 | 2754 | 3266 | 3305 | 3007 | 2149 | 1454 | 1098 | 1062 | 801 | 519 | 42545 |
| May-15 Saturday | 2 | 344 | 172 | 127 | 92 | 219 | 427 | 897 | 1591 | 1673 | 1771 | 1894 | 1998 | 2142 | 2068 | 2203 | 2094 | 2070 | 1822 | 1474 | 1144 | 955 | 778 | 622 | 411 | 28988 |
| May-15 Sunday | 3 | 231 | 419 | 183 | 106 | 165 | 324 | 464 | 650 | 841 | 1300 | 1460 | 1700 | 1794 | 1832 | 1914 | 1801 | 1968 | 1790 | 1603 | 1220 | 836 | 618 | 473 | 312 | 24004 |
| May-15 Monday | 4 | 218 | 103 | 83 | 140 | 343 | 957 | 2483 | 3520 | 3460 | 1904 | 2041 | 1860 | 2063 | 2174 | 2340 | 2984 | 2982 | 3368 | 2053 | 1184 | 913 | 682 | 506 | 274 | 38635 |
| May-15 Tuesday | 5 | 221 | 121 | 99 | 134 | 349 | 1002 | 2395 | 3198 | 3135 | 2988 | 2475 | 2141 | 2188 | 2213 | 2456 | 2935 | 3130 | 3454 | 2024 | 1285 | 951 | 798 | 558 | 460 | 40710 |

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| May-15 | Wednesday | 6 | 204 | 135 | 103 | 152 | 331 | 924 | 2664 | 3482 | 3036 | 2772 | 2161 | 2214 | 2151 | 2342 | 2538 | 2959 | 3101 | 3235 | 2573 | 1342 | 1120 | 823 | 591 | 417 | 41370 |
| May-15 | Thursday | 7 | 265 | 152 | 109 | 147 | 407 | 921 | 2583 | 3590 | 3494 | 2476 | 2126 | 2049 | 1885 | 2148 | 2214 | 2960 | 3209 | 3148 | 1894 | 1226 | 958 | 764 | 534 | 355 | 39614 |
| May-15 | Friday | 8 | 292 | 143 | 114 | 144 | 346 | 834 | 2429 | 3415 | 3429 | 2424 | 2187 | 2275 | 2404 | 2470 | 2694 | 2939 | 3227 | 2812 | 1872 | 1294 | 1114 | 864 | 756 | 529 | 41007 |
| May-15 | Saturday | 9 | 368 | 184 | 168 | 118 | 196 | 392 | 881 | 1634 | 1606 | 1694 | 1762 | 1899 | 1960 | 2083 | 2042 | 1947 | 2003 | 1875 | 1628 | 1227 | 945 | 767 | 614 | 391 | 28384 |
| May-15 | Sunday | 10 | 258 | 150 | 137 | 94 | 148 | 305 | 422 | 565 | 707 | 1204 | 1317 | 1378 | 1474 | 1655 | 1641 | 1632 | 1627 | 1538 | 1457 | 1033 | 892 | 645 | 493 | 345 | 21117 |
| May-15 | Monday | 11 | 215 | 95 | 83 | 150 | 377 | 964 | 2568 | 3621 | 3192 | 2525 | 2009 | 2286 | 2169 | 2194 | 2373 | 2919 | 3154 | 3219 | 1917 | 1189 | 852 | 655 | 524 | 304 | 39554 |
| May-15 | Tuesday | 12 | 197 | 142 | 99 | 147 | 392 | 928 | 2681 | 3656 | 3301 | 2688 | 2179 | 2206 | 2164 | 2351 | 2494 | 3106 | 3348 | 3218 | 2062 | 1305 | 923 | 742 | 615 | 341 | 41285 |
| May-15 | Wednesday | 13 | 209 | 119 | 100 | 160 | 373 | 987 | 2735 | 3665 | 3525 | 2498 | 2177 | 2185 | 2143 | 2337 | 2547 | 3075 | 3328 | 3290 | 2271 | 1337 | 968 | 824 | 592 | 397 | 41842 |
| May-15 | Thursday | 14 | 243 | 159 | 95 | 129 | 368 | 975 | 2624 | 3534 | 3296 | 2707 | 2193 | 2212 | 2282 | 2330 | 2611 | 3196 | 3449 | 3396 | 2081 | 1374 | 1227 | 898 | 667 | 373 | 42419 |
| May-15 | Friday | 15 | 294 | 175 | 114 | 171 | 409 | 883 | 2591 | 3439 | 3398 | 2545 | 2167 | 2326 | 2516 | 2495 | 2829 | 3258 | 3368 | 2951 | 2009 | 1540 | 1177 | 950 | 711 | 532 | 42848 |
| May-15 | Saturday | 16 | 323 | 186 | 153 | 143 | 219 | 386 | 891 | 1623 | 1960 | 2091 | 2115 | 2244 | 2144 | 2199 | 2024 | 2288 | 2303 | 1912 | 1780 | 1508 | 1000 | 846 | 678 | 484 | 31500 |
| May-15 | Sunday | 17 | 250 | 153 | 154 | 89 | 150 | 330 | 482 | 686 | 994 | 1414 | 1688 | 1742 | 1803 | 1867 | 1806 | 1871 | 1936 | 1510 | 1388 | 1069 | 799 | 643 | 509 | 317 | 23650 |
| May-15 | Monday | 18 | 240 | 104 | 93 | 150 | 385 | 984 | 2426 | 3625 | 3445 | 2432 | 2126 | 2120 | 2075 | 2313 | 2444 | 3153 | 3301 | 3252 | 1994 | 1239 | 963 | 622 | 463 | 270 | 40219 |
| May-15 | Tuesday | 19 | 196 | 153 | 85 | 158 | 375 | 966 | 2711 | 3580 | 3520 | 2686 | 2229 | 2168 | 2141 | 2338 | 2474 | 3016 | 3346 | 3419 | 2041 | 1268 | 950 | 688 | 591 | 511 | 41610 |
| May-15 | Wednesday | 20 | 275 | 140 | 97 | 142 | 370 | 925 | 2682 | 3624 | 3357 | 2804 | 2258 | 2253 | 2246 | 2103 | 1631 | 1539 | 2993 | 3524 | 2208 | 1266 | 982 | 833 | 601 | 345 | 39198 |
| May-15 | Thursday | 21 | 244 | 182 | 124 | 137 | 399 | 984 | 2629 | 3532 | 3151 | 2726 | 2247 | 2281 | 2342 | 2399 | 2649 | 3056 | 3449 | 3411 | 2101 | 1520 | 1208 | 863 | 696 | 461 | 42791 |
| May-15 | Friday | 22 | 300 | 151 | 122 | 161 | 384 | 855 | 2646 | 3707 | 3195 | 2536 | 2390 | 2410 | 2600 | 2629 | 2962 | 3343 | 3152 | 2887 | 2046 | 1662 | 1275 | 1157 | 964 | 562 | 44096 |
| May-15 | Saturday | 23 | 398 | 210 | 145 | 126 | 193 | 391 | 796 | 1327 | 1852 | 2074 | 2253 | 2241 | 2269 | 2328 | 2137 | 2161 | 2130 | 1975 | 1754 | 1318 | 853 | 797 | 698 | 432 | 30858 |
| May-15 | Sunday | 24 | 303 | 177 | 138 | 95 | 115 | 306 | 424 | 609 | 968 | 1604 | 1744 | 1695 | 1637 | 1716 | 1786 | 1721 | 1629 | 1543 | 1338 | 1034 | 776 | 569 | 561 | 385 | 22873 |
| May-15 | Monday | 25 | 266 | 157 | 94 | 129 | 177 | 459 | 758 | 926 | 1126 | 1513 | 1583 | 1768 | 1798 | 1770 | 1828 | 1757 | 1566 | 1398 | 1199 | 945 | 783 | 632 | 428 | 280 | 23340 |
| May-15 | Tuesday | 26 | 166 | 120 | 99 | 136 | 390 | 938 | 2651 | 3415 | 3405 | 2733 | 2211 | 2885 | 2801 | 3226 | 3141 | 3145 | 3287 | 3283 | 3508 | 3478 | 2826 | 811 | 544 | 357 | 49556 |
| May-15 | Wednesday | 27 | 220 | 132 | 94 | 148 | 387 | 944 | 2651 | 3562 | 3444 | 2690 | 2360 | 2166 | 2291 | 2328 | 2579 | 3165 | 3380 | 3402 | 2209 | 1420 | 1004 | 767 | 537 | 272 | 42152 |
| May-15 | Thursday | 28 | 258 | 145 | 111 | 165 | 362 | 1007 | 2629 | 3525 | 3377 | 2679 | 2242 | 2232 | 2266 | 2419 | 2585 | 3106 | 3353 | 3216 | 2148 | 1524 | 1141 | 837 | 706 | 428 | 42461 |
| May-15 | Friday | 29 | 274 | 173 | 132 | 185 | 363 | 891 | 2564 | 3520 | 3272 | 2506 | 2286 | 2485 | 2480 | 2631 | 2689 | 3267 | 3000 | 3068 | 1964 | 1390 | 1093 | 979 | 807 | 496 | 42515 |
| May-15 | Saturday | 30 | 352 | 160 | 143 | 131 | 231 | 441 | 1054 | 1515 | 1796 | 2027 | 2070 | 2236 | 2134 | 2141 | 2153 | 2202 | 2024 | 2038 | 1869 | 1512 | 988 | 800 | 641 | 462 | 31120 |
| May-15 | Sunday | 31 | 283 | 192 | 142 | 112 | 164 | 335 | 521 | 649 | 902 | 1321 | 1478 | 1677 | 1773 | 1799 | 1756 | 1828 | 1784 | 1630 | 1331 | 1052 | 774 | 606 | 526 | 356 | 22991 |
| Jun-15 | Monday | 1 | 196 | 113 | 100 | 152 | 358 | 929 | 2603 | 3658 | 3199 | 2402 | 2217 | 2278 | 2212 | 2250 | 2231 | 2920 | 3376 | 3270 | 2041 | 1179 | 895 | 744 | 560 | 286 | 40169 |
| Jun-15 | Tuesday | 2 | 210 | 119 | 108 | 145 | 362 | 931 | 2629 | 3647 | 3477 | 2706 | 2137 | 2187 | 2141 | 2406 | 2476 | 2946 | 3336 | 3230 | 1995 | 1255 | 918 | 691 | 519 | 326 | 40897 |
| Jun-15 | Wednesday | 3 | 269 | 143 | 113 | 126 | 350 | 850 | 2255 | 3050 | 3111 | 2581 | 1912 | 1987 | 1962 | 2232 | 2287 | 2882 | 3287 | 3635 | 2109 | 1262 | 1008 | 843 | 531 | 320 | 39105 |
| Jun-15 | Thursday | 4 | 262 | 177 | 98 | 138 | 342 | 894 | 2738 | 3308 | 3140 | 2459 | 2112 | 2367 | 2363 | 2528 | 2389 | 2778 | 3269 | 3181 | 2779 | 1572 | 1106 | 962 | 746 | 359 | 42067 |
| Jun-15 | Friday | 5 | 335 | 161 | 110 | 172 | 346 | 867 | 2531 | 3608 | 3201 | 2475 | 2246 | 2488 | 2522 | 2657 | 2733 | 2892 | 3049 | 2816 | 1957 | 1488 | 1150 | 919 | 888 | 501 | 42112 |
| Jun-15 | Saturday | 6 | 332 | 192 | 158 | 143 | 222 | 419 | 989 | 1510 | 1788 | 1944 | 2056 | 2130 | 2259 | 2077 | 2149 | 2227 | 2338 | 2181 | 2039 | 1417 | 984 | 843 | 700 | 459 | 31556 |
| Jun-15 | Sunday | 7 | 286 | 173 | 116 | 87 | 167 | 323 | 510 | 720 | 846 | 1303 | 1436 | 1648 | 1696 | 1749 | 1867 | 1894 | 1756 | 1639 | 1364 | 1069 | 786 | 749 | 681 | 641 | 23506 |
| Jun-15 | Monday | 8 | 238 | 141 | 94 | 153 | 349 | 910 | 2605 | 3649 | 3269 | 2521 | 2266 | 2273 | 2201 | 2393 | 2249 | 2764 | 3161 | 3188 | 2024 | 1251 | 920 | 673 | 507 | 307 | 40106 |
| Jun-15 | Tuesday | 9 | 174 | 157 | 102 | 145 | 409 | 913 | 2750 | 3736 | 3482 | 2511 | 2210 | 2334 | 2201 | 2332 | 2470 | 2873 | 2752 | 2726 | 1852 | 1205 | 836 | 644 | 532 | 429 | 39775 |
| Jun-15 | Wednesday | 10 | 252 | 171 | 104 | 141 | 386 | 952 | 2672 | 3528 | 3429 | 2509 | 2210 | 2169 | 2319 | 2471 | 2559 | 2915 | 3426 | 3169 | 2188 | 1467 | 1014 | 891 | 723 | 406 | 42071 |
| Jun-15 | Thursday | 11 | 281 | 146 | 130 | 147 | 372 | 906 | 2654 | 3641 | 3405 | 2672 | 2296 | 2405 | 2328 | 2410 | 2447 | 2957 | 3355 | 3069 | 2139 | 1381 | 1162 | 865 | 664 | 417 | 42249 |
| Jun-15 | Friday | 12 | 283 | 179 | 120 | 144 | 374 | 883 | 2568 | 3549 | 3106 | 1395 | 2782 | 2589 | 2502 | 2649 | 2792 | 3122 | 3173 | 2737 | 1966 | 1468 | 1048 | 885 | 723 | 474 | 41511 |
| Jun-15 | Saturday | 13 | 350 | 196 | 155 | 126 | 252 | 410 | 978 | 1482 | 1843 | 2042 | 2037 | 2154 | 2239 | 2186 | 2230 | 2207 | 2061 | 1950 | 1665 | 1226 | 913 | 749 | 707 | 483 | 30641 |
| Jun-15 | Sunday | 14 | 323 | 182 | 145 | 86 | 149 | 362 | 500 | 679 | 905 | 1372 | 1519 | 1622 | 1628 | 1789 | 1841 | 1729 | 1710 | 1698 | 1460 | 1054 | 828 | 657 | 494 | 329 | 23061 |
| Jun-15 | Monday | 15 | 224 | 119 | 124 | 147 | 399 | 970 | 2554 | 3601 | 3417 | 2435 | 2025 | 2203 | 2319 | 2317 | 2222 | 2603 | 3234 | 3278 | 1995 | 1225 | 949 | 718 | 540 | 283 | 39901 |
| Jun-15 | Tuesday | 16 | 206 | 144 | 113 | 135 | 364 | 969 | 2684 | 3690 | 3340 | 2530 | 2102 | 2318 | 2358 | 2300 | 2355 | 2877 | 3301 | 3402 | 2116 | 1312 | 1059 | 775 | 538 | 321 | 41309 |
| Jun-15 | Wednesday | 17 | 271 | 126 | 116 | 143 | 386 | 981 | 2619 | 3655 | 3394 | 2484 | 2299 | 2311 | 2258 | 2304 | 2413 | 2744 | 2880 | 3498 | 2338 | 1616 | 1082 | 810 | 639 | 319 | 41686 |
| Jun-15 | Thursday | 18 | 278 | 139 | 98 | 141 | 326 | 1091 | 2594 | 3567 | 3474 | 2550 | 2132 | 2215 | 2308 | 2318 | 2497 | 2859 | 3286 | 3319 | 1992 | 1321 | 1084 | 995 | 739 | 430 | 41753 |
| Jun-15 | Friday | 19 | 264 | 233 | 144 | 159 | 331 | 994 | 2522 | 3613 | 3289 | 2484 | 2375 | 2327 | 2429 | 2475 | 2528 | 2928 | 3325 | 2760 | 1880 | 1449 | 1076 | 860 | 706 | 474 | 41625 |
| Jun-15 | Saturday | 20 | 367 | 217 | 147 | 148 | 253 | 471 | 872 | 1414 | 1763 | 2000 | 1987 | 1988 | 2123 | 2148 | 2167 | 2265 | 2182 | 2019 | 1543 | 1169 | 989 | 834 | 707 | 441 | 30214 |
| Jun-15 | Sunday | 21 | 352 | 177 | 139 | 112 | 167 | 304 | 493 | 600 | 815 | 1283 | 1361 | 1508 | 1428 | 1657 | 1769 | 1789 | 1780 | 1673 | 1593 | 1260 | 1052 | 747 | 537 | 343 | 22939 |
| Jun-15 | Monday | 22 | 222 | 127 | 111 | 153 | 356 | 1063 | 2517 | 3580 | 2573 | 2140 | 2282 | 2210 | 2160 | 2269 | 2329 | 2745 | 3277 | 3059 | 1929 | 1224 | 840 | 659 | 510 | 296 | 38631 |
| Jun-15 | Tuesday | 23 | 206 | 127 | 101 | 157 | 341 | 1052 | 2576 | 3379 | 3553 | 2608 | 2238 | 2310 | 2191 | 2344 | 2554 | 2751 | 3379 | 3257 | 2115 | 1372 | 981 | 804 | 617 | 298 | 41311 |
| Jun-15 | Wednesday | 24 | 261 | 143 | 120 | 151 | 359 | 1045 | 2678 | 3618 | 3478 | 2736 | 2267 | 2307 | 2252 | 2380 | 2465 | 3032 | 3319 | 3239 | 2054 | 1248 | 1032 | 854 | 611 | 384 | 42033 |
| Jun-15 | Thursday | 25 | 262 | 139 | 148 | 144 | 338 | 1026 | 2590 | 3624 | 3552 | 2585 | 2279 | 2203 | 2327 | 2448 | 2511 | 2841 | 3380 | 3198 | 2107 | 1385 | 1039 | 835 | 611 | 429 | 42001 |
| Jun-15 | Friday | 26 | 336 | 190 | 152 | 175 | 354 | 959 | 2532 | 3485 | 3368 | 2679 | 2496 | 2460 | 2717 | 2660 | 2658 | 3060 | 3087 | 2606 | 1978 | 1413 | 1066 | 939 | 679 | 490 | 42539 |
| Jun-15 | Saturday | 27 | 402 | 193 | 146 | 139 | 287 | 385 | 839 | 1436 | 1752 | 1890 | 1858 | 2067 | 2100 | 2110 | 2128 | 2138 | 2194 | 2109 | 2111 | 1556 | 1023 | 813 | 663 | 478 | 30817 |
| Jun-15 | Sunday | 28 | 332 | 208 | 128 | 77 | 157 | 327 | 438 | 619 | 815 | 1269 | 1377 | 1582 | 1596 | 1739 | 1764 | 1802 | 1658 | 1595 | 1307 | 1022 | 792 | 642 | 510 | 329 | 22085 |
| Jun-15 | Monday | 29 | 253 | 113 | 113 | 160 | 388 | 1054 | 2494 | 3542 | 3333 | 2598 | 2105 | 2178 | 2169 | 2291 | 2129 | 2199 | 2887 | 3160 | 2101 | 1353 | 912 | 700 | 564 | 322 | 39118 |
| Jun-15 | Tuesday | 30 | 242 | 134 | 105 | 161 | 359 | 1066 | 2625 | 3538 | 3496 | 2664 | 2418 | 2217 | 2263 | 2390 | 2376 | 2700 | 3306 | 3463 | 2129 | 1379 | 837 | 727 | 596 | 350 | 41541 |
| Jul-15 | Wednesday | 1 | 227 | 105 | 114 | 159 | 353 | 1070 | 2633 | 3661 | 3465 | 2687 | 2285 | 2290 | 2348 | 2453 | 2533 | 2802 | 3298 | 3451 | 2205 | 1394 | 1103 | 865 | 825 | 355 | 42681 |
| Jul-15 | Thursday | 2 | 338 | 158 | 135 | 159 | 333 | 998 | 2517 | 3553 | 3279 | 2569 | 2279 | 2263 | 2401 | 2595 | 2830 | 3085 | 3432 | 3204 | 2107 | 1472 | 1249 | 1018 | 733 | 673 | 43380 |
| Jul-15 | Friday | 3 | 407 | 199 | 146 | 145 | 284 | 574 | 1457 | 2014 | 1895 | 1981 | 2058 | 2232 | 2209 | 2322 | 2103 | 2136 | 1800 | 1808 | 1692 | 1368 | 1042 | 859 | 662 | 430 | 31823 |
| Jul-15 | Saturday | 4 | 273 | 174 | 122 | 114 | 179 | 279 | 568 | 781 | 1101 | 1568 | 1522 | 1697 | 1701 | 1681 | 1696 | 1702 | 1492 | 1286 | 1109 | 975 | 703 | 578 | 639 | 433 | 22373 |
| Jul-15 | Sunday | 5 | 248 | 182 | 127 | 90 | 147 | 315 | 465 | 541 | 765 | 1131 | 1264 | 1337 | 1487 | 1641 | 1664 | 1632 | 1682 | 1550 | 1322 | 1026 | 667 | 658 | 446 | 317 | 20704 |
| Jul-15 | Monday | 6 | 228 | 157 | 73 | 153 | 302 | 868 | 2276 | 3368 | 2916 | 2343 | 2076 | 2163 | 2132 | 2194 | 2120 | 2729 | 3100 | 3231 | 1972 | 1164 | 890 | 765 | 533 | 308 | 38061 |
| Jul-15 | Tuesday | 7 | 208 | 160 | 102 | 148 | 322 | 1077 | 2424 | 3650 | 2263 | 2456 | 2255 | 2220 | 2221 | 2303 | 2269 | 2712 | 3058 | 3256 | 1989 | 1182 | 915 | 735 | 574 | 363 | 38862 |
| Jul-15 | Wednesday | 8 | 210 | 120 | 98 | 163 | 361 | 1046 | 2473 | 3568 | 3524 | 2507 | 2199 | 2206 | 2261 | 2301 | 2362 | 2758 | 3218 | 3446 | 2175 | 1320 | 994 | 800 | 607 | 357 | 41074 |

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Jul-15 Thursday | 9 | 204 | 161 | 134 | 157 | 325 | 1059 | 1980 | 3671 | 3456 | 2624 | 2294 | 2208 | 2212 | 2311 | 2435 | 2841 | 3142 | 3082 | 2163 | 1326 | 1129 | 908 | 651 | 500 | 40973 |
| Jul-15 Friday | 10 | 236 | 163 | 171 | 157 | 343 | 960 | 2404 | 3498 | 3184 | 2564 | 2216 | 2346 | 2405 | 2436 | 2719 | 2961 | 3175 | 2887 | 2001 | 1433 | 1072 | 930 | 667 | 509 | 41437 |
| Jul-15 Saturday | 11 | 377 | 204 | 154 | 117 | 208 | 442 | 788 | 1443 | 1715 | 2059 | 1998 | 2087 | 2130 | 1992 | 2083 | 2215 | 2157 | 1928 | 1631 | 1220 | 893 | 760 | 688 | 422 | 29711 |
| Jul-15 Sunday | 12 | 296 | 182 | 130 | 107 | 150 | 318 | 457 | 644 | 815 | 1251 | 1415 | 1527 | 1500 | 1715 | 1718 | 1778 | 1689 | 1537 | 1411 | 1028 | 826 | 731 | 552 | 331 | 22108 |
| Jul-15 Monday | 13 | 265 | 129 | 103 | 165 | 376 | 1031 | 2445 | 3533 | 3349 | 2464 | 2127 | 2197 | 2135 | 2377 | 2274 | 2591 | 3094 | 3301 | 2057 | 1256 | 858 | 626 | 496 | 297 | 39546 |
| Jul-15 Tuesday | 14 | 245 | 113 | 125 | 140 | 360 | 1038 | 2310 | 2935 | 3524 | 3011 | 2139 | 2240 | 2228 | 2350 | 2443 | 2769 | 3212 | 3342 | 2143 | 1432 | 957 | 718 | 509 | 302 | 40585 |
| Jul-15 Wednesday | 15 | 240 | 139 | 124 | 158 | 354 | 1016 | 2474 | 3588 | 3559 | 2575 | 2155 | 2216 | 2256 | 2536 | 2485 | 2839 | 3257 | 3335 | 2110 | 1293 | 990 | 839 | 631 | 370 | 41539 |
| Jul-15 Thursday | 16 | 264 | 132 | 130 | 145 | 344 | 1010 | 2359 | 3664 | 3536 | 2548 | 2313 | 2247 | 2302 | 2417 | 2553 | 2593 | 3139 | 3408 | 2139 | 1418 | 1033 | 843 | 663 | 462 | 41662 |
| Jul-15 Friday | 17 | 316 | 147 | 115 | 155 | 360 | 920 | 2416 | 3548 | 3250 | 2483 | 2366 | 2435 | 2501 | 2548 | 2536 | 2824 | 2954 | 2937 | 2461 | 1616 | 1085 | 914 | 677 | 522 | 42086 |
| Jul-15 Saturday | 18 | 365 | 180 | 157 | 138 | 220 | 421 | 847 | 1399 | 1770 | 1923 | 2004 | 2059 | 2112 | 2051 | 2191 | 2316 | 2289 | 2107 | 1815 | 1267 | 963 | 749 | 626 | 451 | 30420 |
| Jul-15 Sunday | 19 | 324 | 218 | 133 | 89 | 160 | 312 | 454 | 591 | 818 | 1243 | 1378 | 1552 | 1631 | 1653 | 1811 | 1692 | 1680 | 1477 | 1397 | 1039 | 763 | 656 | 556 | 324 | 21951 |
| Jul-15 Monday | 20 | 280 | 114 | 99 | 153 | 332 | 1018 | 2466 | 3542 | 3273 | 2549 | 2203 | 2174 | 2110 | 2167 | 2339 | 2745 | 3062 | 3303 | 2140 | 1231 | 912 | 737 | 522 | 350 | 39821 |
| Jul-15 Tuesday | 21 | 222 | 123 | 112 | 153 | 336 | 1007 | 2551 | 3558 | 3615 | 2983 | 2166 | 2121 | 2159 | 2343 | 2465 | 2695 | 3127 | 3264 | 2151 | 1291 | 992 | 739 | 570 | 347 | 41090 |
| Jul-15 Wednesday | 22 | 250 | 125 | 114 | 141 | 345 | 1032 | 2488 | 3501 | 3624 | 1763 | 2364 | 2202 | 2152 | 2339 | 2408 | 2750 | 3245 | 3375 | 2119 | 1369 | 1003 | 838 | 597 | 358 | 40502 |
| Jul-15 Thursday | 23 | 260 | 174 | 111 | 130 | 374 | 1039 | 2507 | 3435 | 3528 | 2713 | 2270 | 2195 | 2245 | 2365 | 2484 | 2746 | 3132 | 3057 | 2263 | 1332 | 1067 | 864 | 568 | 457 | 41316 |
| Jul-15 Friday | 24 | 278 | 145 | 130 | 143 | 345 | 962 | 2337 | 3497 | 3325 | 2549 | 2318 | 2245 | 2424 | 2525 | 2539 | 2807 | 3185 | 2886 | 2072 | 1355 | 1082 | 899 | 626 | 489 | 41163 |
| Jul-15 Saturday | 25 | 321 | 179 | 153 | 90 | 204 | 379 | 731 | 1364 | 1728 | 1967 | 2042 | 2212 | 2247 | 2065 | 2223 | 2255 | 2191 | 1899 | 1740 | 1211 | 975 | 834 | 601 | 532 | 30143 |
| Jul-15 Sunday | 26 | 313 | 167 | 140 | 97 | 157 | 287 | 472 | 616 | 878 | 1340 | 1404 | 1545 | 1531 | 1682 | 1833 | 1808 | 1771 | 1635 | 1447 | 1124 | 783 | 689 | 534 | 306 | 22559 |
| Jul-15 Monday | 27 | 240 | 120 | 120 | 154 | 332 | 1046 | 2380 | 3521 | 3307 | 2354 | 2121 | 2112 | 2215 | 2294 | 2306 | 2677 | 3083 | 3308 | 2034 | 1209 | 849 | 637 | 526 | 324 | 39269 |
| Jul-15 Tuesday | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jul-15 Wednesday | 29 | 231 | 122 | 112 | 155 | 353 | 1041 | 2517 | 3579 | 3543 | 2383 | 2250 | 2228 | 2096 | 2299 | 2456 | 2821 | 3228 | 3282 | 2112 | 1369 | 1120 | 796 | 582 | 366 | 41041 |
| Jul-15 Thursday | 30 | 227 | 136 | 117 | 149 | 348 | 997 | 2470 | 3445 | 3304 | 2650 | 2399 | 2305 | 2269 | 2458 | 2365 | 2574 | 2437 | 2753 | 2479 | 1428 | 1058 | 909 | 638 | 380 | 40295 |
| Jul-15 Friday | 31 | 286 | 155 | 123 | 150 | 362 | 949 | 2330 | 3071 | 3071 | 2581 | 2226 | 2397 | 2407 | 2520 | 2512 | 2908 | 3114 | 2811 | 2055 | 1398 | 1154 | 877 | 680 | 527 | 40664 |
| Aug-15 Saturday | 1 | 351 | 218 | 164 | 145 | 228 | 360 | 793 | 1363 | 1684 | 1714 | 1809 | 1900 | 2008 | 1854 | 1995 | 2181 | 2245 | 2029 | 2009 | 1445 | 993 | 841 | 670 | 499 | 29498 |
| Aug-15 Sunday | 2 | 301 | 231 | 149 | 102 | 170 | 297 | 459 | 593 | 812 | 1199 | 1342 | 1457 | 1456 | 1660 | 1554 | 1568 | 1694 | 1553 | 1383 | 1059 | 814 | 583 | 491 | 293 | 21220 |
| Aug-15 Monday | 3 | 214 | 123 | 100 | 167 | 325 | 1015 | 2319 | 2488 | 1062 | 2833 | 2248 | 2106 | 2113 | 2394 | 2281 | 2740 | 3033 | 3182 | 2053 | 1179 | 958 | 727 | 570 | 351 | 36581 |
| Aug-15 Tuesday | 4 | 216 | 136 | 96 | 136 | 355 | 1028 | 2361 | 3463 | 3099 | 2622 | 2147 | 2036 | 2166 | 2381 | 2298 | 2620 | 3284 | 3319 | 2292 | 1302 | 954 | 772 | 582 | 349 | 40014 |
| Aug-15 Wednesday | 5 | 249 | 152 | 126 | 151 | 354 | 991 | 2406 | 3635 | 3373 | 1127 | 2764 | 2169 | 2361 | 2403 | 2598 | 2852 | 2989 | 3627 | 2827 | 1616 | 1111 | 829 | 661 | 394 | 41765 |
| Aug-15 Thursday | 6 | 264 | 158 | 112 | 141 | 291 | 1017 | 2442 | 3451 | 3509 | 2587 | 2309 | 2213 | 2256 | 2351 | 2448 | 2520 | 2738 | 3039 | 1968 | 1342 | 1056 | 809 | 613 | 359 | 39993 |
| Aug-15 Friday | 7 | 264 | 170 | 114 | 173 | 314 | 959 | 2286 | 3586 | 3273 | 2446 | 2336 | 2392 | 2428 | 2539 | 2654 | 3071 | 3342 | 3326 | 2433 | 1551 | 1156 | 949 | 760 | 619 | 43141 |
| Aug-15 Saturday | 8 | 367 | 179 | 155 | 106 | 186 | 414 | 721 | 1338 | 1675 | 1810 | 2005 | 2125 | 2143 | 2176 | 2209 | 2322 | 2492 | 2293 | 1900 | 1301 | 1001 | 894 | 812 | 542 | 31166 |
| Aug-15 Sunday | 9 | 320 | 208 | 135 | 115 | 149 | 327 | 444 | 618 | 769 | 1310 | 1363 | 1510 | 1577 | 1709 | 1756 | 1804 | 1765 | 1644 | 1533 | 1161 | 875 | 719 | 517 | 348 | 22676 |
| Aug-15 Monday | 10 | 218 | 150 | 90 | 158 | 288 | 1035 | 2309 | 3318 | 3308 | 2536 | 2219 | 2074 | 2178 | 2321 | 2412 | 2752 | 3315 | 3337 | 2091 | 1318 | 935 | 734 | 555 | 330 | 39981 |
| Aug-15 Tuesday | 11 | 185 | 162 | 117 | 173 | 327 | 1043 | 2413 | 3456 | 2792 | 2130 | 2156 | 2096 | 2196 | 2280 | 2375 | 2664 | 2975 | 3485 | 2218 | 1332 | 1022 | 748 | 578 | 322 | 39245 |
| Aug-15 Wednesday | 12 | 230 | 132 | 111 | 143 | 295 | 1076 | 2466 | 3477 | 3485 | 2430 | 2155 | 2138 | 2202 | 2336 | 2465 | 2918 | 3528 | 3679 | 2393 | 1473 | 1037 | 864 | 588 | 397 | 42018 |
| Aug-15 Thursday | 13 | 288 | 165 | 134 | 140 | 313 | 1052 | 2444 | 3562 | 3422 | 2424 | 2093 | 2226 | 2274 | 2429 | 2477 | 2909 | 3328 | 3223 | 2148 | 1424 | 1151 | 874 | 685 | 480 | 41665 |
| Aug-15 Friday | 14 | 276 | 146 | 106 | 158 | 324 | 989 | 2277 | 3289 | 3305 | 2532 | 2317 | 2401 | 2635 | 2594 | 2692 | 2984 | 3282 | 2983 | 2170 | 1414 | 1100 | 905 | 689 | 559 | 42127 |
| Aug-15 Saturday | 15 | 343 | 185 | 129 | 118 | 195 | 409 | 816 | 1437 | 1703 | 1896 | 1898 | 2087 | 2099 | 2187 | 2122 | 2072 | 2185 | 1987 | 1895 | 1383 | 1061 | 818 | 610 | 417 | 30052 |
| Aug-15 Sunday | 16 | 309 | 176 | 142 | 104 | 143 | 335 | 482 | 589 | 817 | 1248 | 1307 | 1472 | 1471 | 1642 | 1692 | 1753 | 1621 | 1557 | 1390 | 1117 | 769 | 606 | 477 | 334 | 21553 |
| Aug-15 Monday | 17 | 233 | 124 | 105 | 140 | 290 | 981 | 2513 | 3493 | 3275 | 2373 | 1952 | 1978 | 2003 | 2261 | 2335 | 2687 | 3181 | 3279 | 2106 | 1134 | 800 | 641 | 467 | 293 | 38644 |
| Aug-15 Tuesday | 18 | 215 | 141 | 123 | 149 | 331 | 1043 | 2567 | 3664 | 3140 | 2355 | 2125 | 2050 | 2049 | 2160 | 2334 | 2648 | 3219 | 3221 | 2153 | 1213 | 820 | 610 | 466 | 338 | 39134 |
| Aug-15 Wednesday | 19 | 210 | 137 | 101 | 146 | 298 | 1047 | 2578 | 3336 | 3465 | 2661 | 1990 | 2146 | 2062 | 2353 | 2474 | 2839 | 3071 | 2071 | 2335 | 1312 | 907 | 666 | 538 | 331 | 39074 |
| Aug-15 Thursday | 20 | 233 | 138 | 95 | 134 | 296 | 1054 | 2524 | 3629 | 3523 | 2284 | 2103 | 1866 | 1861 | 2262 | 2499 | 2753 | 3232 | 3253 | 2111 | 1244 | 984 | 732 | 611 | 327 | 39748 |
| Aug-15 Friday | 21 | 255 | 147 | 144 | 167 | 286 | 986 | 2439 | 3571 | 2627 | 2545 | 2118 | 2176 | 2406 | 2496 | 2649 | 3119 | 3300 | 2930 | 2051 | 1397 | 988 | 827 | 808 | 475 | 40907 |
| Aug-15 Saturday | 22 | 334 | 195 | 130 | 110 | 244 | 380 | 800 | 1412 | 1674 | 1838 | 1777 | 2087 | 2097 | 2017 | 2022 | 1980 | 1893 | 1886 | 1593 | 1144 | 964 | 746 | 521 | 399 | 28243 |
| Aug-15 Sunday | 23 | 256 | 138 | 127 | 89 | 119 | 288 | 407 | 590 | 785 | 1190 | 1274 | 1473 | 1413 | 1605 | 1718 | 1753 | 1672 | 1487 | 1417 | 977 | 716 | 593 | 426 | 278 | 20791 |
| Aug-15 Monday | 24 | 177 | 100 | 79 | 142 | 298 | 1053 | 2506 | 3472 | 3387 | 2325 | 2079 | 2026 | 2121 | 2238 | 2231 | 2749 | 3002 | 3233 | 2074 | 1241 | 946 | 617 | 449 | 287 | 38832 |
| Aug-15 Tuesday | 25 | 187 | 112 | 105 | 156 | 296 | 1034 | 2656 | 3550 | 3269 | 2778 | 1960 | 1912 | 2145 | 2150 | 2459 | 2852 | 3318 | 3289 | 2087 | 1256 | 916 | 707 | 542 | 300 | 40036 |
| Aug-15 Wednesday | 26 | 211 | 122 | 127 | 153 | 290 | 1082 | 2594 | 3604 | 3515 | 2419 | 2045 | 1945 | 2125 | 2250 | 2468 | 2974 | 3292 | 3393 | 2201 | 1333 | 1041 | 702 | 515 | 305 | 40706 |
| Aug-15 Thursday | 27 | 226 | 132 | 103 | 116 | 305 | 1092 | 2658 | 3624 | 3600 | 2424 | 2106 | 2103 | 2139 | 2203 | 2483 | 2798 | 3103 | 3180 | 2164 | 1465 | 987 | 786 | 558 | 376 | 40731 |
| Aug-15 Friday | 28 | 252 | 137 | 139 | 159 | 279 | 904 | 2570 | 3482 | 3294 | 2367 | 2161 | 2233 | 2307 | 2144 | 2893 | 3128 | 3168 | 2526 | 2505 | 1462 | 1090 | 875 | 892 | 490 | 41457 |
| Aug-15 Saturday | 29 | 372 | 204 | 144 | 126 | 198 | 401 | 848 | 1374 | 1685 | 1734 | 1803 | 1926 | 1916 | 2184 | 1991 | 2023 | 1899 | 1713 | 1485 | 1154 | 848 | 777 | 553 | 388 | 27746 |
| Aug-15 Sunday | 30 | 241 | 161 | 110 | 104 | 128 | 303 | 402 | 497 | 769 | 1082 | 1162 | 1267 | 1305 | 1494 | 1585 | 1699 | 1487 | 1388 | 1170 | 856 | 628 | 510 | 396 | 249 | 18993 |
| Aug-15 Monday | 31 | 162 | 83 | 85 | 144 | 307 | 897 | 1818 | 2394 | 2417 | 1681 | 2177 | 1926 | 1898 | 1984 | 2158 | 2677 | 3015 | 3022 | 2015 | 1173 | 809 | 602 | 414 | 295 | 34153 |
| Sep-15 Tuesday | 1 | 171 | 131 | 110 | 130 | 311 | 1081 | 2494 | 3356 | 3496 | 2613 | 2115 | 2127 | 2171 | 2157 | 2448 | 2891 | 3274 | 3302 | 2000 | 1268 | 853 | 690 | 513 | 291 | 39993 |
| Sep-15 Wednesday | 2 | 181 | 122 | 115 | 143 | 300 | 1052 | 2516 | 3515 | 3426 | 2663 | 1994 | 2085 | 2129 | 2265 | 2405 | 2891 | 3472 | 3299 | 2107 | 1308 | 996 | 796 | 541 | 361 | 40682 |
| Sep-15 Thursday | 3 | 243 | 152 | 122 | 160 | 310 | 1118 | 2668 | 3505 | 3566 | 2595 | 2181 | 2143 | 2149 | 2340 | 2571 | 3030 | 3452 | 3300 | 2015 | 1262 | 1034 | 782 | 817 | 448 | 41963 |
| Sep-15 Friday | 4 | 309 | 193 | 147 | 163 | 288 | 942 | 2531 | 3419 | 3330 | 2415 | 2224 | 2287 | 2565 | 2703 | 2935 | 3027 | 1855 | 3119 | 2247 | 1689 | 1218 | 1181 | 1008 | 578 | 42373 |
| Sep-15 Saturday | 5 | 379 | 241 | 146 | 117 | 164 | 388 | 715 | 1312 | 1575 | 1561 | 1838 | 1986 | 2062 | 1964 | 2065 | 1893 | 1876 | 1706 | 1362 | 1049 | 839 | 758 | 601 | 411 | 27008 |
| Sep-15 Sunday | 6 | 283 | 165 | 115 | 87 | 133 | 243 | 414 | 565 | 700 | 1081 | 1240 | 1449 | 1388 | 1518 | 1618 | 1563 | 1656 | 1419 | 1272 | 919 | 676 | 582 | 483 | 316 | 19885 |
| Sep-15 Monday | 7 | 211 | 153 | 106 | 116 | 165 | 343 | 626 | 807 | 883 | 1074 | 1282 | 1353 | 1528 | 1619 | 1740 | 1767 | 1696 | 1437 | 1265 | 1117 | 779 | 639 | 477 | 268 | 21451 |
| Sep-15 Tuesday | 8 | 160 | 79 | 78 | 128 | 327 | 1105 | 2488 | 3564 | 3592 | 2425 | 2059 | 2047 | 2178 | 2238 | 2474 | 2856 | 3328 | 3308 | 2056 | 1316 | 926 | 734 | 507 | 264 | 40237 |
| Sep-15 Wednesday | 9 | 177 | 112 | 96 | 162 | 321 | 1060 | 2469 | 3516 | 3451 | 2724 | 2098 | 2112 | 2199 | 2251 | 2481 | 2902 | 3241 | 3474 | 2207 | 1311 | 1044 | 725 | 542 | 328 | 41003 |
| Sep-15 Thursday | 10 | 178 | 139 | 106 | 125 | 311 | 1040 | 2439 | 1880 | 3020 | 3210 | 2213 | 2133 | 2210 | 2291 | 2509 | 2970 | 3271 | 3396 | 2164 | 1445 | 1360 | 773 | 599 | 321 | 40103 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sep-15 Friday | 11 | 256 | 140 | 155 | 147 | 306 | 1061 | 2411 | 3345 | 3346 | 2576 | 2189 | 2268 | 2484 | 2443 | 2707 | 3216 | 3332 | 2958 | 2151 | 1433 | 1042 | 834 | 702 | 489 | 41991 |
| Sep-15 Saturday | 12 | 271 | 163 | 222 | 108 | 213 | 475 | 1069 | 1595 | 1687 | 1595 | 1564 | 1677 | 1815 | 1904 | 1935 | 1884 | 1873 | 1805 | 1623 | 1143 | 821 | 824 | 557 | 437 | 27260 |
| Sep-15 Sunday | 13 | 284 | 261 | 177 | 111 | 138 | 328 | 454 | 581 | 797 | 1195 | 1252 | 1590 | 1656 | 1636 | 1983 | 1884 | 1823 | 1647 | 1385 | 1068 | 804 | 598 | 491 | 260 | 22403 |
| Sep-15 Monday | 14 | 216 | 105 | 97 | 123 | 334 | 1040 | 2583 | 3450 | 3304 | 2349 | 2036 | 2033 | 2098 | 2214 | 2436 | 2500 | 2935 | 3041 | 2148 | 1288 | 924 | 663 | 448 | 236 | 38601 |
| Sep-15 Tuesday | 15 | 178 | 109 | 97 | 135 | 325 | 1028 | 2649 | 2854 | 3155 | 2816 | 2146 | 2015 | 2216 | 2215 | 2365 | 2965 | 3339 | 3273 | 2079 | 1399 | 1039 | 736 | 476 | 281 | 39890 |
| Sep-15 Wednesday | 16 | 221 | 130 | 111 | 156 | 337 | 1052 | 2613 | 3501 | 3421 | 2623 | 2065 | 2101 | 2201 | 2268 | 2510 | 3068 | 3415 | 3371 | 2224 | 1377 | 989 | 719 | 531 | 300 | 41304 |
| Sep-15 Thursday | 17 | 167 | 121 | 96 | 154 | 323 | 1094 | 2409 | 2706 | 3030 | 2950 | 2121 | 2153 | 2171 | 2225 | 2299 | 2947 | 3329 | 3232 | 2176 | 1415 | 1125 | 763 | 689 | 416 | 40111 |
| Sep-15 Friday | 18 | 273 | 132 | 93 | 133 | 353 | 1014 | 2519 | 3424 | 3467 | 2349 | 1964 | 2101 | 2321 | 2436 | 2725 | 3254 | 3323 | 3069 | 2235 | 1471 | 1013 | 914 | 954 | 547 | 42084 |
| Sep-15 Saturday | 19 | 313 | 170 | 128 | 112 | 220 | 526 | 936 | 1528 | 1805 | 1906 | 1984 | 2118 | 2070 | 2083 | 2053 | 1935 | 1821 | 2053 | 1714 | 1341 | 830 | 746 | 551 | 380 | 29323 |
| Sep-15 Sunday | 20 | 250 | 162 | 145 | 106 | 142 | 316 | 477 | 690 | 825 | 1338 | 1412 | 1576 | 1685 | 1788 | 1887 | 1886 | 1754 | 1589 | 1368 | 1070 | 773 | 613 | 457 | 266 | 22575 |
| Sep-15 Monday | 21 | 193 | 118 | 75 | 149 | 365 | 1037 | 2659 | 2659 | 3334 | 2456 | 2054 | 2058 | 2184 | 2116 | 2347 | 2840 | 3296 | 3400 | 2111 | 1374 | 878 | 620 | 487 | 287 | 39097 |
| Sep-15 Tuesday | 22 | 187 | 113 | 100 | 143 | 379 | 1032 | 2749 | 3579 | 3545 | 2533 | 2038 | 2035 | 1937 | 2087 | 2330 | 2885 | 3410 | 3359 | 2256 | 1249 | 957 | 677 | 507 | 299 | 40386 |
| Sep-15 Wednesday | 23 | 209 | 102 | 108 | 134 | 331 | 1066 | 2693 | 3437 | 2873 | 2602 | 2027 | 2095 | 2128 | 2331 | 2237 | 2910 | 3297 | 3415 | 2138 | 1312 | 938 | 733 | 528 | 266 | 39910 |
| Sep-15 Thursday | 24 | 205 | 117 | 96 | 138 | 378 | 1055 | 2717 | 3468 | 3124 | 2500 | 2106 | 2107 | 2067 | 2055 | 2265 | 2853 | 3228 | 3171 | 2047 | 1331 | 967 | 769 | 561 | 366 | 39691 |
| Sep-15 Friday | 25 | 283 | 136 | 103 | 146 | 355 | 1086 | 2507 | 3516 | 3228 | 2365 | 2058 | 2229 | 2358 | 2584 | 2749 | 3209 | 3373 | 3125 | 3144 | 1643 | 1088 | 940 | 865 | 514 | 43604 |
| Sep-15 Saturday | 26 | 329 | 184 | 134 | 113 | 250 | 620 | 1112 | 1501 | 1722 | 1700 | 1683 | 1909 | 1933 | 1889 | 1887 | 1783 | 1801 | 1860 | 1729 | 1279 | 858 | 851 | 664 | 408 | 28199 |
| Sep-15 Sunday | 27 | 233 | 140 | 109 | 85 | 137 | 335 | 539 | 699 | 907 | 1366 | 1374 | 1723 | 1642 | 1666 | 1667 | 1708 | 1721 | 1465 | 1303 | 1017 | 792 | 598 | 445 | 238 | 21909 |
| Sep-15 Monday | 28 | 147 | 77 | 79 | 147 | 374 | 1051 | 2588 | 3640 | 3170 | 2501 | 2015 | 1992 | 1999 | 2177 | 2258 | 2821 | 3236 | 3291 | 2110 | 1265 | 850 | 581 | 454 | 257 | 39080 |
| Sep-15 Tuesday | 29 | 201 | 108 | 98 | 147 | 381 | 1031 | 2539 | 3485 | 3376 | 2582 | 2032 | 2012 | 2096 | 2182 | 1975 | 2928 | 3418 | 3418 | 2111 | 1251 | 927 | 656 | 468 | 295 | 39717 |
| Sep-15 Wednesday | 30 | 190 | 110 | 92 | 149 | 337 | 1049 | 2666 | 3353 | 3390 | 2593 | 2064 | 2124 | 2193 | 2196 | 2477 | 2940 | 3069 | 2868 | 2114 | 1319 | 992 | 699 | 549 | 335 | 39868 |
| Oct-15 Thursday | 1 | 257 | 135 | 91 | 168 | 357 | 1009 | 2579 | 3457 | 3554 | 2641 | 2122 | 2185 | 2082 | 2046 | 2488 | 2911 | 2936 | 2988 | 2038 | 1230 | 823 | 720 | 569 | 300 | 39686 |
| Oct-15 Friday | 2 | 257 | 157 | 91 | 143 | 390 | 881 | 2100 | 2964 | 2499 | 2103 | 1842 | 2033 | 2249 | 2252 | 2406 | 2457 | 2555 | 2249 | 1544 | 974 | 632 | 552 | 510 | 334 | 34174 |
| Oct-15 Saturday | 3 | 223 | 142 | 128 | 75 | 187 | 383 | 605 | 765 | 934 | 947 | 932 | 1119 | 1054 | 1052 | 965 | 897 | 864 | 780 | 662 | 520 | 350 | 306 | 233 | 175 | 14298 |
| Oct-15 Sunday | 4 | 129 | 67 | 53 | 49 | 94 | 221 | 304 | 362 | 442 | 563 | 734 | 888 | 875 | 989 | 995 | 1006 | 1004 | 971 | 818 | 607 | 385 | 308 | 268 | 102 | 12234 |
| Oct-15 Monday | 5 | 117 | 35 | 50 | 69 | 192 | 616 | 1455 | 2076 | 1886 | 1558 | 1541 | 1442 | 1497 | 1521 | 1704 | 1847 | 2040 | 2288 | 1401 | 868 | 596 | 502 | 332 | 227 | 25860 |
| Oct-15 Tuesday | 6 | 178 | 95 | 71 | 106 | 359 | 950 | 2384 | 3289 | 3113 | 2340 | 1996 | 1900 | 1963 | 2136 | 2038 | 2474 | 2980 | 3129 | 2076 | 1323 | 862 | 631 | 578 | 278 | 37249 |
| Oct-15 Wednesday | 7 | 149 | 117 | 93 | 156 | 284 | 1088 | 2214 | 1173 | 2811 | 3176 | 2592 | 2001 | 2117 | 2239 | 2416 | 2901 | 3228 | 3412 | 2251 | 1385 | 929 | 780 | 590 | 332 | 38434 |
| Oct-15 Thursday | 8 | 264 | 116 | 101 | 169 | 341 | 1054 | 2555 | 3036 | 2917 | 2918 | 2280 | 2119 | 2186 | 2417 | 2639 | 3049 | 3316 | 3258 | 2393 | 1535 | 1067 | 776 | 655 | 391 | 41552 |
| Oct-15 Friday | 9 | 315 | 134 | 104 | 157 | 337 | 1003 | 2677 | 2061 | 2214 | 3035 | 2302 | 2308 | 2469 | 2743 | 2832 | 3274 | 3413 | 3122 | 2372 | 1904 | 1217 | 1134 | 943 | 558 | 42628 |
| Oct-15 Saturday | 10 | 392 | 208 | 152 | 115 | 234 | 479 | 826 | 1443 | 1709 | 1710 | 1772 | 1865 | 1931 | 1822 | 1912 | 1955 | 1735 | 1513 | 1443 | 1165 | 896 | 792 | 576 | 449 | 27094 |
| Oct-15 Sunday | 11 | 283 | 157 | 117 | 90 | 147 | 324 | 475 | 616 | 816 | 1099 | 1297 | 1509 | 1549 | 1821 | 1714 | 1628 | 1700 | 1663 | 1484 | 1103 | 771 | 700 | 512 | 296 | 21871 |
| Oct-15 Monday | 12 | 212 | 99 | 87 | 129 | 323 | 1036 | 2639 | 3317 | 3075 | 2313 | 2112 | 2108 | 2164 | 2215 | 2458 | 3001 | 3043 | 3122 | 2000 | 1301 | 946 | 715 | 502 | 302 | 39219 |
| Oct-15 Tuesday | 13 | 187 | 107 | 74 | 138 | 316 | 1051 | 2699 | 3330 | 3433 | 2705 | 2099 | 2063 | 2160 | 2231 | 2434 | 2988 | 3344 | 3391 | 2235 | 1430 | 939 | 704 | 499 | 273 | 40830 |
| Oct-15 Wednesday | 14 | 218 | 115 | 102 | 144 | 309 | 1092 | 2657 | 3351 | 3285 | 2759 | 2180 | 2165 | 2278 | 2238 | 2563 | 2955 | 3225 | 3221 | 2346 | 1410 | 1122 | 850 | 545 | 287 | 41417 |
| Oct-15 Thursday | 15 | 214 | 131 | 107 | 136 | 320 | 1067 | 2564 | 3275 | 3340 | 2581 | 2216 | 2121 | 2237 | 2429 | 2612 | 3071 | 3505 | 3242 | 2538 | 1566 | 1063 | 795 | 608 | 372 | 42110 |
| Oct-15 Friday | 16 | 310 | 141 | 145 | 167 | 296 | 1003 | 2525 | 3325 | 3282 | 2678 | 2127 | 2254 | 2504 | 2585 | 2886 | 3092 | 3266 | 2882 | 2051 | 1616 | 1108 | 892 | 926 | 478 | 42539 |
| Oct-15 Saturday | 17 | 327 | 194 | 138 | 97 | 233 | 525 | 1156 | 1828 | 1843 | 1710 | 1696 | 1921 | 2001 | 2077 | 2100 | 2105 | 2006 | 1798 | 1614 | 1302 | 1026 | 928 | 748 | 491 | 29864 |
| Oct-15 Sunday | 18 | 282 | 153 | 123 | 76 | 135 | 293 | 455 | 594 | 785 | 1156 | 1333 | 1780 | 1829 | 1939 | 1905 | 1862 | 1836 | 1698 | 1500 | 1168 | 866 | 685 | 559 | 259 | 23271 |
| Oct-15 Monday | 19 | 207 | 103 | 86 | 168 | 352 | 1021 | 2534 | 3309 | 3350 | 2312 | 2059 | 1980 | 2191 | 2139 | 2385 | 2848 | 3380 | 3286 | 2096 | 1385 | 932 | 713 | 520 | 285 | 39641 |
| Oct-15 Tuesday | 20 | 188 | 116 | 111 | 154 | 351 | 1089 | 2576 | 3272 | 3321 | 2236 | 2085 | 2051 | 2175 | 2255 | 2328 | 3015 | 3309 | 3385 | 2167 | 1379 | 1013 | 760 | 562 | 346 | 40244 |
| Oct-15 Wednesday | 21 | 210 | 115 | 90 | 136 | 287 | 1045 | 2609 | 3399 | 3415 | 2391 | 2068 | 2048 | 2173 | 2107 | 2550 | 2992 | 3315 | 3029 | 2228 | 1437 | 917 | 791 | 645 | 308 | 40305 |
| Oct-15 Thursday | 22 | 230 | 136 | 105 | 138 | 309 | 1101 | 2562 | 3072 | 3348 | 2906 | 2182 | 2284 | 2330 | 2345 | 2550 | 3004 | 3471 | 2496 | 2525 | 1597 | 1110 | 841 | 633 | 356 | 41631 |
| Oct-15 Friday | 23 | 287 | 129 | 110 | 141 | 319 | 1000 | 2552 | 3279 | 2933 | 2655 | 2245 | 2264 | 2447 | 2590 | 2921 | 3220 | 3229 | 2956 | 2102 | 1648 | 1147 | 984 | 996 | 484 | 42638 |
| Oct-15 Saturday | 24 | 341 | 175 | 147 | 105 | 188 | 422 | 900 | 1413 | 1872 | 1714 | 1704 | 1898 | 2054 | 1960 | 2003 | 1807 | 1964 | 1769 | 1604 | 1338 | 1018 | 1077 | 746 | 525 | 28744 |
| Oct-15 Sunday | 25 | 278 | 187 | 101 | 92 | 143 | 286 | 476 | 582 | 798 | 1164 | 1299 | 1658 | 1641 | 1852 | 1882 | 1840 | 1780 | 1668 | 1526 | 1216 | 802 | 591 | 541 | 272 | 22675 |
| Oct-15 Monday | 26 | 196 | 78 | 96 | 132 | 300 | 1062 | 2367 | 3357 | 3419 | 2719 | 2072 | 1968 | 2106 | 2156 | 2498 | 2976 | 3344 | 3280 | 2031 | 1260 | 813 | 644 | 601 | 272 | 39747 |
| Oct-15 Tuesday | 27 | 191 | 105 | 75 | 117 | 345 | 1081 | 2430 | 3321 | 2961 | 2728 | 2050 | 1943 | 2032 | 2052 | 2280 | 2846 | 3044 | 3168 | 2005 | 1279 | 933 | 658 | 561 | 275 | 38480 |
| Oct-15 Wednesday | 28 | 207 | 109 | 82 | 128 | 315 | 1079 | 2388 | 3474 | 3329 | 2420 | 2129 | 2048 | 2120 | 2296 | 2551 | 2829 | 3274 | 3339 | 2181 | 1471 | 959 | 793 | 579 | 348 | 40448 |
| Oct-15 Thursday | 29 | 185 | 126 | 118 | 140 | 345 | 1061 | 2629 | 3412 | 3364 | 2626 | 2170 | 2266 | 2233 | 2309 | 2499 | 2989 | 3513 | 2444 | 2469 | 1551 | 1138 | 851 | 671 | 348 | 41457 |
| Oct-15 Friday | 30 | 258 | 112 | 103 | 149 | 327 | 1005 | 2407 | 3405 | 3354 | 2718 | 2165 | 2224 | 2303 | 2407 | 2821 | 3109 | 3303 | 2804 | 2334 | 1701 | 1152 | 1002 | 852 | 537 | 42552 |
| Oct-15 Saturday | 31 | 304 | 208 | 133 | 100 | 155 | 387 | 831 | 1205 | 1584 | 1543 | 1621 | 1821 | 1791 | 1845 | 1777 | 1871 | 1823 | 1692 | 1468 | 1037 | 881 | 825 | 667 | 497 | 26066 |
| Nov-15 Sunday | 1 | 290 | 173 | 139 | 94 | 229 | 312 | 448 | 645 | 813 | 1144 | 1224 | 1429 | 1398 | 1436 | 1612 | 1648 | 1682 | 1539 | 1309 | 990 | 749 | 545 | 351 | 237 | 20436 |
| Nov-15 Monday | 2 | 175 | 96 | 79 | 135 | 347 | 1221 | 2882 | 3520 | 3297 | 2277 | 2021 | 2011 | 2068 | 2023 | 2502 | 2910 | 3309 | 2847 | 1972 | 1107 | 833 | 666 | 454 | 245 | 38997 |
| Nov-15 Tuesday | 3 | 166 | 95 | 126 | 152 | 322 | 1131 | 2574 | 3267 | 3018 | 2290 | 1962 | 1857 | 2018 | 2185 | 2206 | 2768 | 3259 | 3087 | 1880 | 1071 | 763 | 667 | 560 | 252 | 37676 |
| Nov-15 Wednesday | 4 | 185 | 86 | 109 | 127 | 376 | 1146 | 2628 | 3321 | 3227 | 2593 | 2080 | 2098 | 2005 | 2200 | 2458 | 3033 | 3352 | 3378 | 2018 | 1159 | 981 | 841 | 691 | 303 | 40395 |
| Nov-15 Thursday | 5 | 211 | 96 | 122 | 165 | 386 | 1202 | 2895 | 3410 | 3428 | 2484 | 2073 | 2141 | 2121 | 2282 | 2584 | 3010 | 3420 | 3330 | 2008 | 1276 | 1099 | 870 | 758 | 354 | 41725 |
| Nov-15 Friday | 6 | 223 | 158 | 125 | 154 | 408 | 1111 | 2909 | 3648 | 3097 | 2410 | 2270 | 2134 | 2434 | 2442 | 2801 | 3186 | 3242 | 2933 | 1913 | 1334 | 908 | 870 | 787 | 511 | 42008 |
| Nov-15 Saturday | 7 | 380 | 212 | 126 | 114 | 280 | 589 | 1014 | 1465 | 1623 | 1588 | 1565 | 1775 | 1994 | 1968 | 2018 | 2100 | 1800 | 1689 | 1349 | 1027 | 830 | 730 | 684 | 536 | 27456 |
| Nov-15 Sunday | 8 | 422 | 227 | 99 | 99 | 189 | 344 | 497 | 588 | 709 | 1078 | 1145 | 1360 | 1482 | 1540 | 1627 | 1671 | 1610 | 1573 | 1425 | 850 | 728 | 605 | 422 | 264 | 20554 |
| Nov-15 Monday | 9 | 180 | 90 | 64 | 136 | 394 | 1052 | 2230 | 2813 | 2546 | 2277 | 1898 | 1891 | 1990 | 1956 | 2293 | 2627 | 3148 | 3148 | 1751 | 1065 | 767 | 590 | 476 | 240 | 35622 |
| Nov-15 Tuesday | 10 | 176 | 98 | 65 | 149 | 379 | 1088 | 2731 | 3406 | 3492 | 2368 | 2075 | 2126 | 2070 | 2291 | 2437 | 2962 | 3360 | 3308 | 2030 | 1197 | 858 | 646 | 445 | 266 | 40023 |
| Nov-15 Wednesday | 11 | 190 | 109 | 91 | 121 | 287 | 1081 | 2823 | 3303 | 3231 | 2270 | 2124 | 2209 | 2165 | 2248 | 2433 | 2765 | 2932 | 2922 | 1953 | 1216 | 895 | 718 | 520 | 267 | 38873 |
| Nov-15 Thursday | 12 | 180 | 91 | 84 | 163 | 321 | 1100 | 2876 | 3476 | 3500 | 2598 | 2176 | 2186 | 2213 | 2273 | 2597 | 2882 | 3307 | 3242 | 2101 | 1239 | 944 | 699 | 556 | 331 | 41135 |
| Nov-15 Friday | 13 | 250 | 91 | 121 | 156 | 307 | 1085 | 2772 | 3387 | 3336 | 2657 | 2228 | 2212 | 2487 | 2586 | 2686 | 2977 | 3221 | 2930 | 1949 | 1378 | 983 | 922 | 783 | 427 | 41931 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nov-15 | Saturday | 14 | 314 | 169 | 140 | 111 | 200 | 424 | 999 | 1454 | 1605 | 1615 | 1824 | 1929 | 1938 | 1869 | 1968 | 1986 | 1924 | 1753 | 1562 | 1061 | 772 | 744 | 657 | 405 | 27423 |
| Nov-15 | Sunday | 15 | 192 | 146 | 120 | 106 | 143 | 315 | 429 | 568 | 716 | 1067 | 1245 | 1446 | 1503 | 1656 | 1722 | 1756 | 1867 | 1559 | 1334 | 1008 | 676 | 595 | 413 | 247 | 20829 |
| Nov-15 | Monday | 16 | 163 | 100 | 81 | 146 | 327 | 1136 | 2473 | 3344 | 3345 | 2672 | 2148 | 2044 | 2107 | 2189 | 2345 | 3026 | 3257 | 3262 | 1964 | 1155 | 814 | 636 | 429 | 271 | 39434 |
| Nov-15 | Tuesday | 17 | 157 | 92 | 77 | 159 | 330 | 1126 | 2847 | 2804 | 2850 | 2838 | 2075 | 1963 | 2139 | 2158 | 2546 | 2889 | 3342 | 3212 | 2067 | 1142 | 864 | 687 | 422 | 295 | 39081 |
| Nov-15 | Wednesday | 18 | 211 | 111 | 76 | 145 | 333 | 1092 | 2150 | 3248 | 3507 | 2573 | 2187 | 2150 | 2024 | 2264 | 2549 | 2920 | 2118 | 2027 | 2701 | 1271 | 912 | 723 | 479 | 320 | 38091 |
| Nov-15 | Thursday | 19 | 197 | 99 | 91 | 139 | 327 | 1107 | 2407 | 3280 | 3148 | 2445 | 1892 | 2000 | 2079 | 2239 | 2585 | 2932 | 3409 | 3197 | 1951 | 1300 | 940 | 877 | 500 | 326 | 39467 |
| Nov-15 | Friday | 20 | 198 | 176 | 142 | 131 | 334 | 1058 | 2718 | 3386 | 3253 | 2433 | 2216 | 2259 | 2419 | 2384 | 2793 | 3296 | 3171 | 2902 | 1842 | 1332 | 939 | 843 | 698 | 499 | 41422 |
| Nov-15 | Saturday | 21 | 309 | 153 | 108 | 119 | 214 | 488 | 964 | 1391 | 1649 | 1588 | 1600 | 1789 | 1745 | 1988 | 2006 | 1890 | 1847 | 1820 | 1491 | 1074 | 805 | 660 | 531 | 405 | 26634 |
| Nov-15 | Sunday | 22 | 202 | 161 | 115 | 76 | 145 | 331 | 499 | 565 | 739 | 1084 | 1165 | 1342 | 1450 | 1627 | 1721 | 1841 | 1668 | 1478 | 1202 | 1040 | 684 | 606 | 448 | 272 | 20461 |
| Nov-15 | Monday | 23 | 134 | 84 | 91 | 154 | 311 | 1134 | 2663 | 3283 | 3052 | 2247 | 2123 | 2168 | 2229 | 2330 | 2479 | 2815 | 3175 | 3188 | 1966 | 1251 | 873 | 614 | 531 | 326 | 39221 |
| Nov-15 | Tuesday | 24 | 155 | 109 | 103 | 157 | 338 | 1053 | 2609 | 3323 | 3094 | 2389 | 2304 | 2275 | 2312 | 2465 | 2612 | 2928 | 3265 | 3097 | 1985 | 1403 | 987 | 781 | 641 | 461 | 40846 |
| Nov-15 | Wednesday | 25 | 328 | 151 | 121 | 162 | 322 | 979 | 2518 | 3181 | 2635 | 2176 | 2150 | 2335 | 2447 | 2521 | 2779 | 2694 | 2649 | 2252 | 1759 | 1240 | 917 | 805 | 672 | 407 | 38200 |
| Nov-15 | Thursday | 26 | 272 | 131 | 98 | 80 | 107 | 222 | 382 | 504 | 573 | 746 | 1036 | 1310 | 1550 | 1385 | 1230 | 1150 | 1133 | 1119 | 1058 | 971 | 862 | 706 | 592 | 356 | 17573 |
| Nov-15 | Friday | 27 | 277 | 179 | 132 | 118 | 223 | 588 | 1094 | 1309 | 1410 | 1502 | 1564 | 1741 | 1826 | 1979 | 1952 | 1916 | 1858 | 1726 | 1405 | 1059 | 720 | 642 | 587 | 368 | 26175 |
| Nov-15 | Saturday | 28 | 230 | 149 | 113 | 126 | 166 | 444 | 715 | 939 | 1136 | 1273 | 1475 | 1743 | 1668 | 1609 | 1662 | 1624 | 1808 | 1753 | 1444 | 1147 | 828 | 628 | 574 | 327 | 23581 |
| Nov-15 | Sunday | 29 | 237 | 164 | 130 | 94 | 138 | 346 | 427 | 540 | 678 | 1077 | 1332 | 1398 | 1538 | 1494 | 1746 | 1818 | 1726 | 1594 | 1305 | 918 | 698 | 612 | 414 | 297 | 20721 |
| Nov-15 | Monday | 30 | 182 | 99 | 87 | 135 | 315 | 1126 | 2645 | 3612 | 2967 | 2245 | 2067 | 2001 | 2088 | 2203 | 2484 | 3012 | 3303 | 3309 | 2005 | 1151 | 781 | 614 | 431 | 251 | 39113 |
| Dec-15 | Tuesday | 1 | 172 | 97 | 86 | 127 | 318 | 1185 | 2727 | 3483 | 3282 | 2189 | 2160 | 1925 | 2120 | 2276 | 2471 | 3001 | 3307 | 3119 | 2162 | 1144 | 873 | 666 | 477 | 306 | 39673 |
| Dec-15 | Wednesday | 2 | 137 | 106 | 91 | 127 | 309 | 1125 | 2738 | 3550 | 2920 | 2599 | 1940 | 2166 | 2206 | 2220 | 2487 | 2993 | 3083 | 3098 | 2002 | 1141 | 857 | 640 | 474 | 338 | 39347 |
| Dec-15 | Thursday | 3 | 186 | 97 | 93 | 126 | 356 | 1141 | 2726 | 3461 | 3363 | 2416 | 2024 | 2006 | 2123 | 2221 | 2510 | 2970 | 3468 | 3294 | 1834 | 1418 | 936 | 719 | 531 | 330 | 40349 |
| Dec-15 | Friday | 4 | 243 | 104 | 101 | 157 | 336 | 1103 | 2681 | 3604 | 3170 | 2242 | 1642 | 2225 | 2388 | 2509 | 2743 | 3277 | 3329 | 2842 | 2022 | 1286 | 917 | 829 | 699 | 423 | 40872 |
| Dec-15 | Saturday | 5 | 268 | 157 | 128 | 116 | 178 | 490 | 937 | 1321 | 1578 | 1587 | 1660 | 1865 | 1826 | 1904 | 1923 | 1999 | 2103 | 1846 | 1516 | 1005 | 692 | 633 | 521 | 366 | 26619 |
| Dec-15 | Sunday | 6 | 260 | 144 | 114 | 98 | 129 | 387 | 502 | 595 | 774 | 1049 | 1203 | 1442 | 1481 | 1500 | 1661 | 1591 | 1649 | 1520 | 1195 | 850 | 664 | 530 | 413 | 276 | 20027 |
| Dec-15 | Monday | 7 | 147 | 94 | 67 | 128 | 306 | 1111 | 2344 | 2951 | 2528 | 2333 | 1981 | 1873 | 1990 | 2119 | 2306 | 2919 | 3293 | 3115 | 1876 | 1241 | 752 | 657 | 576 | 417 | 37124 |
| Dec-15 | Tuesday | 8 | 187 | 96 | 94 | 146 | 338 | 1097 | 2660 | 2983 | 3258 | 2585 | 2078 | 2138 | 2011 | 2152 | 2514 | 2934 | 3238 | 3116 | 2041 | 1274 | 887 | 645 | 502 | 315 | 39289 |
| Dec-15 | Wednesday | 9 | 173 | 96 | 96 | 124 | 316 | 1131 | 2632 | 3466 | 3385 | 2375 | 2093 | 2166 | 2074 | 2265 | 2438 | 2982 | 3352 | 3234 | 1964 | 1125 | 924 | 723 | 487 | 322 | 39943 |
| Dec-15 | Thursday | 10 | 171 | 100 | 110 | 148 | 323 | 1131 | 2683 | 3378 | 3400 | 2549 | 2150 | 2075 | 2217 | 2376 | 2606 | 3005 | 2652 | 3320 | 2224 | 1393 | 1091 | 838 | 531 | 412 | 40883 |
| Dec-15 | Friday | 11 | 187 | 132 | 94 | 135 | 351 | 1048 | 2655 | 3458 | 3224 | 2392 | 2247 | 2175 | 2380 | 2490 | 2683 | 3238 | 3296 | 2996 | 2137 | 1439 | 1043 | 933 | 721 | 509 | 41963 |
| Dec-15 | Saturday | 12 | 272 | 143 | 121 | 102 | 182 | 490 | 927 | 1411 | 1732 | 1607 | 1691 | 1884 | 1987 | 2096 | 2123 | 1988 | 1986 | 1875 | 1665 | 1165 | 808 | 769 | 623 | 433 | 28080 |
| Dec-15 | Sunday | 13 | 201 | 164 | 132 | 92 | 127 | 303 | 401 | 578 | 839 | 1129 | 1316 | 1420 | 1530 | 1553 | 1692 | 1739 | 1896 | 1575 | 1410 | 919 | 736 | 558 | 401 | 284 | 20995 |
| Dec-15 | Monday | 14 | 152 | 93 | 74 | 129 | 339 | 1082 | 2717 | 3597 | 3241 | 1499 | 2066 | 2040 | 2001 | 2113 | 2432 | 2911 | 3218 | 3189 | 1933 | 1204 | 877 | 594 | 463 | 268 | 38232 |
| Dec-15 | Tuesday | 15 | 169 | 107 | 84 | 146 | 319 | 1120 | 2685 | 3423 | 3345 | 2504 | 2138 | 2116 | 2112 | 2353 | 2510 | 3027 | 3169 | 3088 | 2051 | 1298 | 929 | 710 | 478 | 328 | 40209 |
| Dec-15 | Wednesday | 16 | 198 | 121 | 102 | 133 | 319 | 1047 | 2607 | 3429 | 3413 | 2448 | 2265 | 2189 | 2253 | 2364 | 2592 | 3063 | 3369 | 3189 | 2079 | 1288 | 983 | 731 | 536 | 396 | 41114 |
| Dec-15 | Thursday | 17 | 197 | 125 | 89 | 173 | 343 | 1132 | 2625 | 3043 | 2677 | 2370 | 2438 | 2222 | 2393 | 2300 | 2592 | 2973 | 3276 | 3061 | 1807 | 1379 | 929 | 801 | 661 | 442 | 40048 |
| Dec-15 | Friday | 18 | 237 | 123 | 116 | 141 | 328 | 1013 | 2474 | 3344 | 3237 | 2343 | 2228 | 2398 | 2562 | 2581 | 2729 | 3272 | 3215 | 2760 | 1937 | 1370 | 1069 | 934 | 837 | 520 | 41768 |
| Dec-15 | Saturday | 19 | 286 | 193 | 134 | 117 | 202 | 468 | 814 | 1223 | 1457 | 1685 | 1733 | 1839 | 1996 | 1903 | 2079 | 2043 | 1981 | 2018 | 1657 | 1145 | 772 | 788 | 678 | 488 | 27699 |
| Dec-15 | Sunday | 20 | 275 | 177 | 148 | 96 | 142 | 308 | 419 | 584 | 737 | 1109 | 1198 | 1370 | 1475 | 1600 | 1732 | 1634 | 1723 | 1884 | 1365 | 979 | 738 | 634 | 481 | 341 | 21149 |
| Dec-15 | Monday | 21 | 170 | 100 | 77 | 164 | 329 | 1016 | 2517 | 3485 | 2954 | 2413 | 2273 | 2291 | 2254 | 2435 | 2640 | 2850 | 3142 | 2865 | 1895 | 1194 | 861 | 628 | 549 | 350 | 39452 |
| Dec-15 | Tuesday | 22 | 193 | 107 | 104 | 137 | 318 | 1015 | 2467 | 3216 | 2802 | 2245 | 2137 | 2135 | 2219 | 2353 | 2440 | 2792 | 2977 | 2742 | 1828 | 1130 | 927 | 689 | 782 | 340 | 38095 |
| Dec-15 | Wednesday | 23 | 276 | 117 | 114 | 133 | 297 | 953 | 2274 | 3018 | 2669 | 2191 | 2247 | 2349 | 2288 | 2498 | 2667 | 2853 | 2744 | 2374 | 1702 | 1165 | 882 | 776 | 837 | 431 | 37855 |
| Dec-15 | Thursday | 24 | 315 | 199 | 137 | 119 | 206 | 578 | 1278 | 1569 | 1482 | 1524 | 1713 | 1880 | 2084 | 1832 | 1932 | 1706 | 1562 | 1403 | 1243 | 876 | 729 | 655 | 517 | 344 | 25883 |
| Dec-15 | Friday | 25 | 221 | 118 | 60 | 47 | 67 | 102 | 239 | 255 | 455 | 582 | 738 | 958 | 1202 | 1280 | 1333 | 1265 | 1248 | 1122 | 1056 | 807 | 678 | 534 | 442 | 277 | 15086 |
| Dec-15 | Saturday | 26 | 173 | 120 | 89 | 93 | 177 | 381 | 541 | 749 | 855 | 1084 | 1267 | 1491 | 1616 | 1742 | 1820 | 1795 | 1754 | 1691 | 1441 | 1046 | 841 | 748 | 558 | 353 | 22425 |
| Dec-15 | Sunday | 27 | 250 | 141 | 136 | 98 | 153 | 309 | 414 | 496 | 692 | 970 | 1177 | 1285 | 1496 | 1500 | 1595 | 1517 | 1637 | 1569 | 1448 | 967 | 774 | 609 | 475 | 310 | 20018 |
| Dec-15 | Monday | 28 | 235 | 110 | 100 | 146 | 325 | 955 | 2240 | 2847 | 2509 | 2100 | 2067 | 2126 | 2277 | 2260 | 2264 | 2464 | 2624 | 2624 | 1649 | 1107 | 746 | 624 | 480 | 308 | 35187 |
| Dec-15 | Tuesday | 29 | 236 | 138 | 120 | 143 | 331 | 949 | 2355 | 2970 | 2743 | 2120 | 2101 | 2227 | 2290 | 2390 | 2424 | 2471 | 2865 | 2630 | 1833 | 1130 | 792 | 655 | 549 | 346 | 36808 |
| Dec-15 | Wednesday | 30 | 231 | 132 | 98 | 143 | 317 | 918 | 2249 | 3082 | 2802 | 2257 | 2261 | 2278 | 2437 | 2542 | 2576 | 2629 | 2791 | 2735 | 1797 | 1204 | 823 | 761 | 565 | 352 | 37980 |
| Dec-15 | Thursday | 31 | 262 | 149 | 98 | 143 | 293 | 769 | 1839 | 2369 | 2325 | 1829 | 1961 | 2000 | 2288 | 2241 | 2327 | 2405 | 2022 | 1546 | 1352 | 898 | 735 | 642 | 442 | 328 | 31263 |

30 Highest Hours of the year
100 Highest Hours of the year

AADT 35100

| WESTBOUND VOLUMES | Day | 12a 1 | 1a 2 | 2a 3 | 3a 4 | 4a 5 | 5a 6 | 6a 7 | 7a 8 | 8a 9 | 9a 10 | 10a 11 | 11a 12 | 12p 13 | 1p 14 | 2p 15 | 3p 16 | 4p 17 | 5p 18 | 6p 19 | 7p 20 | 8p 21 | 9p 22 | 10p 23 | 11p 24 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Jan-15 Thursday | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jan-15 Friday | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jan-15 Saturday | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jan-15 Sunday | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jan-15 Monday | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jan-15 Tuesday | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jan-15 Wednesday | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jan-15 Thursday | 8 | 238 | 115 | 115 | 104 | 261 | 725 | 1740 | 2963 | 2515 | 2464 | 2168 | 2075 | 2147 | 2170 | 2427 | 2587 | 2591 | 3110 | 2736 | 1370 | 928 | 705 | 604 | 363 | 37221 |
| Jan-15 Friday | 9 | 256 | 113 | 72 | 103 | 240 | 671 | 1962 | 3419 | 2904 | 2105 | 1990 | 2293 | 2279 | 2464 | 2547 | 3238 | 3295 | 3491 | 2432 | 1421 | 1020 | 870 | 723 | 475 | 40383 |
| Jan-15 Saturday | 10 | 351 | 189 | 114 | 108 | 141 | 337 | 565 | 909 | 1061 | 1436 | 1626 | 1859 | 2021 | 1904 | 1799 | 1957 | 1813 | 1817 | 1565 | 1150 | 819 | 730 | 643 | 451 | 25365 |
| Jan-15 Sunday | 11 | 282 | 168 | 142 | 79 | 79 | 197 | 371 | 540 | 630 | 815 | 1092 | 1408 | 1524 | 1626 | 1497 | 1492 | 1360 | 1291 | 1106 | 830 | 656 | 492 | 354 | 258 | 18289 |
| Jan-15 Monday | 12 | 133 | 81 | 72 | 88 | 260 | 834 | 2128 | 3445 | 3120 | 2133 | 1991 | 1948 | 2127 | 1921 | 2321 | 2718 | 3130 | 2856 | 2003 | 1061 | 857 | 612 | 592 | 307 | 36738 |
| Jan-15 Tuesday | 13 | 256 | 133 | 89 | 93 | 255 | 747 | 2183 | 3402 | 3133 | 2108 | 1952 | 2130 | 2143 | 2257 | 2421 | 2704 | 3145 | 3030 | 2637 | 1190 | 861 | 724 | 607 | 318 | 38518 |
| Jan-15 Wednesday | 14 | 239 | 100 | 100 | 109 | 270 | 807 | 2193 | 3700 | 3025 | 2184 | 1999 | 2031 | 2127 | 2242 | 2243 | 2539 | 3379 | 3267 | 2320 | 1255 | 886 | 723 | 592 | 315 | 38645 |
| Jan-15 Thursday | 15 | 280 | 106 | 84 | 118 | 334 | 819 | 2014 | 3396 | 2977 | 2198 | 2084 | 2262 | 2311 | 2230 | 2662 | 3233 | 3131 | 3611 | 2377 | 1334 | 917 | 834 | 665 | 363 | 40340 |
| Jan-15 Friday | 16 | 288 | 122 | 81 | 139 | 252 | 783 | 1793 | 3214 | 2706 | 2157 | 2275 | 2318 | 2565 | 2449 | 2814 | 3166 | 3068 | 3390 | 2959 | 1559 | 946 | 926 | 764 | 558 | 41292 |
| Jan-15 Saturday | 17 | 346 | 161 | 121 | 84 | 157 | 263 | 551 | 836 | 1216 | 1494 | 1624 | 1832 | 1935 | 1849 | 1819 | 1931 | 1898 | 1802 | 1682 | 1162 | 869 | 706 | 645 | 496 | 25479 |
| Jan-15 Sunday | 18 | 326 | 177 | 157 | 81 | 106 | 190 | 352 | 440 | 626 | 827 | 1115 | 1343 | 1569 | 1760 | 1658 | 1536 | 1429 | 1291 | 1230 | 911 | 678 | 530 | 504 | 354 | 19190 |
| Jan-15 Monday | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jan-15 Tuesday | 20 | 209 | 91 | 91 | 126 | 301 | 854 | 2370 | 3722 | 3256 | 2138 | 1996 | 2158 | 2323 | 2240 | 2571 | 2933 | 3198 | 3406 | 2477 | 1309 | 996 | 739 | 622 | 324 | 40450 |
| Jan-15 Wednesday | 21 | 211 | 91 | 108 | 99 | 253 | 761 | 2135 | 3678 | 3073 | 2209 | 1924 | 2061 | 2085 | 2280 | 2499 | 3059 | 3281 | 3299 | 2675 | 1359 | 934 | 799 | 593 | 370 | 39836 |
| Jan-15 Thursday | 22 | 242 | 114 | 104 | 120 | 317 | 728 | 2062 | 3362 | 3076 | 2045 | 1952 | 2081 | 2250 | 2363 | 2710 | 3044 | 3399 | 3821 | 2796 | 1404 | 1045 | 722 | 663 | 385 | 40805 |
| Jan-15 Friday | 23 | 232 | 109 | 105 | 118 | 250 | 704 | 2024 | 3433 | 2926 | 2118 | 2124 | 2290 | 2750 | 2475 | 2712 | 2897 | 3001 | 2828 | 1968 | 1247 | 799 | 682 | 738 | 469 | 38999 |
| Jan-15 Saturday | 24 | 345 | 151 | 129 | 92 | 145 | 249 | 531 | 768 | 1154 | 1432 | 1693 | 1861 | 1992 | 1835 | 1845 | 1716 | 1746 | 1743 | 1605 | 1098 | 833 | 691 | 605 | 512 | 24771 |
| Jan-15 Sunday | 25 | 354 | 182 | 182 | 78 | 99 | 193 | 374 | 532 | 652 | 926 | 1342 | 1485 | 1656 | 1820 | 1877 | 1819 | 1853 | 1632 | 1361 | 996 | 669 | 534 | 382 | 320 | 21318 |
| Jan-15 Monday | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jan-15 Tuesday | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jan-15 Wednesday | 28 | 197 | 112 | 99 | 110 | 232 | 741 | 2062 | 3562 | 3122 | 2234 | 1961 | 2131 | 2148 | 2297 | 2614 | 3047 | 3143 | 3394 | 2678 | 1476 | 961 | 807 | 551 | 333 | 40012 |
| Jan-15 Thursday | 29 | 215 | 148 | 124 | 91 | 263 | 742 | 2139 | 3643 | 3048 | 2238 | 1992 | 2085 | 2263 | 2349 | 2666 | 3115 | 3412 | 3655 | 2413 | 1382 | 953 | 889 | 789 | 464 | 41078 |
| Jan-15 Friday | 30 | 242 | 112 | 88 | 119 | 260 | 701 | 1991 | 3401 | 2895 | 2291 | 2240 | 2473 | 2490 | 2584 | 2751 | 3379 | 3241 | 3196 | 2611 | 1524 | 1005 | 1050 | 807 | 554 | 42005 |
| Jan-15 Saturday | 31 | 366 | 168 | 106 | 87 | 109 | 282 | 547 | 849 | 1236 | 1431 | 1655 | 1954 | 2004 | 1813 | 1996 | 1998 | 1984 | 1766 | 1593 | 1180 | 947 | 748 | 654 | 475 | 25948 |
| Feb-15 Sunday | 1 | 310 | 195 | 116 | 77 | 87 | 162 | 337 | 484 | 635 | 902 | 1168 | 1390 | 1510 | 1785 | 1563 | 1627 | 1419 | 1476 | 1038 | 590 | 633 | 568 | 832 | 435 | 19339 |
| Feb-15 Monday | 2 | 153 | 99 | 73 | 101 | 248 | 788 | 2091 | 3437 | 3116 | 2085 | 1856 | 2060 | 2157 | 2105 | 2525 | 2721 | 3143 | 3067 | 2403 | 1262 | 860 | 705 | 524 | 307 | 37886 |
| Feb-15 Tuesday | 3 | 215 | 142 | 107 | 104 | 304 | 769 | 2243 | 3719 | 2484 | 2767 | 1946 | 2086 | 2124 | 2227 | 2564 | 3021 | 3031 | 3414 | 2811 | 1374 | 996 | 795 | 669 | 319 | 40231 |
| Feb-15 Wednesday | 4 | 241 | 114 | 115 | 91 | 257 | 775 | 2144 | 3672 | 3069 | 2160 | 2054 | 2051 | 2333 | 2143 | 2403 | 3167 | 2772 | 2769 | 2638 | 1749 | 990 | 775 | 618 | 334 | 39434 |
| Feb-15 Thursday | 5 | 244 | 98 | 95 | 96 | 285 | 712 | 2131 | 3575 | 3081 | 2245 | 2030 | 2166 | 2175 | 2313 | 2585 | 2814 | 3142 | 3290 | 2396 | 1399 | 977 | 738 | 628 | 395 | 39610 |
| Feb-15 Friday | 6 | 264 | 129 | 80 | 108 | 268 | 725 | 2042 | 3621 | 2919 | 2136 | 2141 | 2165 | 2543 | 2540 | 2749 | 3233 | 3414 | 3070 | 2396 | 1782 | 1047 | 849 | 784 | 496 | 41501 |
| Feb-15 Saturday | 7 | 353 | 169 | 118 | 84 | 151 | 286 | 524 | 911 | 1211 | 1601 | 1735 | 1974 | 2103 | 1964 | 1934 | 2021 | 2009 | 1869 | 1732 | 1236 | 887 | 765 | 731 | 517 | 26885 |
| Feb-15 Sunday | 8 | 285 | 189 | 140 | 75 | 85 | 170 | 369 | 538 | 647 | 901 | 1254 | 1407 | 1608 | 1878 | 1786 | 1723 | 1663 | 1527 | 1390 | 1010 | 747 | 488 | 395 | 269 | 20544 |
| Feb-15 Monday | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Feb-15 Tuesday | 10 | 207 | 97 | 98 | 104 | 258 | 792 | 2180 | 3614 | 3120 | 2344 | 2205 | 2258 | 2249 | 2019 | 2299 | 2635 | 3435 | 3465 | 2555 | 1378 | 953 | 811 | 605 | 344 | 40025 |
| Feb-15 Wednesday | 11 | 236 | 98 | 84 | 104 | 279 | 694 | 2187 | 3472 | 3203 | 2139 | 2125 | 2166 | 2263 | 2375 | 2660 | 2908 | 2250 | 3169 | 3248 | 1538 | 1139 | 818 | 653 | 384 | 40192 |
| Feb-15 Thursday | 12 | 226 | 95 | 84 | 98 | 314 | 755 | 2151 | 3726 | 2898 | 2217 | 2177 | 2133 | 2158 | 2445 | 2622 | 3031 | 3349 | 3377 | 2993 | 1549 | 990 | 838 | 667 | 392 | 41285 |
| Feb-15 Friday | 13 | 252 | 124 | 98 | 128 | 270 | 652 | 1771 | 3535 | 2790 | 2277 | 2316 | 2304 | 2610 | 2509 | 2947 | 3084 | 3309 | 3383 | 2695 | 1553 | 1111 | 882 | 932 | 549 | 42081 |
| Feb-15 Saturday | 14 | 357 | 189 | 133 | 72 | 149 | 232 | 414 | 773 | 1179 | 1592 | 1795 | 1808 | 1983 | 2076 | 1871 | 1942 | 1943 | 1869 | 1793 | 1341 | 894 | 777 | 781 | 585 | 26548 |
| Feb-15 Sunday | 15 | 362 | 231 | 162 | 72 | 115 | 136 | 272 | 521 | 737 | 983 | 1368 | 1656 | 1875 | 2220 | 1870 | 1729 | 1648 | 1439 | 1300 | 1035 | 778 | 650 | 468 | 371 | 21998 |
| Feb-15 Monday | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Feb-15 Tuesday | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Feb-15 Wednesday | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Feb-15 Thursday | 19 | 270 | 132 | 99 | 147 | 295 | 746 | 2209 | 3661 | 2761 | 2177 | 2086 | 2211 | 2220 | 2389 | 2692 | 3009 | 3239 | 3270 | 2661 | 1382 | 972 | 736 | 618 | 371 | 40353 |
| Feb-15 Friday | 20 | 237 | 121 | 89 | 105 | 269 | 705 | 1845 | 3470 | 2977 | 2235 | 2253 | 2338 | 2353 | 2585 | 2836 | 2852 | 2653 | 3132 | 2616 | 1657 | 1044 | 830 | 737 | 519 | 40458 |
| Feb-15 Saturday | 21 | 331 | 157 | 110 | 80 | 132 | 278 | 520 | 970 | 1329 | 1740 | 1875 | 2118 | 2255 | 2023 | 2170 | 2046 | 1973 | 1949 | 1907 | 1327 | 954 | 1267 | 848 | 516 | 28875 |
| Feb-15 Sunday | 22 | 306 | 163 | 105 | 89 | 104 | 221 | 347 | 609 | 788 | 1063 | 1411 | 1688 | 1752 | 1888 | 1884 | 1957 | 1685 | 1653 | 1311 | 973 | 657 | 494 | 414 | 297 | 21859 |
| Feb-15 Monday | 23 | 162 | 105 | 55 | 93 | 320 | 761 | 2211 | 3651 | 3004 | 2262 | 2087 | 1935 | 2253 | 2174 | 2503 | 2776 | 3111 | 3287 | 2132 | 1170 | 855 | 637 | 556 | 312 | 38412 |
| Feb-15 Tuesday | 24 | 198 | 101 | 69 | 114 | 225 | 579 | 1456 | 2343 | 2199 | 2282 | 1699 | 1636 | 1855 | 1811 | 2035 | 2249 | 2462 | 2440 | 1670 | 1025 | 627 | 565 | 475 | 273 | 30388 |
| Feb-15 Wednesday | 25 | 242 | 92 | 83 | 123 | 293 | 775 | 2127 | 3739 | 3161 | 2263 | 2042 | 2153 | 2282 | 2171 | 2721 | 2999 | 2741 | 2956 | 2825 | 1484 | 912 | 691 | 577 | 316 | 39768 |
| Feb-15 Thursday | 26 | 252 | 120 | 90 | 98 | 285 | 715 | 2037 | 3642 | 3090 | 2194 | 2101 | 2181 | 2341 | 2396 | 2550 | 2760 | 3159 | 3569 | 2348 | 1439 | 981 | 780 | 613 | 363 | 40104 |
| Feb-15 Friday | 27 | 312 | 151 | 112 | 133 | 266 | 669 | 2023 | 3190 | 3358 | 2322 | 2164 | 2442 | 2612 | 2480 | 2877 | 3155 | 2927 | 3661 | 2454 | 1778 | 1003 | 913 | 769 | 521 | 42292 |
| Feb-15 Saturday | 28 | 341 | 199 | 137 | 92 | 137 | 278 | 494 | 1002 | 1326 | 1681 | 1894 | 2108 | 2123 | 2106 | 2103 | 2312 | 2137 | 1819 | 1605 | 1271 | 1166 | 1281 | 846 | 529 | 28987 |
| Mar-15 Sunday | 1 | 274 | 181 | 123 | 74 | 113 | 167 | 299 | 563 | 712 | 1040 | 1336 | 1580 | 1569 | 1872 | 1700 | 1593 | 1370 | 1262 | 1033 | 909 | 701 | 514 | 376 | 268 | 19629 |
| Mar-15 Monday | 2 | 169 | 82 | 74 | 91 | 313 | 789 | 2141 | 3667 | 3062 | 2274 | 2007 | 2056 | 2218 | 2282 | 2616 | 2946 | 3241 | 3360 | 2561 | 1484 | 900 | 702 | 555 | 351 | 39941 |

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mar-15 | Tuesday | 3 | 244 | 118 | 80 | 150 | 317 | 838 | 2163 | 3782 | 3078 | 2204 | 1929 | 2066 | 2513 | 2396 | 2640 | 2895 | 3335 | 3443 | 2406 | 1477 | 924 | 796 | 556 | 362 | 40712 |
| Mar-15 | Wednesday | 4 | 275 | 133 | 81 | 121 | 284 | 796 | 2253 | 3674 | 3034 | 2201 | 1915 | 2305 | 2257 | 2457 | 2686 | 2939 | 3097 | 3300 | 2658 | 2011 | 1177 | 849 | 669 | 379 | 41551 |
| Mar-15 | Thursday | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 | Friday | 6 | 319 | 115 | 79 | 129 | 270 | 726 | 1979 | 3561 | 2856 | 2277 | 2276 | 2286 | 2571 | 2525 | 2975 | 3249 | 3387 | 3217 | 2428 | 1581 | 1079 | 891 | 856 | 569 | 42201 |
| Mar-15 | Saturday | 7 | 353 | 180 | 146 | 109 | 162 | 282 | 622 | 1083 | 1475 | 1730 | 2098 | 2117 | 2323 | 2158 | 2232 | 2357 | 2325 | 2013 | 1686 | 1411 | 992 | 901 | 721 | 582 | 30058 |
| Mar-15 | Sunday | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 | Monday | 9 | 184 | 89 | 89 | 103 | 335 | 835 | 2167 | 3568 | 3089 | 2168 | 2107 | 2178 | 2281 | 2284 | 2626 | 2866 | 3397 | 3465 | 2297 | 1673 | 1117 | 785 | 640 | 385 | 40728 |
| Mar-15 | Tuesday | 10 | 238 | 125 | 105 | 122 | 294 | 810 | 2155 | 3469 | 3158 | 2262 | 2035 | 2268 | 2353 | 2325 | 2335 | 3026 | 3379 | 3433 | 2793 | 1299 | 1433 | 895 | 682 | 435 | 41429 |
| Mar-15 | Wednesday | 11 | 280 | 126 | 106 | 120 | 295 | 753 | 2140 | 3582 | 3272 | 2349 | 2081 | 2325 | 2212 | 2385 | 2767 | 2985 | 2670 | 3160 | 3292 | 1835 | 1312 | 967 | 746 | 418 | 42178 |
| Mar-15 | Thursday | 12 | 299 | 129 | 115 | 149 | 296 | 806 | 2093 | 3553 | 3060 | 2259 | 2214 | 2421 | 2458 | 2375 | 2600 | 3139 | 2876 | 2392 | 3055 | 1815 | 1207 | 852 | 713 | 429 | 41305 |
| Mar-15 | Friday | 13 | 303 | 142 | 137 | 135 | 298 | 709 | 1932 | 3448 | 3060 | 2333 | 2249 | 2620 | 2570 | 2516 | 2948 | 3229 | 3212 | 3405 | 2226 | 1720 | 1094 | 879 | 783 | 592 | 42540 |
| Mar-15 | Saturday | 14 | 371 | 236 | 186 | 90 | 180 | 309 | 503 | 880 | 1269 | 1570 | 1779 | 2000 | 2117 | 2052 | 2066 | 2085 | 1930 | 1769 | 1509 | 1362 | 1043 | 931 | 713 | 619 | 27569 |
| Mar-15 | Sunday | 15 | 354 | 189 | 114 | 85 | 153 | 222 | 339 | 561 | 810 | 1096 | 1414 | 1720 | 1813 | 1864 | 1934 | 2127 | 1970 | 1825 | 1443 | 1208 | 1006 | 693 | 475 | 313 | 23728 |
| Mar-15 | Monday | 16 | 174 | 123 | 62 | 95 | 335 | 860 | 2179 | 3618 | 3083 | 2263 | 2174 | 2110 | 2318 | 2415 | 2549 | 2912 | 3074 | 3472 | 2750 | 1645 | 1101 | 802 | 640 | 357 | 41111 |
| Mar-15 | Tuesday | 17 | 258 | 131 | 91 | 122 | 316 | 819 | 2124 | 3598 | 3266 | 2374 | 2118 | 2230 | 2353 | 2294 | 2591 | 2968 | 3119 | 2827 | 2957 | 1821 | 1169 | 820 | 633 | 400 | 41399 |
| Mar-15 | Wednesday | 18 | 283 | 136 | 118 | 132 | 297 | 795 | 2198 | 3628 | 3261 | 2261 | 2139 | 2246 | 2368 | 2388 | 2676 | 3069 | 3327 | 3519 | 2656 | 1806 | 1185 | 859 | 644 | 374 | 42365 |
| Mar-15 | Thursday | 19 | 269 | 115 | 83 | 120 | 295 | 753 | 2138 | 3450 | 3097 | 2599 | 2229 | 2381 | 2383 | 2489 | 2622 | 2533 | 3095 | 3339 | 2255 | 1467 | 1042 | 897 | 657 | 364 | 40672 |
| Mar-15 | Friday | 20 | 283 | 129 | 96 | 139 | 323 | 735 | 1978 | 3468 | 2969 | 2451 | 2241 | 2425 | 2706 | 2639 | 2864 | 3154 | 2816 | 3305 | 2571 | 1763 | 1366 | 1050 | 943 | 609 | 43023 |
| Mar-15 | Saturday | 21 | 465 | 217 | 122 | 121 | 209 | 306 | 518 | 1009 | 1430 | 1759 | 1850 | 1866 | 2036 | 2244 | 2200 | 2159 | 2174 | 2062 | 1657 | 1454 | 1098 | 1290 | 903 | 661 | 29810 |
| Mar-15 | Sunday | 22 | 366 | 217 | 170 | 94 | 168 | 219 | 306 | 523 | 688 | 1064 | 1435 | 1735 | 1926 | 2016 | 1835 | 1745 | 1605 | 1542 | 1294 | 1055 | 756 | 595 | 415 | 296 | 22065 |
| Mar-15 | Monday | 23 | 198 | 81 | 82 | 94 | 354 | 812 | 2214 | 3660 | 3109 | 2162 | 2242 | 2208 | 2242 | 2308 | 2485 | 2992 | 3152 | 3395 | 2157 | 1302 | 1013 | 735 | 637 | 419 | 40053 |
| Mar-15 | Tuesday | 24 | 248 | 116 | 90 | 137 | 312 | 834 | 2145 | 3811 | 3162 | 2272 | 2087 | 2281 | 2339 | 2464 | 2590 | 3115 | 3246 | 3535 | 2961 | 1742 | 1131 | 816 | 648 | 414 | 42496 |
| Mar-15 | Wednesday | 25 | 275 | 115 | 107 | 131 | 327 | 813 | 2172 | 3733 | 3228 | 2404 | 2246 | 2241 | 2367 | 2387 | 2683 | 3193 | 3277 | 3563 | 2752 | 1842 | 1141 | 914 | 734 | 370 | 43015 |
| Mar-15 | Thursday | 26 | 273 | 127 | 106 | 128 | 323 | 746 | 2175 | 3451 | 3170 | 2278 | 2211 | 2387 | 2494 | 2533 | 2749 | 3009 | 3203 | 3382 | 2950 | 1916 | 1190 | 868 | 734 | 462 | 42865 |
| Mar-15 | Friday | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 | Saturday | 28 | 383 | 172 | 122 | 108 | 203 | 433 | 845 | 2234 | 2480 | 2878 | 3177 | 2601 | 2409 | 2254 | 2165 | 2196 | 2000 | 1769 | 1574 | 1472 | 1033 | 905 | 692 | 562 | 34667 |
| Mar-15 | Sunday | 29 | 326 | 191 | 157 | 104 | 177 | 201 | 378 | 635 | 881 | 1336 | 1706 | 2005 | 1967 | 2028 | 1878 | 1715 | 1720 | 1510 | 1253 | 1194 | 908 | 680 | 465 | 353 | 23768 |
| Mar-15 | Monday | 30 | 246 | 120 | 67 | 97 | 340 | 755 | 1749 | 2998 | 2875 | 2358 | 2172 | 2388 | 2475 | 2399 | 2551 | 3024 | 3322 | 3291 | 2462 | 1585 | 1078 | 821 | 652 | 466 | 40291 |
| Mar-15 | Tuesday | 31 | 248 | 141 | 97 | 134 | 304 | 730 | 1810 | 3209 | 2893 | 2204 | 2258 | 2398 | 2306 | 2358 | 2663 | 3092 | 3487 | 3579 | 2558 | 1762 | 1162 | 928 | 717 | 452 | 41490 |
| Apr-15 | Wednesday | 1 | 309 | 176 | 129 | 123 | 308 | 740 | 1849 | 2875 | 2852 | 2393 | 2240 | 2366 | 2433 | 2217 | 2620 | 3254 | 3138 | 3450 | 2328 | 1776 | 1268 | 981 | 746 | 448 | 41019 |
| Apr-15 | Thursday | 2 | 310 | 127 | 114 | 152 | 303 | 721 | 1754 | 3075 | 2647 | 2336 | 2291 | 2344 | 2363 | 2504 | 2727 | 3186 | 3554 | 3607 | 2457 | 1877 | 1330 | 914 | 747 | 506 | 41946 |
| Apr-15 | Friday | 3 | 317 | 138 | 118 | 102 | 305 | 606 | 1331 | 2440 | 2407 | 2227 | 2351 | 2282 | 2694 | 2592 | 2860 | 3251 | 3044 | 2832 | 2415 | 1885 | 1264 | 1026 | 955 | 647 | 40089 |
| Apr-15 | Saturday | 4 | 391 | 218 | 132 | 91 | 144 | 262 | 467 | 860 | 1135 | 1573 | 1819 | 1695 | 1900 | 1984 | 1882 | 1829 | 1926 | 1837 | 1671 | 1425 | 1165 | 1229 | 817 | 634 | 27086 |
| Apr-15 | Sunday | 5 | 353 | 176 | 153 | 70 | 92 | 170 | 295 | 501 | 666 | 1056 | 1341 | 1481 | 1514 | 1798 | 1760 | 1888 | 1893 | 1757 | 1524 | 1380 | 1039 | 734 | 462 | 298 | 22401 |
| Apr-15 | Monday | 6 | 217 | 128 | 105 | 117 | 370 | 844 | 2079 | 3839 | 3003 | 2426 | 2042 | 2153 | 2397 | 2328 | 2569 | 3081 | 3310 | 3664 | 2663 | 1783 | 1151 | 834 | 567 | 402 | 42072 |
| Apr-15 | Tuesday | 7 | 278 | 124 | 82 | 123 | 360 | 817 | 2274 | 3874 | 3278 | 2339 | 2293 | 2153 | 2352 | 2410 | 2694 | 3041 | 3441 | 3385 | 2971 | 1906 | 1274 | 1047 | 828 | 584 | 43928 |
| Apr-15 | Wednesday | 8 | 277 | 134 | 98 | 118 | 301 | 793 | 2143 | 3727 | 3163 | 2376 | 2169 | 1867 | 2067 | 2224 | 2635 | 3126 | 3218 | 3394 | 3213 | 2063 | 1513 | 1234 | 1102 | 487 | 43442 |
| Apr-15 | Thursday | 9 | 330 | 130 | 89 | 138 | 336 | 831 | 2172 | 3798 | 3181 | 2257 | 2368 | 2434 | 2251 | 2541 | 2771 | 2803 | 3149 | 3421 | 3258 | 2055 | 1449 | 1194 | 1042 | 507 | 44505 |
| Apr-15 | Friday | 10 | 348 | 153 | 127 | 138 | 313 | 742 | 2034 | 3525 | 2946 | 2412 | 2322 | 2610 | 2756 | 2563 | 3099 | 2032 | 2796 | 3446 | 2773 | 2042 | 1353 | 1126 | 947 | 863 | 43466 |
| Apr-15 | Saturday | 11 | 504 | 202 | 152 | 111 | 179 | 325 | 685 | 1167 | 1480 | 1890 | 2076 | 2050 | 2156 | 2042 | 2093 | 2206 | 2284 | 2261 | 1814 | 1342 | 1084 | 1007 | 814 | 642 | 30566 |
| Apr-15 | Sunday | 12 | 360 | 259 | 175 | 105 | 144 | 272 | 437 | 678 | 907 | 1243 | 1598 | 1681 | 1887 | 2048 | 2021 | 2307 | 2311 | 1672 | 1320 | 1108 | 860 | 621 | 454 | 323 | 24791 |
| Apr-15 | Monday | 13 | 185 | 119 | 59 | 137 | 391 | 843 | 2166 | 3500 | 3320 | 2377 | 2159 | 2137 | 2137 | 2350 | 2614 | 3077 | 3304 | 3305 | 2403 | 1607 | 1039 | 775 | 552 | 411 | 40967 |
| Apr-15 | Tuesday | 14 | 257 | 102 | 92 | 119 | 356 | 810 | 2264 | 3712 | 3187 | 2263 | 2015 | 2139 | 2249 | 2300 | 2637 | 2927 | 3307 | 3530 | 2499 | 1711 | 1191 | 868 | 693 | 435 | 41663 |
| Apr-15 | Wednesday | 15 | 314 | 138 | 99 | 132 | 315 | 758 | 2117 | 3200 | 3477 | 2195 | 2052 | 2091 | 2302 | 2335 | 2562 | 3092 | 3340 | 3244 | 2845 | 1563 | 955 | 819 | 706 | 403 | 41054 |
| Apr-15 | Thursday | 16 | 244 | 138 | 95 | 120 | 346 | 782 | 2113 | 3769 | 3273 | 2299 | 2303 | 2247 | 2373 | 2332 | 2752 | 3298 | 3270 | 3572 | 2614 | 1647 | 1099 | 826 | 732 | 415 | 42659 |
| Apr-15 | Friday | 17 | 298 | 149 | 129 | 146 | 337 | 745 | 2011 | 3426 | 3143 | 2263 | 2262 | 2384 | 2768 | 2611 | 2946 | 3031 | 3253 | 3416 | 2346 | 1687 | 1128 | 996 | 870 | 607 | 42952 |
| Apr-15 | Saturday | 18 | 393 | 195 | 140 | 108 | 170 | 312 | 566 | 978 | 1265 | 1654 | 1690 | 1951 | 2002 | 2188 | 2110 | 2248 | 1902 | 1900 | 1591 | 1276 | 1213 | 1294 | 924 | 646 | 28716 |
| Apr-15 | Sunday | 19 | 389 | 209 | 154 | 101 | 164 | 236 | 421 | 632 | 811 | 1118 | 1455 | 1606 | 1768 | 1888 | 1756 | 1723 | 1586 | 1463 | 1299 | 917 | 715 | 579 | 411 | 299 | 21700 |
| Apr-15 | Monday | 20 | 201 | 100 | 80 | 117 | 373 | 821 | 2125 | 3738 | 2532 | 2762 | 2180 | 2197 | 2024 | 2243 | 2467 | 2817 | 3512 | 3587 | 2285 | 1565 | 1001 | 811 | 566 | 367 | 40471 |
| Apr-15 | Tuesday | 21 | 275 | 127 | 87 | 117 | 338 | 901 | 2322 | 3846 | 3118 | 2261 | 2052 | 2191 | 2170 | 2509 | 2647 | 3030 | 3309 | 3440 | 2996 | 1681 | 1314 | 949 | 642 | 397 | 42719 |
| Apr-15 | Wednesday | 22 | 272 | 136 | 117 | 132 | 330 | 841 | 2227 | 3643 | 3186 | 2320 | 2091 | 2158 | 2520 | 2490 | 2829 | 3329 | 3348 | 3299 | 2970 | 1999 | 1404 | 960 | 677 | 416 | 43694 |
| Apr-15 | Thursday | 23 | 268 | 141 | 103 | 129 | 339 | 850 | 2210 | 3761 | 3263 | 2294 | 2153 | 2346 | 2311 | 2566 | 2727 | 3197 | 1300 | 1490 | 3404 | 2073 | 1325 | 869 | 737 | 435 | 40291 |
| Apr-15 | Friday | 24 | 346 | 133 | 112 | 130 | 309 | 786 | 2079 | 3418 | 3143 | 2357 | 2141 | 2498 | 2662 | 2555 | 2883 | 3348 | 3091 | 3378 | 2293 | 1997 | 1357 | 1032 | 900 | 681 | 43629 |
| Apr-15 | Saturday | 25 | 444 | 212 | 150 | 92 | 163 | 257 | 574 | 971 | 1414 | 1705 | 1935 | 2164 | 2076 | 1985 | 1847 | 1811 | 1838 | 1614 | 1401 | 1402 | 992 | 908 | 764 | 550 | 27269 |
| Apr-15 | Sunday | 26 | 352 | 189 | 128 | 88 | 175 | 248 | 446 | 746 | 901 | 1217 | 1505 | 1684 | 1809 | 1972 | 2099 | 2512 | 2300 | 2059 | 1772 | 1593 | 1013 | 829 | 506 | 354 | 26497 |
| Apr-15 | Monday | 27 | 222 | 120 | 79 | 101 | 346 | 863 | 2216 | 3721 | 3204 | 2244 | 2063 | 2075 | 2326 | 2351 | 2640 | 2964 | 3159 | 3419 | 2972 | 1678 | 1191 | 771 | 611 | 388 | 41724 |
| Apr-15 | Tuesday | 28 | 248 | 104 | 105 | 119 | 327 | 843 | 2361 | 3754 | 3117 | 2205 | 2091 | 2174 | 2342 | 2264 | 2658 | 3127 | 3031 | 2636 | 3230 | 1994 | 1305 | 876 | 736 | 387 | 42034 |
| Apr-15 | Wednesday | 29 | 301 | 109 | 103 | 140 | 351 | 779 | 2073 | 3537 | 3083 | 2203 | 2033 | 2161 | 2251 | 2352 | 2540 | 2763 | 3039 | 3254 | 2377 | 1432 | 967 | 841 | 649 | 337 | 39675 |
| Apr-15 | Thursday | 30 | 268 | 118 | 94 | 148 | 300 | 760 | 2197 | 3368 | 2969 | 2528 | 2183 | 2197 | 2725 | 2409 | 3277 | 3176 | 3290 | 3320 | 2647 | 1875 | 1393 | 1050 | 830 | 498 | 43620 |
| May-15 | Friday | 1 | 285 | 175 | 125 | 151 | 347 | 753 | 2029 | 2756 | 1897 | 1860 | 2358 | 2427 | 2690 | 2623 | 2618 | 3228 | 3462 | 3357 | 2510 | 1748 | 1256 | 1008 | 851 | 691 | 41205 |
| May-15 | Saturday | 2 | 497 | 254 | 210 | 121 | 169 | 266 | 687 | 1074 | 1406 | 1677 | 1949 | 1925 | 2018 | 2031 | 2133 | 2073 | 2177 | 1972 | 1786 | 1473 | 1329 | 1022 | 849 | 639 | 29737 |
| May-15 | Sunday | 3 | 288 | 502 | 205 | 113 | 180 | 241 | 424 | 663 | 837 | 1201 | 1521 | 1695 | 1713 | 1940 | 1936 | 1977 | 1946 | 1928 | 1595 | 1363 | 1061 | 797 | 627 | 900 | 25653 |
| May-15 | Monday | 4 | 250 | 145 | 101 | 109 | 334 | 805 | 2173 | 3686 | 2996 | 1595 | 972 | 2317 | 2043 | 2119 | 2585 | 2916 | 3220 | 3527 | 2540 | 1642 | 1240 | 850 | 663 | 449 | 39277 |
| May-15 | Tuesday | 5 | 254 | 136 | 119 | 130 | 338 | 823 | 2270 | 3575 | 3246 | 2176 | 1999 | 2137 | 2289 | 2331 | 2606 | 3237 | 3083 | 3498 | 3012 | 1827 | 1243 | 974 | 709 | 518 | 42530 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| May-15 | Wednesday | 6 | 325 | 163 | 145 | 122 | 301 | 793 | 2141 | 3471 | 3111 | 2472 | 2222 | 2315 | 2324 | 2622 | 2746 | 2563 | 2964 | 3511 | 2989 | 1890 | 1275 | 968 | 781 | 504 | 42718 |
| May-15 | Thursday | 7 | 306 | 121 | 99 | 132 | 301 | 763 | 2184 | 3730 | 3143 | 2282 | 2602 | 2844 | 2523 | 2541 | 2454 | 3057 | 3241 | 3213 | 2173 | 1350 | 1111 | 807 | 686 | 430 | 42093 |
| May-15 | Friday | 8 | 273 | 164 | 123 | 134 | 282 | 738 | 2047 | 3516 | 2887 | 2355 | 2407 | 2468 | 2664 | 2744 | 2988 | 3343 | 3261 | 3249 | 2237 | 1643 | 1130 | 936 | 852 | 683 | 43124 |
| May-15 | Saturday | 9 | 403 | 218 | 156 | 108 | 155 | 311 | 581 | 1133 | 1502 | 1901 | 2217 | 2042 | 2065 | 1966 | 1860 | 2125 | 1971 | 1739 | 1506 | 1320 | 1017 | 1273 | 844 | 576 | 28989 |
| May-15 | Sunday | 10 | 340 | 194 | 127 | 106 | 130 | 211 | 355 | 568 | 760 | 1116 | 1351 | 1532 | 1611 | 1795 | 1792 | 1846 | 1670 | 1527 | 1297 | 1256 | 1029 | 843 | 582 | 378 | 22416 |
| May-15 | Monday | 11 | 218 | 102 | 76 | 107 | 326 | 874 | 2230 | 3572 | 3052 | 2313 | 2188 | 2324 | 2383 | 2524 | 2767 | 2870 | 2976 | 3473 | 2547 | 1521 | 1136 | 844 | 671 | 394 | 41488 |
| May-15 | Tuesday | 12 | 254 | 130 | 112 | 129 | 359 | 789 | 2260 | 3618 | 3194 | 2249 | 2149 | 2262 | 2275 | 2467 | 2791 | 3120 | 3237 | 2813 | 3218 | 1918 | 1350 | 936 | 689 | 432 | 42751 |
| May-15 | Wednesday | 13 | 295 | 122 | 116 | 131 | 321 | 793 | 2248 | 3566 | 3234 | 2362 | 2311 | 2189 | 2457 | 2396 | 2737 | 3067 | 3216 | 2916 | 2378 | 2447 | 1349 | 1034 | 778 | 455 | 42918 |
| May-15 | Thursday | 14 | 260 | 145 | 115 | 138 | 360 | 747 | 2194 | 3591 | 3095 | 2259 | 2212 | 2201 | 2360 | 2488 | 2686 | 3170 | 3021 | 3495 | 2836 | 1847 | 1214 | 934 | 869 | 493 | 42730 |
| May-15 | Friday | 15 | 316 | 184 | 113 | 132 | 293 | 708 | 2047 | 3558 | 2953 | 2236 | 2480 | 2453 | 2499 | 2620 | 2763 | 3304 | 3098 | 3318 | 2435 | 1779 | 1353 | 1124 | 952 | 711 | 43429 |
| May-15 | Saturday | 16 | 439 | 242 | 151 | 131 | 170 | 257 | 617 | 1079 | 1578 | 1833 | 2060 | 1936 | 1919 | 2067 | 2173 | 2233 | 2262 | 2265 | 1844 | 1612 | 1339 | 1120 | 1156 | 1343 | 31826 |
| May-15 | Sunday | 17 | 425 | 238 | 213 | 128 | 179 | 242 | 404 | 740 | 1008 | 1307 | 1677 | 1671 | 1866 | 1976 | 2018 | 2067 | 2018 | 1833 | 1567 | 1322 | 1109 | 856 | 615 | 388 | 25867 |
| May-15 | Monday | 18 | 246 | 114 | 81 | 121 | 390 | 823 | 2326 | 3723 | 3205 | 2267 | 2177 | 2381 | 2440 | 2350 | 2683 | 3028 | 3127 | 3113 | 2894 | 1695 | 1222 | 861 | 664 | 465 | 42396 |
| May-15 | Tuesday | 19 | 333 | 141 | 102 | 123 | 350 | 808 | 2319 | 3544 | 3235 | 2334 | 2109 | 2325 | 2319 | 2541 | 2719 | 2975 | 3349 | 3420 | 2965 | 1942 | 1257 | 975 | 714 | 520 | 43419 |
| May-15 | Wednesday | 20 | 312 | 133 | 137 | 134 | 302 | 722 | 2350 | 3650 | 3307 | 2285 | 2191 | 2385 | 2470 | 2431 | 3074 | 2337 | 2774 | 3163 | 2741 | 1556 | 1041 | 974 | 714 | 463 | 41646 |
| May-15 | Thursday | 21 | 334 | 150 | 96 | 126 | 370 | 761 | 2138 | 3737 | 3123 | 2305 | 2367 | 2399 | 2514 | 2484 | 2669 | 3217 | 3396 | 3332 | 2781 | 1886 | 1291 | 1031 | 824 | 441 | 43772 |
| May-15 | Friday | 22 | 372 | 169 | 155 | 153 | 285 | 703 | 1964 | 3263 | 2851 | 2124 | 2390 | 2492 | 2787 | 2823 | 3112 | 3303 | 3560 | 2761 | 2402 | 1770 | 1250 | 1068 | 918 | 740 | 43415 |
| May-15 | Saturday | 23 | 465 | 193 | 162 | 118 | 155 | 257 | 531 | 961 | 1381 | 1760 | 1931 | 1887 | 1869 | 1920 | 2022 | 2057 | 2138 | 2083 | 1798 | 1694 | 1426 | 1591 | 1087 | 772 | 30258 |
| May-15 | Sunday | 24 | 468 | 223 | 198 | 147 | 129 | 200 | 361 | 571 | 735 | 1000 | 1376 | 1455 | 1560 | 1713 | 1721 | 1828 | 1754 | 1718 | 1583 | 1390 | 1183 | 975 | 789 | 577 | 23654 |
| May-15 | Monday | 25 | 351 | 201 | 142 | 87 | 153 | 298 | 528 | 759 | 1093 | 1396 | 1934 | 1923 | 1857 | 1993 | 2082 | 2136 | 2049 | 1940 | 1772 | 1520 | 1178 | 937 | 607 | 372 | 27308 |
| May-15 | Tuesday | 26 | 193 | 98 | 80 | 126 | 382 | 849 | 2332 | 3878 | 3330 | 2440 | 2410 | 2343 | 2743 | 3464 | 3143 | 3217 | 2744 | 2381 | 3276 | 3390 | 2027 | 960 | 754 | 444 | 47004 |
| May-15 | Wednesday | 27 | 332 | 148 | 108 | 126 | 302 | 837 | 2272 | 3794 | 3256 | 2384 | 2365 | 2345 | 2340 | 2594 | 3013 | 3179 | 3323 | 3438 | 2885 | 1863 | 1255 | 1130 | 799 | 454 | 44542 |
| May-15 | Thursday | 28 | 284 | 164 | 111 | 136 | 310 | 772 | 2126 | 3689 | 3280 | 2335 | 2321 | 2340 | 2408 | 2537 | 2843 | 3171 | 3227 | 3534 | 3063 | 1901 | 1295 | 1030 | 818 | 504 | 44199 |
| May-15 | Friday | 29 | 355 | 164 | 139 | 157 | 308 | 743 | 2112 | 3415 | 2920 | 2386 | 2395 | 2611 | 2696 | 2712 | 3101 | 3106 | 3202 | 3447 | 2529 | 1877 | 1233 | 1109 | 965 | 676 | 44358 |
| May-15 | Saturday | 30 | 495 | 214 | 188 | 142 | 184 | 302 | 631 | 1068 | 1564 | 1961 | 2006 | 2070 | 2042 | 2004 | 2092 | 2208 | 2244 | 1983 | 1757 | 1482 | 1022 | 1515 | 1086 | 694 | 30954 |
| May-15 | Sunday | 31 | 424 | 208 | 173 | 119 | 141 | 240 | 422 | 633 | 874 | 1155 | 1495 | 1629 | 1716 | 1884 | 1997 | 1848 | 1995 | 1844 | 1495 | 1356 | 1135 | 912 | 669 | 421 | 24785 |
| Jun-15 | Monday | 1 | 236 | 142 | 94 | 121 | 336 | 832 | 2240 | 3646 | 3149 | 2327 | 2215 | 2174 | 2348 | 2291 | 2747 | 2929 | 3519 | 3547 | 2513 | 1651 | 1141 | 906 | 649 | 432 | 42185 |
| Jun-15 | Tuesday | 2 | 287 | 138 | 96 | 139 | 319 | 805 | 2265 | 3843 | 3101 | 2319 | 2468 | 2391 | 2576 | 2473 | 2771 | 3034 | 3500 | 3510 | 2505 | 1708 | 1206 | 897 | 711 | 477 | 43539 |
| Jun-15 | Wednesday | 3 | 360 | 166 | 104 | 140 | 309 | 726 | 2150 | 3515 | 3066 | 2273 | 2403 | 2306 | 2422 | 2385 | 2600 | 2761 | 3215 | 3232 | 2173 | 1601 | 1263 | 1015 | 766 | 478 | 41429 |
| Jun-15 | Thursday | 4 | 294 | 155 | 117 | 136 | 294 | 770 | 2227 | 3420 | 3049 | 2229 | 2263 | 2347 | 2669 | 3002 | 3308 | 3260 | 2856 | 2793 | 3343 | 1805 | 1261 | 1000 | 805 | 510 | 43913 |
| Jun-15 | Friday | 5 | 386 | 158 | 120 | 139 | 311 | 712 | 1900 | 3251 | 2875 | 2358 | 2180 | 2544 | 2931 | 2862 | 2362 | 2384 | 3123 | 3319 | 2508 | 1834 | 1306 | 1099 | 868 | 724 | 42254 |
| Jun-15 | Saturday | 6 | 476 | 130 | 271 | 140 | 196 | 332 | 619 | 1158 | 1589 | 1981 | 2079 | 1956 | 2183 | 2036 | 2162 | 2154 | 2089 | 1897 | 1615 | 1423 | 1269 | 1087 | 1254 | 1305 | 31401 |
| Jun-15 | Sunday | 7 | 472 | 310 | 196 | 124 | 153 | 264 | 481 | 639 | 883 | 1162 | 1548 | 1663 | 1811 | 1966 | 1910 | 1819 | 1919 | 1856 | 1869 | 1323 | 1043 | 899 | 621 | 471 | 25402 |
| Jun-15 | Monday | 8 | 320 | 163 | 97 | 120 | 341 | 791 | 2038 | 3397 | 2952 | 2367 | 2184 | 2140 | 2426 | 2470 | 2647 | 3055 | 3417 | 3408 | 2549 | 1681 | 1201 | 991 | 684 | 425 | 41864 |
| Jun-15 | Tuesday | 9 | 307 | 112 | 102 | 159 | 325 | 803 | 2117 | 3729 | 3025 | 2336 | 2182 | 2264 | 2513 | 2637 | 2489 | 2941 | 2090 | 2174 | 2623 | 2430 | 965 | 735 | 591 | 389 | 40038 |
| Jun-15 | Wednesday | 10 | 333 | 144 | 133 | 119 | 341 | 841 | 1998 | 3399 | 3009 | 2289 | 2259 | 2410 | 2539 | 2500 | 2714 | 3178 | 3179 | 3312 | 3031 | 1833 | 1156 | 1277 | 900 | 543 | 43437 |
| Jun-15 | Thursday | 11 | 358 | 143 | 116 | 138 | 368 | 819 | 1971 | 3579 | 3026 | 2452 | 2452 | 2375 | 2393 | 2549 | 2947 | 3094 | 2635 | 3327 | 3077 | 1883 | 1297 | 1082 | 798 | 502 | 43381 |
| Jun-15 | Friday | 12 | 341 | 152 | 121 | 132 | 332 | 739 | 1770 | 2988 | 2680 | 2353 | 2038 | 2658 | 2736 | 2803 | 3220 | 3161 | 3322 | 3164 | 2313 | 1797 | 1204 | 1064 | 915 | 696 | 42699 |
| Jun-15 | Saturday | 13 | 423 | 228 | 207 | 142 | 198 | 364 | 736 | 1242 | 1576 | 1937 | 1306 | 2595 | 1993 | 2152 | 2110 | 2096 | 2064 | 2028 | 1806 | 1517 | 1181 | 1185 | 879 | 698 | 30663 |
| Jun-15 | Sunday | 14 | 378 | 259 | 217 | 133 | 201 | 274 | 508 | 721 | 946 | 1190 | 1537 | 1713 | 1749 | 1925 | 1710 | 1879 | 1878 | 1645 | 1527 | 1295 | 1051 | 905 | 612 | 454 | 24707 |
| Jun-15 | Monday | 15 | 282 | 126 | 92 | 135 | 362 | 903 | 2123 | 3266 | 3091 | 2341 | 2128 | 2160 | 2561 | 2389 | 1599 | 2608 | 3118 | 3242 | 2583 | 1624 | 1265 | 896 | 692 | 502 | 40088 |
| Jun-15 | Tuesday | 16 | 328 | 141 | 119 | 140 | 338 | 747 | 2070 | 3635 | 3079 | 2374 | 2181 | 2210 | 2345 | 2570 | 2822 | 2978 | 3277 | 3459 | 2407 | 1729 | 1259 | 1137 | 863 | 496 | 42704 |
| Jun-15 | Wednesday | 17 | 363 | 143 | 118 | 113 | 324 | 810 | 2097 | 3430 | 3168 | 2422 | 2102 | 2283 | 2622 | 2548 | 2706 | 2765 | 3060 | 3293 | 2752 | 1840 | 1269 | 1119 | 1241 | 523 | 43111 |
| Jun-15 | Thursday | 18 | 366 | 146 | 133 | 131 | 309 | 755 | 1969 | 3432 | 3055 | 2442 | 2359 | 2370 | 2478 | 2597 | 2792 | 3139 | 3348 | 2747 | 2173 | 2321 | 1267 | 1013 | 819 | 495 | 42656 |
| Jun-15 | Friday | 19 | 348 | 152 | 130 | 163 | 336 | 745 | 1909 | 3110 | 2804 | 2501 | 2225 | 2340 | 2765 | 2749 | 3092 | 3302 | 3247 | 3195 | 2202 | 1650 | 1203 | 1050 | 945 | 707 | 42870 |
| Jun-15 | Saturday | 20 | 515 | 290 | 198 | 138 | 224 | 326 | 676 | 1143 | 1579 | 1834 | 2106 | 2013 | 2112 | 2137 | 1899 | 2076 | 2011 | 1919 | 1612 | 1451 | 1163 | 1175 | 898 | 695 | 30190 |
| Jun-15 | Sunday | 21 | 419 | 234 | 204 | 142 | 166 | 189 | 410 | 644 | 828 | 1091 | 1431 | 1588 | 1635 | 1681 | 1631 | 1764 | 1718 | 1579 | 1545 | 1250 | 1219 | 1291 | 792 | 507 | 23958 |
| Jun-15 | Monday | 22 | 263 | 149 | 112 | 109 | 345 | 826 | 2042 | 3463 | 2864 | 2289 | 2076 | 2211 | 2543 | 2483 | 2686 | 2843 | 3440 | 3204 | 2773 | 1501 | 988 | 837 | 669 | 394 | 41110 |
| Jun-15 | Tuesday | 23 | 294 | 156 | 104 | 137 | 343 | 778 | 2064 | 3641 | 3151 | 2364 | 2216 | 2323 | 2554 | 2638 | 2841 | 3117 | 3473 | 3341 | 2554 | 1787 | 1192 | 1060 | 741 | 466 | 43335 |
| Jun-15 | Wednesday | 24 | 340 | 139 | 142 | 114 | 305 | 792 | 1976 | 3453 | 3125 | 2384 | 2261 | 2424 | 2574 | 2556 | 2894 | 3233 | 3371 | 3323 | 2965 | 1700 | 1248 | 976 | 778 | 505 | 43578 |
| Jun-15 | Thursday | 25 | 381 | 152 | 120 | 136 | 297 | 763 | 2013 | 3412 | 3142 | 2546 | 2398 | 2390 | 2601 | 2710 | 2739 | 3128 | 3432 | 3581 | 2707 | 1866 | 1282 | 998 | 839 | 471 | 44104 |
| Jun-15 | Friday | 26 | 347 | 176 | 106 | 180 | 348 | 771 | 1838 | 3129 | 2932 | 2419 | 2406 | 2603 | 2735 | 2775 | 2911 | 3466 | 3157 | 2943 | 2181 | 1762 | 1215 | 1089 | 859 | 669 | 43017 |
| Jun-15 | Saturday | 27 | 448 | 264 | 167 | 146 | 231 | 342 | 666 | 1104 | 1509 | 1828 | 2208 | 2143 | 2154 | 2208 | 2319 | 2128 | 1976 | 1747 | 1452 | 1294 | 1114 | 1422 | 1591 | 846 | 31307 |
| Jun-15 | Sunday | 28 | 450 | 267 | 180 | 152 | 173 | 257 | 373 | 583 | 858 | 1153 | 1506 | 1542 | 1701 | 1854 | 1682 | 1811 | 1897 | 1556 | 1520 | 1078 | 736 | 710 | 559 | 380 | 22978 |
| Jun-15 | Monday | 29 | 255 | 124 | 120 | 123 | 371 | 801 | 1914 | 3415 | 2904 | 2252 | 2129 | 2008 | 2657 | 2454 | 2746 | 2234 | 3257 | 3186 | 2791 | 1670 | 1172 | 876 | 678 | 473 | 40610 |
| Jun-15 | Tuesday | 30 | 343 | 173 | 112 | 117 | 329 | 795 | 1995 | 3312 | 3090 | 2307 | 2213 | 2368 | 2415 | 2601 | 2741 | 2998 | 3444 | 2684 | 3059 | 2022 | 1093 | 919 | 749 | 529 | 42408 |
| Jul-15 | Wednesday | 1 | 351 | 163 | 105 | 165 | 319 | 778 | 1852 | 3351 | 3058 | 2404 | 2288 | 2435 | 2553 | 2538 | 3014 | 3336 | 3388 | 3680 | 2625 | 1858 | 1335 | 955 | 873 | 477 | 43901 |
| Jul-15 | Thursday | 2 | 329 | 147 | 110 | 128 | 306 | 694 | 1862 | 2970 | 2790 | 2285 | 2237 | 2475 | 2634 | 2809 | 3072 | 3274 | 3607 | 3153 | 2382 | 1775 | 1393 | 1148 | 1009 | 579 | 43168 |
| Jul-15 | Friday | 3 | 511 | 182 | 123 | 100 | 217 | 369 | 766 | 1227 | 1709 | 1932 | 2092 | 2220 | 2315 | 2147 | 2135 | 2556 | 2224 | 1879 | 1616 | 1242 | 1115 | 1242 | 1173 | 726 | 31818 |
| Jul-15 | Saturday | 4 | 462 | 231 | 178 | 112 | 122 | 240 | 457 | 651 | 842 | 1164 | 1421 | 1290 | 1304 | 1335 | 1441 | 1530 | 1456 | 1327 | 1262 | 1143 | 1306 | 966 | 1257 | 948 | 22445 |
| Jul-15 | Sunday | 5 | 417 | 225 | 180 | 109 | 159 | 214 | 390 | 615 | 868 | 1234 | 1637 | 1832 | 1911 | 1913 | 1900 | 1832 | 1834 | 1580 | 1451 | 1157 | 922 | 889 | 671 | 439 | 24379 |
| Jul-15 | Monday | 6 | 259 | 157 | 98 | 97 | 438 | 777 | 1874 | 3133 | 2986 | 2357 | 2139 | 2292 | 2335 | 2592 | 2458 | 2881 | 3173 | 3373 | 2413 | 1504 | 1170 | 916 | 609 | 440 | 40471 |
| Jul-15 | Tuesday | 7 | 297 | 137 | 108 | 119 | 361 | 793 | 1961 | 3464 | 3048 | 2243 | 2227 | 2364 | 2490 | 2448 | 2592 | 2800 | 3539 | 3475 | 2331 | 1655 | 1126 | 953 | 859 | 501 | 41891 |
| Jul-15 | Wednesday | 8 | 313 | 135 | 107 | 111 | 298 | 800 | 1947 | 3407 | 2822 | 2523 | 2147 | 2266 | 2544 | 2342 | 2780 | 2936 | 3200 | 3485 | 2218 | 1747 | 1293 | 991 | 859 | 513 | 41784 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Jul-15 | Thursday | 9 | 364 | 149 | 105 | 145 | 308 | 732 | 1825 | 3380 | 3048 | 2439 | 2368 | 2364 | 2175 | 2618 | 2885 | 3122 | 2631 | 3130 | 2778 | 1852 | 1212 | 1043 | 880 | 499 | 42052 |
| Jul-15 | Friday | 10 | 387 | 172 | 105 | 153 | 333 | 672 | 1784 | 3103 | 2892 | 2237 | 2336 | 2531 | 2880 | 2723 | 2998 | 3220 | 2555 | 3459 | 2242 | 1712 | 1254 | 1113 | 908 | 732 | 42501 |
| Jul-15 | Saturday | 11 | 457 | 247 | 161 | 135 | 194 | 379 | 652 | 1136 | 1373 | 1873 | 2202 | 2118 | 1949 | 2065 | 2130 | 2074 | 2197 | 1857 | 1613 | 1401 | 1149 | 1082 | 927 | 684 | 30055 |
| Jul-15 | Sunday | 12 | 398 | 253 | 174 | 120 | 144 | 210 | 429 | 643 | 804 | 1066 | 1342 | 1632 | 1733 | 1805 | 1773 | 1845 | 1818 | 1584 | 1386 | 1156 | 993 | 868 | 659 | 450 | 23285 |
| Jul-15 | Monday | 13 | 238 | 153 | 97 | 120 | 364 | 744 | 2009 | 3476 | 2925 | 2423 | 2249 | 2122 | 2431 | 2575 | 2672 | 2958 | 3163 | 3518 | 2322 | 1547 | 1182 | 816 | 698 | 409 | 41211 |
| Jul-15 | Tuesday | 14 | 314 | 149 | 114 | 124 | 332 | 791 | 1995 | 3439 | 3057 | 2201 | 2207 | 2265 | 2486 | 2265 | 2719 | 3148 | 3239 | 3455 | 2650 | 1734 | 1185 | 873 | 753 | 520 | 42015 |
| Jul-15 | Wednesday | 15 | 331 | 130 | 117 | 128 | 357 | 743 | 1969 | 3679 | 3121 | 2331 | 2238 | 2406 | 2399 | 2621 | 2778 | 3195 | 3148 | 3006 | 2890 | 1758 | 1286 | 972 | 838 | 494 | 42935 |
| Jul-15 | Thursday | 16 | 359 | 128 | 122 | 112 | 311 | 775 | 1939 | 3430 | 3120 | 2425 | 2277 | 2441 | 2414 | 2568 | 2771 | 3212 | 3352 | 3108 | 2809 | 1747 | 1244 | 962 | 800 | 468 | 42894 |
| Jul-15 | Friday | 17 | 358 | 142 | 135 | 145 | 300 | 685 | 1754 | 3060 | 2895 | 2377 | 2200 | 2333 | 2806 | 2806 | 3155 | 2937 | 3001 | 3265 | 2326 | 1551 | 1277 | 1504 | 1228 | 740 | 42980 |
| Jul-15 | Saturday | 18 | 453 | 289 | 190 | 125 | 177 | 337 | 624 | 1014 | 1602 | 1907 | 2148 | 2027 | 1952 | 2027 | 2055 | 2098 | 2168 | 1992 | 1666 | 1447 | 1253 | 1396 | 935 | 690 | 30572 |
| Jul-15 | Sunday | 19 | 435 | 280 | 217 | 161 | 157 | 198 | 397 | 614 | 818 | 1095 | 1403 | 1640 | 1688 | 1928 | 1831 | 1857 | 1800 | 1642 | 1408 | 1052 | 898 | 787 | 559 | 407 | 23272 |
| Jul-15 | Monday | 20 | 284 | 147 | 83 | 103 | 368 | 795 | 2086 | 3493 | 2975 | 2237 | 2300 | 2224 | 2346 | 2380 | 2744 | 2946 | 2741 | 3194 | 2875 | 1694 | 1164 | 905 | 761 | 470 | 41315 |
| Jul-15 | Tuesday | 21 | 305 | 124 | 91 | 134 | 343 | 777 | 1974 | 3501 | 2970 | 2235 | 2318 | 2150 | 2345 | 2468 | 2707 | 2901 | 2640 | 3555 | 2504 | 1675 | 1218 | 934 | 789 | 441 | 41099 |
| Jul-15 | Wednesday | 22 | 309 | 138 | 116 | 131 | 326 | 747 | 1968 | 3444 | 3135 | 2260 | 2302 | 2327 | 2407 | 2638 | 2863 | 3061 | 3143 | 3299 | 2675 | 1744 | 1175 | 1010 | 842 | 459 | 42519 |
| Jul-15 | Thursday | 23 | 345 | 147 | 119 | 163 | 311 | 723 | 1894 | 2967 | 3370 | 2342 | 2342 | 2447 | 2407 | 2452 | 2942 | 3163 | 3040 | 2799 | 2953 | 1850 | 1143 | 923 | 827 | 490 | 42159 |
| Jul-15 | Friday | 24 | 335 | 143 | 133 | 150 | 294 | 680 | 1702 | 2893 | 2809 | 2324 | 2382 | 2628 | 2877 | 2843 | 3023 | 3106 | 3366 | 2830 | 2184 | 1678 | 1180 | 957 | 903 | 639 | 42059 |
| Jul-15 | Saturday | 25 | 423 | 218 | 157 | 114 | 191 | 334 | 584 | 1078 | 1549 | 1861 | 2124 | 2028 | 1987 | 2123 | 2020 | 2054 | 2028 | 2018 | 1777 | 1424 | 1270 | 1118 | 833 | 741 | 30054 |
| Jul-15 | Sunday | 26 | 455 | 303 | 214 | 141 | 155 | 231 | 375 | 560 | 809 | 1155 | 1377 | 1649 | 1694 | 1806 | 1814 | 1869 | 1854 | 1702 | 1429 | 1199 | 1051 | 898 | 686 | 406 | 23832 |
| Jul-15 | Monday | 27 | 266 | 122 | 89 | 98 | 359 | 763 | 1989 | 3310 | 3106 | 2301 | 2151 | 2163 | 2472 | 2442 | 2816 | 2807 | 3114 | 3135 | 2802 | 1571 | 1181 | 861 | 717 | 425 | 41060 |
| Jul-15 | Tuesday | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jul-15 | Wednesday | 29 | 326 | 141 | 111 | 133 | 325 | 767 | 1934 | 3470 | 3034 | 2379 | 2243 | 2358 | 2439 | 2597 | 2897 | 3075 | 3178 | 3162 | 2963 | 1689 | 1290 | 949 | 750 | 515 | 42725 |
| Jul-15 | Thursday | 30 | 414 | 125 | 128 | 128 | 315 | 727 | 1958 | 3408 | 3047 | 2523 | 2410 | 2441 | 2596 | 2627 | 2952 | 3131 | 3051 | 3533 | 2454 | 1902 | 1311 | 984 | 803 | 487 | 43455 |
| Jul-15 | Friday | 31 | 373 | 159 | 113 | 153 | 317 | 694 | 1795 | 3027 | 2847 | 2411 | 2487 | 2633 | 2781 | 2746 | 3141 | 3343 | 3273 | 3118 | 2337 | 1751 | 1129 | 932 | 875 | 730 | 43165 |
| Aug-15 | Saturday | 1 | 456 | 226 | 195 | 147 | 184 | 319 | 706 | 1040 | 1419 | 1859 | 2083 | 2039 | 2284 | 2022 | 2025 | 1994 | 1911 | 1811 | 1585 | 1358 | 1193 | 1313 | 1282 | 760 | 30211 |
| Aug-15 | Sunday | 2 | 498 | 255 | 205 | 103 | 186 | 209 | 371 | 593 | 757 | 1139 | 1399 | 1657 | 1720 | 1866 | 1866 | 1796 | 1531 | 1462 | 1304 | 1095 | 913 | 771 | 553 | 433 | 22682 |
| Aug-15 | Monday | 3 | 279 | 112 | 86 | 102 | 339 | 796 | 1988 | 3015 | 2960 | 2141 | 2228 | 2224 | 2501 | 2496 | 2767 | 3020 | 3235 | 3191 | 2822 | 1515 | 1102 | 809 | 661 | 441 | 40830 |
| Aug-15 | Tuesday | 4 | 292 | 129 | 96 | 132 | 294 | 775 | 1984 | 3510 | 3167 | 2363 | 2230 | 2308 | 2572 | 2539 | 2683 | 3020 | 3217 | 2833 | 3024 | 1801 | 1180 | 920 | 803 | 490 | 42362 |
| Aug-15 | Wednesday | 5 | 349 | 158 | 117 | 135 | 331 | 740 | 2007 | 3558 | 3135 | 2371 | 2242 | 2404 | 2496 | 2636 | 2866 | 3184 | 3177 | 3174 | 2871 | 1873 | 1300 | 1016 | 1075 | 1301 | 44516 |
| Aug-15 | Thursday | 6 | 426 | 188 | 128 | 133 | 324 | 741 | 1987 | 3341 | 3097 | 2532 | 2394 | 2449 | 2656 | 2567 | 2734 | 2436 | 2313 | 3051 | 2664 | 1533 | 1106 | 848 | 738 | 479 | 40865 |
| Aug-15 | Friday | 7 | 321 | 133 | 112 | 134 | 307 | 718 | 1744 | 3097 | 2865 | 2371 | 2501 | 2440 | 2881 | 2775 | 3135 | 3285 | 3321 | 2689 | 2456 | 1734 | 1221 | 1075 | 1144 | 1313 | 43772 |
| Aug-15 | Saturday | 8 | 553 | 289 | 175 | 137 | 186 | 326 | 686 | 1125 | 1452 | 1786 | 2239 | 2132 | 2007 | 2130 | 2162 | 2340 | 2103 | 2020 | 1771 | 1591 | 1267 | 1089 | 1100 | 1287 | 31953 |
| Aug-15 | Sunday | 9 | 562 | 338 | 194 | 148 | 145 | 222 | 424 | 605 | 830 | 1169 | 1564 | 1859 | 1776 | 1898 | 1884 | 1915 | 1947 | 1726 | 1525 | 1245 | 1095 | 893 | 722 | 410 | 25096 |
| Aug-15 | Monday | 10 | 296 | 132 | 83 | 116 | 377 | 783 | 2007 | 3686 | 3023 | 2312 | 2228 | 2315 | 2466 | 2482 | 2932 | 3104 | 3327 | 3082 | 2671 | 1652 | 1305 | 903 | 681 | 411 | 42374 |
| Aug-15 | Tuesday | 11 | 283 | 139 | 102 | 140 | 333 | 827 | 2052 | 3890 | 3126 | 2253 | 2164 | 2328 | 2525 | 2574 | 2901 | 2178 | 1875 | 3260 | 3206 | 1801 | 1256 | 923 | 755 | 510 | 41401 |
| Aug-15 | Wednesday | 12 | 326 | 144 | 100 | 100 | 312 | 823 | 2067 | 3663 | 3026 | 2379 | 2250 | 2302 | 2394 | 2546 | 2795 | 3209 | 3443 | 3292 | 2658 | 1839 | 1236 | 966 | 1004 | 1030 | 43904 |
| Aug-15 | Thursday | 13 | 437 | 186 | 137 | 124 | 337 | 769 | 1935 | 3655 | 3070 | 2319 | 2382 | 2253 | 2534 | 2581 | 2944 | 3136 | 3485 | 3463 | 2530 | 1776 | 1247 | 960 | 819 | 518 | 43597 |
| Aug-15 | Friday | 14 | 366 | 154 | 120 | 147 | 307 | 682 | 1766 | 3318 | 3022 | 2426 | 2349 | 2600 | 2860 | 2764 | 3271 | 3274 | 3398 | 2956 | 2445 | 1819 | 1277 | 1009 | 912 | 691 | 43933 |
| Aug-15 | Saturday | 15 | 441 | 246 | 191 | 117 | 207 | 365 | 608 | 1032 | 1437 | 1822 | 2090 | 2074 | 2141 | 2910 | 2558 | 2256 | 2201 | 1948 | 1745 | 1409 | 1234 | 1404 | 1058 | 798 | 32292 |
| Aug-15 | Sunday | 16 | 413 | 240 | 186 | 123 | 149 | 224 | 377 | 564 | 826 | 1105 | 1425 | 1687 | 1840 | 1843 | 1759 | 1853 | 1775 | 1578 | 1495 | 1177 | 1025 | 765 | 541 | 366 | 23336 |
| Aug-15 | Monday | 17 | 228 | 124 | 83 | 125 | 329 | 834 | 2221 | 3565 | 3250 | 2310 | 2025 | 2333 | 2375 | 2502 | 2678 | 3055 | 3214 | 3338 | 2220 | 1543 | 1125 | 718 | 627 | 445 | 41267 |
| Aug-15 | Tuesday | 18 | 268 | 129 | 87 | 142 | 341 | 861 | 2260 | 3786 | 3282 | 2229 | 2136 | 2252 | 2373 | 2492 | 2805 | 2775 | 2813 | 3200 | 2488 | 1424 | 980 | 720 | 623 | 408 | 40874 |
| Aug-15 | Wednesday | 19 | 341 | 126 | 96 | 129 | 311 | 805 | 2241 | 3691 | 3320 | 2295 | 2262 | 2283 | 2298 | 2387 | 2966 | 3277 | 3209 | 2774 | 2766 | 1527 | 1009 | 800 | 678 | 398 | 41989 |
| Aug-15 | Thursday | 20 | 337 | 120 | 103 | 111 | 282 | 785 | 2211 | 3688 | 3157 | 2232 | 2174 | 2317 | 2405 | 2404 | 2833 | 2776 | 2422 | 2838 | 3017 | 1590 | 1103 | 829 | 758 | 427 | 40919 |
| Aug-15 | Friday | 21 | 340 | 128 | 132 | 137 | 272 | 716 | 2072 | 3442 | 2358 | 2405 | 2222 | 2448 | 2712 | 2800 | 3051 | 3122 | 3387 | 2775 | 2702 | 1624 | 1171 | 900 | 774 | 603 | 42293 |
| Aug-15 | Saturday | 22 | 400 | 199 | 162 | 116 | 142 | 283 | 629 | 1065 | 1368 | 1694 | 1985 | 1958 | 2090 | 2206 | 2130 | 2035 | 2103 | 1785 | 1660 | 1308 | 1057 | 854 | 838 | 941 | 29008 |
| Aug-15 | Sunday | 23 | 453 | 231 | 159 | 95 | 115 | 241 | 406 | 592 | 755 | 1109 | 1405 | 1619 | 1748 | 1772 | 1725 | 1652 | 1632 | 1637 | 1419 | 1087 | 938 | 648 | 538 | 350 | 22326 |
| Aug-15 | Monday | 24 | 214 | 94 | 87 | 99 | 340 | 844 | 2318 | 3760 | 3247 | 2197 | 2153 | 2158 | 2454 | 2316 | 2596 | 2935 | 2651 | 3337 | 2510 | 1596 | 1170 | 768 | 651 | 398 | 40893 |
| Aug-15 | Tuesday | 25 | 272 | 101 | 115 | 130 | 347 | 846 | 2347 | 3849 | 3463 | 2267 | 2188 | 2200 | 2423 | 2397 | 2687 | 3183 | 3278 | 3427 | 2536 | 1689 | 1174 | 790 | 695 | 455 | 42859 |
| Aug-15 | Wednesday | 26 | 295 | 115 | 110 | 174 | 327 | 784 | 2191 | 3590 | 3502 | 2214 | 2187 | 2238 | 2374 | 2311 | 2850 | 3100 | 3335 | 3264 | 2710 | 1833 | 1139 | 912 | 754 | 440 | 42749 |
| Aug-15 | Thursday | 27 | 292 | 125 | 118 | 120 | 304 | 742 | 2152 | 3714 | 3237 | 2304 | 2092 | 2425 | 2598 | 2460 | 2724 | 3178 | 3221 | 3465 | 2364 | 1828 | 1173 | 805 | 753 | 379 | 42573 |
| Aug-15 | Friday | 28 | 286 | 150 | 115 | 118 | 297 | 714 | 2074 | 3454 | 3215 | 2335 | 2266 | 2470 | 2835 | 2726 | 2923 | 3307 | 3141 | 3253 | 2287 | 1766 | 1177 | 894 | 885 | 629 | 43317 |
| Aug-15 | Saturday | 29 | 457 | 203 | 158 | 127 | 165 | 323 | 578 | 924 | 1283 | 1748 | 1970 | 1977 | 2154 | 2112 | 2109 | 1993 | 2055 | 1747 | 1613 | 1316 | 1166 | 935 | 847 | 624 | 28584 |
| Aug-15 | Sunday | 30 | 366 | 204 | 179 | 95 | 112 | 226 | 390 | 504 | 635 | 988 | 1425 | 1636 | 1848 | 1798 | 1652 | 1566 | 1429 | 1298 | 1082 | 966 | 723 | 573 | 468 | 320 | 20483 |
| Aug-15 | Monday | 31 | 175 | 93 | 73 | 114 | 339 | 830 | 2035 | 2975 | 2765 | 1863 | 1864 | 2044 | 2098 | 2114 | 2361 | 2744 | 2787 | 3034 | 2083 | 1394 | 1023 | 787 | 599 | 374 | 36568 |
| Sep-15 | Tuesday | 1 | 234 | 130 | 92 | 121 | 337 | 768 | 2316 | 3766 | 3256 | 2199 | 2060 | 2263 | 2466 | 2452 | 2751 | 3219 | 2844 | 2821 | 3266 | 1759 | 1157 | 758 | 701 | 404 | 42140 |
| Sep-15 | Wednesday | 2 | 238 | 125 | 93 | 127 | 259 | 757 | 2269 | 3781 | 3223 | 2304 | 2212 | 2220 | 2383 | 2447 | 2756 | 3089 | 2991 | 3522 | 2699 | 1740 | 1331 | 897 | 731 | 461 | 42655 |
| Sep-15 | Thursday | 3 | 297 | 138 | 143 | 139 | 306 | 797 | 2162 | 3819 | 3315 | 2279 | 2331 | 2447 | 2548 | 2510 | 2775 | 3229 | 3233 | 2905 | 2711 | 1969 | 1176 | 722 | 872 | 438 | 43261 |
| Sep-15 | Friday | 4 | 266 | 138 | 93 | 116 | 318 | 719 | 1912 | 3436 | 2903 | 2307 | 2328 | 2479 | 2788 | 2912 | 3072 | 3042 | 3301 | 2842 | 2298 | 1695 | 1162 | 943 | 1073 | 593 | 42736 |
| Sep-15 | Saturday | 5 | 413 | 229 | 201 | 127 | 150 | 266 | 529 | 896 | 1294 | 1633 | 1914 | 1766 | 1923 | 1929 | 1942 | 1919 | 1883 | 1776 | 1520 | 1285 | 1048 | 863 | 721 | 602 | 26829 |
| Sep-15 | Sunday | 6 | 405 | 202 | 222 | 106 | 99 | 168 | 287 | 500 | 676 | 940 | 1218 | 1381 | 1568 | 1681 | 1708 | 1618 | 1491 | 1436 | 1266 | 1035 | 859 | 831 | 605 | 506 | 20808 |
| Sep-15 | Monday | 7 | 287 | 169 | 114 | 88 | 153 | 256 | 437 | 693 | 967 | 1262 | 1713 | 2030 | 2033 | 1973 | 1835 | 2012 | 1674 | 1596 | 1439 | 1161 | 931 | 743 | 510 | 350 | 24426 |
| Sep-15 | Tuesday | 8 | 189 | 93 | 64 | 109 | 350 | 863 | 2291 | 3973 | 3299 | 2369 | 2307 | 2299 | 2340 | 2404 | 2567 | 3112 | 3438 | 3389 | 2639 | 1759 | 1098 | 790 | 671 | 366 | 42779 |
| Sep-15 | Wednesday | 9 | 258 | 99 | 92 | 112 | 335 | 813 | 2335 | 3743 | 3466 | 2410 | 2229 | 2288 | 2416 | 2353 | 2832 | 3156 | 3343 | 3408 | 2320 | 1812 | 1294 | 981 | 724 | 430 | 43249 |
| Sep-15 | Thursday | 10 | 262 | 110 | 95 | 147 | 340 | 811 | 2092 | 2938 | 3531 | 2354 | 2279 | 2326 | 2646 | 2428 | 2880 | 2030 | 3265 | 3606 | 3316 | 1910 | 1323 | 882 | 737 | 417 | 42725 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sep-15 | Friday | 11 | 254 | 116 | 112 | 109 | 314 | 774 | 2096 | 3545 | 3145 | 2389 | 2335 | 2566 | 2671 | 2795 | 3097 | 3313 | 3210 | 3081 | 2873 | 1764 | 1238 | 914 | 859 | 661 | 44231 |
| Sep-15 | Saturday | 12 | 361 | 202 | 130 | 105 | 170 | 412 | 700 | 1115 | 1422 | 1733 | 2080 | 2162 | 2170 | 2030 | 1870 | 1870 | 1737 | 1631 | 1530 | 1271 | 965 | 1228 | 765 | 613 | 28272 |
| Sep-15 | Sunday | 13 | 361 | 190 | 141 | 94 | 113 | 222 | 412 | 613 | 808 | 1077 | 1449 | 1718 | 1769 | 1762 | 1652 | 1780 | 1782 | 1586 | 1467 | 1258 | 1008 | 720 | 537 | 380 | 22899 |
| Sep-15 | Monday | 14 | 302 | 141 | 93 | 124 | 349 | 851 | 2237 | 3694 | 3376 | 2330 | 2324 | 2243 | 2382 | 2320 | 2564 | 3107 | 2402 | 3572 | 2854 | 1795 | 1193 | 835 | 698 | 408 | 42194 |
| Sep-15 | Tuesday | 15 | 212 | 127 | 102 | 147 | 363 | 826 | 2261 | 3805 | 3300 | 2221 | 2168 | 2290 | 2267 | 2432 | 2779 | 3167 | 3200 | 2129 | 1874 | 2296 | 1589 | 896 | 713 | 443 | 41607 |
| Sep-15 | Wednesday | 16 | 247 | 143 | 116 | 130 | 297 | 867 | 2241 | 3844 | 3335 | 2415 | 2163 | 2267 | 2459 | 2440 | 2689 | 3222 | 3493 | 3409 | 2744 | 1886 | 1303 | 932 | 777 | 468 | 43887 |
| Sep-15 | Thursday | 17 | 228 | 136 | 118 | 98 | 298 | 808 | 2179 | 3402 | 3219 | 2342 | 2349 | 2454 | 2513 | 2555 | 2820 | 3011 | 3450 | 3436 | 2418 | 1716 | 1192 | 866 | 751 | 460 | 42819 |
| Sep-15 | Friday | 18 | 282 | 115 | 104 | 114 | 309 | 717 | 2024 | 3508 | 2877 | 1584 | 1440 | 1844 | 2786 | 2619 | 2986 | 2636 | 3454 | 3173 | 2426 | 1952 | 1303 | 903 | 944 | 705 | 40805 |
| Sep-15 | Saturday | 19 | 444 | 190 | 185 | 116 | 159 | 378 | 599 | 1054 | 1412 | 1761 | 1990 | 1915 | 2119 | 2157 | 2117 | 2136 | 2108 | 1907 | 1758 | 1556 | 1155 | 1271 | 1078 | 625 | 30190 |
| Sep-15 | Sunday | 20 | 396 | 238 | 163 | 102 | 130 | 253 | 416 | 598 | 862 | 1185 | 1496 | 1633 | 1803 | 1908 | 1816 | 1909 | 1854 | 1844 | 1502 | 1269 | 1070 | 690 | 541 | 379 | 24057 |
| Sep-15 | Monday | 21 | 187 | 121 | 103 | 131 | 362 | 781 | 1918 | 3653 | 3055 | 2168 | 2235 | 2170 | 2364 | 2429 | 2697 | 3203 | 3476 | 3619 | 2348 | 1833 | 1070 | 783 | 645 | 406 | 41757 |
| Sep-15 | Tuesday | 22 | 243 | 115 | 102 | 134 | 359 | 880 | 2316 | 3824 | 3277 | 2206 | 2166 | 2140 | 2376 | 2431 | 2690 | 3084 | 3305 | 3428 | 2742 | 1782 | 1208 | 780 | 699 | 367 | 42654 |
| Sep-15 | Wednesday | 23 | 260 | 128 | 108 | 126 | 308 | 825 | 2328 | 3616 | 3206 | 2227 | 2148 | 2229 | 2458 | 2474 | 2789 | 3232 | 3472 | 3543 | 2459 | 1842 | 1176 | 815 | 698 | 392 | 42859 |
| Sep-15 | Thursday | 24 | 241 | 105 | 77 | 129 | 300 | 838 | 2176 | 3730 | 3137 | 2460 | 2400 | 2618 | 2497 | 2571 | 2705 | 2877 | 2924 | 3030 | 2362 | 1709 | 1113 | 791 | 654 | 399 | 41843 |
| Sep-15 | Friday | 25 | 250 | 102 | 107 | 123 | 297 | 742 | 1994 | 3520 | 3052 | 2170 | 2323 | 2507 | 2664 | 2488 | 3094 | 3260 | 3365 | 2962 | 2412 | 1929 | 1216 | 1027 | 1067 | 633 | 43304 |
| Sep-15 | Saturday | 26 | 478 | 230 | 147 | 121 | 164 | 322 | 621 | 1100 | 1561 | 1695 | 2015 | 2023 | 1957 | 2010 | 1905 | 1916 | 1974 | 1904 | 1519 | 1513 | 974 | 925 | 1195 | 728 | 28997 |
| Sep-15 | Sunday | 27 | 390 | 206 | 186 | 106 | 135 | 247 | 398 | 645 | 827 | 1105 | 1584 | 1690 | 1827 | 2029 | 1917 | 1949 | 1823 | 1832 | 1382 | 1122 | 872 | 696 | 553 | 389 | 23910 |
| Sep-15 | Monday | 28 | 245 | 90 | 69 | 96 | 385 | 850 | 2270 | 3566 | 3272 | 2330 | 2241 | 2301 | 2401 | 2350 | 2548 | 3067 | 3374 | 3415 | 2466 | 1637 | 994 | 767 | 619 | 357 | 41710 |
| Sep-15 | Tuesday | 29 | 220 | 120 | 103 | 137 | 328 | 858 | 2261 | 3576 | 3339 | 2379 | 2104 | 2246 | 2398 | 2333 | 2661 | 2926 | 2490 | 2979 | 3019 | 1911 | 1155 | 768 | 693 | 419 | 41423 |
| Sep-15 | Wednesday | 30 | 303 | 136 | 101 | 111 | 269 | 815 | 2253 | 3650 | 3258 | 2429 | 2230 | 2410 | 2452 | 2401 | 2758 | 3307 | 2932 | 2613 | 2497 | 1554 | 1057 | 803 | 685 | 409 | 41433 |
| Oct-15 | Thursday | 1 | 262 | 132 | 115 | 102 | 291 | 847 | 2170 | 3712 | 3225 | 2390 | 2227 | 2351 | 2601 | 2344 | 2768 | 2535 | 2409 | 2624 | 2660 | 1573 | 1014 | 756 | 663 | 343 | 40114 |
| Oct-15 | Friday | 2 | 304 | 91 | 113 | 109 | 266 | 647 | 1642 | 2683 | 2537 | 2230 | 2339 | 2518 | 2642 | 2602 | 2835 | 2794 | 2786 | 2515 | 1723 | 1225 | 845 | 686 | 614 | 446 | 37192 |
| Oct-15 | Saturday | 3 | 302 | 152 | 113 | 92 | 119 | 191 | 409 | 654 | 924 | 994 | 1147 | 1117 | 1123 | 1038 | 1039 | 954 | 876 | 839 | 742 | 601 | 411 | 348 | 383 | 241 | 14809 |
| Oct-15 | Sunday | 4 | 149 | 77 | 56 | 40 | 78 | 185 | 284 | 454 | 510 | 677 | 939 | 1027 | 1003 | 951 | 923 | 848 | 861 | 824 | 672 | 518 | 387 | 336 | 233 | 185 | 12217 |
| Oct-15 | Monday | 5 | 132 | 38 | 32 | 60 | 235 | 467 | 1175 | 1990 | 1845 | 1585 | 1637 | 1705 | 1782 | 1713 | 1770 | 1945 | 2191 | 2404 | 1495 | 1073 | 727 | 510 | 439 | 301 | 27251 |
| Oct-15 | Tuesday | 6 | 178 | 91 | 67 | 78 | 275 | 755 | 1912 | 3166 | 2832 | 2108 | 2098 | 2103 | 2229 | 2288 | 2497 | 2753 | 3280 | 3263 | 2478 | 1707 | 1062 | 759 | 667 | 377 | 39023 |
| Oct-15 | Wednesday | 7 | 202 | 112 | 101 | 139 | 297 | 786 | 2044 | 3178 | 3351 | 2102 | 1898 | 2136 | 2290 | 2355 | 2732 | 3055 | 3319 | 2676 | 2446 | 2647 | 1346 | 865 | 704 | 466 | 41247 |
| Oct-15 | Thursday | 8 | 313 | 126 | 117 | 127 | 322 | 818 | 2181 | 3540 | 2910 | 2370 | 2212 | 2235 | 2325 | 2373 | 2762 | 3230 | 3233 | 3418 | 2471 | 2186 | 1360 | 887 | 776 | 505 | 42797 |
| Oct-15 | Friday | 9 | 289 | 148 | 123 | 142 | 320 | 733 | 1929 | 3375 | 2884 | 2153 | 2235 | 2611 | 2756 | 2785 | 3161 | 3246 | 3371 | 3244 | 2730 | 2023 | 1226 | 1089 | 1116 | 1338 | 45027 |
| Oct-15 | Saturday | 10 | 522 | 254 | 248 | 119 | 195 | 319 | 606 | 996 | 1420 | 1687 | 1851 | 2088 | 2057 | 2474 | 1957 | 1734 | 1703 | 1575 | 1384 | 1373 | 1051 | 867 | 750 | 657 | 27887 |
| Oct-15 | Sunday | 11 | 389 | 171 | 198 | 100 | 131 | 246 | 375 | 571 | 756 | 1088 | 1492 | 1694 | 1898 | 1832 | 1655 | 1927 | 1732 | 1549 | 1420 | 1239 | 863 | 625 | 582 | 377 | 22910 |
| Oct-15 | Monday | 12 | 226 | 134 | 98 | 125 | 317 | 743 | 2015 | 3298 | 2958 | 2247 | 2291 | 2372 | 2396 | 2554 | 2782 | 3155 | 3324 | 3632 | 2641 | 1660 | 1052 | 853 | 738 | 399 | 42010 |
| Oct-15 | Tuesday | 13 | 255 | 112 | 111 | 137 | 338 | 895 | 2273 | 3645 | 3406 | 2292 | 2370 | 2365 | 2450 | 2468 | 2779 | 3137 | 3171 | 3399 | 3042 | 1734 | 1143 | 792 | 696 | 421 | 43431 |
| Oct-15 | Wednesday | 14 | 281 | 130 | 91 | 117 | 323 | 825 | 2302 | 3663 | 3398 | 2328 | 2247 | 2315 | 2495 | 2462 | 2856 | 3320 | 3356 | 3308 | 2969 | 1903 | 1205 | 861 | 691 | 410 | 43856 |
| Oct-15 | Thursday | 15 | 302 | 162 | 113 | 155 | 348 | 847 | 2222 | 3608 | 3391 | 2360 | 2250 | 2340 | 2498 | 2583 | 2903 | 3078 | 3187 | 2868 | 3313 | 2105 | 1220 | 971 | 788 | 431 | 44043 |
| Oct-15 | Friday | 16 | 319 | 122 | 102 | 147 | 350 | 792 | 2102 | 3344 | 3041 | 2375 | 2338 | 2496 | 2762 | 2792 | 3163 | 2933 | 2635 | 2883 | 2993 | 2149 | 1162 | 1082 | 993 | 787 | 43862 |
| Oct-15 | Saturday | 17 | 498 | 203 | 144 | 117 | 163 | 339 | 713 | 1078 | 1472 | 1812 | 2342 | 2435 | 2255 | 2105 | 2108 | 2086 | 2037 | 1962 | 1852 | 1485 | 1035 | 958 | 818 | 749 | 30766 |
| Oct-15 | Sunday | 18 | 532 | 208 | 120 | 83 | 126 | 227 | 439 | 609 | 722 | 1159 | 1495 | 1628 | 1834 | 1850 | 1873 | 2000 | 1987 | 1826 | 1550 | 1236 | 863 | 709 | 574 | 376 | 24026 |
| Oct-15 | Monday | 19 | 203 | 103 | 90 | 110 | 343 | 873 | 2264 | 3527 | 3312 | 2277 | 2202 | 2340 | 2367 | 2511 | 2522 | 3128 | 3366 | 3265 | 2755 | 1634 | 1055 | 846 | 644 | 385 | 42122 |
| Oct-15 | Tuesday | 20 | 212 | 107 | 86 | 130 | 307 | 848 | 2234 | 3666 | 3449 | 2313 | 2214 | 2186 | 2367 | 2516 | 2793 | 3053 | 2718 | 2895 | 3379 | 1864 | 1100 | 834 | 698 | 387 | 42356 |
| Oct-15 | Wednesday | 21 | 217 | 121 | 91 | 131 | 322 | 817 | 2277 | 3662 | 3360 | 2364 | 2238 | 2238 | 2400 | 2461 | 2743 | 3252 | 3214 | 2744 | 2306 | 1085 | 1703 | 786 | 723 | 381 | 41636 |
| Oct-15 | Thursday | 22 | 245 | 119 | 92 | 120 | 293 | 826 | 2215 | 3616 | 3322 | 2343 | 2267 | 2397 | 2491 | 2615 | 2862 | 3286 | 3193 | 3079 | 2991 | 1853 | 1293 | 983 | 795 | 428 | 43724 |
| Oct-15 | Friday | 23 | 266 | 128 | 140 | 156 | 315 | 771 | 2062 | 3414 | 3023 | 2377 | 2329 | 2532 | 2778 | 2911 | 3169 | 2674 | 3374 | 3281 | 2604 | 1915 | 1083 | 1026 | 990 | 749 | 44067 |
| Oct-15 | Saturday | 24 | 494 | 235 | 157 | 108 | 163 | 329 | 611 | 951 | 1510 | 1696 | 1649 | 712 | 688 | 1465 | 1808 | 2081 | 2016 | 1811 | 1707 | 1413 | 1130 | 978 | 870 | 779 | 25361 |
| Oct-15 | Sunday | 25 | 585 | 304 | 213 | 126 | 146 | 228 | 387 | 607 | 818 | 1115 | 1582 | 1684 | 1822 | 1965 | 1971 | 1950 | 1871 | 1696 | 1598 | 1288 | 847 | 712 | 567 | 332 | 24414 |
| Oct-15 | Monday | 26 | 205 | 125 | 81 | 90 | 367 | 891 | 2308 | 3730 | 3198 | 2364 | 2301 | 2237 | 2342 | 2452 | 2708 | 3199 | 3498 | 3286 | 2726 | 1480 | 916 | 760 | 600 | 367 | 42231 |
| Oct-15 | Tuesday | 27 | 231 | 94 | 86 | 111 | 319 | 857 | 2327 | 3644 | 3159 | 2583 | 2293 | 2321 | 2373 | 2314 | 2802 | 2925 | 2582 | 2777 | 2680 | 1485 | 1031 | 661 | 628 | 609 | 40892 |
| Oct-15 | Wednesday | 28 | 429 | 188 | 166 | 106 | 279 | 815 | 2137 | 3640 | 2862 | 2476 | 2118 | 2331 | 2346 | 2505 | 2813 | 2880 | 3391 | 3207 | 2330 | 1638 | 1091 | 824 | 754 | 385 | 41711 |
| Oct-15 | Thursday | 29 | 237 | 114 | 99 | 103 | 320 | 840 | 2219 | 3596 | 3359 | 2351 | 2190 | 2460 | 2495 | 2603 | 2728 | 3293 | 3061 | 2816 | 3051 | 1954 | 1168 | 941 | 843 | 441 | 43282 |
| Oct-15 | Friday | 30 | 259 | 132 | 124 | 139 | 311 | 812 | 2058 | 3349 | 3103 | 2352 | 2353 | 2554 | 2738 | 2683 | 3134 | 3105 | 3358 | 3136 | 2543 | 1908 | 1116 | 1059 | 1092 | 782 | 44200 |
| Oct-15 | Saturday | 31 | 480 | 196 | 149 | 112 | 153 | 267 | 547 | 904 | 1342 | 1565 | 1834 | 1830 | 1931 | 2034 | 1896 | 1894 | 1894 | 1586 | 1354 | 1072 | 1113 | 948 | 780 | 663 | 26544 |
| Nov-15 | Sunday | 1 | 403 | 184 | 158 | 111 | 224 | 219 | 411 | 634 | 832 | 1178 | 1425 | 1752 | 1697 | 1845 | 1760 | 1718 | 1527 | 1434 | 1200 | 853 | 621 | 575 | 377 | 308 | 21446 |
| Nov-15 | Monday | 2 | 160 | 123 | 60 | 113 | 378 | 1002 | 2506 | 3819 | 3337 | 2393 | 2245 | 2231 | 2353 | 2489 | 2620 | 3092 | 3192 | 2106 | 2497 | 1761 | 866 | 690 | 571 | 333 | 40937 |
| Nov-15 | Tuesday | 3 | 231 | 89 | 81 | 119 | 343 | 939 | 2420 | 3625 | 3150 | 2454 | 2197 | 2185 | 2252 | 2284 | 2654 | 2857 | 3282 | 3125 | 2097 | 1218 | 909 | 676 | 588 | 357 | 40132 |
| Nov-15 | Wednesday | 4 | 219 | 115 | 83 | 119 | 306 | 929 | 2366 | 3845 | 3153 | 2332 | 2247 | 2236 | 2406 | 2423 | 2706 | 3165 | 3278 | 2859 | 2946 | 1492 | 1110 | 780 | 648 | 389 | 42152 |
| Nov-15 | Thursday | 5 | 205 | 122 | 148 | 133 | 350 | 876 | 2345 | 3596 | 3208 | 2253 | 2266 | 2306 | 2564 | 2490 | 2934 | 3209 | 3217 | 3373 | 2789 | 1630 | 1036 | 783 | 765 | 375 | 42973 |
| Nov-15 | Friday | 6 | 279 | 120 | 109 | 124 | 321 | 845 | 2229 | 3535 | 2998 | 2312 | 2299 | 2579 | 2729 | 2952 | 3098 | 3189 | 3124 | 3332 | 2507 | 1513 | 1038 | 876 | 789 | 581 | 43478 |
| Nov-15 | Saturday | 7 | 344 | 212 | 140 | 118 | 138 | 356 | 714 | 1083 | 1491 | 2067 | 2126 | 1992 | 2101 | 2067 | 2067 | 2018 | 1896 | 1822 | 1572 | 1252 | 884 | 752 | 648 | 565 | 28425 |
| Nov-15 | Sunday | 8 | 358 | 177 | 113 | 86 | 153 | 235 | 417 | 681 | 976 | 1257 | 1581 | 1654 | 1818 | 1762 | 1629 | 1499 | 1427 | 1368 | 1166 | 935 | 582 | 567 | 372 | 268 | 21081 |
| Nov-15 | Monday | 9 | 172 | 88 | 68 | 96 | 343 | 929 | 2322 | 3529 | 3053 | 2101 | 2004 | 1985 | 2192 | 2213 | 2427 | 2775 | 2938 | 2999 | 2037 | 1277 | 855 | 668 | 541 | 302 | 37914 |
| Nov-15 | Tuesday | 10 | 226 | 89 | 85 | 107 | 314 | 955 | 2381 | 3757 | 3211 | 2319 | 2070 | 2298 | 2327 | 2467 | 2901 | 3138 | 3018 | 3288 | 2684 | 1512 | 1021 | 726 | 661 | 366 | 41921 |
| Nov-15 | Wednesday | 11 | 254 | 111 | 92 | 111 | 298 | 750 | 2101 | 3265 | 2817 | 2273 | 2200 | 2322 | 2459 | 2417 | 2930 | 3101 | 3276 | 3044 | 2629 | 1337 | 1105 | 831 | 657 | 384 | 40764 |
| Nov-15 | Thursday | 12 | 248 | 112 | 87 | 114 | 330 | 957 | 2444 | 3655 | 3292 | 2358 | 2261 | 2350 | 2489 | 2549 | 2953 | 3062 | 2636 | 2898 | 3061 | 1620 | 1111 | 827 | 668 | 404 | 42486 |
| Nov-15 | Friday | 13 | 280 | 121 | 100 | 126 | 305 | 819 | 2171 | 3540 | 3113 | 2360 | 2427 | 2591 | 2720 | 2754 | 2772 | 2934 | 2747 | 2944 | 2970 | 1560 | 1024 | 1023 | 825 | 554 | 42780 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nov-15 | Saturday | 14 | 342 | 167 | 150 | 118 | 171 | 360 | 741 | 1271 | 1706 | 1853 | 1959 | 1968 | 2061 | 2091 | 2081 | 2037 | 2003 | 1883 | 1593 | 1187 | 924 | 748 | 700 | 462 | 28576 |
| Nov-15 | Sunday | 15 | 275 | 159 | 121 | 118 | 157 | 230 | 378 | 653 | 729 | 1068 | 1462 | 1616 | 1723 | 1864 | 1771 | 1667 | 1647 | 1566 | 1349 | 1002 | 672 | 565 | 408 | 277 | 21477 |
| Nov-15 | Monday | 16 | 171 | 87 | 75 | 109 | 415 | 935 | 2412 | 3744 | 3170 | 2268 | 2153 | 2350 | 2421 | 2436 | 2786 | 3049 | 3252 | 3325 | 2566 | 1315 | 943 | 748 | 581 | 304 | 41615 |
| Nov-15 | Tuesday | 17 | 209 | 95 | 94 | 114 | 315 | 933 | 2434 | 3791 | 3316 | 2150 | 2205 | 2292 | 2420 | 2421 | 2785 | 3343 | 3008 | 2149 | 2185 | 2045 | 962 | 751 | 662 | 334 | 41013 |
| Nov-15 | Wednesday | 18 | 204 | 129 | 94 | 94 | 310 | 873 | 2392 | 3773 | 3097 | 2381 | 2197 | 2222 | 2431 | 2377 | 2765 | 3233 | 2712 | 2749 | 2857 | 1453 | 1041 | 884 | 612 | 371 | 41251 |
| Nov-15 | Thursday | 19 | 215 | 112 | 82 | 94 | 274 | 786 | 1978 | 3482 | 3157 | 2079 | 2079 | 2316 | 2414 | 2389 | 2693 | 3091 | 3225 | 3209 | 2100 | 1394 | 995 | 816 | 645 | 401 | 40026 |
| Nov-15 | Friday | 20 | 235 | 126 | 163 | 121 | 277 | 885 | 2194 | 3506 | 3080 | 2456 | 2421 | 2430 | 2795 | 2814 | 3150 | 3346 | 3278 | 1369 | 1966 | 2141 | 1031 | 924 | 844 | 578 | 42130 |
| Nov-15 | Saturday | 21 | 343 | 176 | 172 | 105 | 197 | 361 | 701 | 1121 | 1589 | 1839 | 2056 | 1902 | 1946 | 2124 | 2067 | 1976 | 1929 | 1698 | 1345 | 1198 | 853 | 779 | 727 | 478 | 27682 |
| Nov-15 | Sunday | 22 | 294 | 165 | 103 | 85 | 128 | 261 | 367 | 587 | 778 | 1050 | 1332 | 1578 | 1700 | 1752 | 1640 | 1551 | 1513 | 1428 | 1195 | 950 | 663 | 585 | 514 | 279 | 20498 |
| Nov-15 | Monday | 23 | 162 | 97 | 67 | 87 | 334 | 879 | 2133 | 3244 | 2950 | 2272 | 2356 | 2301 | 2544 | 2440 | 2786 | 3100 | 3039 | 3239 | 2712 | 1401 | 965 | 766 | 647 | 331 | 40852 |
| Nov-15 | Tuesday | 24 | 221 | 104 | 92 | 109 | 318 | 823 | 2159 | 3297 | 3004 | 2491 | 2369 | 2476 | 2576 | 2611 | 3007 | 3280 | 3362 | 3297 | 2477 | 1426 | 989 | 812 | 720 | 459 | 42479 |
| Nov-15 | Wednesday | 25 | 291 | 164 | 143 | 116 | 296 | 801 | 1776 | 2569 | 2567 | 2331 | 2337 | 2680 | 2857 | 2926 | 3169 | 3221 | 2797 | 2578 | 1858 | 1216 | 904 | 759 | 694 | 474 | 39524 |
| Nov-15 | Thursday | 26 | 274 | 182 | 108 | 123 | 141 | 209 | 405 | 612 | 749 | 930 | 1073 | 1059 | 1253 | 1112 | 1023 | 1127 | 1165 | 1229 | 1306 | 1188 | 1104 | 818 | 549 | 447 | 18186 |
| Nov-15 | Friday | 27 | 305 | 146 | 113 | 95 | 168 | 345 | 708 | 1082 | 1374 | 1576 | 1884 | 1963 | 2120 | 2045 | 2154 | 2104 | 1884 | 2040 | 1631 | 1121 | 838 | 772 | 755 | 485 | 27708 |
| Nov-15 | Saturday | 28 | 286 | 147 | 142 | 128 | 192 | 338 | 646 | 917 | 1319 | 1611 | 1807 | 1809 | 1698 | 1626 | 1728 | 1694 | 1790 | 1535 | 1319 | 1126 | 950 | 843 | 718 | 491 | 24860 |
| Nov-15 | Sunday | 29 | 268 | 139 | 112 | 103 | 159 | 302 | 437 | 719 | 1022 | 1442 | 1621 | 1769 | 1818 | 1818 | 1727 | 1724 | 1539 | 1449 | 1214 | 967 | 626 | 546 | 390 | 311 | 22222 |
| Nov-15 | Monday | 30 | 211 | 106 | 78 | 87 | 372 | 999 | 2347 | 3716 | 3217 | 2352 | 2238 | 2253 | 2279 | 2463 | 2764 | 3154 | 3188 | 3320 | 2464 | 1332 | 946 | 738 | 554 | 331 | 41509 |
| Dec-15 | Tuesday | 1 | 232 | 134 | 76 | 127 | 321 | 932 | 2374 | 3680 | 3358 | 2386 | 2158 | 2189 | 2341 | 2357 | 2806 | 3174 | 3161 | 2779 | 2904 | 1367 | 971 | 791 | 661 | 303 | 41582 |
| Dec-15 | Wednesday | 2 | 237 | 140 | 89 | 137 | 298 | 922 | 2352 | 3722 | 2435 | 2275 | 2349 | 2324 | 2305 | 2426 | 2810 | 2748 | 2427 | 2614 | 2853 | 1441 | 1118 | 776 | 643 | 360 | 39801 |
| Dec-15 | Thursday | 3 | 224 | 122 | 107 | 110 | 267 | 878 | 2267 | 3765 | 3189 | 2328 | 2120 | 2243 | 2363 | 2389 | 2905 | 3248 | 3320 | 3220 | 2537 | 1479 | 1107 | 881 | 677 | 396 | 42142 |
| Dec-15 | Friday | 4 | 237 | 122 | 105 | 139 | 314 | 862 | 2093 | 3452 | 3125 | 2278 | 2291 | 2340 | 2723 | 2621 | 3175 | 3099 | 3248 | 3351 | 2258 | 1556 | 988 | 887 | 899 | 576 | 42739 |
| Dec-15 | Saturday | 5 | 327 | 179 | 123 | 114 | 162 | 359 | 608 | 933 | 1455 | 1684 | 1918 | 2101 | 1981 | 1972 | 1987 | 2020 | 1987 | 1836 | 1568 | 1281 | 855 | 790 | 712 | 595 | 27547 |
| Dec-15 | Sunday | 6 | 411 | 176 | 139 | 106 | 101 | 217 | 379 | 523 | 765 | 957 | 1370 | 1453 | 1609 | 1742 | 1602 | 1598 | 1631 | 1534 | 1237 | 1020 | 735 | 578 | 414 | 283 | 20580 |
| Dec-15 | Monday | 7 | 145 | 82 | 76 | 106 | 316 | 961 | 2288 | 3369 | 3311 | 2231 | 2132 | 2255 | 2237 | 2232 | 2563 | 2958 | 2975 | 2993 | 2539 | 1317 | 911 | 665 | 588 | 359 | 39609 |
| Dec-15 | Tuesday | 8 | 222 | 118 | 96 | 129 | 280 | 909 | 2307 | 3513 | 3477 | 2167 | 2175 | 2131 | 2347 | 2455 | 2692 | 2810 | 3065 | 3273 | 2728 | 1453 | 1021 | 741 | 641 | 353 | 41103 |
| Dec-15 | Wednesday | 9 | 211 | 128 | 118 | 122 | 278 | 886 | 2295 | 3494 | 3310 | 2243 | 2194 | 2154 | 2424 | 2457 | 2705 | 3220 | 3169 | 3174 | 2620 | 1436 | 1048 | 833 | 693 | 405 | 41617 |
| Dec-15 | Thursday | 10 | 242 | 113 | 102 | 129 | 334 | 871 | 2247 | 3641 | 3151 | 2253 | 2164 | 2325 | 2526 | 2503 | 2959 | 3296 | 2890 | 3163 | 2919 | 1523 | 1157 | 945 | 736 | 397 | 42586 |
| Dec-15 | Friday | 11 | 267 | 136 | 105 | 135 | 314 | 844 | 2040 | 3470 | 2906 | 2269 | 2374 | 2519 | 2710 | 2731 | 2978 | 3264 | 3094 | 3017 | 2434 | 1586 | 1065 | 1071 | 939 | 629 | 42897 |
| Dec-15 | Saturday | 12 | 379 | 175 | 153 | 116 | 161 | 332 | 568 | 945 | 1370 | 1615 | 1832 | 1959 | 2062 | 2003 | 1943 | 2062 | 2076 | 2170 | 1669 | 1218 | 923 | 1111 | 951 | 724 | 28517 |
| Dec-15 | Sunday | 13 | 397 | 196 | 134 | 94 | 100 | 201 | 332 | 553 | 794 | 1032 | 1365 | 1529 | 1636 | 1856 | 1684 | 1658 | 1576 | 1609 | 1282 | 1156 | 1069 | 852 | 491 | 345 | 21941 |
| Dec-15 | Monday | 14 | 190 | 99 | 74 | 107 | 340 | 992 | 2229 | 3568 | 3263 | 2282 | 2149 | 2409 | 2521 | 2529 | 2525 | 3101 | 3259 | 3245 | 2163 | 1333 | 930 | 794 | 575 | 363 | 41040 |
| Dec-15 | Tuesday | 15 | 220 | 132 | 83 | 109 | 309 | 902 | 2263 | 3678 | 3291 | 2333 | 2303 | 2384 | 2461 | 2444 | 2836 | 3185 | 2719 | 1935 | 3227 | 1499 | 1119 | 765 | 700 | 370 | 41267 |
| Dec-15 | Wednesday | 16 | 283 | 122 | 118 | 106 | 286 | 902 | 2190 | 3568 | 3184 | 2286 | 2303 | 2360 | 2602 | 2471 | 2823 | 3230 | 3277 | 3214 | 2660 | 1412 | 1208 | 900 | 669 | 420 | 42594 |
| Dec-15 | Thursday | 17 | 272 | 133 | 93 | 143 | 326 | 866 | 2196 | 3562 | 3064 | 2218 | 2434 | 2532 | 2571 | 2749 | 3141 | 2847 | 2358 | 2822 | 2743 | 1656 | 1076 | 877 | 789 | 434 | 41902 |
| Dec-15 | Friday | 18 | 261 | 150 | 114 | 110 | 315 | 814 | 1977 | 3286 | 3034 | 2482 | 2518 | 2679 | 2737 | 2993 | 3330 | 2974 | 3381 | 3029 | 2267 | 1591 | 1072 | 966 | 906 | 645 | 43631 |
| Dec-15 | Saturday | 19 | 352 | 211 | 139 | 129 | 230 | 375 | 560 | 918 | 1348 | 1721 | 1903 | 1968 | 2188 | 2193 | 2064 | 1989 | 2045 | 1864 | 1651 | 1235 | 1028 | 949 | 861 | 599 | 28520 |
| Dec-15 | Sunday | 20 | 467 | 196 | 131 | 101 | 135 | 214 | 341 | 544 | 748 | 1028 | 1298 | 1477 | 1673 | 1723 | 1702 | 1716 | 1669 | 1546 | 1174 | 1059 | 835 | 756 | 540 | 401 | 21474 |
| Dec-15 | Monday | 21 | 277 | 139 | 95 | 128 | 315 | 739 | 1728 | 2829 | 2794 | 2356 | 2391 | 2517 | 2669 | 2667 | 2926 | 3167 | 3390 | 3375 | 2363 | 1456 | 1009 | 841 | 663 | 483 | 41317 |
| Dec-15 | Tuesday | 22 | 259 | 118 | 92 | 156 | 281 | 731 | 1650 | 2797 | 2727 | 2345 | 2490 | 2572 | 2689 | 2665 | 2967 | 3055 | 3138 | 3106 | 2087 | 1403 | 1054 | 800 | 702 | 450 | 40334 |
| Dec-15 | Wednesday | 23 | 271 | 129 | 110 | 132 | 309 | 622 | 1515 | 2470 | 2552 | 2390 | 2392 | 2653 | 2895 | 2995 | 3062 | 3274 | 2873 | 2778 | 1955 | 1481 | 1036 | 849 | 744 | 547 | 40034 |
| Dec-15 | Thursday | 24 | 310 | 164 | 135 | 111 | 192 | 335 | 698 | 1267 | 1495 | 1617 | 1924 | 2172 | 2247 | 2106 | 2007 | 1819 | 1573 | 1378 | 1184 | 917 | 920 | 832 | 556 | 422 | 26381 |
| Dec-15 | Friday | 25 | 268 | 130 | 52 | 57 | 83 | 135 | 188 | 286 | 454 | 582 | 765 | 954 | 1080 | 1170 | 1128 | 1095 | 1140 | 1163 | 1083 | 909 | 851 | 756 | 582 | 348 | 15259 |
| Dec-15 | Saturday | 26 | 227 | 104 | 84 | 85 | 169 | 252 | 406 | 603 | 955 | 1417 | 1574 | 1685 | 1709 | 1662 | 1683 | 1693 | 1592 | 1582 | 1341 | 1058 | 788 | 690 | 625 | 450 | 22434 |
| Dec-15 | Sunday | 27 | 262 | 162 | 132 | 105 | 152 | 248 | 409 | 582 | 772 | 1093 | 1259 | 1505 | 1549 | 1629 | 1669 | 1508 | 1576 | 1485 | 1279 | 960 | 737 | 557 | 505 | 343 | 20478 |
| Dec-15 | Monday | 28 | 246 | 105 | 75 | 108 | 256 | 601 | 1340 | 2284 | 2342 | 2024 | 2252 | 2379 | 2416 | 2483 | 2698 | 2950 | 3038 | 2983 | 2079 | 1178 | 848 | 717 | 655 | 378 | 36435 |
| Dec-15 | Tuesday | 29 | 260 | 130 | 107 | 117 | 270 | 637 | 1393 | 2317 | 2567 | 2171 | 2350 | 2331 | 2438 | 2597 | 2820 | 3017 | 3237 | 3283 | 2212 | 1205 | 886 | 746 | 741 | 423 | 38255 |
| Dec-15 | Wednesday | 30 | 271 | 125 | 138 | 101 | 229 | 649 | 1394 | 2355 | 2489 | 2222 | 2334 | 2549 | 2663 | 2716 | 3041 | 3048 | 3309 | 3292 | 2282 | 1386 | 1037 | 759 | 766 | 455 | 39610 |
| Dec-15 | Thursday | 31 | 291 | 141 | 83 | 106 | 197 | 463 | 1030 | 1830 | 2054 | 1934 | 2078 | 2421 | 2711 | 2528 | 2596 | 2554 | 1973 | 1579 | 1244 | 897 | 733 | 655 | 619 | 393 | 31110 |

30 Highest Hours of the year
100 Highest Hours of the year

AADT 36600

### 2.4.3 Station 31 Volume Data

| TWO-WAY VOLUMES | Day | 12a 1 | 1a 2 | 2a 3 | 3a 4 | 4a 5 | 5a 6 | 6a 7 | 7a 8 | 8a 9 | 9a 10 | 10a 11 | 11a 12 | 12p 13 | 1p 14 | 2p 15 | 3p 16 | 4p 17 | 5p 18 | 6p 19 | 7p 20 | 8p 21 | 9p 22 | 10p 23 | 11p 24 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Jan-15 Thursday | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jan-15 Friday | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jan-15 Saturday | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jan-15 Sunday | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jan-15 Monday | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jan-15 Tuesday | 6 | 691 | 434 | 399 | 318 | 534 | 1678 | 4399 | 6419 | 5537 | 4209 | 3988 | 4339 | 4657 | 4882 | 5340 | 6559 | 7603 | 6625 | 5042 | 3259 | 2269 | 1994 | 1546 | 1229 | 83950 |
| Jan-15 Wednesday | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jan-15 Thursday | 8 | 756 | 427 | 308 | 294 | 546 | 1754 | 5248 | 7534 | 7099 | 6098 | 5591 | 5279 | 5458 | 5546 | 6144 | 7493 | 8390 | 7881 | 5482 | 3699 | 2781 | 2327 | 1782 | 1271 | 99188 |
| Jan-15 Friday | 9 | 811 | 490 | 394 | 295 | 539 | 1893 | 5542 | 8279 | 6910 | 5296 | 4890 | 5461 | 5880 | 6143 | 6880 | 8242 | 8698 | 7757 | 5979 | 4385 | 3286 | 2925 | 2548 | 2051 | 105574 |
| Jan-15 Saturday | 10 | 1330 | 867 | 855 | 401 | 430 | 818 | 2095 | 2670 | 3074 | 3530 | 3879 | 4633 | 5319 | 5438 | 5387 | 5461 | 5626 | 5436 | 4704 | 3757 | 3159 | 2772 | 2420 | 2003 | 76064 |
| Jan-15 Sunday | 11 | 1330 | 910 | 843 | 402 | 353 | 542 | 1299 | 1717 | 1949 | 2889 | 3595 | 3851 | 4510 | 4808 | 4642 | 4906 | 4699 | 4357 | 4050 | 3118 | 2289 | 1702 | 1446 | 1075 | 61282 |
| Jan-15 Monday | 12 | 574 | 355 | 263 | 297 | 531 | 2063 | 5654 | 8284 | 7038 | 4783 | 4519 | 4658 | 4894 | 4790 | 5603 | 6987 | 7827 | 7829 | 5006 | 3249 | 2478 | 1793 | 1428 | 1117 | 92020 |
| Jan-15 Tuesday | 13 | 748 | 428 | 278 | 279 | 525 | 1942 | 5822 | 8377 | 7370 | 5507 | 4917 | 5051 | 5367 | 5438 | 5992 | 7182 | 8173 | 7582 | 5148 | 3420 | 2652 | 2137 | 1835 | 1246 | 97416 |
| Jan-15 Wednesday | 14 | 703 | 407 | 288 | 282 | 545 | 1930 | 5893 | 8740 | 7536 | 5339 | 4683 | 4950 | 5386 | 5478 | 6068 | 7721 | 8998 | 8347 | 5566 | 3597 | 2943 | 2261 | 1851 | 1213 | 100725 |
| Jan-15 Thursday | 15 | 787 | 428 | 301 | 291 | 563 | 1896 | 5628 | 8454 | 7127 | 5272 | 4969 | 5311 | 5497 | 5576 | 6250 | 7606 | 8551 | 8475 | 5578 | 3772 | 2968 | 2384 | 1853 | 1451 | 100988 |
| Jan-15 Friday | 16 | 860 | 500 | 428 | 323 | 602 | 1915 | 5194 | 7731 | 6806 | 5363 | 5141 | 5779 | 6402 | 6521 | 7039 | 8213 | 8813 | 8202 | 6503 | 4708 | 3562 | 3316 | 2691 | 2075 | 108687 |
| Jan-15 Saturday | 17 | 1416 | 990 | 814 | 498 | 479 | 836 | 2268 | 2847 | 3277 | 3938 | 4394 | 4931 | 5439 | 5337 | 5531 | 5746 | 5853 | 5587 | 5111 | 4161 | 3198 | 3073 | 2746 | 2436 | 80906 |
| Jan-15 Sunday | 18 | 1464 | 1147 | 1047 | 439 | 375 | 629 | 1214 | 1584 | 2249 | 3152 | 4057 | 4291 | 4759 | 4362 | 5498 | 4986 | 4645 | 4328 | 3956 | 3160 | 2261 | 1981 | 1769 | 1283 | 64636 |
| Jan-15 Monday | 19 | 738 | 482 | 357 | 321 | 514 | 1382 | 3875 | 5063 | 4894 | 4652 | 4726 | 4968 | 5244 | 5703 | 5924 | 6648 | 6828 | 6784 | 5004 | 3579 | 2410 | 1980 | 1593 | 1143 | 84812 |
| Jan-15 Tuesday | 20 | 601 | 375 | 311 | 287 | 592 | 2046 | 6138 | 8658 | 7801 | 5861 | 4959 | 5067 | 5490 | 5592 | 6017 | 7497 | 8444 | 7672 | 5627 | 3743 | 2883 | 2345 | 1687 | 1044 | 100737 |
| Jan-15 Wednesday | 21 | 630 | 401 | 355 | 275 | 544 | 2033 | 6051 | 8216 | 7775 | 5310 | 4881 | 5190 | 5442 | 5656 | 6247 | 7777 | 8459 | 8487 | 5860 | 4149 | 3089 | 2364 | 1847 | 1258 | 102296 |
| Jan-15 Thursday | 22 | 722 | 467 | 317 | 285 | 556 | 1964 | 5405 | 7982 | 8089 | 5752 | 4897 | 5308 | 5658 | 5810 | 6447 | 7945 | 8878 | 8650 | 6045 | 4173 | 3130 | 2493 | 2194 | 1780 | 104947 |
| Jan-15 Friday | 23 | 843 | 554 | 377 | 356 | 614 | 1971 | 5718 | 8500 | 7153 | 5642 | 5317 | 5810 | 6445 | 6297 | 6822 | 7861 | 8681 | 7964 | 5442 | 3972 | 2959 | 2718 | 2351 | 1919 | 106286 |
| Jan-15 Saturday | 24 | 1199 | 822 | 729 | 402 | 390 | 795 | 1914 | 2312 | 2896 | 3521 | 3861 | 4612 | 4891 | 5219 | 5350 | 5344 | 5150 | 4961 | 4850 | 3797 | 2923 | 2832 | 2510 | 2054 | 73334 |
| Jan-15 Sunday | 25 | 1365 | 1026 | 949 | 448 | 368 | 636 | 1328 | 1704 | 2188 | 3053 | 3880 | 4081 | 4891 | 5104 | 5189 | 5368 | 5114 | 4636 | 4067 | 3189 | 2257 | 1726 | 1452 | 1075 | 65094 |
| Jan-15 Monday | 26 | 578 | 328 | 277 | 283 | 566 | 1982 | 6049 | 8759 | 7277 | 5163 | 4741 | 5023 | 5455 | 5463 | 6037 | 7401 | 8196 | 6932 | 5035 | 3432 | 2656 | 2051 | 1560 | 1108 | 96352 |
| Jan-15 Tuesday | 27 | 671 | 445 | 329 | 261 | 568 | 1973 | 6069 | 8316 | 7147 | 5299 | 4769 | 4889 | 5239 | 5362 | 6076 | 7430 | 8112 | 7748 | 5798 | 3716 | 2999 | 2263 | 1604 | 1178 | 98261 |
| Jan-15 Wednesday | 28 | 716 | 452 | 339 | 253 | 546 | 2103 | 6065 | 7600 | 7692 | 5577 | 5117 | 5382 | 5745 | 5677 | 6539 | 7535 | 8666 | 8717 | 5735 | 3889 | 2985 | 2281 | 1643 | 1210 | 102464 |
| Jan-15 Thursday | 29 | 686 | 432 | 333 | 288 | 527 | 1901 | 5956 | 8652 | 7440 | 5233 | 4964 | 5443 | 5599 | 5760 | 6404 | 7432 | 8757 | 8507 | 5932 | 3773 | 3023 | 2249 | 1879 | 1352 | 102522 |
| Jan-15 Friday | 30 | 783 | 497 | 442 | 323 | 590 | 1977 | 5651 | 6886 | 7826 | 5505 | 5447 | 5919 | 6421 | 6626 | 7419 | 8543 | 8897 | 8099 | 6473 | 4718 | 3386 | 3203 | 2924 | 2235 | 110790 |
| Jan-15 Saturday | 31 | 1496 | 1001 | 866 | 442 | 404 | 765 | 1968 | 2648 | 3260 | 3658 | 4122 | 4627 | 5012 | 4973 | 5226 | 5535 | 5417 | 5181 | 4746 | 3748 | 3035 | 2768 | 2379 | 2088 | 75365 |
| Feb-15 Sunday | 1 | 1459 | 1014 | 917 | 442 | 335 | 588 | 1307 | 1685 | 2227 | 2985 | 3707 | 3857 | 4447 | 4731 | 4977 | 4797 | 4505 | 4373 | 3418 | 2124 | 1780 | 1550 | 2436 | 1405 | 61066 |
| Feb-15 Monday | 2 | 766 | 429 | 367 | 309 | 540 | 1953 | 5921 | 8457 | 7243 | 5346 | 4924 | 4978 | 5419 | 5315 | 5611 | 3895 | 7959 | 7739 | 5231 | 3367 | 2524 | 1959 | 1552 | 1114 | 92918 |
| Feb-15 Tuesday | 3 | 712 | 417 | 344 | 286 | 577 | 2025 | 6145 | 8707 | 7495 | 5114 | 4760 | 5193 | 5412 | 5641 | 6178 | 7346 | 8319 | 8190 | 5600 | 3747 | 2766 | 2313 | 1693 | 1265 | 100245 |
| Feb-15 Wednesday | 4 | 746 | 427 | 326 | 293 | 551 | 1999 | 6170 | 8738 | 7585 | 5258 | 4962 | 5127 | 5724 | 5620 | 6210 | 7649 | 7732 | 7706 | 5702 | 3684 | 2850 | 2157 | 1727 | 1161 | 100104 |
| Feb-15 Thursday | 5 | 687 | 481 | 346 | 306 | 588 | 1956 | 5776 | 8208 | 7516 | 5434 | 4965 | 5285 | 5776 | 5802 | 6520 | 8244 | 9153 | 8725 | 5913 | 3941 | 3135 | 2566 | 1877 | 1416 | 104616 |
| Feb-15 Friday | 6 | 823 | 533 | 472 | 332 | 622 | 1939 | 5798 | 8168 | 7409 | 5548 | 5299 | 5936 | 6354 | 6705 | 7006 | 8541 | 8574 | 6946 | 6105 | 4653 | 3439 | 3118 | 3030 | 2115 | 109465 |
| Feb-15 Saturday | 7 | 1278 | 896 | 753 | 422 | 472 | 899 | 2085 | 2846 | 3550 | 4120 | 4630 | 5080 | 5550 | 5371 | 5358 | 5843 | 5473 | 5223 | 4858 | 3996 | 3101 | 2914 | 2613 | 2175 | 79506 |
| Feb-15 Sunday | 8 | 1360 | 1000 | 1010 | 461 | 365 | 569 | 1343 | 1752 | 2245 | 3179 | 4025 | 4437 | 5333 | 5539 | 5663 | 5826 | 5554 | 5297 | 4667 | 3475 | 2470 | 1965 | 1549 | 1150 | 70234 |
| Feb-15 Monday | 9 | 614 | 345 | 334 | 282 | 572 | 2049 | 6152 | 8699 | 7522 | 5240 | 5090 | 5097 | 5455 | 5460 | 6219 | 7777 | 8363 | 8305 | 5612 | 3434 | 2590 | 2027 | 1702 | 1127 | 100067 |
| Feb-15 Tuesday | 10 | 714 | 422 | 343 | 273 | 560 | 1994 | 6130 | 8805 | 7782 | 5444 | 4949 | 5843 | 5903 | 5656 | 6337 | 7587 | 8437 | 8287 | 5792 | 3824 | 2962 | 2390 | 1898 | 1188 | 103520 |
| Feb-15 Wednesday | 11 | 700 | 406 | 343 | 273 | 591 | 2040 | 6136 | 8872 | 6401 | 5771 | 4891 | 5245 | 5762 | 5778 | 6394 | 7719 | 8731 | 8618 | 6364 | 4276 | 3159 | 2436 | 2234 | 1358 | 104498 |
| Feb-15 Thursday | 12 | 786 | 455 | 356 | 278 | 593 | 1967 | 6233 | 8716 | 7713 | 5548 | 5197 | 5521 | 5891 | 6062 | 6827 | 8050 | 8831 | 8490 | 6349 | 4554 | 3326 | 2711 | 2442 | 1480 | 108376 |
| Feb-15 Friday | 13 | 930 | 642 | 424 | 346 | 656 | 1939 | 5643 | 8641 | 7094 | 4940 | 5035 | 6107 | 6762 | 6957 | 7577 | 8786 | 9043 | 8200 | 7018 | 5140 | 3903 | 3547 | 3329 | 2325 | 114984 |
| Feb-15 Saturday | 14 | 1512 | 988 | 901 | 461 | 469 | 765 | 1906 | 2762 | 3736 | 4372 | 5334 | 5823 | 6142 | 6016 | 6282 | 6340 | 6444 | 6296 | 6270 | 4978 | 3793 | 3414 | 3289 | 2925 | 91218 |
| Feb-15 Sunday | 15 | 1590 | 1131 | 1037 | 477 | 375 | 562 | 1185 | 1628 | 2277 | 3429 | 4457 | 4907 | 5366 | 5746 | 5652 | 5903 | 5564 | 5068 | 4461 | 3633 | 2533 | 1932 | 1883 | 1305 | 72101 |
| Feb-15 Monday | 16 | 660 | 407 | 307 | 291 | 564 | 1629 | 4518 | 6397 | 5663 | 4982 | 4965 | 5330 | 5610 | 5515 | 5845 | 6728 | 7234 | 7143 | 4627 | 3140 | 2363 | 1946 | 1548 | 1106 | 88518 |
| Feb-15 Tuesday | 17 | 666 | 413 | 273 | 276 | 575 | 2058 | 5384 | 7894 | 7934 | 5304 | 4817 | 5004 | 5110 | 5522 | 5867 | 7386 | 8356 | 8462 | 5723 | 3649 | 2991 | 2459 | 1830 | 1231 | 99184 |
| Feb-15 Wednesday | 18 | 748 | 433 | 381 | 281 | 618 | 2050 | 6163 | 8812 | 7568 | 5586 | 5101 | 5411 | 5728 | 5807 | 6484 | 7774 | 8691 | 8721 | 6082 | 4194 | 3204 | 2652 | 1888 | 1264 | 105641 |
| Feb-15 Thursday | 19 | 786 | 491 | 349 | 329 | 620 | 1931 | 6158 | 8787 | 7438 | 5539 | 5225 | 5710 | 5696 | 5988 | 6418 | 7898 | 8793 | 8135 | 5924 | 4058 | 3191 | 2478 | 1840 | 1484 | 105266 |
| Feb-15 Friday | 20 | 777 | 490 | 360 | 314 | 663 | 1864 | 5485 | 8223 | 6945 | 5718 | 5236 | 5890 | 6272 | 6481 | 7708 | 9721 | 7852 | 8029 | 6146 | 4788 | 3543 | 2930 | 2595 | 2016 | 110046 |
| Feb-15 Saturday | 21 | 1334 | 1019 | 855 | 480 | 507 | 869 | 1938 | 2750 | 3460 | 3873 | 4258 | 4948 | 5352 | 5120 | 5175 | 5110 | 5131 | 4883 | 4671 | 3791 | 3288 | 3238 | 2813 | 2226 | 77089 |
| Feb-15 Sunday | 22 | 1612 | 1334 | 1161 | 544 | 440 | 647 | 1342 | 1895 | 2367 | 3380 | 4131 | 4411 | 5179 | 5291 | 5541 | 5604 | 5266 | 5037 | 4518 | 3451 | 2540 | 2162 | 1600 | 1103 | 70556 |
| Feb-15 Monday | 23 | 658 | 430 | 331 | 306 | 628 | 2024 | 5989 | 8533 | 7066 | 5229 | 4697 | 5224 | 5384 | 5354 | 6070 | 7484 | 8057 | 8020 | 5107 | 3452 | 2694 | 2071 | 1554 | 1220 | 97582 |
| Feb-15 Tuesday | 24 | 721 | 476 | 331 | 284 | 518 | 1515 | 4357 | 5390 | 5116 | 5589 | 4361 | 4160 | 4389 | 4232 | 4731 | 5928 | 6625 | 6566 | 4199 | 2907 | 2245 | 1944 | 1534 | 1134 | 79252 |
| Feb-15 Wednesday | 25 | 693 | 445 | 308 | 294 | 618 | 2018 | 6130 | 8906 | 7263 | 5347 | 5064 | 5266 | 5639 | 5598 | 6169 | 7658 | 8825 | 8428 | 5372 | 3491 | 2590 | 1925 | 1716 | 1164 | 100927 |
| Feb-15 Thursday | 26 | 671 | 383 | 297 | 276 | 587 | 1948 | 6110 | 8470 | 7589 | 5315 | 5014 | 5239 | 5636 | 5780 | 6259 | 7645 | 8739 | 8414 | 6093 | 4088 | 3329 | 2384 | 2054 | 1388 | 103708 |
| Feb-15 Friday | 27 | 898 | 549 | 415 | 400 | 679 | 2008 | 5908 | 8617 | 7201 | 5731 | 5578 | 6147 | 6640 | 6745 | 7647 | 8908 | 9113 | 8285 | 6669 | 4897 | 3738 | 3269 | 2744 | 2240 | 115026 |
| Feb-15 Saturday | 28 | 1921 | 1121 | 893 | 522 | 553 | 985 | 2140 | 3129 | 3753 | 4207 | 4572 | 5118 | 5621 | 5469 | 5825 | 5915 | 5778 | 5247 | 4866 | 4299 | 3442 | 2959 | 2797 | 2091 | 83223 |
| Mar-15 Sunday | 1 | 1446 | 1079 | 898 | 428 | 450 | 643 | 1285 | 1913 | 2333 | 3579 | 4227 | 4498 | 4995 | 5089 | 4812 | 4696 | 4368 | 4108 | 3847 | 3029 | 2312 | 1826 | 1464 | 1009 | 64334 |
| Mar-15 Monday | 2 | 557 | 372 | 297 | 308 | 634 | 2114 | 6053 | 8575 | 7249 | 5110 | 4840 | 5107 | 5442 | 5377 | 6166 | 7561 | 8334 | 8363 | 5711 | 3903 | 2816 | 2238 | 1761 | 1203 | 100091 |
| Mar-15 Tuesday | 3 | 755 | 512 | 398 | 322 | 643 | 2092 | 5845 | 8266 | 7605 | 5410 | 5090 | 5159 | 5205 | 5548 | 6059 | 7533 | 8483 | 8438 | 5646 | 3821 | 2943 | 2317 | 1824 | 1287 | 101201 |
| Mar-15 Wednesday | 4 | 873 | 549 | 338 | 303 | 618 | 2062 | 6159 | 7755 | 8091 | 5743 | 5151 | 5765 | 5618 | 5934 | 6583 | 7804 | 8688 | 7807 | 5113 | 4358 | 3452 | 2520 | 2001 | 1425 | 104710 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mar-15 | Thursday | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 | Friday | 6 | 894 | 508 | 428 | 345 | 633 | 1985 | 5566 | 7426 | 7388 | 5865 | 5565 | 6063 | 6466 | 6663 | 6995 | 8484 | 8904 | 7897 | 6313 | 4615 | 3625 | 3429 | 2773 | 2322 | 111152 |
| Mar-15 | Saturday | 7 | 1574 | 1040 | 934 | 474 | 494 | 900 | 2158 | 3069 | 3535 | 4239 | 4736 | 5187 | 5613 | 5673 | 5816 | 6098 | 5853 | 5576 | 5325 | 4441 | 3444 | 3139 | 2853 | 2339 | 84510 |
| Mar-15 | Sunday | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 | Monday | 9 | 845 | 484 | 366 | 297 | 621 | 1953 | 5130 | 7549 | 7614 | 5539 | 4984 | 5197 | 5568 | 5737 | 6435 | 7719 | 9260 | 8630 | 5930 | 4299 | 3335 | 2503 | 1916 | 1417 | 103328 |
| Mar-15 | Tuesday | 10 | 860 | 508 | 380 | 326 | 610 | 1948 | 5727 | 8558 | 7679 | 5581 | 5057 | 5611 | 6097 | 6909 | 6464 | 7907 | 8837 | 8209 | 6304 | 4616 | 3599 | 3019 | 2174 | 1798 | 108778 |
| Mar-15 | Wednesday | 11 | 961 | 614 | 499 | 354 | 614 | 1991 | 5706 | 8595 | 8208 | 6033 | 5690 | 5984 | 6386 | 6354 | 6795 | 8060 | 7735 | 7926 | 6839 | 4936 | 3839 | 3039 | 2185 | 1537 | 110880 |
| Mar-15 | Thursday | 12 | 988 | 625 | 394 | 312 | 611 | 1984 | 5797 | 8719 | 7740 | 5947 | 5354 | 5892 | 6053 | 6173 | 6582 | 8195 | 8797 | 6995 | 6474 | 4735 | 3787 | 2993 | 2319 | 1994 | 109460 |
| Mar-15 | Friday | 13 | 1061 | 652 | 542 | 380 | 630 | 1875 | 5536 | 8350 | 7379 | 5883 | 5773 | 6227 | 6813 | 6866 | 7678 | 8727 | 8996 | 8047 | 6509 | 5113 | 3907 | 3404 | 3015 | 2397 | 115760 |
| Mar-15 | Saturday | 14 | 1635 | 1043 | 928 | 481 | 500 | 807 | 1892 | 2616 | 3431 | 3993 | 4714 | 4903 | 5530 | 5753 | 5635 | 5824 | 5482 | 5268 | 5140 | 4396 | 3869 | 3517 | 3195 | 2627 | 83179 |
| Mar-15 | Sunday | 15 | 1768 | 1264 | 1229 | 630 | 497 | 739 | 1357 | 1802 | 2413 | 3705 | 4574 | 5082 | 5731 | 6014 | 6072 | 6051 | 5715 | 5464 | 5170 | 4382 | 3332 | 2539 | 1924 | 1289 | 78743 |
| Mar-15 | Monday | 16 | 795 | 458 | 422 | 297 | 612 | 2019 | 5742 | 8305 | 7732 | 6158 | 5524 | 5636 | 6040 | 5948 | 6492 | 7878 | 8633 | 7905 | 6229 | 4432 | 3443 | 2736 | 1906 | 1336 | 106678 |
| Mar-15 | Tuesday | 17 | 917 | 482 | 402 | 329 | 642 | 1949 | 5945 | 8403 | 8113 | 6158 | 5377 | 5465 | 5892 | 5929 | 6490 | 7891 | 8314 | 6532 | 6428 | 4651 | 3622 | 2951 | 2189 | 1602 | 106673 |
| Mar-15 | Wednesday | 18 | 979 | 617 | 519 | 351 | 589 | 1976 | 5941 | 8692 | 7961 | 5997 | 5356 | 5629 | 6040 | 6046 | 6536 | 8072 | 8709 | 8791 | 6189 | 4805 | 3583 | 2588 | 2267 | 1518 | 109751 |
| Mar-15 | Thursday | 19 | 915 | 511 | 367 | 306 | 636 | 1970 | 5427 | 7648 | 8210 | 6222 | 5254 | 5658 | 5808 | 5913 | 6673 | 8065 | 8799 | 8493 | 6063 | 4208 | 3452 | 2948 | 2235 | 1508 | 107289 |
| Mar-15 | Friday | 20 | 977 | 578 | 459 | 391 | 630 | 1946 | 5750 | 8402 | 7418 | 5886 | 5776 | 6463 | 6952 | 7139 | 7434 | 7195 | 9022 | 8554 | 6748 | 5381 | 4492 | 4039 | 3362 | 2688 | 117682 |
| Mar-15 | Saturday | 21 | 1705 | 1129 | 1004 | 542 | 589 | 964 | 2077 | 3282 | 4505 | 4721 | 5195 | 5900 | 6034 | 5852 | 5987 | 5978 | 6191 | 5799 | 5544 | 4810 | 3882 | 3697 | 3350 | 2627 | 91364 |
| Mar-15 | Sunday | 22 | 1673 | 1251 | 1211 | 562 | 487 | 748 | 1334 | 1802 | 2431 | 2700 | 4403 | 4411 | 4677 | 5161 | 5071 | 5235 | 4698 | 4233 | 4050 | 3480 | 2528 | 2054 | 1651 | 1245 | 67096 |
| Mar-15 | Monday | 23 | 745 | 386 | 321 | 304 | 653 | 1951 | 5684 | 8602 | 7295 | 5603 | 4932 | 5475 | 5558 | 5944 | 6115 | 7495 | 7912 | 7928 | 5444 | 3663 | 2812 | 2210 | 1730 | 1250 | 100012 |
| Mar-15 | Tuesday | 24 | 818 | 490 | 331 | 299 | 610 | 2077 | 5842 | 8843 | 7661 | 5757 | 5089 | 5284 | 5608 | 5644 | 6466 | 7726 | 8226 | 8163 | 6113 | 4330 | 3279 | 2594 | 1848 | 1432 | 104530 |
| Mar-15 | Wednesday | 25 | 849 | 500 | 440 | 342 | 591 | 1989 | 5943 | 8630 | 7813 | 5763 | 5303 | 5545 | 5906 | 5778 | 6579 | 7670 | 8808 | 8477 | 6211 | 4617 | 3669 | 2975 | 2133 | 1417 | 107948 |
| Mar-15 | Thursday | 26 | 899 | 552 | 403 | 345 | 633 | 2022 | 5944 | 8524 | 7655 | 5842 | 5475 | 5808 | 6226 | 6407 | 6974 | 8378 | 8436 | 8467 | 6553 | 4896 | 3920 | 3025 | 2561 | 1630 | 111575 |
| Mar-15 | Friday | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 | Saturday | 28 | 1611 | 1053 | 964 | 640 | 883 | 1599 | 2573 | 3465 | 3964 | 4531 | 5365 | 5330 | 5220 | 5320 | 5225 | 5388 | 5616 | 5289 | 5112 | 4567 | 3863 | 3608 | 2936 | 2492 | 86614 |
| Mar-15 | Sunday | 29 | 1674 | 1273 | 1143 | 534 | 467 | 596 | 1328 | 1806 | 2514 | 3688 | 4826 | 5045 | 5698 | 5753 | 5813 | 5765 | 5591 | 5356 | 5055 | 4105 | 3374 | 2405 | 1903 | 1344 | 77056 |
| Mar-15 | Monday | 30 | 861 | 508 | 430 | 332 | 657 | 1852 | 5429 | 7552 | 6677 | 5438 | 5303 | 5659 | 5883 | 5834 | 6078 | 7352 | 8117 | 7333 | 5638 | 4062 | 3247 | 2600 | 1987 | 1426 | 100255 |
| Mar-15 | Tuesday | 31 | 851 | 545 | 370 | 313 | 607 | 1925 | 5292 | 7943 | 7188 | 5726 | 5385 | 5770 | 5918 | 6341 | 6598 | 7723 | 8400 | 8632 | 6444 | 4653 | 3696 | 3023 | 2550 | 1596 | 107489 |
| Apr-15 | Wednesday | 1 | 862 | 530 | 442 | 365 | 628 | 1904 | 5537 | 7905 | 7155 | 5748 | 5709 | 5905 | 6184 | 6116 | 6394 | 7485 | 8627 | 8578 | 6166 | 4683 | 3722 | 2932 | 2294 | 1679 | 107550 |
| Apr-15 | Thursday | 2 | 1025 | 576 | 453 | 348 | 624 | 1957 | 5399 | 7691 | 7315 | 6159 | 5946 | 6428 | 6761 | 6541 | 7023 | 8026 | 8643 | 8567 | 6554 | 4731 | 3987 | 3261 | 2612 | 1816 | 112443 |
| Apr-15 | Friday | 3 | 1161 | 715 | 615 | 389 | 608 | 1688 | 4664 | 6430 | 6158 | 5668 | 6241 | 6643 | 7214 | 7436 | 7826 | 8425 | 8278 | 6493 | 6452 | 5409 | 4697 | 3761 | 3242 | 2595 | 112808 |
| Apr-15 | Saturday | 4 | 1727 | 1252 | 1038 | 549 | 518 | 815 | 1762 | 2484 | 3208 | 4102 | 4793 | 5447 | 5401 | 5782 | 5712 | 5712 | 5884 | 5519 | 5087 | 4569 | 3849 | 3385 | 3145 | 2535 | 84275 |
| Apr-15 | Sunday | 5 | 1632 | 1079 | 1030 | 522 | 450 | 894 | 1367 | 1794 | 2405 | 3515 | 4454 | 4424 | 5177 | 5345 | 5421 | 5705 | 5427 | 5203 | 5024 | 4358 | 3759 | 2693 | 2052 | 1482 | 75212 |
| Apr-15 | Monday | 6 | 846 | 455 | 413 | 319 | 688 | 1951 | 5956 | 8588 | 7245 | 5820 | 5699 | 5928 | 6141 | 6245 | 6649 | 8080 | 8878 | 8320 | 6135 | 4527 | 3678 | 2558 | 2056 | 1498 | 108673 |
| Apr-15 | Tuesday | 7 | 914 | 487 | 381 | 325 | 631 | 2067 | 6209 | 8997 | 8088 | 6195 | 5923 | 6034 | 6076 | 6161 | 6665 | 8063 | 8814 | 8791 | 7036 | 4797 | 3791 | 2985 | 2282 | 1638 | 113350 |
| Apr-15 | Wednesday | 8 | 902 | 525 | 434 | 315 | 630 | 2072 | 6115 | 9169 | 7904 | 6300 | 6902 | 7038 | 7548 | 6274 | 6856 | 8325 | 9047 | 8580 | 7042 | 5082 | 4251 | 3129 | 2556 | 1562 | 118558 |
| Apr-15 | Thursday | 9 | 985 | 562 | 402 | 344 | 661 | 2111 | 6186 | 8964 | 8124 | 6325 | 6006 | 6135 | 6222 | 6408 | 7267 | 8870 | 8897 | 8560 | 7060 | 5356 | 4216 | 3386 | 3010 | 1842 | 117899 |
| Apr-15 | Friday | 10 | 1174 | 633 | 538 | 416 | 693 | 2058 | 5886 | 8824 | 7835 | 6336 | 6323 | 6785 | 7211 | 7141 | 7719 | 8734 | 9280 | 8381 | 7433 | 5736 | 4576 | 4073 | 3572 | 2698 | 124055 |
| Apr-15 | Saturday | 11 | 1782 | 1177 | 1089 | 580 | 599 | 948 | 2266 | 3187 | 3949 | 4556 | 5234 | 5467 | 5640 | 5666 | 5629 | 5802 | 5969 | 4458 | 4730 | 4484 | 3891 | 3905 | 3387 | 2546 | 86941 |
| Apr-15 | Sunday | 12 | 1778 | 1281 | 1297 | 578 | 533 | 838 | 1607 | 2225 | 3020 | 4078 | 4988 | 5315 | 5663 | 5924 | 5825 | 6188 | 5731 | 5232 | 4540 | 3912 | 2934 | 2068 | 1803 | 1372 | 78730 |
| Apr-15 | Monday | 13 | 694 | 425 | 328 | 328 | 687 | 2012 | 5649 | 8355 | 7945 | 5624 | 5315 | 5372 | 5664 | 5780 | 6335 | 7514 | 8637 | 8413 | 5777 | 4259 | 3380 | 2513 | 1978 | 1347 | 104331 |
| Apr-15 | Tuesday | 14 | 860 | 475 | 380 | 333 | 622 | 2084 | 6226 | 8738 | 7955 | 5654 | 5181 | 5489 | 5515 | 5778 | 6421 | 7844 | 8558 | 8142 | 6138 | 4247 | 3792 | 2631 | 2107 | 1514 | 106684 |
| Apr-15 | Wednesday | 15 | 868 | 547 | 439 | 343 | 640 | 2094 | 6239 | 8891 | 6981 | 6290 | 4888 | 5451 | 5840 | 5951 | 6645 | 7923 | 8977 | 8158 | 5928 | 3965 | 3110 | 2360 | 1983 | 1356 | 105867 |
| Apr-15 | Thursday | 16 | 876 | 547 | 366 | 322 | 689 | 2053 | 6133 | 8962 | 7914 | 5632 | 5324 | 5693 | 5916 | 6193 | 6639 | 8039 | 8761 | 8615 | 6268 | 4346 | 3594 | 2746 | 2250 | 1549 | 109427 |
| Apr-15 | Friday | 17 | 1001 | 560 | 511 | 374 | 720 | 2019 | 5758 | 8231 | 7946 | 6371 | 5917 | 6238 | 6697 | 6916 | 7394 | 8452 | 8745 | 8213 | 6388 | 4994 | 4032 | 3546 | 3289 | 2498 | 116810 |
| Apr-15 | Saturday | 18 | 1641 | 1141 | 1029 | 555 | 541 | 941 | 2216 | 3296 | 3745 | 4297 | 4683 | 5365 | 5487 | 5364 | 5275 | 5638 | 5584 | 5660 | 5073 | 4419 | 3936 | 3639 | 3258 | 2716 | 85499 |
| Apr-15 | Sunday | 19 | 1676 | 1201 | 1136 | 558 | 487 | 700 | 1442 | 1915 | 2427 | 3466 | 4340 | 4592 | 4994 | 5233 | 5232 | 5348 | 4985 | 4723 | 3981 | 3166 | 2442 | 1985 | 1723 | 1264 | 69016 |
| Apr-15 | Monday | 20 | 752 | 409 | 345 | 352 | 715 | 2132 | 6090 | 8560 | 7778 | 5845 | 5195 | 5299 | 5653 | 5773 | 6285 | 7815 | 8720 | 8383 | 5651 | 4017 | 3081 | 2273 | 1905 | 1297 | 104325 |
| Apr-15 | Tuesday | 21 | 845 | 571 | 374 | 303 | 713 | 2112 | 6193 | 9091 | 7958 | 6029 | 5501 | 5508 | 5701 | 5767 | 6621 | 7817 | 8251 | 8040 | 6160 | 4494 | 3662 | 2728 | 2069 | 1460 | 107968 |
| Apr-15 | Wednesday | 22 | 794 | 545 | 411 | 333 | 653 | 2122 | 6162 | 8582 | 8341 | 6274 | 5502 | 5829 | 6044 | 5986 | 6710 | 8168 | 8645 | 8333 | 6970 | 5041 | 3871 | 2961 | 2174 | 2045 | 112496 |
| Apr-15 | Thursday | 23 | 1052 | 562 | 401 | 327 | 673 | 2106 | 6280 | 9086 | 8836 | 6483 | 5460 | 5740 | 5991 | 6313 | 6773 | 8165 | 9688 | 10273 | 7467 | 4957 | 3995 | 3265 | 2756 | 1722 | 118371 |
| Apr-15 | Friday | 24 | 1063 | 649 | 577 | 412 | 715 | 2067 | 5966 | 8641 | 7902 | 6029 | 5843 | 6272 | 6670 | 7126 | 7610 | 8708 | 8616 | 8135 | 6580 | 5214 | 4254 | 3839 | 3437 | 2878 | 119203 |
| Apr-15 | Saturday | 25 | 1714 | 1089 | 1048 | 541 | 599 | 878 | 2171 | 2913 | 3716 | 4125 | 4675 | 4966 | 5213 | 4950 | 4826 | 5529 | 5578 | 5184 | 4791 | 4154 | 3784 | 3665 | 3067 | 2395 | 81571 |
| Apr-15 | Sunday | 26 | 1578 | 1066 | 1043 | 525 | 540 | 746 | 1487 | 2005 | 2721 | 3847 | 4692 | 5121 | 5647 | 5826 | 5720 | 6071 | 5811 | 5560 | 4961 | 4429 | 3586 | 2712 | 1990 | 1394 | 79078 |
| Apr-15 | Monday | 27 | 814 | 455 | 428 | 333 | 673 | 2208 | 6288 | 8998 | 7878 | 5798 | 5432 | 5541 | 5829 | 5832 | 6327 | 7538 | 8440 | 8193 | 5893 | 4105 | 3197 | 2639 | 1796 | 1351 | 105986 |
| Apr-15 | Tuesday | 28 | 800 | 469 | 355 | 311 | 636 | 2095 | 6387 | 8951 | 7851 | 5530 | 5272 | 5234 | 5611 | 5814 | 6363 | 7951 | 8764 | 6889 | 6400 | 4625 | 3532 | 2856 | 1949 | 1396 | 106041 |
| Apr-15 | Wednesday | 29 | 965 | 531 | 383 | 290 | 626 | 1921 | 5553 | 7736 | 7213 | 5580 | 5019 | 5184 | 5674 | 5966 | 6859 | 6219 | 5727 | 5918 | 5455 | 3829 | 3090 | 2486 | 1893 | 1367 | 95484 |
| Apr-15 | Thursday | 30 | 874 | 471 | 381 | 322 | 687 | 2032 | 6340 | 8578 | 7766 | 6474 | 5494 | 5684 | 5774 | 6149 | 6883 | 8282 | 8685 | 8902 | 6138 | 4596 | 3971 | 3065 | 2371 | 1830 | 111749 |
| May-15 | Friday | 1 | 1136 | 724 | 519 | 404 | 692 | 2008 | 5823 | 8398 | 8412 | 6596 | 5833 | 6281 | 6534 | 7013 | 7962 | 8972 | 9031 | 8447 | 6806 | 5097 | 4195 | 3937 | 3609 | 2616 | 121045 |
| May-15 | Saturday | 2 | 1693 | 1106 | 941 | 576 | 546 | 934 | 2556 | 3630 | 4263 | 4955 | 5522 | 5797 | 5952 | 5998 | 6216 | 6415 | 6394 | 5943 | 5443 | 4858 | 4356 | 3770 | 3150 | 2360 | 93374 |
| May-15 | Sunday | 3 | 1357 | 2008 | 1190 | 591 | 543 | 763 | 1621 | 2174 | 2681 | 3908 | 4682 | 4768 | 5433 | 5734 | 5734 | 5863 | 5814 | 5325 | 4795 | 4078 | 3328 | 2494 | 1989 | 1369 | 78242 |
| May-15 | Monday | 4 | 784 | 490 | 340 | 344 | 680 | 2087 | 6219 | 8687 | 7686 | 4812 | 6169 | 5952 | 5963 | 6030 | 6444 | 7706 | 8680 | 8365 | 5987 | 4323 | 3319 | 2640 | 2144 | 1318 | 107169 |
| May-15 | Tuesday | 5 | 867 | 535 | 351 | 324 | 689 | 2071 | 5220 | 6322 | 6173 | 6765 | 5984 | 5725 | 5870 | 6018 | 6604 | 8105 | 8902 | 8656 | 6485 | 4652 | 3757 | 2933 | 2150 | 1953 | 107111 |
| May-15 | Wednesday | 6 | 1094 | 626 | 472 | 346 | 702 | 2118 | 6404 | 9078 | 8079 | 5902 | 5636 | 5850 | 6100 | 6384 | 6817 | 7961 | 9224 | 8865 | 6846 | 4837 | 3754 | 2915 | 2266 | 1704 | 113980 |
| May-15 | Thursday | 7 | 1020 | 573 | 430 | 328 | 696 | 2100 | 6303 | 9121 | 8204 | 6238 | 5693 | 5900 | 6011 | 5883 | 6410 | 7773 | 8376 | 8154 | 5729 | 4005 | 3347 | 2754 | 2342 | 1717 | 109107 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| May-15 Friday | 8 | 1080 | 585 | 536 | 363 | 660 | 1964 | 5321 | 7561 | 8193 | 5944 | 5916 | 6247 | 6635 | 6904 | 7419 | 8824 | 8434 | 6930 | 6164 | 4863 | 4079 | 3811 | 3199 | 2562 | 114194 |
| May-15 Saturday | 9 | 1630 | 1049 | 1042 | 540 | 530 | 1063 | 2576 | 3390 | 3735 | 4342 | 4802 | 5238 | 5842 | 5982 | 5936 | 6185 | 5772 | 5557 | 5081 | 4344 | 3705 | 3500 | 3015 | 2586 | 87442 |
| May-15 Sunday | 10 | 1592 | 1223 | 1161 | 518 | 514 | 660 | 1446 | 1955 | 2569 | 3793 | 4765 | 5004 | 5693 | 6080 | 6062 | 6228 | 5992 | 5427 | 4960 | 4095 | 3510 | 2716 | 2192 | 1593 | 79748 |
| May-15 Monday | 11 | 915 | 519 | 436 | 359 | 729 | 2111 | 6025 | 8451 | 7946 | 5767 | 5640 | 5751 | 5942 | 5961 | 6392 | 7701 | 7655 | 8218 | 5463 | 4154 | 3270 | 2416 | 2092 | 1434 | 105347 |
| May-15 Tuesday | 12 | 884 | 546 | 375 | 307 | 657 | 2091 | 6344 | 9103 | 7901 | 5759 | 5277 | 5579 | 5953 | 5924 | 6318 | 7801 | 8461 | 7055 | 5224 | 4610 | 3504 | 2764 | 2224 | 1528 | 106189 |
| May-15 Wednesday | 13 | 881 | 552 | 425 | 336 | 701 | 2152 | 6465 | 8950 | 7784 | 5687 | 5207 | 5687 | 5948 | 6049 | 6633 | 8023 | 9037 | 8496 | 6425 | 4713 | 3787 | 2953 | 2290 | 1703 | 110884 |
| May-15 Thursday | 14 | 992 | 581 | 408 | 358 | 705 | 2033 | 6271 | 8754 | 8192 | 5912 | 5621 | 5903 | 6150 | 6252 | 6638 | 8312 | 9101 | 9063 | 6725 | 4868 | 4413 | 3438 | 2739 | 1863 | 115292 |
| May-15 Friday | 15 | 1167 | 657 | 515 | 416 | 767 | 2062 | 5993 | 8852 | 7438 | 5798 | 5755 | 6143 | 7072 | 7270 | 7857 | 8915 | 9470 | 8505 | 6771 | 5373 | 4431 | 4258 | 3957 | 2733 | 122175 |
| May-15 Saturday | 16 | 1812 | 1189 | 1048 | 589 | 625 | 1050 | 2369 | 3302 | 4240 | 4909 | 5367 | 5641 | 5958 | 6028 | 5622 | 5280 | 5672 | 6136 | 5582 | 5215 | 4398 | 4609 | 3631 | 2859 | 93131 |
| May-15 Sunday | 17 | 1787 | 1496 | 1259 | 628 | 567 | 795 | 1605 | 2149 | 2864 | 4032 | 4970 | 5024 | 5551 | 5724 | 5917 | 6178 | 5709 | 5358 | 4814 | 4404 | 3542 | 2665 | 2152 | 1512 | 80702 |
| May-15 Monday | 18 | 882 | 500 | 453 | 350 | 706 | 2209 | 6292 | 8408 | 7958 | 5800 | 5375 | 5592 | 5914 | 5928 | 6424 | 7664 | 8508 | 8427 | 5773 | 4110 | 3450 | 2622 | 1882 | 1437 | 106664 |
| May-15 Tuesday | 19 | 855 | 590 | 383 | 325 | 750 | 2150 | 6569 | 8868 | 8327 | 5813 | 5382 | 5530 | 5949 | 5914 | 6603 | 7553 | 8609 | 8524 | 6054 | 4615 | 3740 | 2803 | 2238 | 1980 | 110124 |
| May-15 Wednesday | 20 | 985 | 586 | 423 | 341 | 688 | 2041 | 6468 | 9005 | 7492 | 6077 | 5689 | 5645 | 5962 | 6073 | 6607 | 7704 | 8034 | 7440 | 5909 | 4090 | 3328 | 2758 | 2255 | 1488 | 107088 |
| May-15 Thursday | 21 | 947 | 609 | 382 | 324 | 746 | 2149 | 6353 | 8873 | 8202 | 6407 | 5944 | 6045 | 6381 | 6306 | 6866 | 8435 | 9232 | 8724 | 6268 | 4989 | 4042 | 3358 | 2644 | 2044 | 116270 |
| May-15 Friday | 22 | 1238 | 733 | 533 | 382 | 694 | 2000 | 5888 | 8506 | 7248 | 6054 | 6195 | 6424 | 7048 | 7139 | 7688 | 8929 | 8831 | 7828 | 6656 | 5468 | 4534 | 4074 | 3600 | 2970 | 120660 |
| May-15 Saturday | 23 | 1870 | 1191 | 1048 | 558 | 539 | 964 | 2173 | 2923 | 3868 | 4754 | 5186 | 5477 | 5691 | 5719 | 5653 | 5929 | 5888 | 5872 | 5635 | 5072 | 4407 | 4097 | 3573 | 2828 | 90915 |
| May-15 Sunday | 24 | 1894 | 1285 | 1199 | 573 | 463 | 605 | 1350 | 1970 | 2677 | 3988 | 4878 | 4859 | 5343 | 5333 | 5431 | 5794 | 5489 | 5243 | 5133 | 4452 | 3764 | 3237 | 2829 | 2138 | 79927 |
| May-15 Monday | 25 | 1337 | 834 | 673 | 413 | 451 | 935 | 2075 | 2523 | 3176 | 4260 | 4615 | 4990 | 5181 | 5243 | 5409 | 5610 | 5235 | 4984 | 4457 | 3737 | 3134 | 2957 | 2675 | 1473 | 76377 |
| May-15 Tuesday | 26 | 822 | 493 | 407 | 327 | 710 | 2164 | 6302 | 8401 | 7964 | 5795 | 5471 | 7036 | 5988 | 5689 | 5494 | 5604 | 5880 | 5749 | 5509 | 4610 | 3743 | 2729 | 2143 | 1493 | 100523 |
| May-15 Wednesday | 27 | 933 | 561 | 378 | 311 | 671 | 2117 | 6293 | 8840 | 7987 | 5808 | 5712 | 5773 | 5882 | 6002 | 6541 | 7943 | 8759 | 8669 | 6365 | 4530 | 3781 | 3063 | 2320 | 1572 | 110811 |
| May-15 Thursday | 28 | 1024 | 623 | 437 | 304 | 695 | 2131 | 6492 | 8660 | 7235 | 6220 | 5726 | 5923 | 5986 | 6183 | 6732 | 8009 | 8537 | 8084 | 6356 | 4707 | 4102 | 3195 | 2529 | 1863 | 111753 |
| May-15 Friday | 29 | 1056 | 665 | 509 | 412 | 715 | 2021 | 6231 | 8543 | 7697 | 5994 | 6044 | 6336 | 6788 | 6889 | 7428 | 8698 | 8782 | 8077 | 6441 | 5051 | 4005 | 3961 | 3335 | 2626 | 118304 |
| May-15 Saturday | 30 | 1676 | 1174 | 1070 | 591 | 576 | 1076 | 2554 | 3250 | 4085 | 4915 | 5382 | 5529 | 5855 | 5806 | 5741 | 5942 | 6052 | 5481 | 5201 | 4733 | 4283 | 3877 | 3383 | 2861 | 91093 |
| May-15 Sunday | 31 | 1837 | 1272 | 1174 | 595 | 570 | 782 | 1568 | 1999 | 2689 | 3881 | 4595 | 4775 | 5453 | 5328 | 5706 | 5784 | 5536 | 5066 | 4789 | 3904 | 3232 | 2768 | 2301 | 1628 | 77232 |
| Jun-15 Monday | 1 | 884 | 471 | 453 | 385 | 715 | 2207 | 6252 | 8747 | 7190 | 5668 | 5579 | 5648 | 5821 | 6041 | 6653 | 7657 | 8492 | 8589 | 5958 | 4228 | 3199 | 2778 | 2078 | 1500 | 107193 |
| Jun-15 Tuesday | 2 | 938 | 523 | 335 | 278 | 688 | 2113 | 6345 | 8882 | 7767 | 5877 | 5633 | 5545 | 5939 | 5842 | 6351 | 7485 | 8637 | 8107 | 5600 | 4070 | 3403 | 2817 | 2191 | 1593 | 106959 |
| Jun-15 Wednesday | 3 | 997 | 524 | 408 | 339 | 675 | 1966 | 5125 | 7171 | 7689 | 5703 | 5519 | 5801 | 5616 | 5974 | 6324 | 7411 | 8672 | 8754 | 5951 | 4434 | 3673 | 3032 | 2369 | 1680 | 105807 |
| Jun-15 Thursday | 4 | 1004 | 621 | 424 | 375 | 718 | 2169 | 6302 | 8233 | 7580 | 5938 | 5971 | 6243 | 6330 | 6849 | 7631 | 8381 | 8230 | 7787 | 7062 | 4949 | 3729 | 3366 | 2753 | 1831 | 114476 |
| Jun-15 Friday | 5 | 1222 | 736 | 569 | 426 | 715 | 1953 | 5724 | 7875 | 6925 | 5935 | 5912 | 6268 | 6786 | 7176 | 7498 | 8572 | 8034 | 7670 | 6622 | 5449 | 4154 | 3966 | 3760 | 3052 | 116999 |
| Jun-15 Saturday | 6 | 1758 | 1196 | 1103 | 588 | 563 | 957 | 2445 | 3251 | 3874 | 4487 | 4967 | 5317 | 5550 | 5667 | 5941 | 6173 | 6203 | 5994 | 5399 | 4774 | 4116 | 4079 | 3403 | 2910 | 90715 |
| Jun-15 Sunday | 7 | 1811 | 1259 | 1193 | 558 | 511 | 763 | 1664 | 2092 | 2716 | 3733 | 4594 | 5146 | 5252 | 5624 | 5655 | 5931 | 5721 | 5278 | 4772 | 4144 | 3349 | 2591 | 2128 | 1872 | 78357 |
| Jun-15 Monday | 8 | 878 | 538 | 459 | 346 | 741 | 2082 | 6068 | 8210 | 7334 | 5910 | 5472 | 5842 | 6024 | 6134 | 6197 | 7318 | 8338 | 8100 | 5753 | 4183 | 3373 | 2728 | 2173 | 1451 | 105652 |
| Jun-15 Tuesday | 9 | 864 | 591 | 453 | 356 | 674 | 2013 | 6119 | 8567 | 7178 | 5568 | 5302 | 5499 | 5760 | 6018 | 6336 | 6879 | 5517 | 5642 | 5757 | 4351 | 2902 | 2242 | 1785 | 1443 | 97816 |
| Jun-15 Wednesday | 10 | 957 | 527 | 434 | 385 | 661 | 2053 | 6023 | 8370 | 7520 | 5746 | 5619 | 5750 | 5783 | 6067 | 6552 | 7705 | 8734 | 7899 | 6316 | 4638 | 3710 | 3271 | 2560 | 1878 | 109158 |
| Jun-15 Thursday | 11 | 1061 | 591 | 517 | 360 | 694 | 2166 | 6060 | 8357 | 7427 | 6081 | 5685 | 5856 | 6293 | 6216 | 6549 | 7892 | 8191 | 7482 | 6450 | 4739 | 3898 | 3214 | 2463 | 1743 | 109985 |
| Jun-15 Friday | 12 | 1238 | 756 | 602 | 390 | 697 | 2065 | 5696 | 7178 | 7449 | 6997 | 6291 | 6416 | 6747 | 7058 | 7414 | 8325 | 8653 | 8027 | 6412 | 5349 | 4037 | 3808 | 3476 | 2798 | 117879 |
| Jun-15 Saturday | 13 | 1920 | 1326 | 1034 | 577 | 583 | 1015 | 2504 | 3330 | 4237 | 4977 | 5382 | 5817 | 5725 | 5697 | 5975 | 6163 | 6125 | 5655 | 5453 | 4770 | 4128 | 3999 | 3625 | 2805 | 92822 |
| Jun-15 Sunday | 14 | 1857 | 1311 | 1240 | 542 | 572 | 803 | 1629 | 2060 | 2733 | 3913 | 4618 | 4856 | 5396 | 5345 | 5743 | 5547 | 5274 | 5023 | 4739 | 4043 | 3116 | 2690 | 2085 | 1579 | 76714 |
| Jun-15 Monday | 15 | 946 | 513 | 459 | 388 | 721 | 2033 | 5982 | 8293 | 7592 | 5710 | 5381 | 5540 | 5970 | 5983 | 6184 | 7606 | 8288 | 8169 | 5734 | 4094 | 3334 | 2649 | 2129 | 1550 | 105248 |
| Jun-15 Tuesday | 16 | 951 | 616 | 424 | 372 | 746 | 2118 | 6007 | 8661 | 7547 | 5795 | 5327 | 5536 | 5930 | 5910 | 6482 | 7828 | 8451 | 8576 | 6136 | 4394 | 3815 | 3121 | 2490 | 1572 | 108805 |
| Jun-15 Wednesday | 17 | 1119 | 667 | 456 | 387 | 721 | 2141 | 6201 | 8512 | 7771 | 5873 | 5477 | 5678 | 6273 | 6199 | 6672 | 7739 | 8981 | 8607 | 6351 | 4711 | 3714 | 3115 | 2634 | 1949 | 111948 |
| Jun-15 Thursday | 18 | 1075 | 647 | 485 | 423 | 781 | 2248 | 6077 | 8400 | 7853 | 5974 | 5475 | 5892 | 6171 | 6271 | 6791 | 7821 | 8686 | 8621 | 6399 | 4870 | 3934 | 3514 | 2979 | 1987 | 113374 |
| Jun-15 Friday | 19 | 1191 | 757 | 599 | 426 | 755 | 2045 | 5634 | 7908 | 7288 | 6021 | 5989 | 6449 | 7007 | 7055 | 7530 | 8477 | 8381 | 8171 | 6322 | 5103 | 4439 | 4048 | 3695 | 2832 | 118122 |
| Jun-15 Saturday | 20 | 1881 | 1197 | 1005 | 560 | 580 | 1031 | 2260 | 3258 | 4301 | 4782 | 5329 | 5932 | 5682 | 5723 | 5759 | 6157 | 5934 | 5999 | 5350 | 4727 | 4258 | 4324 | 3571 | 2953 | 92553 |
| Jun-15 Sunday | 21 | 1883 | 1253 | 1123 | 576 | 605 | 738 | 1537 | 2114 | 2943 | 4117 | 4631 | 4941 | 5689 | 5652 | 5576 | 5397 | 5355 | 5495 | 5480 | 4501 | 3876 | 4039 | 2745 | 1869 | 82135 |
| Jun-15 Monday | 22 | 1080 | 642 | 452 | 423 | 793 | 2092 | 5992 | 8219 | 7424 | 6495 | 5579 | 5702 | 5987 | 5931 | 6289 | 7438 | 8466 | 7304 | 5619 | 4018 | 3047 | 2340 | 1936 | 1439 | 104707 |
| Jun-15 Tuesday | 23 | 908 | 571 | 413 | 345 | 725 | 2291 | 6029 | 8392 | 7789 | 5719 | 5457 | 5588 | 5844 | 5949 | 6484 | 7669 | 9001 | 8684 | 6211 | 4685 | 3785 | 3536 | 2443 | 1602 | 110120 |
| Jun-15 Wednesday | 24 | 990 | 577 | 454 | 350 | 718 | 2147 | 6141 | 8501 | 7673 | 6002 | 5671 | 5881 | 6176 | 6118 | 6804 | 7896 | 8760 | 8143 | 6440 | 4638 | 3889 | 3151 | 2539 | 1795 | 111454 |
| Jun-15 Thursday | 25 | 1157 | 611 | 457 | 357 | 701 | 2096 | 5961 | 8317 | 7767 | 6163 | 5690 | 5927 | 6312 | 6444 | 6949 | 8059 | 8833 | 8934 | 6373 | 5093 | 3948 | 3511 | 2719 | 1960 | 114339 |
| Jun-15 Friday | 26 | 1345 | 799 | 572 | 458 | 913 | 2424 | 5861 | 7756 | 6749 | 5244 | 5099 | 5391 | 5475 | 4780 | 6012 | 7115 | 7177 | 7252 | 6031 | 4964 | 4033 | 3771 | 3362 | 2810 | 105393 |
| Jun-15 Saturday | 27 | 1716 | 1137 | 961 | 643 | 644 | 990 | 2473 | 3277 | 4153 | 4939 | 5357 | 5551 | 5484 | 5703 | 5934 | 5845 | 5724 | 5244 | 5136 | 4401 | 3899 | 3630 | 3366 | 2762 | 88969 |
| Jun-15 Sunday | 28 | 1836 | 1299 | 1175 | 539 | 579 | 782 | 1518 | 1956 | 2659 | 3711 | 4533 | 4822 | 5317 | 5412 | 5506 | 5928 | 5283 | 4957 | 4499 | 3598 | 2970 | 2539 | 2134 | 1349 | 74901 |
| Jun-15 Monday | 29 | 921 | 540 | 438 | 377 | 789 | 2192 | 5957 | 8063 | 7288 | 5752 | 5348 | 5492 | 5902 | 5981 | 6390 | 7697 | 8653 | 8239 | 5884 | 4172 | 3223 | 2758 | 2136 | 1553 | 105745 |
| Jun-15 Tuesday | 30 | 863 | 574 | 430 | 373 | 743 | 2177 | 5938 | 8365 | 7218 | 5742 | 5293 | 5847 | 6007 | 6039 | 6296 | 7690 | 8480 | 8589 | 6350 | 4676 | 3207 | 2674 | 2195 | 1484 | 107250 |
| Jul-15 Wednesday | 1 | 991 | 627 | 416 | 337 | 746 | 2091 | 6061 | 8155 | 7456 | 5881 | 5387 | 5909 | 6167 | 6327 | 6663 | 7622 | 8827 | 8562 | 6332 | 4759 | 3706 | 3172 | 2638 | 1785 | 110617 |
| Jul-15 Thursday | 2 | 1148 | 643 | 501 | 421 | 732 | 2031 | 5697 | 7926 | 7326 | 6089 | 5913 | 6236 | 6750 | 7121 | 7272 | 8286 | 8919 | 8581 | 6148 | 4924 | 3671 | 2843 | 2551 | 2174 | 113903 |
| Jul-15 Friday | 3 | 1415 | 794 | 649 | 465 | 569 | 1178 | 2766 | 3803 | 4120 | 4500 | 5063 | 5631 | 6161 | 6097 | 5901 | 5867 | 6356 | 5669 | 5184 | 4456 | 3882 | 3736 | 3317 | 2736 | 90315 |
| Jul-15 Saturday | 4 | 1811 | 1326 | 1297 | 603 | 489 | 707 | 1443 | 2058 | 2667 | 3324 | 4099 | 4449 | 4537 | 4698 | 4824 | 4967 | 4767 | 4729 | 4545 | 4274 | 4116 | 4187 | 4482 | 2672 | 77071 |
| Jul-15 Sunday | 5 | 1675 | 1144 | 1102 | 534 | 523 | 704 | 1330 | 1842 | 2442 | 3567 | 4558 | 4987 | 5254 | 5790 | 5639 | 5587 | 5444 | 4907 | 4692 | 3693 | 3067 | 2817 | 2111 | 1596 | 75005 |
| Jul-15 Monday | 6 | 961 | 582 | 430 | 381 | 660 | 2029 | 5793 | 7701 | 7248 | 5838 | 5453 | 5950 | 6149 | 6229 | 6172 | 7687 | 8288 | 8378 | 5864 | 4070 | 3260 | 2827 | 2256 | 1507 | 105713 |
| Jul-15 Tuesday | 7 | 932 | 599 | 383 | 316 | 678 | 2212 | 5968 | 8038 | 7650 | 6475 | 5366 | 5570 | 5849 | 5923 | 6297 | 7369 | 8564 | 8567 | 5981 | 4227 | 3276 | 2851 | 2350 | 1545 | 106986 |
| Jul-15 Wednesday | 8 | 989 | 609 | 445 | 366 | 690 | 2147 | 5962 | 8389 | 7276 | 5968 | 5492 | 5629 | 6016 | 6038 | 6781 | 7764 | 8718 | 8479 | 6347 | 4666 | 3608 | 3046 | 2600 | 1696 | 109721 |
| Jul-15 Thursday | 9 | 1002 | 664 | 429 | 383 | 696 | 2155 | 6080 | 8225 | 7336 | 5951 | 5547 | 5814 | 6174 | 6458 | 6924 | 7849 | 7705 | 8337 | 6732 | 4679 | 3881 | 3363 | 2839 | 1904 | 111127 |
| Jul-15 Friday | 10 | 1165 | 798 | 697 | 457 | 700 | 2031 | 5536 | 7798 | 7198 | 5938 | 5678 | 6258 | 6718 | 6928 | 7507 | 8428 | 8792 | 8014 | 6644 | 5006 | 4197 | 3950 | 3487 | 3077 | 117002 |

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Jul-15 | Saturday | 11 | 1813 | 1198 | 1008 | 618 | 629 | 1070 | 2428 | 3307 | 4155 | 4684 | 5166 | 5560 | 5728 | 5736 | 5671 | 5985 | 5984 | 5884 | 5352 | 4590 | 3975 | 4244 | 3361 | 2774 | 90920 |
| Jul-15 | Sunday | 12 | 1803 | 1244 | 1200 | 550 | 534 | 773 | 1568 | 2128 | 2646 | 3682 | 4515 | 4873 | 5369 | 5559 | 5416 | 5784 | 5576 | 5089 | 4704 | 3995 | 3442 | 2819 | 2293 | 1555 | 77117 |
| Jul-15 | Monday | 13 | 949 | 572 | 450 | 381 | 693 | 2106 | 6000 | 8400 | 7451 | 5693 | 5446 | 5378 | 5977 | 6142 | 6248 | 7542 | 8213 | 8388 | 5919 | 4130 | 3215 | 2331 | 1847 | 1425 | 104896 |
| Jul-15 | Tuesday | 14 | 846 | 567 | 409 | 325 | 678 | 2087 | 5220 | 6161 | 7945 | 6433 | 5332 | 5604 | 5894 | 6062 | 6415 | 7612 | 8475 | 8349 | 6057 | 4349 | 3425 | 2789 | 2098 | 1561 | 104693 |
| Jul-15 | Wednesday | 15 | 929 | 610 | 472 | 350 | 697 | 2151 | 5960 | 8096 | 7860 | 5810 | 5704 | 6086 | 6346 | 6304 | 6626 | 7789 | 8669 | 8644 | 6445 | 4639 | 3716 | 3113 | 2361 | 1793 | 111170 |
| Jul-15 | Thursday | 16 | 1073 | 616 | 464 | 389 | 750 | 2190 | 5594 | 8535 | 7946 | 6060 | 5918 | 6106 | 6443 | 6419 | 6793 | 8260 | 8776 | 7871 | 6369 | 4626 | 3844 | 3400 | 2556 | 1942 | 112940 |
| Jul-15 | Friday | 17 | 1211 | 741 | 602 | 444 | 770 | 1993 | 5492 | 7771 | 7297 | 5994 | 5936 | 6452 | 6639 | 6066 | 6445 | 7360 | 7235 | 7896 | 6404 | 5007 | 4069 | 4019 | 3453 | 2669 | 111965 |
| Jul-15 | Saturday | 18 | 1748 | 1202 | 1139 | 624 | 627 | 998 | 2407 | 3128 | 3900 | 4619 | 5239 | 5425 | 5588 | 5703 | 5939 | 6195 | 6069 | 5843 | 5375 | 4724 | 4100 | 4047 | 3507 | 3350 | 91496 |
| Jul-15 | Sunday | 19 | 2036 | 1458 | 1431 | 546 | 570 | 708 | 1464 | 1983 | 2637 | 3740 | 4499 | 4910 | 5581 | 5752 | 5653 | 5547 | 5328 | 4853 | 4434 | 3453 | 2769 | 2643 | 2100 | 1395 | 75490 |
| Jul-15 | Monday | 20 | 965 | 533 | 416 | 332 | 733 | 2189 | 6023 | 8213 | 7372 | 5791 | 5702 | 5727 | 6118 | 6000 | 6439 | 6975 | 8096 | 8101 | 5827 | 4149 | 3186 | 2579 | 2049 | 1547 | 105062 |
| Jul-15 | Tuesday | 21 | 986 | 613 | 391 | 337 | 741 | 2149 | 6118 | 8351 | 7599 | 5990 | 5404 | 5499 | 5945 | 5855 | 6405 | 7824 | 8543 | 8159 | 5803 | 4211 | 3361 | 2806 | 2255 | 1617 | 106962 |
| Jul-15 | Wednesday | 22 | 984 | 616 | 455 | 369 | 704 | 2222 | 6129 | 8182 | 7610 | 6102 | 5734 | 5873 | 6113 | 6153 | 6538 | 7724 | 7101 | 8000 | 6222 | 4519 | 3612 | 3057 | 2480 | 1692 | 108191 |
| Jul-15 | Thursday | 23 | 1123 | 613 | 454 | 380 | 736 | 2180 | 6047 | 8162 | 7626 | 5852 | 5476 | 5911 | 6607 | 6170 | 6883 | 7850 | 8406 | 6861 | 6555 | 4292 | 3597 | 3017 | 2409 | 1837 | 109044 |
| Jul-15 | Friday | 24 | 1154 | 695 | 569 | 423 | 738 | 2029 | 5600 | 7718 | 7076 | 5901 | 5915 | 6392 | 6874 | 6903 | 7484 | 8261 | 8623 | 8035 | 6508 | 4841 | 4018 | 3683 | 3128 | 2592 | 115160 |
| Jul-15 | Saturday | 25 | 1672 | 1142 | 1004 | 567 | 577 | 982 | 2236 | 3127 | 3950 | 4783 | 5317 | 5664 | 5738 | 5732 | 5953 | 6077 | 6080 | 5854 | 5582 | 4608 | 4158 | 4268 | 3450 | 2922 | 91443 |
| Jul-15 | Sunday | 26 | 1994 | 1318 | 1304 | 581 | 456 | 696 | 1532 | 2023 | 2583 | 3781 | 4640 | 5017 | 5378 | 5426 | 5644 | 5709 | 5388 | 4906 | 4740 | 3917 | 3384 | 2855 | 2157 | 1480 | 76909 |
| Jul-15 | Monday | 27 | 923 | 514 | 406 | 351 | 707 | 2198 | 5792 | 8044 | 7350 | 5528 | 5344 | 5638 | 5753 | 5990 | 6370 | 7326 | 7701 | 8279 | 5242 | 3657 | 3156 | 2760 | 2293 | 1570 | 102892 |
| Jul-15 | Tuesday | 28 | 990 | 553 | 373 | 337 | 710 | 2165 | 5955 | 8287 | 7714 | 5639 | 5285 | 5449 | 5826 | 6007 | 6557 | 7683 | 8662 | 8402 | 5899 | 4406 | 3663 | 2700 | 2265 | 1592 | 107119 |
| Jul-15 | Wednesday | 29 | 975 | 637 | 450 | 380 | 698 | 2108 | 6209 | 8407 | 7858 | 5877 | 5442 | 5827 | 6126 | 6016 | 6607 | 7852 | 8117 | 7917 | 6445 | 4536 | 3806 | 3009 | 2349 | 1757 | 109405 |
| Jul-15 | Thursday | 30 | 1068 | 632 | 479 | 356 | 726 | 2185 | 6066 | 8294 | 8040 | 6118 | 5775 | 6227 | 6569 | 6411 | 6874 | 7979 | 9382 | 8685 | 6281 | 4732 | 4058 | 3327 | 2486 | 1918 | 114668 |
| Jul-15 | Friday | 31 | 1189 | 733 | 577 | 430 | 773 | 2045 | 5567 | 7884 | 7737 | 6043 | 5975 | 6446 | 6845 | 7023 | 7523 | 8488 | 8711 | 8110 | 6467 | 5188 | 4070 | 3622 | 3203 | 2655 | 117304 |
| Aug-15 | Saturday | 1 | 1718 | 1190 | 1059 | 615 | 613 | 1031 | 2232 | 3344 | 3942 | 4577 | 5217 | 5841 | 6065 | 6131 | 5889 | 5808 | 5885 | 5604 | 5417 | 4460 | 4023 | 3806 | 3577 | 2700 | 90744 |
| Aug-15 | Sunday | 2 | 1767 | 1446 | 1317 | 612 | 545 | 732 | 1393 | 2038 | 2658 | 3673 | 4416 | 4779 | 5257 | 5337 | 5446 | 5252 | 4765 | 4578 | 4356 | 3641 | 2946 | 2651 | 2092 | 1364 | 73061 |
| Aug-15 | Monday | 3 | 828 | 491 | 385 | 328 | 658 | 2133 | 5862 | 8275 | 8215 | 6476 | 5812 | 5812 | 6038 | 6169 | 6402 | 7413 | 5770 | 7282 | 6026 | 3885 | 3158 | 2591 | 2017 | 1491 | 103517 |
| Aug-15 | Tuesday | 4 | 893 | 563 | 348 | 332 | 652 | 2086 | 5656 | 8171 | 7485 | 5685 | 5348 | 5442 | 5930 | 6138 | 6427 | 7691 | 8211 | 8152 | 6077 | 4391 | 3573 | 2861 | 2235 | 1627 | 105974 |
| Aug-15 | Wednesday | 5 | 986 | 557 | 396 | 360 | 697 | 2057 | 5875 | 8427 | 5947 | 5837 | 5618 | 5723 | 6142 | 6129 | 6532 | 7968 | 8932 | 8112 | 6103 | 4709 | 3569 | 2972 | 2364 | 1726 | 107738 |
| Aug-15 | Thursday | 6 | 1068 | 632 | 415 | 416 | 756 | 2147 | 5789 | 7992 | 7659 | 5755 | 5440 | 5889 | 6185 | 6331 | 6767 | 7289 | 7794 | 7879 | 5953 | 4377 | 3556 | 2831 | 2279 | 1740 | 106939 |
| Aug-15 | Friday | 7 | 1081 | 694 | 539 | 398 | 695 | 2001 | 5466 | 7815 | 7114 | 5705 | 5951 | 6244 | 7042 | 7108 | 7460 | 8464 | 9067 | 8211 | 6753 | 5166 | 4277 | 3890 | 3720 | 2751 | 117612 |
| Aug-15 | Saturday | 8 | 1728 | 1150 | 1044 | 627 | 577 | 1002 | 2501 | 3389 | 4113 | 5009 | 5697 | 6290 | 6068 | 5991 | 6189 | 6483 | 6367 | 6043 | 5643 | 4914 | 4286 | 3972 | 3386 | 2785 | 95254 |
| Aug-15 | Sunday | 9 | 1870 | 1181 | 1146 | 593 | 530 | 790 | 1622 | 2174 | 2674 | 3872 | 4655 | 5276 | 5554 | 5881 | 5672 | 6040 | 5923 | 5243 | 4957 | 4134 | 3542 | 2744 | 2208 | 1462 | 79743 |
| Aug-15 | Monday | 10 | 928 | 550 | 437 | 358 | 722 | 2115 | 5964 | 8234 | 6886 | 5782 | 5408 | 5515 | 5869 | 6100 | 6248 | 7489 | 8479 | 8432 | 5772 | 4270 | 3547 | 2632 | 2053 | 1460 | 105250 |
| Aug-15 | Tuesday | 11 | 878 | 640 | 398 | 326 | 702 | 2124 | 6066 | 8481 | 7763 | 6201 | 5393 | 5473 | 5914 | 6091 | 6720 | 7830 | 8634 | 8161 | 6212 | 4512 | 3570 | 2704 | 2363 | 1538 | 108694 |
| Aug-15 | Wednesday | 12 | 887 | 574 | 417 | 356 | 702 | 2178 | 6039 | 8749 | 7399 | 5675 | 5420 | 5668 | 5990 | 6337 | 6441 | 7829 | 8796 | 8339 | 6139 | 4680 | 3799 | 3013 | 2352 | 1784 | 109563 |
| Aug-15 | Thursday | 13 | 1087 | 649 | 472 | 372 | 697 | 2168 | 5815 | 8686 | 7344 | 5689 | 5539 | 6039 | 6154 | 6242 | 7046 | 8295 | 9059 | 8299 | 6628 | 5074 | 4072 | 3335 | 2841 | 2197 | 113799 |
| Aug-15 | Friday | 14 | 1232 | 698 | 603 | 397 | 778 | 2020 | 5535 | 8075 | 7316 | 5833 | 5858 | 6382 | 6902 | 7061 | 7492 | 8658 | 9113 | 8289 | 6876 | 5407 | 4390 | 4066 | 3750 | 2968 | 119699 |
| Aug-15 | Saturday | 15 | 1730 | 1208 | 991 | 590 | 603 | 1061 | 2323 | 3500 | 4049 | 4712 | 5357 | 5903 | 6044 | 5675 | 6007 | 5991 | 5965 | 5812 | 5545 | 4715 | 4308 | 3820 | 3479 | 2806 | 92194 |
| Aug-15 | Sunday | 16 | 1859 | 1342 | 1297 | 547 | 487 | 728 | 1480 | 2016 | 2589 | 3718 | 4635 | 5328 | 5674 | 5877 | 5935 | 5952 | 5658 | 5160 | 4762 | 3992 | 3264 | 2493 | 2035 | 1396 | 78224 |
| Aug-15 | Monday | 17 | 886 | 507 | 367 | 374 | 721 | 2257 | 6393 | 8586 | 7295 | 5525 | 5033 | 5545 | 5637 | 5868 | 6314 | 7533 | 8311 | 8160 | 5585 | 3867 | 3012 | 2347 | 1884 | 1365 | 103372 |
| Aug-15 | Tuesday | 18 | 871 | 549 | 336 | 365 | 666 | 2289 | 6320 | 8792 | 7344 | 5154 | 5242 | 5370 | 5603 | 5789 | 6324 | 7069 | 7566 | 6951 | 5980 | 3846 | 2921 | 2296 | 1818 | 1336 | 100797 |
| Aug-15 | Wednesday | 19 | 898 | 546 | 368 | 325 | 638 | 2202 | 6183 | 8117 | 7426 | 5996 | 5161 | 5524 | 5708 | 5934 | 6534 | 7401 | 7871 | 7851 | 6046 | 4175 | 3265 | 2521 | 2073 | 1391 | 104154 |
| Aug-15 | Thursday | 20 | 882 | 525 | 387 | 321 | 702 | 2232 | 6240 | 8948 | 7509 | 5529 | 5307 | 5731 | 6153 | 5994 | 6529 | 7716 | 7537 | 7524 | 5796 | 4093 | 3253 | 2680 | 2283 | 1502 | 105373 |
| Aug-15 | Friday | 21 | 1135 | 672 | 605 | 411 | 722 | 2189 | 6197 | 8773 | 8018 | 5955 | 5564 | 6171 | 6505 | 6912 | 7152 | 8558 | 8375 | 7209 | 6236 | 4793 | 3881 | 3509 | 3270 | 2517 | 115329 |
| Aug-15 | Saturday | 22 | 1591 | 1150 | 946 | 539 | 559 | 957 | 2353 | 3091 | 3914 | 4592 | 5045 | 5569 | 5831 | 5425 | 5579 | 5667 | 5533 | 5598 | 5454 | 4293 | 3803 | 3474 | 2844 | 2303 | 86110 |
| Aug-15 | Sunday | 23 | 1493 | 1119 | 1028 | 529 | 457 | 724 | 1577 | 2019 | 2594 | 3741 | 4424 | 4829 | 5365 | 5742 | 5581 | 5918 | 5386 | 4913 | 4661 | 3648 | 2883 | 2101 | 1710 | 1300 | 73742 |
| Aug-15 | Monday | 24 | 774 | 419 | 361 | 320 | 719 | 2249 | 6373 | 9045 | 7515 | 5359 | 5227 | 5312 | 5680 | 5751 | 5959 | 7613 | 8449 | 8209 | 5642 | 4019 | 3299 | 2387 | 1755 | 1351 | 103787 |
| Aug-15 | Tuesday | 25 | 850 | 499 | 333 | 311 | 667 | 2194 | 6566 | 9081 | 7354 | 5663 | 5124 | 5418 | 5628 | 5876 | 6442 | 7935 | 8472 | 8102 | 5908 | 4248 | 3423 | 2433 | 1980 | 1382 | 105889 |
| Aug-15 | Wednesday | 26 | 863 | 523 | 409 | 327 | 671 | 2296 | 6394 | 9263 | 7769 | 5618 | 5246 | 5633 | 5760 | 5819 | 6396 | 7665 | 8615 | 8294 | 6063 | 4383 | 3607 | 2628 | 2124 | 1539 | 107905 |
| Aug-15 | Thursday | 27 | 884 | 528 | 401 | 390 | 694 | 2343 | 6437 | 9288 | 7953 | 6139 | 5720 | 5888 | 6132 | 6071 | 6843 | 8794 | 8387 | 8746 | 6006 | 4462 | 3569 | 2881 | 2202 | 1602 | 112360 |
| Aug-15 | Friday | 28 | 964 | 699 | 569 | 438 | 770 | 2292 | 6251 | 9141 | 7431 | 5875 | 5764 | 6111 | 6769 | 6853 | 8011 | 8632 | 8775 | 7927 | 6554 | 4858 | 3810 | 3318 | 3168 | 2577 | 117557 |
| Aug-15 | Saturday | 29 | 1657 | 1136 | 936 | 591 | 521 | 985 | 2184 | 3002 | 3726 | 4246 | 4714 | 5160 | 5472 | 5783 | 5821 | 5704 | 5867 | 5580 | 5020 | 4363 | 4010 | 3672 | 3211 | 2711 | 86072 |
| Aug-15 | Sunday | 30 | 1657 | 1333 | 1269 | 583 | 477 | 702 | 1477 | 1900 | 2428 | 3223 | 4090 | 4277 | 3838 | 4951 | 5197 | 4954 | 4411 | 3979 | 3715 | 3125 | 2437 | 2014 | 1575 | 1162 | 64774 |
| Aug-15 | Monday | 31 | 742 | 418 | 304 | 299 | 670 | 1800 | 4853 | 6595 | 6607 | 5983 | 5221 | 5199 | 5366 | 5377 | 5782 | 7274 | 8062 | 7318 | 5291 | 4031 | 3239 | 2425 | 1776 | 1369 | 96001 |
| Sep-15 | Tuesday | 1 | 804 | 538 | 371 | 322 | 658 | 2304 | 6294 | 9095 | 7942 | 5700 | 5251 | 5610 | 5796 | 6040 | 6650 | 7979 | 8833 | 7382 | 6404 | 4714 | 3587 | 2769 | 2117 | 1403 | 108563 |
| Sep-15 | Wednesday | 2 | 797 | 578 | 410 | 345 | 702 | 2276 | 6447 | 9221 | 8080 | 5927 | 5318 | 5469 | 5849 | 6022 | 6707 | 7763 | 8830 | 7939 | 6629 | 4597 | 3840 | 2901 | 2313 | 1511 | 110471 |
| Sep-15 | Thursday | 3 | 912 | 563 | 425 | 352 | 713 | 2358 | 6681 | 9149 | 7888 | 5689 | 5587 | 5814 | 5948 | 6156 | 6640 | 8400 | 8800 | 7715 | 6224 | 4378 | 3385 | 2848 | 2418 | 1730 | 110773 |
| Sep-15 | Friday | 4 | 1066 | 711 | 600 | 453 | 729 | 2123 | 6093 | 8742 | 7324 | 5775 | 5816 | 6392 | 7053 | 7259 | 7919 | 8791 | 9238 | 7681 | 6190 | 5091 | 4213 | 3949 | 3201 | 2741 | 119150 |
| Sep-15 | Saturday | 5 | 1886 | 1225 | 980 | 526 | 505 | 970 | 2067 | 3024 | 3813 | 4538 | 5316 | 5704 | 5890 | 5821 | 5941 | 5951 | 6077 | 5697 | 5087 | 4561 | 3989 | 3846 | 3465 | 2679 | 89558 |
| Sep-15 | Sunday | 6 | 1801 | 1321 | 1142 | 548 | 388 | 648 | 1331 | 1934 | 2475 | 3534 | 4288 | 4730 | 5481 | 5518 | 5567 | 5445 | 5267 | 5030 | 4828 | 3583 | 3015 | 2727 | 2288 | 1854 | 74743 |
| Sep-15 | Monday | 7 | 1165 | 922 | 692 | 417 | 509 | 829 | 1853 | 2550 | 3112 | 3429 | 4195 | 4738 | 5064 | 4954 | 5616 | 5535 | 5372 | 4642 | 4213 | 3643 | 2843 | 2216 | 1865 | 1317 | 71691 |
| Sep-15 | Tuesday | 8 | 792 | 391 | 358 | 330 | 714 | 2427 | 6061 | 9019 | 7870 | 5555 | 5362 | 5552 | 5827 | 5942 | 6726 | 7984 | 8722 | 8104 | 5971 | 4364 | 3320 | 2484 | 1909 | 1474 | 107258 |
| Sep-15 | Wednesday | 9 | 827 | 503 | 421 | 327 | 757 | 2241 | 6371 | 9004 | 7687 | 5915 | 5189 | 5669 | 5902 | 6086 | 6808 | 7871 | 8806 | 8235 | 6119 | 4513 | 3672 | 2765 | 2077 | 1488 | 109253 |
| Sep-15 | Thursday | 10 | 887 | 559 | 384 | 339 | 707 | 2335 | 6461 | 8710 | 8098 | 6715 | 5608 | 5852 | 6152 | 6241 | 6789 | 7077 | 6887 | 8788 | 6484 | 4730 | 3998 | 2499 | 2189 | 1535 | 110024 |
| Sep-15 | Friday | 11 | 1018 | 625 | 502 | 406 | 748 | 2232 | 5706 | 8740 | 7847 | 6002 | 5702 | 6196 | 6978 | 6993 | 7792 | 8810 | 8669 | 7693 | 6554 | 4992 | 4055 | 3510 | 3375 | 2558 | 117703 |
| Sep-15 | Saturday | 12 | 1661 | 1095 | 942 | 509 | 603 | 1072 | 2294 | 3199 | 3709 | 4171 | 4441 | 4738 | 5113 | 5139 | 5413 | 5561 | 5319 | 5209 | 4730 | 4182 | 3420 | 3631 | 3052 | 2439 | 81642 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sep-15 | Sunday | 13 | 1683 | 1262 | 1076 | 524 | 465 | 743 | 1487 | 2044 | 2600 | 3601 | 4460 | 4932 | 5690 | 5617 | 5816 | 5903 | 5586 | 5235 | 4913 | 4170 | 3208 | 2352 | 1880 | 1254 | 76501 |
| Sep-15 | Monday | 14 | 826 | 418 | 353 | 281 | 748 | 2287 | 6387 | 8921 | 7752 | 5802 | 5573 | 4948 | 5739 | 5992 | 6489 | 8207 | 9237 | 8458 | 5840 | 4362 | 3283 | 2404 | 1881 | 1315 | 107503 |
| Sep-15 | Tuesday | 15 | 863 | 485 | 349 | 315 | 694 | 2375 | 6499 | 8941 | 7653 | 5782 | 5315 | 5505 | 5851 | 5923 | 6735 | 8114 | 8521 | 8220 | 6070 | 4776 | 3637 | 2700 | 2107 | 1416 | 108846 |
| Sep-15 | Wednesday | 16 | 864 | 483 | 378 | 325 | 694 | 2285 | 6506 | 9094 | 8035 | 5798 | 5452 | 5569 | 6014 | 6099 | 6723 | 7906 | 8959 | 8530 | 6320 | 4672 | 3604 | 2678 | 2191 | 1395 | 110574 |
| Sep-15 | Thursday | 17 | 915 | 516 | 355 | 336 | 776 | 2436 | 6283 | 8317 | 8193 | 6302 | 5434 | 5745 | 6012 | 6165 | 6910 | 8194 | 9335 | 8883 | 6537 | 4567 | 3503 | 2897 | 2353 | 1726 | 112690 |
| Sep-15 | Friday | 18 | 1056 | 594 | 532 | 434 | 784 | 2221 | 5546 | 8956 | 7506 | 6002 | 6161 | 6727 | 7191 | 7039 | 7843 | 8725 | 9086 | 7941 | 6699 | 5366 | 4037 | 3685 | 3501 | 2756 | 120388 |
| Sep-15 | Saturday | 19 | 1658 | 1173 | 934 | 519 | 572 | 1077 | 2377 | 3494 | 4323 | 4907 | 5309 | 5672 | 5928 | 5867 | 5880 | 5928 | 5833 | 5616 | 4957 | 4658 | 3873 | 3656 | 3229 | 2666 | 90106 |
| Sep-15 | Sunday | 20 | 1672 | 1279 | 1086 | 545 | 460 | 827 | 1605 | 2113 | 2805 | 3745 | 4840 | 4972 | 5499 | 5793 | 5654 | 5567 | 5444 | 5098 | 4645 | 4123 | 3218 | 2263 | 1882 | 1257 | 76392 |
| Sep-15 | Monday | 21 | 854 | 423 | 316 | 366 | 759 | 2424 | 6539 | 9291 | 7740 | 5799 | 5166 | 5423 | 5773 | 5852 | 6340 | 7979 | 8849 | 8161 | 5692 | 4134 | 3081 | 2398 | 1818 | 1319 | 106496 |
| Sep-15 | Tuesday | 22 | 859 | 485 | 317 | 296 | 713 | 2342 | 6594 | 8404 | 7842 | 5471 | 5050 | 5414 | 5765 | 5732 | 6386 | 8024 | 8595 | 8072 | 5854 | 4527 | 3328 | 2564 | 2081 | 1391 | 106106 |
| Sep-15 | Wednesday | 23 | 827 | 532 | 357 | 357 | 699 | 2391 | 6607 | 9205 | 7876 | 5885 | 5289 | 5686 | 6059 | 6204 | 6737 | 8008 | 8722 | 8107 | 6019 | 4409 | 3458 | 2510 | 2145 | 1417 | 109506 |
| Sep-15 | Thursday | 24 | 939 | 576 | 386 | 340 | 777 | 2471 | 6654 | 9110 | 7625 | 6007 | 5545 | 5778 | 5824 | 5861 | 6381 | 7950 | 7978 | 7760 | 5821 | 4185 | 3266 | 2571 | 2259 | 1605 | 107669 |
| Sep-15 | Friday | 25 | 972 | 603 | 454 | 387 | 752 | 2199 | 6129 | 8171 | 7730 | 5883 | 5852 | 6345 | 6824 | 7100 | 7931 | 8900 | 8876 | 8303 | 7139 | 5227 | 4272 | 3728 | 3409 | 2579 | 119765 |
| Sep-15 | Saturday | 26 | 1681 | 1109 | 963 | 557 | 544 | 1016 | 2303 | 3288 | 4173 | 4688 | 5106 | 5700 | 5521 | 5612 | 5816 | 6241 | 5992 | 5547 | 5049 | 4329 | 3591 | 3890 | 3304 | 2487 | 88507 |
| Sep-15 | Sunday | 27 | 1570 | 1175 | 1119 | 484 | 530 | 856 | 1580 | 2054 | 2696 | 3749 | 4610 | 4818 | 5328 | 5257 | 5475 | 5362 | 5340 | 4673 | 4435 | 3800 | 2807 | 2196 | 1920 | 1270 | 73104 |
| Sep-15 | Monday | 28 | 787 | 404 | 389 | 353 | 804 | 2341 | 6462 | 8663 | 7351 | 5585 | 5140 | 5343 | 5530 | 5623 | 6371 | 7641 | 8593 | 8053 | 5630 | 4016 | 2940 | 2292 | 1805 | 1269 | 103385 |
| Sep-15 | Tuesday | 29 | 789 | 472 | 348 | 318 | 695 | 2408 | 6309 | 8744 | 7833 | 5510 | 5193 | 5475 | 5688 | 5690 | 5192 | 7397 | 7741 | 6949 | 5914 | 4324 | 3155 | 2547 | 2050 | 1374 | 102115 |
| Sep-15 | Wednesday | 30 | 831 | 531 | 378 | 326 | 716 | 2332 | 6437 | 8815 | 7831 | 5815 | 5435 | 5803 | 5926 | 5965 | 6342 | 7670 | 7354 | 6917 | 6495 | 4447 | 3285 | 2339 | 2101 | 1418 | 105509 |
| Oct-15 | Thursday | 1 | 805 | 529 | 393 | 352 | 728 | 2506 | 6050 | 8549 | 8045 | 6207 | 5653 | 5883 | 6072 | 5662 | 6716 | 7269 | 6742 | 6361 | 4778 | 3275 | 2439 | 2106 | 1770 | 1342 | 100232 |
| Oct-15 | Friday | 2 | 859 | 539 | 388 | 343 | 700 | 1968 | 4993 | 6110 | 5321 | 4911 | 5264 | 5494 | 5804 | 5802 | 6123 | 6579 | 6325 | 5342 | 4028 | 3055 | 2116 | 2005 | 1794 | 1445 | 87308 |
| Oct-15 | Saturday | 3 | 930 | 632 | 515 | 320 | 390 | 703 | 1436 | 1777 | 1735 | 1818 | 1778 | 1884 | 1797 | 1861 | 1752 | 1866 | 1768 | 1759 | 1500 | 1419 | 956 | 732 | 741 | 699 | 30768 |
| Oct-15 | Sunday | 4 | 468 | 272 | 216 | 186 | 194 | 397 | 737 | 1096 | 1157 | 1556 | 1988 | 2325 | 2262 | 2315 | 2357 | 2451 | 2412 | 2348 | 2006 | 1586 | 1053 | 905 | 726 | 418 | 31431 |
| Oct-15 | Monday | 5 | 346 | 150 | 156 | 167 | 398 | 1308 | 3227 | 4149 | 3758 | 3500 | 3470 | 3596 | 3806 | 3975 | 4224 | 4909 | 5308 | 5068 | 3780 | 2699 | 1942 | 1542 | 1342 | 1047 | 63867 |
| Oct-15 | Tuesday | 6 | 701 | 385 | 290 | 293 | 640 | 2015 | 5712 | 7289 | 6613 | 5475 | 4922 | 5256 | 5386 | 5460 | 5826 | 6946 | 7829 | 7760 | 5937 | 4275 | 3037 | 2294 | 2014 | 1302 | 97657 |
| Oct-15 | Wednesday | 7 | 810 | 494 | 370 | 366 | 718 | 2388 | 6235 | 8180 | 7428 | 6261 | 5206 | 5300 | 5663 | 5896 | 6629 | 7717 | 8611 | 8012 | 6677 | 5042 | 3423 | 2709 | 2045 | 1525 | 107705 |
| Oct-15 | Thursday | 8 | 976 | 510 | 408 | 359 | 729 | 2484 | 6232 | 8230 | 7685 | 6740 | 5499 | 5707 | 5927 | 6017 | 6553 | 8154 | 8985 | 7531 | 4878 | 4842 | 3735 | 2685 | 2392 | 1620 | 108878 |
| Oct-15 | Friday | 9 | 1164 | 658 | 498 | 417 | 719 | 2242 | 6285 | 8333 | 7775 | 6649 | 5975 | 6455 | 6892 | 6911 | 7632 | 8805 | 8744 | 8120 | 6527 | 5292 | 3909 | 3583 | 3533 | 2677 | 119795 |
| Oct-15 | Saturday | 10 | 1670 | 1143 | 962 | 559 | 605 | 1046 | 2441 | 3390 | 4160 | 4617 | 4770 | 5171 | 5577 | 5385 | 5273 | 5069 | 4985 | 4940 | 4733 | 4372 | 3494 | 3179 | 2704 | 2402 | 82647 |
| Oct-15 | Sunday | 11 | 1458 | 1057 | 1038 | 549 | 500 | 834 | 1629 | 2194 | 2848 | 3808 | 4536 | 4766 | 5312 | 5399 | 5542 | 5599 | 5272 | 5191 | 4557 | 4259 | 2868 | 2366 | 1785 | 1319 | 74686 |
| Oct-15 | Monday | 12 | 897 | 502 | 387 | 320 | 725 | 2060 | 5947 | 8635 | 7062 | 5387 | 5173 | 5480 | 5865 | 5983 | 6330 | 7659 | 8327 | 8062 | 5830 | 4144 | 3049 | 2466 | 1858 | 1334 | 103482 |
| Oct-15 | Tuesday | 13 | 752 | 456 | 325 | 323 | 697 | 2393 | 6681 | 8746 | 8075 | 5818 | 5304 | 5584 | 5794 | 6065 | 6712 | 8012 | 8801 | 7999 | 6051 | 4395 | 3066 | 2442 | 1948 | 1356 | 107795 |
| Oct-15 | Wednesday | 14 | 882 | 499 | 373 | 353 | 735 | 2359 | 6512 | 8833 | 8011 | 5845 | 5586 | 5678 | 6106 | 6257 | 6664 | 8060 | 8828 | 8697 | 6625 | 4659 | 3542 | 2677 | 2128 | 1494 | 111403 |
| Oct-15 | Thursday | 15 | 903 | 531 | 405 | 346 | 719 | 2348 | 6213 | 8648 | 8026 | 5745 | 5549 | 5663 | 6093 | 6289 | 6915 | 8339 | 8707 | 8299 | 6698 | 5095 | 3645 | 2901 | 2316 | 1708 | 112101 |
| Oct-15 | Friday | 16 | 1090 | 641 | 562 | 409 | 816 | 2370 | 6424 | 7549 | 8092 | 6097 | 5778 | 6261 | 7091 | 7192 | 7791 | 8377 | 7227 | 6837 | 6736 | 5196 | 3892 | 3495 | 3317 | 2581 | 115821 |
| Oct-15 | Saturday | 17 | 1597 | 1112 | 973 | 537 | 578 | 1171 | 2487 | 3395 | 3781 | 4387 | 4814 | 5227 | 5401 | 5603 | 5731 | 5764 | 5713 | 5518 | 5172 | 4568 | 3504 | 3377 | 3004 | 2479 | 85893 |
| Oct-15 | Sunday | 18 | 1573 | 1098 | 937 | 514 | 470 | 990 | 1787 | 2175 | 2828 | 3895 | 4567 | 4999 | 5593 | 5571 | 5730 | 5925 | 5468 | 4976 | 4791 | 4080 | 2886 | 2291 | 1952 | 1246 | 76342 |
| Oct-15 | Monday | 19 | 782 | 396 | 311 | 317 | 755 | 2254 | 6361 | 8456 | 7410 | 5389 | 5101 | 5452 | 5604 | 5797 | 6438 | 7667 | 8681 | 7600 | 5768 | 4146 | 2853 | 2302 | 1948 | 1297 | 103085 |
| Oct-15 | Tuesday | 20 | 746 | 453 | 335 | 325 | 730 | 2378 | 6615 | 8451 | 7667 | 6248 | 5298 | 5417 | 6050 | 6066 | 6706 | 8013 | 7686 | 7522 | 6724 | 4807 | 3223 | 2747 | 2123 | 1609 | 107939 |
| Oct-15 | Wednesday | 21 | 898 | 472 | 370 | 314 | 679 | 2269 | 6631 | 9185 | 7741 | 6102 | 5603 | 5744 | 6074 | 6018 | 6663 | 8213 | 8825 | 7145 | 6518 | 5043 | 3702 | 2699 | 2195 | 1510 | 110613 |
| Oct-15 | Thursday | 22 | 965 | 562 | 381 | 378 | 754 | 2422 | 6153 | 8634 | 8277 | 6476 | 5812 | 6019 | 6333 | 6405 | 6988 | 8521 | 8760 | 8921 | 6779 | 4665 | 3641 | 3080 | 2783 | 1807 | 115516 |
| Oct-15 | Friday | 23 | 1021 | 609 | 496 | 424 | 740 | 2105 | 6005 | 8426 | 7325 | 6296 | 5873 | 6301 | 6945 | 7239 | 7746 | 8699 | 8607 | 7871 | 6743 | 5393 | 3818 | 3430 | 3127 | 2624 | 117863 |
| Oct-15 | Saturday | 24 | 1669 | 1095 | 946 | 536 | 504 | 1004 | 2240 | 3171 | 3667 | 4210 | 4816 | 6118 | 6490 | 6539 | 5880 | 6057 | 5830 | 5333 | 5432 | 4445 | 3363 | 3387 | 3009 | 2534 | 88275 |
| Oct-15 | Sunday | 25 | 1683 | 1060 | 1067 | 528 | 498 | 772 | 1555 | 1949 | 2527 | 3683 | 4382 | 4680 | 5390 | 5547 | 5886 | 5545 | 5419 | 5234 | 4967 | 4151 | 2951 | 2194 | 2157 | 1261 | 75086 |
| Oct-15 | Monday | 26 | 885 | 402 | 349 | 304 | 707 | 2190 | 5255 | 7404 | 7951 | 5889 | 5240 | 5319 | 5790 | 5814 | 6445 | 7588 | 8629 | 8194 | 5778 | 3875 | 2828 | 2175 | 1891 | 1279 | 102181 |
| Oct-15 | Tuesday | 27 | 842 | 458 | 318 | 314 | 678 | 2197 | 6110 | 8010 | 6131 | 5492 | 4986 | 5222 | 5367 | 5479 | 6205 | 7431 | 7215 | 7438 | 5547 | 3905 | 2976 | 2170 | 1921 | 1316 | 97728 |
| Oct-15 | Wednesday | 28 | 977 | 568 | 371 | 307 | 630 | 2095 | 6143 | 8669 | 7700 | 5451 | 4944 | 5425 | 5886 | 5952 | 6413 | 7464 | 8458 | 7942 | 6102 | 4444 | 3310 | 2592 | 2204 | 1574 | 105621 |
| Oct-15 | Thursday | 29 | 927 | 576 | 418 | 387 | 689 | 2188 | 6199 | 8785 | 8273 | 6101 | 5478 | 5801 | 6057 | 6283 | 6864 | 8231 | 8849 | 8677 | 6809 | 4857 | 3764 | 3047 | 2445 | 1654 | 113359 |
| Oct-15 | Friday | 30 | 1085 | 698 | 561 | 410 | 726 | 2104 | 5343 | 7897 | 7695 | 6158 | 5741 | 6090 | 6734 | 7112 | 7443 | 8627 | 8236 | 8108 | 7062 | 5226 | 4031 | 3567 | 3651 | 2800 | 117105 |
| Oct-15 | Saturday | 31 | 1733 | 1135 | 1017 | 491 | 522 | 980 | 2146 | 2879 | 3465 | 3917 | 4357 | 4728 | 5198 | 5212 | 5121 | 5311 | 5419 | 5169 | 4487 | 3831 | 3385 | 3229 | 3128 | 2677 | 79537 |
| Nov-15 | Sunday | 1 | 1895 | 1315 | 1293 | 1046 | 995 | 718 | 1586 | 2245 | 2907 | 3908 | 4609 | 4669 | 4983 | 5376 | 5387 | 5284 | 5070 | 5076 | 4394 | 3450 | 2594 | 1978 | 1516 | 1068 | 73362 |
| Nov-15 | Monday | 2 | 681 | 395 | 300 | 314 | 659 | 2313 | 6550 | 9028 | 7501 | 5596 | 5196 | 5360 | 5628 | 5723 | 6352 | 7668 | 8041 | 6648 | 6034 | 3682 | 2831 | 2239 | 1785 | 1243 | 101767 |
| Nov-15 | Tuesday | 3 | 729 | 463 | 357 | 305 | 617 | 2133 | 6162 | 7455 | 7396 | 5431 | 4945 | 5537 | 5473 | 5632 | 6082 | 5840 | 8176 | 7743 | 5776 | 3657 | 2876 | 2420 | 2075 | 1359 | 98639 |
| Nov-15 | Wednesday | 4 | 852 | 468 | 338 | 305 | 618 | 2186 | 6130 | 8151 | 8108 | 6122 | 5184 | 5833 | 6241 | 5761 | 6524 | 7588 | 8314 | 7923 | 6179 | 4104 | 3220 | 2563 | 2236 | 1470 | 106418 |
| Nov-15 | Thursday | 5 | 810 | 516 | 407 | 340 | 734 | 2204 | 5653 | 7149 | 7321 | 5640 | 5318 | 5838 | 5949 | 6169 | 6915 | 8092 | 8549 | 7770 | 6567 | 4349 | 3479 | 2941 | 2320 | 1754 | 106784 |
| Nov-15 | Friday | 6 | 1130 | 695 | 504 | 361 | 680 | 2244 | 5537 | 7438 | 6647 | 5687 | 5709 | 6090 | 6775 | 6874 | 7703 | 8634 | 8612 | 7943 | 6626 | 4794 | 3599 | 3393 | 3341 | 2605 | 113621 |
| Nov-15 | Saturday | 7 | 1681 | 1081 | 878 | 516 | 543 | 1016 | 2379 | 3306 | 4073 | 4604 | 5356 | 5458 | 5813 | 5707 | 5799 | 5826 | 5429 | 5714 | 5579 | 4136 | 3337 | 3121 | 3004 | 2479 | 86835 |
| Nov-15 | Sunday | 8 | 1780 | 1306 | 1017 | 489 | 520 | 768 | 1494 | 2051 | 2763 | 3826 | 4548 | 4633 | 5145 | 5227 | 5257 | 5112 | 4690 | 4778 | 4207 | 3210 | 2377 | 1941 | 1647 | 1171 | 69957 |
| Nov-15 | Monday | 9 | 706 | 395 | 340 | 322 | 646 | 2099 | 5327 | 7477 | 5912 | 5015 | 4575 | 4686 | 5124 | 5166 | 5826 | 6981 | 7636 | 7111 | 5026 | 3382 | 2568 | 2128 | 1930 | 1261 | 91639 |
| Nov-15 | Tuesday | 10 | 762 | 443 | 358 | 291 | 648 | 2198 | 5748 | 7195 | 7285 | 5405 | 5013 | 5393 | 5610 | 5885 | 6482 | 7938 | 8557 | 7933 | 5813 | 4114 | 2991 | 2585 | 1954 | 1425 | 102026 |
| Nov-15 | Wednesday | 11 | 860 | 536 | 388 | 332 | 564 | 1981 | 5114 | 7685 | 6196 | 5195 | 5129 | 5358 | 5917 | 5789 | 6456 | 7688 | 8402 | 8266 | 6060 | 4030 | 3296 | 2560 | 2015 | 1428 | 101245 |
| Nov-15 | Thursday | 12 | 768 | 481 | 377 | 357 | 663 | 2169 | 5685 | 7924 | 7012 | 5641 | 5366 | 5769 | 5955 | 6090 | 6796 | 7703 | 7365 | 7777 | 5965 | 4351 | 3425 | 2677 | 2205 | 1685 | 104206 |
| Nov-15 | Friday | 13 | 1075 | 612 | 506 | 380 | 732 | 2057 | 5467 | 6408 | 7366 | 5964 | 5861 | 6486 | 7156 | 6818 | 7261 | 7343 | 7195 | 7270 | 6933 | 4794 | 3836 | 3608 | 3095 | 2380 | 110603 |
| Nov-15 | Saturday | 14 | 1543 | 1023 | 941 | 506 | 593 | 998 | 2377 | 3431 | 3920 | 4171 | 4706 | 5069 | 5245 | 5311 | 5508 | 6080 | 5681 | 5890 | 5138 | 4123 | 3261 | 3030 | 2973 | 2402 | 83920 |
| Nov-15 | Sunday | 15 | 1395 | 1071 | 1112 | 524 | 541 | 762 | 1384 | 2002 | 2492 | 3539 | 4066 | 4644 | 5281 | 5397 | 5624 | 5480 | 5415 | 5051 | 4306 | 3395 | 2607 | 2119 | 1805 | 1162 | 71174 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nov-15 | Monday | 16 | 655 | 401 | 370 | 336 | 705 | 2167 | 4841 | 7229 | 7178 | 5647 | 5361 | 5499 | 5853 | 5753 | 6590 | 7661 | 8427 | 8232 | 6036 | 3703 | 2841 | 2192 | 1739 | 1255 | 100671 |
| Nov-15 | Tuesday | 17 | 753 | 463 | 349 | 321 | 688 | 2216 | 5595 | 7858 | 6995 | 5922 | 5314 | 5477 | 5665 | 5779 | 6389 | 7735 | 8179 | 8031 | 6192 | 4125 | 3063 | 2365 | 1980 | 1379 | 102833 |
| Nov-15 | Wednesday | 18 | 817 | 512 | 331 | 325 | 633 | 2280 | 5790 | 7392 | 7472 | 5908 | 5590 | 5801 | 6038 | 6066 | 6691 | 7936 | 8624 | 8781 | 6042 | 4204 | 3438 | 2550 | 2094 | 1384 | 106699 |
| Nov-15 | Thursday | 19 | 803 | 508 | 419 | 331 | 700 | 2227 | 5386 | 7625 | 6995 | 5541 | 5577 | 5809 | 6117 | 6008 | 6590 | 7805 | 8621 | 8155 | 5939 | 4148 | 3323 | 2808 | 2235 | 1627 | 105297 |
| Nov-15 | Friday | 20 | 1020 | 655 | 589 | 345 | 766 | 2255 | 5575 | 7471 | 6948 | 5847 | 5879 | 6388 | 7060 | 7040 | 7732 | 8838 | 8378 | 8004 | 6741 | 4986 | 3467 | 3118 | 2929 | 2298 | 114329 |
| Nov-15 | Saturday | 21 | 1474 | 1008 | 870 | 491 | 526 | 932 | 2188 | 3336 | 3925 | 4325 | 4755 | 4938 | 5214 | 5700 | 5531 | 5746 | 5612 | 5343 | 4821 | 3964 | 3119 | 3063 | 2738 | 2184 | 81803 |
| Nov-15 | Sunday | 22 | 1377 | 995 | 1083 | 512 | 481 | 789 | 1447 | 2030 | 2556 | 3368 | 3984 | 4301 | 4917 | 4957 | 5008 | 5028 | 5007 | 4751 | 4109 | 3372 | 2510 | 1974 | 1716 | 1279 | 67551 |
| Nov-15 | Monday | 23 | 716 | 378 | 287 | 318 | 685 | 2192 | 5217 | 7236 | 6859 | 5569 | 5359 | 5590 | 5867 | 5946 | 6622 | 7692 | 8274 | 8048 | 5773 | 3737 | 2804 | 2225 | 1849 | 1345 | 100588 |
| Nov-15 | Tuesday | 24 | 814 | 472 | 378 | 343 | 655 | 2039 | 5355 | 6998 | 6458 | 5525 | 5555 | 5942 | 6294 | 6513 | 6980 | 7965 | 8124 | 7860 | 6172 | 4316 | 3330 | 2591 | 2153 | 1539 | 104371 |
| Nov-15 | Wednesday | 25 | 1004 | 593 | 423 | 397 | 778 | 2015 | 4915 | 6375 | 5767 | 5502 | 5496 | 6343 | 6770 | 6892 | 7179 | 7708 | 7185 | 6399 | 5028 | 3853 | 3078 | 2574 | 2321 | 1794 | 100389 |
| Nov-15 | Thursday | 26 | 1130 | 721 | 606 | 383 | 458 | 608 | 1259 | 1915 | 2033 | 2388 | 3097 | 3534 | 3672 | 3479 | 3586 | 3663 | 3447 | 3459 | 3489 | 3251 | 3052 | 2586 | 2253 | 1667 | 55736 |
| Nov-15 | Friday | 27 | 1077 | 716 | 584 | 395 | 541 | 1067 | 2257 | 2949 | 2995 | 3480 | 4036 | 4447 | 4826 | 5180 | 5448 | 5752 | 5694 | 5181 | 4832 | 3857 | 3101 | 2812 | 2722 | 2132 | 76081 |
| Nov-15 | Saturday | 28 | 1313 | 916 | 869 | 500 | 514 | 865 | 1820 | 2633 | 3083 | 3661 | 4025 | 4472 | 4728 | 4519 | 4679 | 4973 | 5051 | 4940 | 4522 | 3853 | 3043 | 2857 | 2720 | 2201 | 72757 |
| Nov-15 | Sunday | 29 | 1447 | 941 | 928 | 486 | 465 | 724 | 1402 | 1949 | 2398 | 3337 | 4087 | 4281 | 4994 | 4933 | 5207 | 5147 | 5193 | 5122 | 4429 | 3692 | 3054 | 2181 | 1765 | 1316 | 69478 |
| Nov-15 | Monday | 30 | 841 | 456 | 352 | 323 | 713 | 2192 | 5671 | 7842 | 6524 | 5301 | 5123 | 5169 | 5607 | 5645 | 6308 | 7437 | 8149 | 8111 | 5599 | 3734 | 2913 | 2336 | 1837 | 1317 | 99500 |
| Dec-15 | Tuesday | 1 | 856 | 530 | 382 | 297 | 656 | 2170 | 5710 | 7580 | 6743 | 5263 | 5024 | 5247 | 5533 | 5769 | 6349 | 7538 | 8363 | 7297 | 6192 | 3800 | 3058 | 2523 | 1825 | 1483 | 100188 |
| Dec-15 | Wednesday | 2 | 784 | 527 | 382 | 327 | 682 | 2112 | 5562 | 7573 | 6955 | 5957 | 5287 | 5297 | 5716 | 5721 | 6468 | 7447 | 7075 | 7245 | 5809 | 3711 | 3047 | 2307 | 1827 | 1334 | 99152 |
| Dec-15 | Thursday | 3 | 738 | 476 | 404 | 329 | 676 | 2119 | 5378 | 7780 | 7076 | 5365 | 5198 | 5432 | 5907 | 5898 | 6717 | 7822 | 8296 | 8096 | 5611 | 4392 | 2993 | 2788 | 2312 | 1471 | 103274 |
| Dec-15 | Friday | 4 | 970 | 622 | 483 | 393 | 720 | 2115 | 5412 | 7695 | 6727 | 5526 | 5525 | 5899 | 6314 | 6712 | 7205 | 8328 | 8501 | 7674 | 6335 | 4615 | 3729 | 3493 | 3160 | 2437 | 110590 |
| Dec-15 | Saturday | 5 | 1455 | 977 | 871 | 482 | 470 | 854 | 2279 | 3132 | 3581 | 4215 | 4730 | 5341 | 5578 | 5459 | 5257 | 5496 | 5948 | 5622 | 5195 | 4038 | 3321 | 3108 | 2989 | 2377 | 82775 |
| Dec-15 | Sunday | 6 | 1630 | 964 | 1015 | 498 | 385 | 673 | 1402 | 1955 | 2315 | 3360 | 3923 | 4382 | 5083 | 5378 | 5201 | 5282 | 5246 | 4819 | 4111 | 3303 | 2565 | 2206 | 1716 | 1216 | 68628 |
| Dec-15 | Monday | 7 | 641 | 371 | 325 | 272 | 591 | 2111 | 5384 | 7242 | 6566 | 5667 | 4892 | 5167 | 5364 | 5606 | 6143 | 7530 | 8060 | 8002 | 5737 | 3775 | 2947 | 2354 | 2040 | 1572 | 98359 |
| Dec-15 | Tuesday | 8 | 852 | 502 | 374 | 308 | 596 | 2063 | 5425 | 7669 | 7206 | 5265 | 4910 | 5250 | 5523 | 5656 | 6473 | 7659 | 8224 | 8059 | 6132 | 4109 | 3220 | 2556 | 2198 | 1393 | 101622 |
| Dec-15 | Wednesday | 9 | 871 | 526 | 392 | 352 | 655 | 2062 | 5434 | 7622 | 7146 | 5292 | 5172 | 5510 | 5762 | 5853 | 6406 | 7620 | 8403 | 8258 | 5931 | 4097 | 3189 | 2647 | 2016 | 1411 | 102627 |
| Dec-15 | Thursday | 10 | 806 | 462 | 365 | 344 | 654 | 2094 | 5428 | 7767 | 7323 | 5637 | 5388 | 6244 | 5834 | 6044 | 6616 | 7764 | 8059 | 7952 | 6134 | 4264 | 3528 | 3030 | 2333 | 1599 | 105669 |
| Dec-15 | Friday | 11 | 1071 | 703 | 516 | 382 | 672 | 2016 | 5127 | 7513 | 6644 | 5445 | 5596 | 5897 | 6343 | 6637 | 7470 | 9230 | 8509 | 7888 | 6486 | 4690 | 3688 | 3640 | 3539 | 2569 | 112271 |
| Dec-15 | Saturday | 12 | 1481 | 1028 | 931 | 529 | 514 | 905 | 2147 | 3090 | 3577 | 4004 | 4686 | 5022 | 5187 | 5297 | 5630 | 5870 | 5878 | 6126 | 5481 | 4601 | 3833 | 3818 | 3319 | 2721 | 85675 |
| Dec-15 | Sunday | 13 | 1786 | 1225 | 1085 | 525 | 455 | 627 | 1310 | 1976 | 2451 | 3353 | 4019 | 4401 | 4994 | 5361 | 5317 | 5148 | 5031 | 5183 | 4331 | 3727 | 2938 | 2249 | 1928 | 1245 | 70665 |
| Dec-15 | Monday | 14 | 714 | 439 | 385 | 305 | 617 | 2141 | 5454 | 7572 | 7058 | 5617 | 5625 | 5557 | 5406 | 5298 | 6001 | 7499 | 8139 | 8002 | 5584 | 3650 | 2749 | 2246 | 1753 | 1246 | 99057 |
| Dec-15 | Tuesday | 15 | 771 | 478 | 364 | 342 | 618 | 2085 | 5542 | 7647 | 7033 | 5522 | 5176 | 5584 | 5558 | 5716 | 6527 | 7784 | 8395 | 8389 | 6787 | 4184 | 3298 | 2736 | 2206 | 1432 | 104174 |
| Dec-15 | Wednesday | 16 | 757 | 541 | 379 | 325 | 671 | 2147 | 5605 | 7526 | 7021 | 5704 | 5566 | 5825 | 6035 | 6387 | 7029 | 7978 | 8594 | 8090 | 6289 | 4128 | 3410 | 2803 | 2183 | 1548 | 106541 |
| Dec-15 | Thursday | 17 | 860 | 562 | 393 | 421 | 761 | 2090 | 5613 | 7576 | 6980 | 5978 | 5503 | 5854 | 5928 | 6196 | 6734 | 7719 | 7777 | 7496 | 6172 | 4168 | 3041 | 2910 | 2463 | 1562 | 104757 |
| Dec-15 | Friday | 18 | 955 | 669 | 472 | 376 | 632 | 1989 | 5323 | 7145 | 6411 | 5409 | 5601 | 6089 | 6534 | 6824 | 7302 | 8141 | 8394 | 7666 | 5978 | 4771 | 3683 | 3547 | 3406 | 2525 | 109842 |
| Dec-15 | Saturday | 19 | 1448 | 1048 | 844 | 502 | 578 | 920 | 2080 | 2674 | 3569 | 4076 | 4550 | 5061 | 5482 | 5417 | 5433 | 5533 | 5671 | 5422 | 5282 | 4149 | 3306 | 3330 | 3217 | 2392 | 81984 |
| Dec-15 | Sunday | 20 | 1544 | 1019 | 946 | 402 | 400 | 597 | 1284 | 1767 | 2307 | 3059 | 3793 | 4143 | 4771 | 5049 | 4973 | 4831 | 4859 | 5005 | 4162 | 3415 | 2781 | 2272 | 1988 | 1447 | 66814 |
| Dec-15 | Monday | 21 | 754 | 468 | 331 | 288 | 649 | 1910 | 4829 | 6137 | 5819 | 5158 | 5253 | 5795 | 5792 | 6121 | 6519 | 7392 | 7773 | 7664 | 5807 | 3991 | 2807 | 2601 | 2257 | 1628 | 97743 |
| Dec-15 | Tuesday | 22 | 913 | 571 | 404 | 322 | 651 | 1965 | 4664 | 6134 | 5675 | 5173 | 5054 | 5610 | 5618 | 5760 | 6379 | 7173 | 7690 | 7250 | 5501 | 3797 | 2937 | 2551 | 2290 | 1478 | 95560 |
| Dec-15 | Wednesday | 23 | 1024 | 572 | 435 | 419 | 653 | 1852 | 4596 | 5760 | 5604 | 5278 | 5552 | 6247 | 6524 | 6623 | 6828 | 7168 | 7226 | 6672 | 5043 | 4092 | 3241 | 2729 | 2527 | 1792 | 98457 |
| Dec-15 | Thursday | 24 | 1183 | 804 | 577 | 420 | 546 | 1289 | 2734 | 3507 | 3572 | 3886 | 4524 | 5034 | 5375 | 5124 | 5120 | 5010 | 4444 | 4272 | 3852 | 3351 | 2737 | 2409 | 2094 | 1525 | 73389 |
| Dec-15 | Friday | 25 | 1036 | 637 | 429 | 298 | 234 | 420 | 811 | 1111 | 1130 | 1540 | 2038 | 2598 | 3121 | 3380 | 3563 | 3689 | 3573 | 3561 | 3537 | 3112 | 2805 | 2428 | 2243 | 1718 | 49012 |
| Dec-15 | Saturday | 26 | 937 | 744 | 626 | 326 | 442 | 714 | 1462 | 1911 | 2225 | 2737 | 3451 | 3829 | 4408 | 4564 | 5033 | 5081 | 5065 | 5146 | 4945 | 3970 | 3284 | 3080 | 2607 | 2143 | 68730 |
| Dec-15 | Sunday | 27 | 1431 | 1134 | 1189 | 537 | 458 | 591 | 1223 | 1606 | 2118 | 2819 | 3629 | 3929 | 4372 | 4640 | 4811 | 4767 | 4821 | 4815 | 4534 | 3511 | 2862 | 2370 | 1954 | 1387 | 65508 |
| Dec-15 | Monday | 28 | 943 | 530 | 409 | 350 | 652 | 1701 | 4124 | 5218 | 5079 | 4721 | 5092 | 5501 | 5789 | 5754 | 6121 | 6775 | 7221 | 7172 | 5038 | 3536 | 2662 | 2293 | 1880 | 1449 | 90010 |
| Dec-15 | Tuesday | 29 | 1001 | 596 | 438 | 353 | 621 | 1756 | 4335 | 5606 | 5311 | 4941 | 5087 | 5351 | 5665 | 5841 | 6049 | 6941 | 7527 | 7640 | 5470 | 3938 | 2878 | 2481 | 2268 | 1525 | 93619 |
| Dec-15 | Wednesday | 30 | 994 | 566 | 440 | 363 | 612 | 1786 | 4265 | 5519 | 5266 | 4976 | 5284 | 5588 | 5856 | 5937 | 6395 | 7150 | 7623 | 7655 | 5485 | 4035 | 3159 | 2630 | 2277 | 1742 | 95603 |
| Dec-15 | Thursday | 31 | 1183 | 691 | 532 | 431 | 565 | 1597 | 3624 | 4813 | 4849 | 4419 | 4883 | 5566 | 6106 | 6090 | 6574 | 6925 | 5970 | 4889 | 4234 | 3418 | 3001 | 2865 | 2819 | 1820 | 87864 |

30 Highest Hours of the year

100 Highest Hours of the year

AADT 98000

| EASTBOUND VOLUMES | Day | 12a 1 | 1a 2 | 2a 3 | 3a 4 | 4a 5 | 5a 6 | 6a 7 | 7a 8 | 8a 9 | 9a 10 | 10a 11 | 11a 12 | 12p 13 | 1p 14 | 2p 15 | 3p 16 | 4p 17 | 5p 18 | 6p 19 | 7p 20 | 8p 21 | 9p 22 | 10p 23 | 11p 24 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Jan-15 Thursday | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jan-15 Friday | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jan-15 Saturday | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jan-15 Sunday | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jan-15 Monday | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jan-15 Tuesday | 6 | 282 | 154 | 143 | 148 | 284 | 1025 | 2648 | 3253 | 2688 | 2095 | 1904 | 1964 | 1967 | 2139 | 2220 | 2233 | 2644 | 2546 | 2020 | 1251 | 907 | 814 | 650 | 489 | 36468 |
| Jan-15 Wednesday | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jan-15 Thursday | 8 | 313 | 179 | 128 | 155 | 294 | 1186 | 3834 | 4957 | 4398 | 3416 | 3061 | 2786 | 2714 | 2813 | 2938 | 3149 | 3239 | 3591 | 2704 | 1687 | 1235 | 1038 | 781 | 536 | 51132 |
| Jan-15 Friday | 9 | 340 | 212 | 141 | 146 | 298 | 1260 | 3915 | 5266 | 4086 | 3012 | 2574 | 2731 | 2893 | 2951 | 3272 | 3488 | 3690 | 3688 | 3033 | 2148 | 1555 | 1426 | 1174 | 919 | 54218 |
| Jan-15 Saturday | 10 | 503 | 330 | 256 | 170 | 211 | 452 | 1377 | 1481 | 1777 | 2034 | 2049 | 2533 | 2753 | 2845 | 2812 | 2623 | 2748 | 2742 | 2353 | 1754 | 1491 | 1367 | 1170 | 859 | 38690 |
| Jan-15 Sunday | 11 | 486 | 294 | 230 | 154 | 180 | 282 | 843 | 838 | 1040 | 1612 | 1917 | 1911 | 2046 | 2221 | 2237 | 2318 | 2341 | 2173 | 2151 | 1598 | 1100 | 828 | 766 | 539 | 30105 |
| Jan-15 Monday | 12 | 264 | 154 | 112 | 145 | 275 | 1334 | 3896 | 5080 | 4325 | 2627 | 2349 | 2269 | 2413 | 2380 | 2577 | 2850 | 3071 | 3358 | 2303 | 1461 | 1082 | 831 | 675 | 479 | 46310 |
| Jan-15 Tuesday | 13 | 301 | 177 | 99 | 138 | 304 | 1291 | 4035 | 5190 | 4289 | 3126 | 2574 | 2620 | 2718 | 2592 | 2765 | 2916 | 3245 | 3367 | 2427 | 1469 | 1135 | 1008 | 925 | 529 | 49240 |
| Jan-15 Wednesday | 14 | 270 | 149 | 116 | 143 | 301 | 1254 | 4078 | 5540 | 4591 | 2991 | 2440 | 2534 | 2588 | 2708 | 2814 | 3252 | 3657 | 3599 | 2624 | 1620 | 1177 | 1028 | 914 | 521 | 50909 |
| Jan-15 Thursday | 15 | 350 | 157 | 121 | 135 | 279 | 1238 | 3998 | 5421 | 4324 | 2976 | 2591 | 2665 | 2628 | 2687 | 2992 | 3151 | 3427 | 3692 | 2759 | 1686 | 1256 | 1147 | 843 | 624 | 51147 |
| Jan-15 Friday | 16 | 318 | 190 | 158 | 151 | 319 | 1255 | 3731 | 4905 | 4182 | 3035 | 2677 | 2892 | 3055 | 3183 | 3276 | 3508 | 3732 | 3752 | 3156 | 2411 | 1834 | 1715 | 1365 | 939 | 55739 |
| Jan-15 Saturday | 17 | 589 | 333 | 263 | 202 | 250 | 505 | 1629 | 1652 | 1817 | 2087 | 2463 | 2824 | 2947 | 2732 | 2777 | 2693 | 2954 | 2694 | 2564 | 1931 | 1431 | 1590 | 1325 | 1236 | 41488 |
| Jan-15 Sunday | 18 | 531 | 321 | 224 | 171 | 188 | 387 | 837 | 779 | 1162 | 1810 | 2355 | 2284 | 2338 | 1735 | 2808 | 2335 | 2207 | 2045 | 1837 | 1421 | 1039 | 932 | 842 | 561 | 31149 |
| Jan-15 Monday | 19 | 303 | 199 | 136 | 135 | 246 | 839 | 2710 | 2954 | 2759 | 2608 | 2593 | 2594 | 2504 | 2616 | 2809 | 2891 | 2915 | 2985 | 2345 | 1724 | 1144 | 965 | 809 | 503 | 42286 |
| Jan-15 Tuesday | 20 | 269 | 142 | 120 | 137 | 324 | 1335 | 4217 | 5423 | 4773 | 3456 | 2671 | 2587 | 2859 | 2741 | 2873 | 3066 | 3301 | 3608 | 2625 | 1610 | 1240 | 1053 | 812 | 523 | 51765 |
| Jan-15 Wednesday | 21 | 256 | 130 | 133 | 147 | 309 | 1364 | 4201 | 4934 | 4738 | 3093 | 2613 | 2643 | 2686 | 2787 | 2888 | 3303 | 3478 | 3748 | 2715 | 1871 | 1297 | 1049 | 799 | 507 | 51689 |
| Jan-15 Thursday | 22 | 271 | 163 | 129 | 137 | 303 | 1286 | 3622 | 4725 | 5005 | 3411 | 2641 | 2714 | 2751 | 2877 | 3079 | 3502 | 3640 | 3655 | 2690 | 1891 | 1363 | 1219 | 1166 | 976 | 53216 |
| Jan-15 Friday | 23 | 356 | 211 | 139 | 171 | 340 | 1294 | 4008 | 5362 | 4187 | 3092 | 2732 | 2869 | 3114 | 2912 | 3142 | 3333 | 3973 | 3923 | 2731 | 1950 | 1435 | 1350 | 1124 | 879 | 54627 |
| Jan-15 Saturday | 24 | 487 | 253 | 246 | 176 | 192 | 485 | 1300 | 1282 | 1538 | 1939 | 1984 | 2445 | 2469 | 2627 | 2688 | 2743 | 2614 | 2418 | 2417 | 1884 | 1406 | 1518 | 1189 | 898 | 37198 |
| Jan-15 Sunday | 25 | 535 | 321 | 243 | 169 | 203 | 370 | 902 | 824 | 1123 | 1703 | 2204 | 2171 | 2393 | 2410 | 2420 | 2499 | 2384 | 2180 | 2039 | 1498 | 1073 | 870 | 688 | 516 | 31738 |
| Jan-15 Monday | 26 | 253 | 151 | 110 | 143 | 311 | 1293 | 4198 | 5523 | 4482 | 2872 | 2508 | 2597 | 2650 | 2605 | 2829 | 3078 | 3246 | 3342 | 2399 | 1528 | 1144 | 948 | 711 | 482 | 49403 |
| Jan-15 Tuesday | 27 | 268 | 153 | 131 | 121 | 319 | 1339 | 4225 | 5049 | 4359 | 3015 | 2584 | 2543 | 2575 | 2605 | 2875 | 3089 | 3246 | 3476 | 2637 | 1575 | 1285 | 1044 | 728 | 495 | 49736 |
| Jan-15 Wednesday | 28 | 277 | 155 | 127 | 123 | 318 | 1377 | 4254 | 4380 | 4660 | 3149 | 2719 | 2793 | 2783 | 2794 | 3219 | 3074 | 3586 | 3795 | 2684 | 1630 | 1224 | 1046 | 742 | 523 | 51432 |
| Jan-15 Thursday | 29 | 253 | 173 | 134 | 152 | 286 | 1256 | 4155 | 5394 | 4486 | 2962 | 2674 | 2845 | 2727 | 2821 | 3037 | 3229 | 3561 | 3653 | 2845 | 1693 | 1341 | 1044 | 868 | 598 | 52187 |
| Jan-15 Friday | 30 | 298 | 183 | 151 | 164 | 318 | 1300 | 3892 | 3819 | 5037 | 3186 | 2877 | 2960 | 3045 | 3194 | 3476 | 3571 | 3779 | 3608 | 2951 | 2297 | 1688 | 1559 | 1529 | 1060 | 55942 |
| Jan-15 Saturday | 31 | 603 | 358 | 273 | 176 | 200 | 432 | 1358 | 1444 | 1750 | 2064 | 2168 | 2445 | 2498 | 2495 | 2606 | 2587 | 2503 | 2490 | 2413 | 1736 | 1430 | 1299 | 1077 | 875 | 37280 |
| Feb-15 Sunday | 1 | 541 | 295 | 242 | 170 | 151 | 324 | 878 | 840 | 1192 | 1691 | 1963 | 1928 | 2060 | 2103 | 2270 | 2130 | 2068 | 2102 | 1809 | 1001 | 870 | 791 | 1185 | 675 | 29279 |
| Feb-15 Monday | 2 | 337 | 211 | 156 | 168 | 302 | 1287 | 4104 | 5272 | 4314 | 2905 | 2556 | 2558 | 2718 | 2631 | 2656 | 2963 | 3127 | 3334 | 2379 | 1435 | 1077 | 953 | 717 | 472 | 48632 |
| Feb-15 Tuesday | 3 | 301 | 144 | 125 | 167 | 305 | 1367 | 4267 | 5381 | 4578 | 2817 | 2454 | 2753 | 2711 | 2725 | 2907 | 3080 | 3400 | 3726 | 2551 | 1620 | 1180 | 1042 | 766 | 546 | 50913 |
| Feb-15 Wednesday | 4 | 287 | 157 | 125 | 146 | 304 | 1328 | 4224 | 5405 | 4710 | 2977 | 2678 | 2635 | 2883 | 2704 | 2956 | 3161 | 3452 | 3692 | 2569 | 1611 | 1185 | 1081 | 819 | 467 | 51556 |
| Feb-15 Thursday | 5 | 279 | 188 | 132 | 144 | 331 | 1313 | 3962 | 4955 | 4509 | 3033 | 2648 | 2693 | 2961 | 2865 | 3129 | 3609 | 4168 | 4512 | 2736 | 1788 | 1342 | 1144 | 875 | 607 | 53923 |
| Feb-15 Friday | 6 | 353 | 205 | 152 | 168 | 334 | 1295 | 4053 | 5021 | 4600 | 3120 | 2929 | 2898 | 3019 | 3266 | 3191 | 3656 | 3547 | 3468 | 2996 | 2263 | 1735 | 1454 | 1639 | 926 | 56288 |
| Feb-15 Saturday | 7 | 492 | 312 | 218 | 205 | 254 | 542 | 1389 | 1595 | 1922 | 2232 | 2578 | 2754 | 2824 | 2554 | 2536 | 2617 | 2463 | 2399 | 2365 | 1874 | 1401 | 1369 | 1207 | 1000 | 39102 |
| Feb-15 Sunday | 8 | 511 | 306 | 253 | 171 | 162 | 315 | 875 | 859 | 1206 | 1792 | 2289 | 2507 | 2749 | 2807 | 2690 | 2599 | 2417 | 2392 | 2229 | 1601 | 1170 | 918 | 694 | 572 | 34084 |
| Feb-15 Monday | 9 | 249 | 149 | 148 | 147 | 304 | 1366 | 4222 | 5452 | 4702 | 2951 | 2807 | 2591 | 2700 | 2678 | 2929 | 3198 | 3316 | 3586 | 2552 | 1542 | 1133 | 888 | 752 | 504 | 50866 |
| Feb-15 Tuesday | 10 | 304 | 150 | 145 | 136 | 316 | 1319 | 4231 | 5379 | 4847 | 3046 | 2571 | 3114 | 2829 | 2697 | 3032 | 3169 | 3436 | 3613 | 2702 | 1675 | 1210 | 1109 | 997 | 513 | 52540 |
| Feb-15 Wednesday | 11 | 261 | 141 | 131 | 147 | 304 | 1354 | 4270 | 5569 | 3523 | 3551 | 2566 | 2686 | 2845 | 2935 | 3040 | 3251 | 3585 | 3754 | 2834 | 1833 | 1367 | 1109 | 1099 | 597 | 52752 |
| Feb-15 Thursday | 12 | 305 | 163 | 150 | 135 | 336 | 1264 | 4400 | 5339 | 4762 | 3220 | 2787 | 2820 | 2988 | 3011 | 3227 | 3447 | 3682 | 3795 | 2916 | 2112 | 1492 | 1236 | 1284 | 663 | 55534 |
| Feb-15 Friday | 13 | 361 | 250 | 163 | 178 | 350 | 1302 | 4059 | 5473 | 4268 | 2396 | 2463 | 3059 | 3365 | 3444 | 3556 | 3926 | 3882 | 3742 | 3344 | 2591 | 2035 | 1894 | 1693 | 1024 | 58818 |
| Feb-15 Saturday | 14 | 598 | 344 | 286 | 202 | 256 | 470 | 1349 | 1630 | 2117 | 2498 | 3003 | 3461 | 3516 | 3158 | 3342 | 3009 | 2985 | 2919 | 2820 | 2249 | 1763 | 1541 | 1558 | 1400 | 46474 |
| Feb-15 Sunday | 15 | 602 | 320 | 294 | 195 | 200 | 351 | 804 | 836 | 1261 | 1942 | 2511 | 2577 | 2496 | 2577 | 2574 | 2568 | 2614 | 2493 | 2106 | 1639 | 1138 | 928 | 1039 | 618 | 34683 |
| Feb-15 Monday | 16 | 295 | 175 | 129 | 160 | 258 | 1024 | 3186 | 3942 | 3285 | 2685 | 2582 | 2724 | 2714 | 2591 | 2688 | 2853 | 2987 | 3162 | 2236 | 1412 | 1082 | 862 | 695 | 456 | 44183 |
| Feb-15 Tuesday | 17 | 316 | 170 | 111 | 136 | 321 | 1401 | 3601 | 4660 | 4510 | 2986 | 2582 | 2569 | 2507 | 2607 | 2732 | 3120 | 3378 | 3692 | 2638 | 1622 | 1208 | 1231 | 857 | 532 | 49487 |
| Feb-15 Wednesday | 18 | 324 | 160 | 149 | 150 | 338 | 1334 | 4291 | 5608 | 4530 | 3137 | 2796 | 2821 | 2790 | 2797 | 3142 | 3303 | 3535 | 3932 | 2901 | 1754 | 1317 | 1271 | 903 | 557 | 53840 |
| Feb-15 Thursday | 19 | 307 | 187 | 163 | 156 | 334 | 1301 | 4360 | 5370 | 4413 | 3021 | 2691 | 2879 | 2905 | 2885 | 3088 | 3359 | 3544 | 3819 | 2779 | 1879 | 1418 | 1096 | 813 | 675 | 53442 |
| Feb-15 Friday | 20 | 345 | 190 | 124 | 151 | 363 | 1229 | 3909 | 5250 | 3915 | 3200 | 2879 | 2967 | 2988 | 3140 | 3793 | 4828 | 4006 | 3695 | 3124 | 2349 | 1774 | 1526 | 1207 | 888 | 57840 |
| Feb-15 Saturday | 21 | 512 | 366 | 254 | 187 | 271 | 506 | 1333 | 1567 | 1942 | 2187 | 2394 | 2950 | 3135 | 2992 | 2976 | 2824 | 2801 | 2668 | 2584 | 1941 | 1574 | 1728 | 1392 | 1079 | 42163 |
| Feb-15 Sunday | 22 | 529 | 342 | 283 | 224 | 222 | 355 | 906 | 942 | 1270 | 1920 | 2291 | 2262 | 2522 | 2498 | 2563 | 2527 | 2372 | 2418 | 2227 | 1613 | 1166 | 1069 | 751 | 514 | 33786 |
| Feb-15 Monday | 23 | 302 | 198 | 150 | 152 | 327 | 1283 | 4205 | 5387 | 4219 | 2843 | 2512 | 2648 | 2622 | 2549 | 2893 | 3195 | 3256 | 3392 | 2399 | 1502 | 1159 | 978 | 714 | 517 | 49402 |
| Feb-15 Tuesday | 24 | 294 | 196 | 115 | 146 | 286 | 1023 | 3176 | 3265 | 2910 | 3400 | 2400 | 2174 | 2165 | 1985 | 2199 | 2377 | 2568 | 2780 | 2011 | 1227 | 958 | 969 | 701 | 492 | 39817 |
| Feb-15 Wednesday | 25 | 296 | 173 | 127 | 167 | 331 | 1334 | 4279 | 5613 | 4266 | 3029 | 2705 | 2655 | 2781 | 2741 | 2899 | 3208 | 4111 | 4217 | 2495 | 1494 | 1099 | 900 | 900 | 548 | 52368 |
| Feb-15 Thursday | 26 | 273 | 158 | 119 | 150 | 326 | 1305 | 4323 | 5148 | 4506 | 3039 | 2610 | 2571 | 2878 | 2802 | 2983 | 3257 | 3511 | 3811 | 2758 | 1866 | 1456 | 1071 | 919 | 613 | 52453 |
| Feb-15 Friday | 27 | 356 | 215 | 164 | 190 | 367 | 1289 | 4165 | 5419 | 4316 | 3131 | 2957 | 3137 | 3174 | 3224 | 3486 | 3796 | 3710 | 3715 | 3305 | 2437 | 1835 | 1586 | 1303 | 950 | 58227 |
| Feb-15 Saturday | 28 | 861 | 375 | 318 | 213 | 270 | 609 | 1438 | 1794 | 2057 | 2307 | 2492 | 2810 | 2956 | 2822 | 2877 | 2742 | 2692 | 2630 | 2553 | 2075 | 1596 | 1391 | 1241 | 891 | 42010 |
| Mar-15 Sunday | 1 | 591 | 337 | 267 | 172 | 218 | 355 | 847 | 990 | 1257 | 1894 | 2135 | 2183 | 2174 | 2204 | 2130 | 2104 | 2090 | 2151 | 2089 | 1467 | 1055 | 963 | 739 | 479 | 30891 |
| Mar-15 Monday | 2 | 243 | 182 | 131 | 147 | 332 | 1397 | 4201 | 5351 | 4318 | 2812 | 2539 | 2560 | 2702 | 2643 | 2925 | 3190 | 3381 | 3666 | 2593 | 1669 | 1199 | 988 | 774 | 513 | 50456 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mar-15 | Tuesday | 3 | 314 | 211 | 165 | 163 | 355 | 1393 | 3976 | 4971 | 4690 | 3123 | 2721 | 2622 | 2765 | 2779 | 2839 | 3195 | 3444 | 3690 | 2573 | 1649 | 1298 | 1068 | 881 | 515 | 51400 |
| Mar-15 | Wednesday | 4 | 343 | 197 | 141 | 160 | 318 | 1352 | 4330 | 4498 | 5187 | 3365 | 2801 | 2988 | 2802 | 2967 | 3161 | 3295 | 3830 | 4252 | 2710 | 1834 | 1392 | 1142 | 921 | 604 | 54590 |
| Mar-15 | Thursday | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 | Friday | 6 | 357 | 214 | 165 | 175 | 343 | 1329 | 3789 | 4330 | 4499 | 3284 | 2816 | 3228 | 3078 | 3305 | 3205 | 3688 | 3786 | 3576 | 3144 | 2253 | 1844 | 1745 | 1344 | 1004 | 56501 |
| Mar-15 | Saturday | 7 | 669 | 357 | 268 | 213 | 244 | 513 | 1407 | 1690 | 1994 | 2293 | 2660 | 2906 | 2962 | 3004 | 3138 | 3017 | 2856 | 2663 | 2649 | 2017 | 1595 | 1464 | 1373 | 1087 | 43039 |
| Mar-15 | Sunday | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 | Monday | 9 | 397 | 201 | 141 | 167 | 322 | 1267 | 3452 | 4646 | 4729 | 3239 | 2640 | 2681 | 2835 | 2972 | 3128 | 3362 | 4028 | 3952 | 2731 | 1770 | 1404 | 1124 | 884 | 617 | 52689 |
| Mar-15 | Tuesday | 10 | 339 | 181 | 145 | 162 | 321 | 1314 | 4058 | 5364 | 4692 | 3177 | 2731 | 2913 | 3137 | 3774 | 3167 | 3458 | 3549 | 3872 | 2776 | 1812 | 1436 | 1554 | 1025 | 845 | 55802 |
| Mar-15 | Wednesday | 11 | 420 | 229 | 176 | 191 | 330 | 1339 | 3952 | 5304 | 4965 | 3351 | 3043 | 3235 | 3347 | 3235 | 3267 | 3490 | 3631 | 3726 | 2939 | 2041 | 1569 | 1358 | 962 | 637 | 56737 |
| Mar-15 | Thursday | 12 | 384 | 268 | 137 | 146 | 320 | 1285 | 4041 | 5426 | 4757 | 3439 | 2884 | 2960 | 3038 | 2979 | 3114 | 3613 | 3753 | 4321 | 2891 | 2022 | 1594 | 1356 | 1104 | 1046 | 56878 |
| Mar-15 | Friday | 13 | 443 | 255 | 202 | 172 | 326 | 1244 | 3886 | 5324 | 4448 | 3378 | 3037 | 3119 | 3305 | 3258 | 3609 | 3846 | 4101 | 3584 | 3153 | 2425 | 1835 | 1589 | 1393 | 1089 | 59021 |
| Mar-15 | Saturday | 14 | 674 | 359 | 295 | 209 | 244 | 432 | 1286 | 1476 | 1989 | 2322 | 2599 | 2598 | 2797 | 2851 | 2818 | 2769 | 2678 | 2692 | 2740 | 2161 | 1796 | 1622 | 1519 | 1126 | 42052 |
| Mar-15 | Sunday | 15 | 689 | 412 | 305 | 258 | 231 | 408 | 899 | 918 | 1277 | 2147 | 2686 | 2799 | 2999 | 2951 | 2893 | 2805 | 2599 | 2566 | 2526 | 1934 | 1436 | 1178 | 965 | 561 | 38442 |
| Mar-15 | Monday | 16 | 358 | 229 | 178 | 143 | 311 | 1321 | 3959 | 5141 | 4489 | 3584 | 2952 | 3007 | 3160 | 2998 | 3124 | 3367 | 3505 | 3773 | 2873 | 1836 | 1411 | 1167 | 855 | 575 | 54316 |
| Mar-15 | Tuesday | 17 | 385 | 183 | 161 | 173 | 348 | 1273 | 4156 | 5158 | 5050 | 3707 | 2950 | 2826 | 3000 | 2919 | 3131 | 3410 | 3560 | 3699 | 2769 | 1925 | 1523 | 1292 | 942 | 627 | 55167 |
| Mar-15 | Wednesday | 18 | 370 | 209 | 199 | 163 | 306 | 1314 | 4114 | 5427 | 4906 | 3425 | 2865 | 2896 | 2989 | 2947 | 3084 | 3438 | 3584 | 3826 | 2903 | 2055 | 1450 | 1167 | 984 | 639 | 55260 |
| Mar-15 | Thursday | 19 | 342 | 199 | 155 | 153 | 321 | 1316 | 3596 | 4531 | 4682 | 3475 | 2759 | 2836 | 2879 | 2818 | 3147 | 3369 | 3625 | 3793 | 2892 | 1907 | 1507 | 1368 | 1087 | 600 | 53357 |
| Mar-15 | Friday | 20 | 448 | 243 | 188 | 187 | 329 | 1272 | 4003 | 5371 | 4238 | 3342 | 3117 | 3296 | 3464 | 3506 | 3766 | 3876 | 3828 | 3894 | 3253 | 2454 | 2128 | 2007 | 1486 | 1153 | 60849 |
| Mar-15 | Saturday | 21 | 697 | 376 | 281 | 245 | 278 | 557 | 1470 | 2050 | 2685 | 2719 | 2906 | 3306 | 3272 | 3051 | 2886 | 2742 | 2888 | 2738 | 2674 | 2105 | 1688 | 1768 | 1519 | 1093 | 45994 |
| Mar-15 | Sunday | 22 | 653 | 392 | 311 | 226 | 200 | 415 | 870 | 910 | 1288 | 1082 | 2393 | 2182 | 2307 | 2270 | 2312 | 2378 | 2235 | 2067 | 2036 | 1519 | 1166 | 999 | 869 | 592 | 31672 |
| Mar-15 | Monday | 23 | 370 | 163 | 134 | 159 | 318 | 1251 | 3959 | 5385 | 4227 | 3177 | 2592 | 2804 | 2807 | 3135 | 2843 | 3271 | 3236 | 3488 | 2531 | 1576 | 1205 | 1006 | 787 | 528 | 50952 |
| Mar-15 | Tuesday | 24 | 329 | 189 | 129 | 153 | 310 | 1374 | 4012 | 5507 | 4656 | 3223 | 2849 | 2744 | 2813 | 2827 | 3032 | 3263 | 3356 | 3763 | 2814 | 1841 | 1348 | 1226 | 849 | 591 | 53198 |
| Mar-15 | Wednesday | 25 | 353 | 181 | 159 | 159 | 305 | 1357 | 4150 | 5271 | 4749 | 3205 | 2930 | 2851 | 2954 | 2817 | 3152 | 3264 | 3634 | 3815 | 2852 | 1969 | 1555 | 1376 | 975 | 576 | 54609 |
| Mar-15 | Thursday | 26 | 350 | 211 | 173 | 166 | 340 | 1280 | 4146 | 5383 | 4692 | 3371 | 2956 | 2856 | 3131 | 3189 | 3290 | 3659 | 3670 | 3960 | 3111 | 2185 | 1745 | 1378 | 1329 | 689 | 57260 |
| Mar-15 | Friday | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 | Saturday | 28 | 654 | 360 | 329 | 347 | 597 | 1126 | 1785 | 1987 | 2116 | 2300 | 2458 | 2621 | 2465 | 2653 | 2745 | 2727 | 2894 | 2769 | 2714 | 2161 | 1822 | 1688 | 1403 | 1072 | 43793 |
| Mar-15 | Sunday | 29 | 603 | 356 | 290 | 196 | 200 | 317 | 900 | 846 | 1291 | 1948 | 2569 | 2561 | 2713 | 2735 | 2828 | 2687 | 2683 | 2490 | 2516 | 1864 | 1585 | 1136 | 936 | 596 | 36846 |
| Mar-15 | Monday | 30 | 379 | 222 | 180 | 176 | 347 | 1219 | 3959 | 4772 | 4094 | 3127 | 2852 | 2978 | 2961 | 2930 | 2883 | 3021 | 3256 | 3445 | 2573 | 1671 | 1349 | 1112 | 893 | 601 | 51000 |
| Mar-15 | Tuesday | 31 | 335 | 225 | 149 | 153 | 350 | 1310 | 3817 | 5104 | 4364 | 3325 | 3098 | 3033 | 3140 | 3284 | 3095 | 3128 | 3377 | 3869 | 3088 | 1922 | 1514 | 1232 | 945 | 638 | 54495 |
| Apr-15 | Wednesday | 1 | 330 | 199 | 167 | 188 | 329 | 1259 | 4051 | 5036 | 4380 | 3270 | 3077 | 3058 | 3137 | 3029 | 3042 | 3102 | 3374 | 3877 | 2858 | 2001 | 1514 | 1304 | 1053 | 678 | 54313 |
| Apr-15 | Thursday | 2 | 411 | 252 | 192 | 174 | 316 | 1315 | 4000 | 4929 | 4414 | 3558 | 3320 | 3444 | 3541 | 3419 | 3333 | 3244 | 3375 | 3645 | 3065 | 2175 | 1609 | 1568 | 1230 | 787 | 57316 |
| Apr-15 | Friday | 3 | 469 | 277 | 233 | 184 | 306 | 1105 | 3457 | 4046 | 3735 | 3220 | 3547 | 3680 | 3812 | 3643 | 3616 | 3514 | 3508 | 3650 | 3127 | 2450 | 2013 | 1763 | 1427 | 1053 | 57835 |
| Apr-15 | Saturday | 4 | 668 | 443 | 310 | 247 | 237 | 466 | 1223 | 1342 | 1787 | 2314 | 2716 | 3089 | 2873 | 2972 | 2907 | 2779 | 2813 | 2715 | 2532 | 2041 | 1716 | 1519 | 1369 | 1073 | 42151 |
| Apr-15 | Sunday | 5 | 639 | 350 | 299 | 214 | 224 | 614 | 962 | 861 | 1257 | 1993 | 2561 | 2352 | 2465 | 2508 | 2617 | 2431 | 2480 | 2532 | 2646 | 2201 | 1924 | 1416 | 1136 | 747 | 37429 |
| Apr-15 | Monday | 6 | 407 | 200 | 191 | 164 | 348 | 1233 | 4172 | 5371 | 4288 | 3320 | 3160 | 3323 | 3252 | 3117 | 3251 | 3552 | 3649 | 3763 | 2683 | 1945 | 1514 | 1147 | 941 | 597 | 55588 |
| Apr-15 | Tuesday | 7 | 396 | 178 | 149 | 167 | 339 | 1344 | 4313 | 5612 | 4909 | 3469 | 3274 | 3208 | 3162 | 3140 | 3121 | 3416 | 3652 | 4418 | 3168 | 2007 | 1544 | 1357 | 985 | 663 | 57991 |
| Apr-15 | Wednesday | 8 | 356 | 181 | 177 | 153 | 328 | 1364 | 4247 | 5717 | 4876 | 3810 | 4382 | 4013 | 4299 | 3118 | 3186 | 3660 | 3826 | 4246 | 3025 | 2112 | 1651 | 1283 | 1164 | 623 | 61797 |
| Apr-15 | Thursday | 9 | 382 | 220 | 172 | 184 | 338 | 1380 | 4271 | 5615 | 5021 | 3740 | 3389 | 3306 | 3142 | 3183 | 3532 | 3906 | 3954 | 4153 | 3177 | 2325 | 1761 | 1458 | 1215 | 740 | 60564 |
| Apr-15 | Friday | 10 | 448 | 245 | 206 | 191 | 347 | 1298 | 4063 | 5652 | 4781 | 3588 | 3471 | 3678 | 3610 | 3419 | 3513 | 3833 | 3995 | 3887 | 3475 | 2748 | 2146 | 1824 | 1426 | 1106 | 62950 |
| Apr-15 | Saturday | 11 | 704 | 424 | 378 | 244 | 279 | 523 | 1516 | 1776 | 2103 | 2547 | 2893 | 3036 | 2867 | 2840 | 2831 | 2822 | 2936 | 2781 | 2588 | 2101 | 1783 | 1789 | 1687 | 1077 | 44525 |
| Apr-15 | Sunday | 12 | 610 | 351 | 298 | 220 | 228 | 429 | 1046 | 1120 | 1488 | 2142 | 2712 | 2733 | 2763 | 2780 | 2744 | 2824 | 2642 | 2421 | 2064 | 1669 | 1305 | 1046 | 876 | 683 | 37194 |
| Apr-15 | Monday | 13 | 338 | 185 | 148 | 160 | 365 | 1260 | 3824 | 5206 | 5017 | 3183 | 2817 | 2741 | 2817 | 2784 | 2996 | 3235 | 3664 | 3891 | 2714 | 1764 | 1394 | 992 | 875 | 524 | 52894 |
| Apr-15 | Tuesday | 14 | 364 | 164 | 150 | 160 | 310 | 1347 | 4346 | 5405 | 4912 | 3269 | 2851 | 2893 | 2729 | 2770 | 3022 | 3364 | 3546 | 3848 | 2833 | 1759 | 1568 | 1208 | 921 | 600 | 54339 |
| Apr-15 | Wednesday | 15 | 323 | 185 | 185 | 174 | 326 | 1394 | 4308 | 5562 | 4021 | 3874 | 2513 | 2895 | 2951 | 2862 | 3167 | 3309 | 3768 | 3912 | 2617 | 1711 | 1324 | 1013 | 919 | 548 | 53861 |
| Apr-15 | Thursday | 16 | 371 | 210 | 153 | 156 | 352 | 1354 | 4309 | 5532 | 4719 | 3259 | 2889 | 2930 | 2970 | 3042 | 3224 | 3526 | 3656 | 3810 | 2912 | 1940 | 1630 | 1281 | 1015 | 684 | 55924 |
| Apr-15 | Friday | 17 | 424 | 190 | 219 | 173 | 368 | 1339 | 4019 | 5089 | 4825 | 3589 | 3113 | 3270 | 3246 | 3349 | 3466 | 3807 | 3690 | 3894 | 3156 | 2392 | 1943 | 1799 | 1635 | 1059 | 60054 |
| Apr-15 | Saturday | 18 | 612 | 384 | 326 | 221 | 267 | 556 | 1520 | 1965 | 2253 | 2517 | 2680 | 3015 | 2876 | 2781 | 2627 | 2688 | 2724 | 2812 | 2572 | 2053 | 1763 | 1748 | 1393 | 1033 | 43386 |
| Apr-15 | Sunday | 19 | 610 | 396 | 314 | 219 | 199 | 391 | 967 | 920 | 1310 | 1898 | 2489 | 2270 | 2306 | 2369 | 2395 | 2586 | 2385 | 2289 | 1884 | 1526 | 1192 | 957 | 885 | 534 | 33291 |
| Apr-15 | Monday | 20 | 384 | 163 | 151 | 184 | 365 | 1388 | 4214 | 5417 | 4779 | 3256 | 2788 | 2700 | 2778 | 2811 | 2929 | 3324 | 3437 | 3644 | 2599 | 1709 | 1347 | 1033 | 878 | 509 | 52787 |
| Apr-15 | Tuesday | 21 | 326 | 252 | 133 | 154 | 355 | 1427 | 4260 | 5708 | 4790 | 3644 | 3079 | 2868 | 2852 | 2836 | 3062 | 3418 | 3478 | 3745 | 2845 | 1864 | 1471 | 1196 | 935 | 610 | 55308 |
| Apr-15 | Wednesday | 22 | 304 | 220 | 157 | 164 | 352 | 1392 | 4307 | 5249 | 5108 | 3669 | 3063 | 3182 | 3100 | 2977 | 3118 | 3651 | 4152 | 3780 | 2808 | 2076 | 1617 | 1227 | 1007 | 1081 | 57761 |
| Apr-15 | Thursday | 23 | 448 | 228 | 181 | 147 | 356 | 1404 | 4304 | 5580 | 5100 | 3397 | 2911 | 2908 | 2983 | 3157 | 3289 | 3634 | 4433 | 5066 | 3440 | 2124 | 1698 | 1467 | 1121 | 726 | 60102 |
| Apr-15 | Friday | 24 | 398 | 233 | 197 | 180 | 342 | 1346 | 4163 | 5453 | 4925 | 3386 | 3151 | 3116 | 3342 | 3421 | 3563 | 3945 | 3961 | 4003 | 3506 | 2524 | 1920 | 1682 | 1341 | 1072 | 61170 |
| Apr-15 | Saturday | 25 | 681 | 345 | 287 | 234 | 286 | 506 | 1481 | 1696 | 2153 | 2319 | 2492 | 2563 | 2510 | 2555 | 2469 | 2713 | 2947 | 2862 | 2666 | 2067 | 1644 | 1460 | 1277 | 953 | 41166 |
| Apr-15 | Sunday | 26 | 599 | 342 | 287 | 185 | 243 | 399 | 1006 | 986 | 1480 | 2234 | 2837 | 3102 | 2990 | 2905 | 2653 | 2793 | 2816 | 2562 | 2242 | 1838 | 1388 | 1252 | 947 | 643 | 38729 |
| Apr-15 | Monday | 27 | 374 | 207 | 212 | 180 | 355 | 1456 | 4308 | 5718 | 4648 | 3185 | 2869 | 2822 | 3015 | 2922 | 2982 | 3151 | 3403 | 3414 | 2549 | 1735 | 1396 | 1323 | 830 | 587 | 53641 |
| Apr-15 | Tuesday | 28 | 320 | 166 | 148 | 151 | 341 | 1371 | 4420 | 5599 | 4814 | 3181 | 2893 | 2657 | 2845 | 2862 | 2959 | 3447 | 4138 | 3946 | 2643 | 1958 | 1466 | 1328 | 911 | 555 | 55119 |
| Apr-15 | Wednesday | 29 | 380 | 217 | 146 | 136 | 334 | 1234 | 3773 | 4835 | 4161 | 3337 | 2667 | 2634 | 2932 | 3082 | 3569 | 3219 | 3248 | 3459 | 2584 | 1626 | 1331 | 1207 | 938 | 546 | 51595 |
| Apr-15 | Thursday | 30 | 364 | 170 | 166 | 169 | 356 | 1297 | 4528 | 5345 | 4802 | 3943 | 2958 | 2957 | 3045 | 3016 | 3287 | 3553 | 4077 | 4145 | 2804 | 1969 | 1715 | 1408 | 1095 | 745 | 57914 |
| May-15 | Friday | 1 | 492 | 279 | 209 | 170 | 351 | 1329 | 4031 | 5311 | 4791 | 3332 | 3029 | 3246 | 3257 | 3426 | 3643 | 3943 | 3989 | 4003 | 3462 | 2557 | 2018 | 1882 | 1554 | 1067 | 61371 |
| May-15 | Saturday | 2 | 678 | 410 | 311 | 233 | 274 | 535 | 1796 | 2239 | 2394 | 2897 | 3199 | 3250 | 3272 | 3125 | 3064 | 2997 | 2992 | 2926 | 2810 | 2156 | 1762 | 1537 | 1281 | 877 | 47015 |
| May-15 | Sunday | 3 | 535 | 888 | 424 | 247 | 231 | 409 | 1055 | 1159 | 1483 | 2173 | 2682 | 2562 | 2698 | 2681 | 2703 | 2694 | 2750 | 2508 | 2181 | 1782 | 1357 | 1115 | 970 | 671 | 37958 |
| May-15 | Monday | 4 | 366 | 220 | 153 | 188 | 342 | 1352 | 4341 | 5456 | 4612 | 2498 | 3494 | 2847 | 2989 | 2885 | 3054 | 3287 | 3554 | 3778 | 2815 | 1862 | 1418 | 1104 | 951 | 526 | 54092 |
| May-15 | Tuesday | 5 | 351 | 202 | 139 | 154 | 382 | 1340 | 3291 | 3099 | 3232 | 4496 | 3632 | 3070 | 2976 | 2884 | 3112 | 3484 | 3875 | 4065 | 2847 | 1870 | 1543 | 1342 | 1021 | 955 | 53362 |

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| May-15 | Wednesday | 6 | 430 | 209 | 174 | 173 | 380 | 1381 | 4501 | 5790 | 4875 | 3405 | 3068 | 3044 | 3006 | 3116 | 3190 | 3418 | 3781 | 4114 | 2939 | 2073 | 1506 | 1302 | 1092 | 772 | 57739 |
| May-15 | Thursday | 7 | 436 | 197 | 175 | 161 | 351 | 1382 | 4394 | 5804 | 4787 | 3420 | 2911 | 2913 | 2865 | 2721 | 3012 | 3231 | 3448 | 3672 | 2823 | 1829 | 1472 | 1258 | 1043 | 740 | 55045 |
| May-15 | Friday | 8 | 460 | 231 | 206 | 175 | 334 | 1264 | 3523 | 4488 | 5201 | 3353 | 3099 | 3186 | 3239 | 3299 | 3559 | 3982 | 3906 | 3478 | 3127 | 2343 | 1964 | 1726 | 1584 | 1094 | 58821 |
| May-15 | Saturday | 9 | 656 | 399 | 349 | 209 | 290 | 601 | 1672 | 1946 | 2144 | 2416 | 2651 | 2792 | 2943 | 3107 | 3161 | 3095 | 2884 | 2582 | 2590 | 1977 | 1678 | 1568 | 1323 | 1114 | 44147 |
| May-15 | Sunday | 10 | 594 | 372 | 344 | 186 | 229 | 350 | 922 | 997 | 1404 | 2125 | 2838 | 2809 | 2937 | 3022 | 2811 | 2871 | 2816 | 2587 | 2449 | 1840 | 1601 | 1279 | 1013 | 738 | 39134 |
| May-15 | Monday | 11 | 439 | 241 | 181 | 177 | 361 | 1363 | 4169 | 5336 | 4745 | 3192 | 2996 | 2984 | 3036 | 3014 | 3052 | 3302 | 3350 | 3719 | 2534 | 1746 | 1403 | 1079 | 1042 | 593 | 54054 |
| May-15 | Tuesday | 12 | 364 | 198 | 164 | 141 | 348 | 1356 | 4411 | 5806 | 4772 | 3438 | 2975 | 2982 | 3039 | 2889 | 2922 | 3312 | 3437 | 3694 | 2578 | 1802 | 1389 | 1194 | 1046 | 594 | 54851 |
| May-15 | Wednesday | 13 | 355 | 203 | 174 | 173 | 380 | 1439 | 4502 | 5687 | 4763 | 3259 | 2828 | 2911 | 3072 | 2908 | 3117 | 3498 | 3793 | 3891 | 2972 | 2054 | 1469 | 1257 | 998 | 706 | 56409 |
| May-15 | Thursday | 14 | 404 | 212 | 164 | 176 | 353 | 1331 | 4389 | 5444 | 5091 | 3403 | 3056 | 3042 | 3195 | 3025 | 3123 | 3624 | 3692 | 4178 | 3277 | 2155 | 2021 | 1378 | 1199 | 751 | 58683 |
| May-15 | Friday | 15 | 489 | 248 | 183 | 198 | 409 | 1338 | 4227 | 5596 | 4639 | 3271 | 3054 | 3209 | 3447 | 3574 | 3801 | 3905 | 4198 | 4133 | 3527 | 2680 | 2128 | 1899 | 1509 | 1125 | 62787 |
| May-15 | Saturday | 16 | 668 | 399 | 340 | 245 | 306 | 651 | 1565 | 1912 | 2305 | 2810 | 3117 | 3402 | 3341 | 3219 | 2853 | 2209 | 2621 | 3082 | 2654 | 2263 | 1867 | 1782 | 1585 | 1181 | 46377 |
| May-15 | Sunday | 17 | 624 | 389 | 306 | 227 | 252 | 403 | 1035 | 1026 | 1571 | 2328 | 2821 | 2673 | 2681 | 2684 | 2721 | 2992 | 2916 | 2480 | 2234 | 1851 | 1427 | 1195 | 1016 | 635 | 38487 |
| May-15 | Monday | 18 | 417 | 197 | 150 | 183 | 378 | 1419 | 4352 | 5252 | 4840 | 3335 | 2932 | 2857 | 2924 | 2872 | 3028 | 3224 | 3408 | 3663 | 2552 | 1809 | 1467 | 1127 | 902 | 579 | 53867 |
| May-15 | Tuesday | 19 | 338 | 219 | 150 | 166 | 401 | 1434 | 4578 | 5456 | 4955 | 3357 | 2925 | 2873 | 3001 | 2828 | 3120 | 3282 | 3418 | 3901 | 2795 | 1855 | 1425 | 1181 | 1017 | 1031 | 55706 |
| May-15 | Wednesday | 20 | 424 | 233 | 165 | 173 | 379 | 1310 | 4454 | 5608 | 4391 | 3732 | 3088 | 2951 | 2909 | 2905 | 3302 | 3610 | 3992 | 3536 | 2708 | 1871 | 1415 | 1254 | 1031 | 616 | 56057 |
| May-15 | Thursday | 21 | 397 | 252 | 155 | 171 | 390 | 1417 | 4449 | 5498 | 5054 | 3761 | 3194 | 3124 | 3259 | 3135 | 3348 | 3659 | 3842 | 4107 | 2854 | 2236 | 1808 | 1471 | 1172 | 796 | 59549 |
| May-15 | Friday | 22 | 498 | 274 | 217 | 178 | 366 | 1326 | 4185 | 5474 | 4252 | 3473 | 3337 | 3419 | 3559 | 3508 | 3623 | 3853 | 3745 | 3718 | 3432 | 2858 | 2275 | 1991 | 1743 | 1216 | 62520 |
| May-15 | Saturday | 23 | 766 | 415 | 306 | 230 | 258 | 613 | 1493 | 1702 | 2259 | 2991 | 3166 | 3356 | 3350 | 3163 | 2985 | 2857 | 2846 | 2817 | 2684 | 2364 | 1884 | 1669 | 1545 | 1104 | 46823 |
| May-15 | Sunday | 24 | 713 | 384 | 316 | 185 | 198 | 360 | 921 | 1070 | 1596 | 2572 | 3214 | 2970 | 2971 | 2842 | 2711 | 2817 | 2609 | 2390 | 2364 | 1768 | 1454 | 1237 | 1093 | 757 | 39512 |
| May-15 | Monday | 25 | 493 | 270 | 196 | 182 | 224 | 585 | 1437 | 1356 | 1649 | 2205 | 2352 | 2655 | 2541 | 2491 | 2426 | 2387 | 2231 | 2290 | 2153 | 1677 | 1365 | 1176 | 1001 | 619 | 35961 |
| May-15 | Tuesday | 26 | 349 | 217 | 170 | 154 | 357 | 1419 | 4233 | 4937 | 4995 | 3330 | 3020 | 2958 | 3377 | 3543 | 3359 | 3290 | 3122 | 3267 | 2747 | 2165 | 1649 | 1126 | 946 | 595 | 55325 |
| May-15 | Wednesday | 27 | 383 | 223 | 158 | 140 | 357 | 1377 | 4390 | 5534 | 4962 | 3440 | 3118 | 2969 | 2921 | 2910 | 3066 | 3362 | 3634 | 4038 | 2977 | 1927 | 1553 | 1304 | 978 | 589 | 56310 |
| May-15 | Thursday | 28 | 424 | 229 | 173 | 145 | 392 | 1391 | 4579 | 5350 | 4256 | 3848 | 3121 | 3073 | 2995 | 2973 | 3175 | 3420 | 3640 | 3815 | 2968 | 2095 | 1797 | 1411 | 1134 | 722 | 57126 |
| May-15 | Friday | 29 | 398 | 259 | 178 | 186 | 385 | 1350 | 4408 | 5423 | 4852 | 3386 | 3272 | 3179 | 3359 | 3334 | 3442 | 3842 | 3873 | 3784 | 3180 | 2589 | 1854 | 1750 | 1383 | 1055 | 60721 |
| May-15 | Saturday | 30 | 657 | 372 | 294 | 239 | 288 | 669 | 1787 | 1877 | 2232 | 2655 | 3070 | 3142 | 3253 | 3170 | 2822 | 2813 | 3069 | 2661 | 2535 | 2212 | 1910 | 1617 | 1439 | 1130 | 45913 |
| May-15 | Sunday | 31 | 695 | 366 | 286 | 198 | 255 | 462 | 1089 | 1036 | 1466 | 2249 | 2623 | 2577 | 2672 | 2534 | 2700 | 2645 | 2597 | 2405 | 2290 | 1628 | 1409 | 1167 | 988 | 723 | 37060 |
| Jun-15 | Monday | 1 | 378 | 212 | 179 | 203 | 371 | 1406 | 4388 | 5501 | 4284 | 3288 | 3055 | 2901 | 2942 | 2980 | 3184 | 3260 | 3427 | 3746 | 2745 | 1828 | 1360 | 1194 | 916 | 544 | 54292 |
| Jun-15 | Tuesday | 2 | 390 | 184 | 181 | 177 | 391 | 1395 | 4484 | 5487 | 4709 | 3357 | 2978 | 2834 | 2962 | 2880 | 2970 | 3084 | 3643 | 3605 | 2654 | 1727 | 1438 | 1178 | 981 | 654 | 54343 |
| Jun-15 | Wednesday | 3 | 396 | 207 | 150 | 177 | 365 | 1318 | 3474 | 4019 | 4684 | 3247 | 2805 | 2731 | 2718 | 2875 | 3095 | 3218 | 3776 | 4117 | 2868 | 2117 | 1618 | 1340 | 1017 | 620 | 52952 |
| Jun-15 | Thursday | 4 | 408 | 250 | 162 | 175 | 378 | 1451 | 4493 | 5041 | 4491 | 3324 | 3074 | 3204 | 3299 | 3488 | 3803 | 3703 | 3527 | 3774 | 3555 | 2374 | 1614 | 1487 | 1208 | 683 | 58966 |
| Jun-15 | Friday | 5 | 479 | 289 | 202 | 193 | 373 | 1282 | 4188 | 5039 | 4128 | 3360 | 3258 | 3288 | 3367 | 3564 | 3480 | 3661 | 3709 | 3966 | 3439 | 2753 | 2017 | 1804 | 1583 | 1096 | 60518 |
| Jun-15 | Saturday | 6 | 666 | 372 | 309 | 263 | 281 | 592 | 1636 | 1853 | 2273 | 2602 | 2855 | 3059 | 2984 | 2965 | 3119 | 2961 | 3122 | 3087 | 2689 | 2205 | 1818 | 1583 | 1450 | 1212 | 45956 |
| Jun-15 | Sunday | 7 | 684 | 382 | 281 | 191 | 210 | 422 | 1101 | 1079 | 1474 | 2175 | 2638 | 2823 | 2590 | 2686 | 2686 | 2784 | 2813 | 2473 | 2210 | 1743 | 1360 | 1164 | 993 | 958 | 37920 |
| Jun-15 | Monday | 8 | 415 | 246 | 185 | 165 | 377 | 1391 | 4333 | 5253 | 4305 | 3252 | 2941 | 3046 | 3076 | 3075 | 2888 | 3000 | 3239 | 3678 | 2579 | 1827 | 1526 | 1204 | 949 | 583 | 53533 |
| Jun-15 | Tuesday | 9 | 303 | 245 | 178 | 168 | 334 | 1296 | 4437 | 5403 | 4333 | 3187 | 2910 | 2837 | 2906 | 2960 | 2910 | 2517 | 2791 | 2844 | 2357 | 1887 | 1360 | 1013 | 882 | 710 | 50768 |
| Jun-15 | Wednesday | 10 | 365 | 239 | 176 | 193 | 353 | 1344 | 4366 | 5244 | 4542 | 3342 | 3018 | 2955 | 2841 | 2987 | 3046 | 3160 | 3571 | 3656 | 2882 | 2137 | 1623 | 1499 | 1195 | 717 | 55451 |
| Jun-15 | Thursday | 11 | 392 | 215 | 201 | 173 | 347 | 1425 | 4355 | 5253 | 4419 | 3596 | 3098 | 3089 | 3144 | 3016 | 3256 | 3316 | 3634 | 3849 | 2906 | 2135 | 1690 | 1311 | 1092 | 687 | 56599 |
| Jun-15 | Friday | 12 | 521 | 316 | 217 | 183 | 368 | 1370 | 4113 | 4387 | 4577 | 4443 | 3572 | 3399 | 3299 | 3560 | 3454 | 3518 | 3789 | 3634 | 3291 | 2636 | 1928 | 1711 | 1520 | 1138 | 60944 |
| Jun-15 | Saturday | 13 | 759 | 445 | 312 | 242 | 284 | 637 | 1733 | 1870 | 2419 | 2826 | 2922 | 3150 | 3162 | 2945 | 3068 | 3043 | 3071 | 2734 | 2837 | 2207 | 1898 | 1637 | 1452 | 1125 | 46778 |
| Jun-15 | Sunday | 14 | 664 | 398 | 315 | 188 | 245 | 433 | 1107 | 1011 | 1526 | 2335 | 2653 | 2573 | 2681 | 2581 | 2711 | 2554 | 2487 | 2361 | 2275 | 1785 | 1384 | 1173 | 935 | 694 | 37069 |
| Jun-15 | Monday | 15 | 422 | 204 | 214 | 201 | 349 | 1321 | 4280 | 5261 | 4577 | 3319 | 2873 | 2885 | 3000 | 2956 | 2800 | 2989 | 3337 | 3628 | 2653 | 1822 | 1488 | 1188 | 951 | 580 | 53298 |
| Jun-15 | Tuesday | 16 | 384 | 222 | 179 | 180 | 383 | 1424 | 4273 | 5505 | 4498 | 3308 | 2949 | 2881 | 2944 | 2848 | 3036 | 3214 | 3429 | 3877 | 2927 | 1912 | 1622 | 1313 | 1028 | 630 | 54966 |
| Jun-15 | Wednesday | 17 | 439 | 239 | 172 | 195 | 400 | 1420 | 4478 | 5311 | 4699 | 3386 | 3041 | 2914 | 3054 | 2982 | 3029 | 3123 | 3968 | 4001 | 3122 | 2167 | 1599 | 1328 | 1147 | 640 | 56854 |
| Jun-15 | Thursday | 18 | 438 | 242 | 182 | 218 | 399 | 1469 | 4435 | 5191 | 4770 | 3454 | 2964 | 3069 | 3035 | 3068 | 3103 | 3185 | 3575 | 4034 | 3233 | 2141 | 1774 | 1495 | 1171 | 765 | 57410 |
| Jun-15 | Friday | 19 | 428 | 315 | 234 | 201 | 401 | 1340 | 4059 | 5058 | 4377 | 3345 | 3205 | 3243 | 3512 | 3297 | 3409 | 3545 | 3759 | 4050 | 3399 | 2599 | 2120 | 1743 | 1440 | 1046 | 60125 |
| Jun-15 | Saturday | 20 | 738 | 430 | 295 | 223 | 280 | 600 | 1522 | 1852 | 2357 | 2691 | 2877 | 3132 | 2976 | 3004 | 2911 | 3188 | 2934 | 3261 | 2869 | 2264 | 1888 | 1675 | 1421 | 1152 | 46540 |
| Jun-15 | Sunday | 21 | 690 | 392 | 282 | 229 | 242 | 434 | 1028 | 1129 | 1722 | 2532 | 2500 | 2522 | 2564 | 2566 | 2613 | 2537 | 2678 | 2896 | 3129 | 2408 | 1730 | 1327 | 1075 | 764 | 39989 |
| Jun-15 | Monday | 22 | 484 | 257 | 209 | 200 | 398 | 1335 | 4308 | 5268 | 4538 | 4011 | 3086 | 2913 | 2987 | 2930 | 3002 | 3069 | 3469 | 3469 | 2575 | 1740 | 1335 | 1019 | 870 | 551 | 54023 |
| Jun-15 | Tuesday | 23 | 387 | 229 | 154 | 159 | 404 | 1482 | 4280 | 5326 | 4811 | 3246 | 3042 | 2889 | 2967 | 2862 | 3038 | 3102 | 3780 | 3975 | 2967 | 2078 | 1537 | 1226 | 1038 | 602 | 55581 |
| Jun-15 | Wednesday | 24 | 383 | 200 | 174 | 183 | 389 | 1400 | 4473 | 5348 | 4625 | 3448 | 3077 | 3087 | 3037 | 2984 | 3202 | 3197 | 3586 | 3845 | 3035 | 2118 | 1678 | 1265 | 1041 | 650 | 56425 |
| Jun-15 | Thursday | 25 | 434 | 222 | 224 | 176 | 364 | 1428 | 4306 | 5295 | 4625 | 3412 | 3056 | 3078 | 3048 | 3193 | 3217 | 3266 | 3730 | 4119 | 3045 | 2330 | 1686 | 1526 | 1203 | 757 | 57740 |
| Jun-15 | Friday | 26 | 589 | 382 | 224 | 252 | 519 | 1648 | 4208 | 4835 | 3963 | 2949 | 2579 | 2571 | 2669 | 2118 | 2679 | 2872 | 3224 | 3612 | 3129 | 2511 | 2003 | 1757 | 1429 | 1026 | 53748 |
| Jun-15 | Saturday | 27 | 632 | 418 | 270 | 281 | 299 | 583 | 1617 | 1876 | 2315 | 2626 | 2876 | 3050 | 2970 | 2940 | 2918 | 2825 | 2908 | 2678 | 2700 | 2039 | 1851 | 1614 | 1472 | 1079 | 44837 |
| Jun-15 | Sunday | 28 | 665 | 389 | 279 | 191 | 271 | 414 | 1029 | 969 | 1455 | 2144 | 2599 | 2573 | 2559 | 2504 | 2617 | 2666 | 2554 | 2389 | 2214 | 1725 | 1326 | 1120 | 1009 | 587 | 36248 |
| Jun-15 | Monday | 29 | 431 | 247 | 192 | 180 | 388 | 1446 | 4319 | 5141 | 4522 | 3434 | 2917 | 2892 | 2957 | 2938 | 2836 | 3140 | 3651 | 3558 | 2537 | 1840 | 1395 | 1218 | 917 | 615 | 53711 |
| Jun-15 | Tuesday | 30 | 366 | 207 | 162 | 175 | 399 | 1470 | 4312 | 5411 | 4388 | 3367 | 2868 | 3055 | 3094 | 2927 | 2862 | 3088 | 3445 | 3714 | 2745 | 1803 | 1403 | 1096 | 982 | 624 | 53963 |
| Jul-15 | Wednesday | 1 | 395 | 243 | 167 | 166 | 406 | 1371 | 4384 | 5156 | 4557 | 3356 | 2952 | 3114 | 3099 | 3103 | 3141 | 3140 | 3633 | 3755 | 2836 | 2107 | 1588 | 1373 | 1252 | 688 | 55982 |
| Jul-15 | Thursday | 2 | 508 | 257 | 208 | 209 | 380 | 1367 | 4199 | 5128 | 4341 | 3501 | 3224 | 3254 | 3381 | 3367 | 3400 | 3465 | 3719 | 4095 | 2910 | 2292 | 1713 | 1402 | 1329 | 1123 | 58772 |
| Jul-15 | Friday | 3 | 681 | 320 | 242 | 218 | 285 | 731 | 1963 | 2315 | 2353 | 2593 | 2934 | 3227 | 3371 | 3130 | 2862 | 2901 | 3215 | 2952 | 2710 | 2279 | 1915 | 1758 | 1504 | 1173 | 47632 |
| Jul-15 | Saturday | 4 | 672 | 414 | 340 | 222 | 216 | 393 | 949 | 1131 | 1594 | 1965 | 2446 | 2662 | 2596 | 2580 | 2513 | 2515 | 2480 | 2685 | 2690 | 2328 | 1738 | 1293 | 1304 | 997 | 38723 |
| Jul-15 | Sunday | 5 | 618 | 362 | 289 | 196 | 246 | 395 | 860 | 859 | 1234 | 1956 | 2386 | 2416 | 2307 | 2559 | 2580 | 2518 | 2625 | 2398 | 2369 | 1690 | 1330 | 1109 | 980 | 685 | 34967 |
| Jul-15 | Monday | 6 | 466 | 239 | 176 | 191 | 338 | 1336 | 4088 | 4912 | 4221 | 3139 | 2855 | 3106 | 3171 | 3118 | 2751 | 3308 | 3326 | 3716 | 2853 | 1748 | 1389 | 1117 | 920 | 606 | 53090 |
| Jul-15 | Tuesday | 7 | 385 | 250 | 143 | 155 | 374 | 1443 | 4269 | 5167 | 4796 | 4089 | 3008 | 2929 | 2968 | 2930 | 2947 | 2998 | 3332 | 3718 | 2768 | 1900 | 1382 | 1206 | 980 | 620 | 54757 |
| Jul-15 | Wednesday | 8 | 394 | 222 | 171 | 193 | 366 | 1422 | 4328 | 5309 | 4446 | 3423 | 2976 | 2832 | 3023 | 3004 | 3025 | 3263 | 3529 | 3767 | 2970 | 2100 | 1541 | 1325 | 1100 | 619 | 55348 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Jul-15 | Thursday | 9 | 375 | 251 | 171 | 184 | 366 | 1429 | 4425 | 5294 | 4470 | 3462 | 3058 | 2946 | 3047 | 3116 | 3170 | 3288 | 3467 | 3990 | 3224 | 2139 | 1685 | 1337 | 1136 | 753 | 56783 |
| Jul-15 | Friday | 10 | 442 | 306 | 272 | 193 | 350 | 1312 | 4038 | 4967 | 4342 | 3378 | 3044 | 3194 | 3271 | 3384 | 3516 | 3544 | 3754 | 3574 | 3461 | 2579 | 2080 | 1825 | 1510 | 1120 | 59456 |
| Jul-15 | Saturday | 11 | 731 | 397 | 302 | 242 | 306 | 633 | 1664 | 1838 | 2281 | 2604 | 2815 | 3129 | 3060 | 2960 | 2855 | 2945 | 3018 | 3208 | 2812 | 2177 | 1804 | 1597 | 1412 | 1100 | 45890 |
| Jul-15 | Sunday | 12 | 644 | 436 | 335 | 189 | 243 | 432 | 1057 | 1138 | 1459 | 2171 | 2607 | 2568 | 2540 | 2673 | 2502 | 2703 | 2728 | 2547 | 2402 | 1823 | 1505 | 1210 | 1041 | 680 | 37633 |
| Jul-15 | Monday | 13 | 419 | 236 | 180 | 194 | 372 | 1365 | 4265 | 5421 | 4490 | 3287 | 2968 | 2758 | 2925 | 2992 | 2960 | 3105 | 3281 | 3578 | 2656 | 1859 | 1410 | 988 | 857 | 562 | 53128 |
| Jul-15 | Tuesday | 14 | 356 | 230 | 167 | 156 | 364 | 1365 | 3583 | 3125 | 5117 | 3801 | 2925 | 2919 | 2929 | 2961 | 2951 | 3067 | 3294 | 3614 | 2809 | 1883 | 1447 | 1207 | 922 | 601 | 51793 |
| Jul-15 | Wednesday | 15 | 380 | 235 | 198 | 165 | 377 | 1437 | 4291 | 5045 | 4915 | 3403 | 3074 | 3127 | 3136 | 2985 | 3009 | 3247 | 3477 | 3842 | 2946 | 2099 | 1578 | 1310 | 1028 | 631 | 55935 |
| Jul-15 | Thursday | 16 | 409 | 264 | 198 | 196 | 402 | 1448 | 3964 | 5448 | 4722 | 3450 | 3140 | 3162 | 3265 | 3145 | 3318 | 3315 | 3593 | 3670 | 2925 | 2146 | 1704 | 1423 | 1172 | 828 | 57307 |
| Jul-15 | Friday | 17 | 469 | 287 | 218 | 187 | 408 | 1322 | 3988 | 4977 | 4403 | 3484 | 3226 | 3404 | 3112 | 3233 | 3203 | 3229 | 3489 | 3823 | 3187 | 2473 | 2009 | 1941 | 1605 | 1106 | 58783 |
| Jul-15 | Saturday | 18 | 720 | 377 | 330 | 259 | 319 | 602 | 1640 | 1685 | 2127 | 2588 | 2977 | 2991 | 2965 | 2887 | 3168 | 3113 | 2982 | 3041 | 2862 | 2303 | 1866 | 1648 | 1429 | 1508 | 46387 |
| Jul-15 | Sunday | 19 | 811 | 544 | 403 | 207 | 261 | 408 | 1001 | 969 | 1453 | 2188 | 2554 | 2553 | 2625 | 2666 | 2630 | 2482 | 2354 | 2264 | 2247 | 1615 | 1376 | 1233 | 978 | 649 | 36471 |
| Jul-15 | Monday | 20 | 455 | 231 | 170 | 165 | 382 | 1440 | 4333 | 5202 | 4324 | 3246 | 3098 | 2996 | 3120 | 3091 | 3009 | 3025 | 3334 | 3516 | 2670 | 1802 | 1380 | 1089 | 887 | 626 | 53591 |
| Jul-15 | Tuesday | 21 | 413 | 223 | 155 | 144 | 405 | 1406 | 4404 | 5259 | 4450 | 3269 | 3019 | 2871 | 2884 | 2863 | 2951 | 3048 | 3396 | 3620 | 2667 | 1861 | 1403 | 1206 | 987 | 609 | 53513 |
| Jul-15 | Wednesday | 22 | 398 | 237 | 188 | 184 | 401 | 1448 | 4464 | 5178 | 4672 | 3754 | 3192 | 3074 | 3046 | 3022 | 3077 | 3218 | 3449 | 3721 | 2865 | 2027 | 1500 | 1268 | 1031 | 634 | 56048 |
| Jul-15 | Thursday | 23 | 457 | 271 | 177 | 184 | 396 | 1443 | 4414 | 5201 | 4584 | 3444 | 2950 | 3025 | 3151 | 2982 | 3166 | 3298 | 3471 | 3345 | 3214 | 1978 | 1628 | 1359 | 1001 | 791 | 55930 |
| Jul-15 | Friday | 24 | 461 | 260 | 212 | 219 | 398 | 1386 | 4088 | 4930 | 4271 | 3371 | 3166 | 3236 | 3394 | 3312 | 3353 | 3606 | 3624 | 3883 | 3500 | 2389 | 1904 | 1664 | 1390 | 1055 | 59072 |
| Jul-15 | Saturday | 25 | 628 | 380 | 283 | 212 | 273 | 567 | 1550 | 1721 | 2173 | 2679 | 2876 | 3270 | 3137 | 3044 | 3002 | 2949 | 3121 | 3033 | 3051 | 2266 | 1907 | 1670 | 1393 | 1144 | 46329 |
| Jul-15 | Sunday | 26 | 684 | 368 | 304 | 193 | 177 | 419 | 1056 | 1042 | 1425 | 2225 | 2699 | 2650 | 2411 | 2478 | 2651 | 2659 | 2682 | 2505 | 2355 | 1755 | 1453 | 1138 | 994 | 633 | 36956 |
| Jul-15 | Monday | 27 | 416 | 229 | 166 | 174 | 380 | 1471 | 4144 | 5206 | 4485 | 3085 | 2919 | 2965 | 2848 | 2953 | 2989 | 3065 | 3341 | 3633 | 2710 | 1725 | 1402 | 1182 | 969 | 614 | 53071 |
| Jul-15 | Tuesday | 28 | 405 | 200 | 148 | 154 | 401 | 1468 | 4304 | 5303 | 4848 | 3288 | 2914 | 2839 | 2933 | 2867 | 3056 | 3128 | 3373 | 3541 | 2657 | 1981 | 1574 | 1166 | 994 | 627 | 54169 |
| Jul-15 | Wednesday | 29 | 384 | 222 | 194 | 182 | 378 | 1375 | 4544 | 5376 | 4937 | 3378 | 2995 | 3039 | 3000 | 2843 | 3094 | 3229 | 3486 | 3667 | 3033 | 2009 | 1595 | 1287 | 991 | 708 | 55946 |
| Jul-15 | Thursday | 30 | 404 | 251 | 195 | 168 | 393 | 1509 | 4384 | 5244 | 4916 | 3457 | 3112 | 3194 | 3385 | 3224 | 3267 | 3394 | 4187 | 4408 | 3067 | 2107 | 1783 | 1414 | 1083 | 731 | 59277 |
| Jul-15 | Friday | 31 | 479 | 287 | 206 | 197 | 404 | 1347 | 4055 | 5103 | 4948 | 3425 | 3113 | 3264 | 3325 | 3398 | 3420 | 3587 | 3780 | 3702 | 3131 | 2538 | 1992 | 1636 | 1502 | 1085 | 59924 |
| Aug-15 | Saturday | 1 | 623 | 404 | 336 | 255 | 276 | 601 | 1539 | 1922 | 2386 | 2638 | 2779 | 3080 | 3083 | 2832 | 2860 | 2860 | 3016 | 2830 | 2832 | 2134 | 1867 | 1684 | 1650 | 1161 | 45648 |
| Aug-15 | Sunday | 2 | 647 | 401 | 318 | 217 | 258 | 418 | 938 | 1052 | 1469 | 2196 | 2439 | 2485 | 2423 | 2298 | 2318 | 2396 | 2450 | 2345 | 2307 | 1688 | 1314 | 1146 | 895 | 594 | 35012 |
| Aug-15 | Monday | 3 | 424 | 244 | 155 | 169 | 356 | 1408 | 4207 | 5265 | 5108 | 3874 | 3096 | 2979 | 3010 | 3143 | 3041 | 3166 | 3423 | 3524 | 2628 | 1647 | 1417 | 1196 | 906 | 644 | 55030 |
| Aug-15 | Tuesday | 4 | 376 | 231 | 146 | 162 | 343 | 1361 | 4025 | 5198 | 4711 | 3278 | 2835 | 2762 | 2961 | 3078 | 2992 | 3103 | 3411 | 3667 | 2883 | 1908 | 1516 | 1233 | 981 | 669 | 53830 |
| Aug-15 | Wednesday | 5 | 367 | 215 | 168 | 175 | 389 | 1332 | 4220 | 5312 | 3208 | 3390 | 3143 | 3015 | 3082 | 3067 | 3006 | 3291 | 3963 | 3914 | 2831 | 2015 | 1462 | 1284 | 1092 | 727 | 54668 |
| Aug-15 | Thursday | 6 | 437 | 270 | 157 | 206 | 387 | 1402 | 4121 | 4938 | 4745 | 3323 | 2981 | 3000 | 3079 | 3146 | 2955 | 3184 | 3793 | 3586 | 2872 | 2003 | 1589 | 1265 | 1095 | 691 | 55225 |
| Aug-15 | Friday | 7 | 472 | 277 | 182 | 196 | 354 | 1338 | 4003 | 5030 | 4254 | 3173 | 3176 | 3167 | 3429 | 3474 | 3396 | 3615 | 3973 | 4170 | 3543 | 2593 | 2065 | 1755 | 1585 | 1208 | 60428 |
| Aug-15 | Saturday | 8 | 661 | 390 | 303 | 264 | 254 | 635 | 1626 | 1829 | 2193 | 2742 | 3088 | 3724 | 3414 | 3130 | 3147 | 3261 | 3139 | 3067 | 2856 | 2147 | 1854 | 1724 | 1474 | 1150 | 48072 |
| Aug-15 | Sunday | 9 | 713 | 365 | 289 | 233 | 215 | 480 | 1101 | 1128 | 1448 | 2244 | 2573 | 2722 | 2610 | 2762 | 2591 | 2788 | 2889 | 2548 | 2464 | 1751 | 1383 | 1228 | 1056 | 661 | 38242 |
| Aug-15 | Monday | 10 | 407 | 253 | 169 | 169 | 373 | 1418 | 4283 | 5136 | 4120 | 3426 | 2933 | 2838 | 2973 | 3006 | 2922 | 3091 | 3450 | 3679 | 2638 | 1879 | 1548 | 1197 | 917 | 612 | 53437 |
| Aug-15 | Tuesday | 11 | 367 | 249 | 157 | 160 | 362 | 1445 | 4377 | 5283 | 4977 | 3830 | 2925 | 2805 | 3014 | 3043 | 3050 | 3248 | 3725 | 3626 | 2913 | 1910 | 1477 | 1156 | 980 | 611 | 55690 |
| Aug-15 | Wednesday | 12 | 365 | 235 | 146 | 169 | 371 | 1444 | 4387 | 5509 | 4517 | 3226 | 2949 | 2930 | 3021 | 3114 | 2961 | 3160 | 3581 | 3849 | 2978 | 2073 | 1596 | 1317 | 975 | 723 | 55596 |
| Aug-15 | Thursday | 13 | 460 | 247 | 169 | 181 | 365 | 1457 | 4228 | 5485 | 4516 | 3292 | 2942 | 3173 | 3116 | 3117 | 3265 | 3463 | 3836 | 4108 | 3350 | 2334 | 1728 | 1366 | 1122 | 794 | 58114 |
| Aug-15 | Friday | 14 | 484 | 261 | 191 | 197 | 430 | 1305 | 4031 | 5117 | 4525 | 3360 | 3136 | 3249 | 3398 | 3476 | 3358 | 3614 | 4127 | 3992 | 3641 | 2617 | 1997 | 1745 | 1497 | 1295 | 61043 |
| Aug-15 | Saturday | 15 | 670 | 416 | 315 | 250 | 287 | 653 | 1591 | 1980 | 2218 | 2684 | 2971 | 3234 | 3213 | 2996 | 3089 | 2891 | 2879 | 2998 | 2986 | 2314 | 1981 | 1715 | 1471 | 1141 | 46943 |
| Aug-15 | Sunday | 16 | 663 | 408 | 321 | 201 | 208 | 418 | 973 | 1002 | 1420 | 2141 | 2518 | 2812 | 2756 | 2907 | 2785 | 2687 | 2669 | 2349 | 2353 | 1825 | 1434 | 1114 | 962 | 614 | 37540 |
| Aug-15 | Monday | 17 | 410 | 220 | 165 | 200 | 364 | 1441 | 4488 | 5383 | 4338 | 3266 | 2648 | 2773 | 2767 | 2744 | 2852 | 3109 | 3345 | 3727 | 2657 | 1682 | 1225 | 1035 | 851 | 560 | 52250 |
| Aug-15 | Tuesday | 18 | 355 | 205 | 132 | 180 | 360 | 1482 | 4443 | 5544 | 4465 | 2895 | 2949 | 2697 | 2736 | 2755 | 2963 | 3062 | 3381 | 3583 | 2478 | 1579 | 1220 | 1073 | 845 | 597 | 51979 |
| Aug-15 | Wednesday | 19 | 374 | 203 | 143 | 174 | 361 | 1447 | 4303 | 4917 | 4546 | 3678 | 2757 | 2854 | 2755 | 2865 | 2978 | 3178 | 3367 | 3810 | 3273 | 1801 | 1387 | 1054 | 937 | 545 | 53707 |
| Aug-15 | Thursday | 20 | 341 | 202 | 174 | 147 | 380 | 1486 | 4391 | 5658 | 4690 | 3171 | 2821 | 2934 | 3103 | 2933 | 3068 | 3349 | 3457 | 3478 | 2623 | 1876 | 1473 | 1259 | 1034 | 613 | 54661 |
| Aug-15 | Friday | 21 | 495 | 271 | 240 | 189 | 383 | 1405 | 4420 | 5553 | 4823 | 3443 | 2886 | 3197 | 3198 | 3369 | 3288 | 3691 | 3852 | 3462 | 3349 | 2461 | 1938 | 1670 | 1433 | 994 | 60010 |
| Aug-15 | Saturday | 22 | 600 | 409 | 290 | 244 | 277 | 603 | 1639 | 1706 | 2187 | 2598 | 2868 | 3174 | 3217 | 2747 | 2640 | 2675 | 2652 | 2791 | 2729 | 1901 | 1891 | 1511 | 1265 | 992 | 43606 |
| Aug-15 | Sunday | 23 | 529 | 375 | 273 | 195 | 202 | 393 | 1059 | 1039 | 1460 | 2186 | 2518 | 2534 | 2434 | 2728 | 2590 | 2543 | 2686 | 2268 | 2223 | 1628 | 1236 | 1013 | 824 | 585 | 35521 |
| Aug-15 | Monday | 24 | 362 | 178 | 132 | 172 | 374 | 1428 | 4438 | 5641 | 4645 | 3036 | 2817 | 2697 | 2783 | 2795 | 2863 | 3325 | 3472 | 3772 | 2576 | 1760 | 1387 | 1100 | 824 | 563 | 53140 |
| Aug-15 | Tuesday | 25 | 363 | 181 | 145 | 154 | 363 | 1430 | 4553 | 5780 | 4397 | 3371 | 2776 | 2792 | 2809 | 2808 | 2982 | 3323 | 3481 | 3637 | 2637 | 1787 | 1394 | 1057 | 876 | 566 | 53662 |
| Aug-15 | Wednesday | 26 | 334 | 189 | 154 | 164 | 394 | 1511 | 4471 | 5841 | 4883 | 3205 | 2865 | 2885 | 2803 | 2753 | 3005 | 3164 | 3496 | 3881 | 2909 | 1812 | 1378 | 1135 | 880 | 623 | 54735 |
| Aug-15 | Thursday | 27 | 390 | 188 | 149 | 189 | 384 | 1590 | 4546 | 5838 | 4818 | 3406 | 2959 | 2963 | 2983 | 2982 | 3358 | 4279 | 3868 | 4358 | 2704 | 2015 | 1555 | 1285 | 981 | 647 | 58435 |
| Aug-15 | Friday | 28 | 362 | 281 | 204 | 211 | 420 | 1550 | 4430 | 5778 | 4500 | 3254 | 3091 | 3106 | 3186 | 3321 | 3806 | 3855 | 3889 | 3817 | 3300 | 2369 | 1871 | 1634 | 1464 | 1110 | 60809 |
| Aug-15 | Saturday | 29 | 656 | 368 | 269 | 238 | 256 | 567 | 1502 | 1707 | 2196 | 2426 | 2662 | 2773 | 2768 | 2943 | 2853 | 2741 | 2924 | 3005 | 2724 | 2092 | 1731 | 1466 | 1365 | 1125 | 43357 |
| Aug-15 | Sunday | 30 | 603 | 425 | 328 | 204 | 212 | 414 | 937 | 968 | 1337 | 1808 | 2130 | 1977 | 2111 | 2250 | 2311 | 2285 | 2189 | 2068 | 2011 | 1491 | 1182 | 952 | 760 | 486 | 31439 |
| Aug-15 | Monday | 31 | 373 | 182 | 131 | 162 | 341 | 1053 | 3059 | 3469 | 3754 | 3723 | 3081 | 2749 | 2822 | 2745 | 2830 | 3094 | 3494 | 3493 | 2531 | 1757 | 1311 | 1061 | 788 | 552 | 48555 |
| Sep-15 | Tuesday | 1 | 327 | 195 | 136 | 159 | 366 | 1538 | 4455 | 5613 | 5040 | 3412 | 2810 | 2801 | 2823 | 2865 | 3090 | 3326 | 3616 | 3720 | 2847 | 1875 | 1320 | 1119 | 876 | 551 | 54880 |
| Sep-15 | Wednesday | 2 | 318 | 203 | 165 | 169 | 396 | 1492 | 4550 | 5745 | 5134 | 3538 | 2881 | 2762 | 2876 | 2961 | 3136 | 3274 | 3614 | 3865 | 2927 | 1848 | 1547 | 1248 | 955 | 601 | 56205 |
| Sep-15 | Thursday | 3 | 361 | 210 | 161 | 182 | 386 | 1530 | 4709 | 5617 | 4867 | 3192 | 2924 | 2862 | 2844 | 3111 | 2959 | 3651 | 3692 | 3676 | 2668 | 1930 | 1478 | 1269 | 1188 | 788 | 56255 |
| Sep-15 | Friday | 4 | 463 | 290 | 252 | 225 | 374 | 1364 | 4435 | 5520 | 4469 | 3275 | 3017 | 3281 | 3463 | 3520 | 3679 | 4078 | 4599 | 3704 | 3233 | 2570 | 2061 | 2088 | 1648 | 1281 | 62889 |
| Sep-15 | Saturday | 5 | 744 | 443 | 296 | 214 | 234 | 574 | 1447 | 1697 | 2119 | 2561 | 3109 | 3344 | 3473 | 3220 | 3071 | 2953 | 3022 | 2675 | 2567 | 2144 | 1797 | 1655 | 1337 | 1113 | 45809 |
| Sep-15 | Sunday | 6 | 619 | 365 | 310 | 186 | 189 | 382 | 930 | 1019 | 1436 | 2148 | 2589 | 2722 | 2746 | 2614 | 2666 | 2555 | 2571 | 2355 | 2440 | 1642 | 1378 | 1247 | 1064 | 767 | 36940 |
| Sep-15 | Monday | 7 | 413 | 270 | 233 | 211 | 245 | 508 | 1317 | 1425 | 1697 | 1691 | 1964 | 2292 | 2392 | 2300 | 2533 | 2322 | 2384 | 2034 | 2147 | 1666 | 1306 | 1061 | 931 | 533 | 33875 |
| Sep-15 | Tuesday | 8 | 385 | 157 | 151 | 158 | 354 | 1604 | 4119 | 5643 | 4748 | 3219 | 2920 | 2789 | 2884 | 2951 | 3220 | 3532 | 3563 | 3634 | 2814 | 1814 | 1339 | 1068 | 844 | 603 | 54513 |
| Sep-15 | Wednesday | 9 | 321 | 153 | 177 | 159 | 426 | 1467 | 4501 | 5538 | 4800 | 3574 | 2882 | 2963 | 3023 | 2973 | 3198 | 3291 | 3577 | 3824 | 2791 | 1933 | 1531 | 1224 | 926 | 614 | 55866 |
| Sep-15 | Thursday | 10 | 356 | 189 | 160 | 167 | 388 | 1546 | 4526 | 5266 | 4818 | 4144 | 3032 | 3097 | 3088 | 3069 | 3188 | 3403 | 3520 | 3947 | 2841 | 1960 | 1740 | 1047 | 980 | 584 | 57056 |

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sep-15 Friday | 11 | 403 | 263 | 193 | 198 | 395 | 1469 | 3921 | 5479 | 4956 | 3454 | 2980 | 3087 | 3189 | 3279 | 3516 | 3796 | 3856 | 3551 | 3138 | 2345 | 1872 | 1692 | 1538 | 1012 | 59582 |
| Sep-15 Saturday | 12 | 638 | 350 | 288 | 224 | 242 | 588 | 1530 | 1756 | 2056 | 2249 | 2318 | 2428 | 2590 | 2586 | 2777 | 2802 | 2823 | 2696 | 2541 | 1984 | 1663 | 1564 | 1335 | 1020 | 41048 |
| Sep-15 Sunday | 13 | 645 | 483 | 330 | 193 | 210 | 379 | 950 | 1084 | 1444 | 2052 | 2517 | 2783 | 2869 | 2899 | 2915 | 2786 | 2710 | 2541 | 2543 | 1898 | 1322 | 1135 | 920 | 542 | 38150 |
| Sep-15 Monday | 14 | 374 | 199 | 134 | 140 | 403 | 1529 | 4490 | 5543 | 4777 | 3219 | 2887 | 2833 | 2896 | 3023 | 3076 | 3631 | 3871 | 3866 | 2736 | 1843 | 1363 | 1016 | 874 | 521 | 55244 |
| Sep-15 Tuesday | 15 | 333 | 166 | 132 | 154 | 390 | 1575 | 4593 | 5525 | 4712 | 3566 | 2886 | 2872 | 2883 | 2882 | 3184 | 3334 | 3605 | 3734 | 2568 | 1845 | 1474 | 1139 | 903 | 568 | 55023 |
| Sep-15 Wednesday | 16 | 324 | 161 | 141 | 157 | 399 | 1498 | 4542 | 5603 | 5064 | 3384 | 2965 | 2863 | 2978 | 2963 | 3187 | 3250 | 3697 | 3889 | 2911 | 1960 | 1460 | 1173 | 952 | 508 | 56029 |
| Sep-15 Thursday | 17 | 373 | 172 | 133 | 169 | 420 | 1633 | 4331 | 5018 | 4880 | 3751 | 2860 | 2868 | 3022 | 2974 | 3425 | 3684 | 4076 | 4395 | 3189 | 2046 | 1471 | 1236 | 1094 | 719 | 57939 |
| Sep-15 Friday | 18 | 425 | 222 | 210 | 206 | 408 | 1485 | 3762 | 5554 | 4598 | 3323 | 3059 | 3106 | 3214 | 3372 | 3576 | 3730 | 3881 | 3902 | 3431 | 2662 | 1871 | 1738 | 1629 | 1088 | 60452 |
| Sep-15 Saturday | 19 | 605 | 357 | 272 | 233 | 263 | 649 | 1645 | 2001 | 2438 | 2849 | 2980 | 3208 | 3129 | 2909 | 3015 | 2826 | 2753 | 2875 | 2552 | 2105 | 1653 | 1660 | 1325 | 1120 | 45422 |
| Sep-15 Sunday | 20 | 602 | 364 | 269 | 209 | 212 | 440 | 1065 | 1116 | 1519 | 2103 | 2693 | 2592 | 2614 | 2738 | 2631 | 2651 | 2661 | 2471 | 2406 | 1853 | 1452 | 1079 | 931 | 539 | 37210 |
| Sep-15 Monday | 21 | 349 | 187 | 129 | 182 | 413 | 1607 | 4560 | 5841 | 4823 | 3198 | 2772 | 2655 | 2808 | 2857 | 2958 | 3366 | 3610 | 3625 | 2630 | 1731 | 1290 | 1068 | 832 | 532 | 54023 |
| Sep-15 Tuesday | 22 | 332 | 163 | 136 | 139 | 399 | 1524 | 4613 | 4882 | 4863 | 3183 | 2732 | 2747 | 2859 | 2755 | 2940 | 3346 | 3669 | 3723 | 2675 | 1811 | 1360 | 1156 | 974 | 507 | 53488 |
| Sep-15 Wednesday | 23 | 306 | 187 | 146 | 181 | 402 | 1557 | 4678 | 5756 | 4886 | 3485 | 2846 | 2902 | 2929 | 2898 | 3061 | 3357 | 3517 | 3683 | 2810 | 1901 | 1462 | 1124 | 955 | 582 | 55611 |
| Sep-15 Thursday | 24 | 398 | 213 | 158 | 168 | 409 | 1636 | 4705 | 5608 | 4468 | 3417 | 2847 | 2773 | 2770 | 2807 | 3057 | 3355 | 3438 | 3791 | 3048 | 1932 | 1413 | 1147 | 990 | 631 | 55179 |
| Sep-15 Friday | 25 | 410 | 235 | 166 | 164 | 402 | 1450 | 4275 | 4835 | 4783 | 3347 | 3108 | 3185 | 3290 | 3324 | 3706 | 3816 | 3717 | 3996 | 3220 | 2546 | 2127 | 1773 | 1495 | 999 | 60369 |
| Sep-15 Saturday | 26 | 651 | 362 | 281 | 202 | 259 | 606 | 1598 | 1806 | 2268 | 2599 | 2847 | 3214 | 2896 | 2867 | 2880 | 3100 | 3211 | 2897 | 2566 | 1925 | 1628 | 1585 | 1324 | 982 | 44554 |
| Sep-15 Sunday | 27 | 567 | 367 | 306 | 168 | 246 | 452 | 1057 | 1045 | 1407 | 2043 | 2464 | 2418 | 2415 | 2406 | 2535 | 2578 | 2585 | 2350 | 2272 | 1718 | 1344 | 1097 | 1013 | 514 | 35367 |
| Sep-15 Monday | 28 | 345 | 192 | 159 | 165 | 412 | 1544 | 4523 | 5348 | 4414 | 3244 | 2704 | 2711 | 2719 | 2741 | 3053 | 3195 | 3428 | 3490 | 2546 | 1674 | 1324 | 1087 | 851 | 506 | 52375 |
| Sep-15 Tuesday | 29 | 326 | 170 | 151 | 157 | 390 | 1572 | 4413 | 5380 | 4792 | 3168 | 2807 | 2813 | 2760 | 2818 | 1815 | 3124 | 3419 | 3432 | 2769 | 1795 | 1314 | 1122 | 887 | 544 | 51938 |
| Sep-15 Wednesday | 30 | 330 | 187 | 149 | 167 | 408 | 1538 | 4557 | 5450 | 4925 | 3326 | 2894 | 2893 | 2892 | 2840 | 3071 | 3172 | 3298 | 3674 | 2836 | 1726 | 1365 | 1101 | 937 | 559 | 54295 |
| Oct-15 Thursday | 1 | 348 | 199 | 163 | 162 | 406 | 1641 | 4143 | 5052 | 4831 | 3537 | 2903 | 3010 | 2895 | 2748 | 2951 | 3086 | 3059 | 2989 | 2294 | 1474 | 1066 | 1080 | 905 | 555 | 51497 |
| Oct-15 Friday | 2 | 381 | 234 | 150 | 155 | 375 | 1316 | 3606 | 3550 | 2792 | 2541 | 2517 | 2487 | 2656 | 2671 | 2672 | 2744 | 2770 | 2535 | 1923 | 1374 | 1012 | 956 | 848 | 577 | 42842 |
| Oct-15 Saturday | 3 | 375 | 279 | 189 | 146 | 211 | 430 | 949 | 982 | 751 | 829 | 774 | 858 | 834 | 890 | 867 | 915 | 862 | 875 | 788 | 654 | 457 | 325 | 372 | 248 | 14860 |
| Oct-15 Sunday | 4 | 167 | 104 | 77 | 87 | 87 | 217 | 459 | 474 | 531 | 730 | 925 | 1174 | 1131 | 1210 | 1268 | 1293 | 1351 | 1319 | 1115 | 779 | 493 | 431 | 390 | 183 | 15995 |
| Oct-15 Monday | 5 | 178 | 78 | 67 | 74 | 196 | 862 | 2225 | 2418 | 2058 | 1917 | 1799 | 1828 | 1816 | 2047 | 2162 | 2296 | 2406 | 2489 | 2011 | 1287 | 906 | 751 | 658 | 442 | 32971 |
| Oct-15 Tuesday | 6 | 326 | 173 | 119 | 128 | 341 | 1339 | 4104 | 4600 | 4077 | 3152 | 2573 | 2698 | 2740 | 2709 | 2693 | 2803 | 3136 | 3325 | 2590 | 1721 | 1295 | 1095 | 984 | 528 | 49249 |
| Oct-15 Wednesday | 7 | 310 | 187 | 147 | 157 | 420 | 1583 | 4369 | 5125 | 4193 | 3970 | 2961 | 2741 | 2830 | 2959 | 3131 | 3215 | 3570 | 3448 | 2875 | 2032 | 1363 | 1160 | 936 | 588 | 54270 |
| Oct-15 Thursday | 8 | 349 | 192 | 171 | 178 | 385 | 1659 | 4280 | 4936 | 4617 | 4329 | 3097 | 2967 | 2951 | 2955 | 3134 | 3497 | 3847 | 3111 | 3123 | 2082 | 1493 | 1162 | 1050 | 638 | 56203 |
| Oct-15 Friday | 9 | 513 | 258 | 201 | 184 | 399 | 1495 | 4569 | 5081 | 4775 | 4149 | 3179 | 3392 | 3338 | 3299 | 3395 | 3655 | 3655 | 3634 | 3125 | 2439 | 1856 | 1845 | 1675 | 1158 | 61269 |
| Oct-15 Saturday | 10 | 678 | 363 | 303 | 243 | 290 | 622 | 1702 | 2079 | 2546 | 2655 | 2568 | 2738 | 2584 | 2452 | 2702 | 2473 | 2577 | 2443 | 2254 | 1996 | 1571 | 1452 | 1172 | 1034 | 41497 |
| Oct-15 Sunday | 11 | 554 | 361 | 307 | 202 | 194 | 501 | 1107 | 1114 | 1541 | 2111 | 2581 | 2578 | 2617 | 2676 | 2607 | 2546 | 2546 | 2510 | 2363 | 1930 | 1312 | 1157 | 830 | 583 | 36828 |
| Oct-15 Monday | 12 | 411 | 224 | 165 | 144 | 386 | 1342 | 4187 | 5383 | 4261 | 3045 | 2750 | 2767 | 2841 | 2976 | 2974 | 3288 | 3430 | 3432 | 2595 | 1735 | 1379 | 1108 | 854 | 541 | 52218 |
| Oct-15 Tuesday | 13 | 335 | 157 | 129 | 154 | 376 | 1610 | 4670 | 5430 | 4961 | 3435 | 2829 | 2848 | 2898 | 2943 | 3060 | 3333 | 3566 | 3527 | 2679 | 1787 | 1235 | 1028 | 890 | 504 | 54384 |
| Oct-15 Wednesday | 14 | 344 | 190 | 159 | 155 | 407 | 1542 | 4623 | 5428 | 5067 | 3434 | 2965 | 2968 | 3040 | 3027 | 3092 | 3381 | 3792 | 4170 | 3178 | 1973 | 1510 | 1139 | 975 | 559 | 57118 |
| Oct-15 Thursday | 15 | 360 | 209 | 165 | 165 | 390 | 1537 | 4287 | 5271 | 4943 | 3328 | 3049 | 2865 | 3009 | 3084 | 3283 | 3592 | 3855 | 4010 | 3096 | 2215 | 1617 | 1241 | 1005 | 651 | 57227 |
| Oct-15 Friday | 16 | 451 | 236 | 261 | 190 | 412 | 1533 | 4550 | 4284 | 5110 | 3424 | 3049 | 3151 | 3343 | 3319 | 3461 | 3868 | 3756 | 3433 | 3211 | 2394 | 1907 | 1600 | 1487 | 1089 | 59519 |
| Oct-15 Saturday | 17 | 653 | 345 | 260 | 212 | 278 | 678 | 1565 | 1908 | 2026 | 2398 | 2500 | 2834 | 2749 | 2886 | 2847 | 2805 | 2826 | 2720 | 2553 | 2098 | 1657 | 1651 | 1384 | 999 | 42832 |
| Oct-15 Sunday | 18 | 565 | 338 | 258 | 217 | 218 | 565 | 1189 | 1152 | 1417 | 2112 | 2357 | 2589 | 2805 | 2750 | 2867 | 2828 | 2642 | 2438 | 2508 | 1898 | 1384 | 1145 | 957 | 499 | 37698 |
| Oct-15 Monday | 19 | 320 | 173 | 135 | 143 | 401 | 1470 | 4461 | 5184 | 4519 | 3072 | 2609 | 2774 | 2824 | 2832 | 3004 | 3218 | 3637 | 3883 | 2670 | 1864 | 1238 | 1094 | 826 | 525 | 52876 |
| Oct-15 Tuesday | 20 | 311 | 169 | 149 | 163 | 395 | 1557 | 4688 | 5105 | 4779 | 3790 | 2856 | 2792 | 2886 | 2983 | 3186 | 3461 | 3728 | 3886 | 3056 | 2121 | 1457 | 1222 | 1050 | 700 | 56490 |
| Oct-15 Wednesday | 21 | 377 | 160 | 152 | 150 | 381 | 1507 | 4679 | 5625 | 4715 | 3526 | 3073 | 2943 | 2947 | 2823 | 3132 | 3488 | 3835 | 3832 | 3210 | 2181 | 1453 | 1156 | 977 | 598 | 56920 |
| Oct-15 Thursday | 22 | 381 | 209 | 162 | 183 | 418 | 1589 | 4210 | 5113 | 4947 | 3735 | 3027 | 3137 | 3260 | 3107 | 3333 | 3655 | 3861 | 4704 | 3344 | 2065 | 1550 | 1225 | 1123 | 773 | 59111 |
| Oct-15 Friday | 23 | 418 | 236 | 176 | 214 | 381 | 1396 | 4221 | 5313 | 4318 | 3752 | 3156 | 3253 | 3254 | 3374 | 3553 | 3640 | 3804 | 3698 | 3283 | 2653 | 1881 | 1684 | 1425 | 991 | 60074 |
| Oct-15 Saturday | 24 | 619 | 358 | 286 | 203 | 254 | 597 | 1562 | 1825 | 2020 | 2413 | 2582 | 3007 | 2868 | 3020 | 3004 | 2852 | 2785 | 2538 | 2670 | 1960 | 1591 | 1569 | 1348 | 1008 | 42939 |
| Oct-15 Sunday | 25 | 592 | 337 | 253 | 201 | 189 | 398 | 1040 | 998 | 1344 | 2085 | 2404 | 2409 | 2532 | 2587 | 2744 | 2667 | 2667 | 2517 | 2469 | 1856 | 1426 | 1179 | 1209 | 570 | 36673 |
| Oct-15 Monday | 26 | 401 | 194 | 139 | 167 | 366 | 1424 | 3363 | 4298 | 4984 | 3467 | 2776 | 2696 | 2893 | 2853 | 3025 | 3147 | 3604 | 3616 | 2583 | 1706 | 1263 | 1018 | 933 | 508 | 51424 |
| Oct-15 Tuesday | 27 | 328 | 166 | 121 | 160 | 329 | 1455 | 4257 | 4778 | 4068 | 3202 | 2567 | 2564 | 2721 | 2614 | 2942 | 3032 | 3205 | 3386 | 2598 | 1723 | 1289 | 994 | 904 | 607 | 50010 |
| Oct-15 Wednesday | 28 | 464 | 251 | 185 | 145 | 359 | 1354 | 4354 | 5459 | 4378 | 3045 | 2641 | 2837 | 2897 | 2831 | 3020 | 3173 | 3487 | 3622 | 2953 | 1931 | 1366 | 1232 | 1034 | 658 | 53676 |
| Oct-15 Thursday | 29 | 390 | 239 | 197 | 198 | 368 | 1395 | 4384 | 5402 | 4974 | 3597 | 2967 | 2955 | 2949 | 2979 | 3181 | 3524 | 3692 | 4263 | 3203 | 2144 | 1651 | 1407 | 1157 | 677 | 57893 |
| Oct-15 Friday | 30 | 440 | 263 | 211 | 194 | 375 | 1391 | 3605 | 4783 | 4617 | 3656 | 3139 | 3057 | 3276 | 3297 | 3346 | 3641 | 3612 | 3911 | 3619 | 2585 | 2022 | 1825 | 1720 | 1151 | 59736 |
| Oct-15 Saturday | 31 | 657 | 401 | 312 | 191 | 246 | 589 | 1485 | 1629 | 1956 | 2177 | 2315 | 2573 | 2731 | 2722 | 2483 | 2501 | 2604 | 2243 | 2285 | 1940 | 1752 | 1769 | 1635 | 1319 | 40515 |
| Nov-15 Sunday | 1 | 784 | 452 | 326 | 241 | 397 | 414 | 1098 | 1199 | 1505 | 2081 | 2454 | 2426 | 2217 | 2317 | 2452 | 2468 | 2432 | 2437 | 2198 | 1716 | 1282 | 1061 | 762 | 512 | 35231 |
| Nov-15 Monday | 2 | 315 | 189 | 128 | 163 | 351 | 1497 | 4580 | 5606 | 4555 | 3284 | 2759 | 2705 | 2764 | 2672 | 2898 | 3191 | 3362 | 3482 | 2564 | 1611 | 1219 | 1050 | 871 | 480 | 52296 |
| Nov-15 Tuesday | 3 | 247 | 170 | 167 | 147 | 334 | 1375 | 4190 | 4993 | 4330 | 2990 | 2618 | 2616 | 2562 | 2684 | 2768 | 3062 | 3291 | 3445 | 2672 | 1647 | 1275 | 1244 | 1046 | 565 | 50438 |
| Nov-15 Wednesday | 4 | 314 | 168 | 125 | 162 | 333 | 1429 | 4175 | 4733 | 4977 | 3537 | 2737 | 2832 | 2926 | 2728 | 2906 | 3067 | 3289 | 3581 | 2749 | 1755 | 1343 | 1290 | 1147 | 603 | 52906 |
| Nov-15 Thursday | 5 | 343 | 214 | 193 | 175 | 373 | 1426 | 3732 | 3860 | 4047 | 3154 | 2843 | 2841 | 2816 | 2824 | 3095 | 3361 | 3347 | 3389 | 2824 | 1980 | 1518 | 1382 | 1136 | 800 | 51673 |
| Nov-15 Friday | 6 | 424 | 258 | 179 | 169 | 357 | 1472 | 3740 | 4188 | 3668 | 3073 | 2880 | 2972 | 3057 | 3056 | 3387 | 3586 | 3638 | 3552 | 3038 | 2209 | 1690 | 1654 | 1613 | 1137 | 54997 |
| Nov-15 Saturday | 7 | 761 | 368 | 269 | 215 | 262 | 597 | 1558 | 1917 | 2344 | 2557 | 3032 | 2907 | 2985 | 2907 | 2792 | 2780 | 2555 | 2488 | 2465 | 1928 | 1555 | 1497 | 1432 | 1144 | 43315 |
| Nov-15 Sunday | 8 | 823 | 500 | 270 | 175 | 210 | 450 | 983 | 983 | 1295 | 1959 | 2316 | 2208 | 2260 | 2333 | 2372 | 2314 | 2238 | 2411 | 2284 | 1582 | 1237 | 1096 | 882 | 584 | 33765 |
| Nov-15 Monday | 9 | 347 | 189 | 144 | 169 | 341 | 1415 | 3605 | 4277 | 3647 | 2668 | 2346 | 2262 | 2443 | 2456 | 2716 | 2915 | 3104 | 3132 | 2209 | 1481 | 1167 | 954 | 977 | 497 | 45461 |
| Nov-15 Tuesday | 10 | 291 | 172 | 159 | 152 | 333 | 1441 | 3822 | 3729 | 4200 | 2983 | 2640 | 2749 | 2685 | 2749 | 2992 | 3323 | 3540 | 3520 | 2769 | 1781 | 1263 | 1157 | 823 | 555 | 49828 |
| Nov-15 Wednesday | 11 | 336 | 201 | 136 | 154 | 297 | 1274 | 3344 | 4378 | 3356 | 2885 | 2747 | 2706 | 2847 | 2827 | 3009 | 3493 | 3582 | 3676 | 2836 | 1730 | 1361 | 1086 | 880 | 582 | 49723 |
| Nov-15 Thursday | 12 | 317 | 197 | 144 | 163 | 362 | 1402 | 3581 | 4454 | 3961 | 3189 | 2805 | 2840 | 2933 | 2926 | 3117 | 3252 | 3404 | 3577 | 2770 | 1980 | 1375 | 1174 | 1003 | 683 | 51609 |
| Nov-15 Friday | 13 | 448 | 224 | 201 | 180 | 371 | 1366 | 3631 | 3203 | 4192 | 3160 | 2901 | 3195 | 3435 | 3121 | 3321 | 3442 | 3464 | 3326 | 3104 | 2272 | 1790 | 1629 | 1447 | 980 | 54403 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nov-15 | Saturday | 14 | 603 | 364 | 259 | 223 | 265 | 553 | 1547 | 1888 | 2134 | 2248 | 2479 | 2682 | 2708 | 2682 | 2734 | 2782 | 2704 | 2796 | 2565 | 1986 | 1505 | 1385 | 1416 | 1003 | 41511 |
| Nov-15 | Sunday | 15 | 489 | 374 | 296 | 208 | 234 | 408 | 941 | 1041 | 1341 | 1889 | 2211 | 2351 | 2484 | 2443 | 2645 | 2572 | 2569 | 2395 | 2107 | 1673 | 1229 | 1100 | 849 | 519 | 34368 |
| Nov-15 | Monday | 16 | 326 | 184 | 180 | 163 | 364 | 1375 | 2941 | 3944 | 4130 | 3203 | 2806 | 2730 | 2848 | 2701 | 2938 | 3115 | 3284 | 3474 | 2618 | 1665 | 1232 | 1007 | 812 | 520 | 48560 |
| Nov-15 | Tuesday | 17 | 290 | 172 | 160 | 171 | 360 | 1451 | 3667 | 4407 | 3851 | 3512 | 2885 | 2789 | 2772 | 2693 | 2866 | 3162 | 3363 | 3435 | 2682 | 1693 | 1276 | 1040 | 844 | 557 | 50098 |
| Nov-15 | Wednesday | 18 | 323 | 170 | 121 | 150 | 363 | 1463 | 3845 | 3940 | 4134 | 3302 | 2893 | 2871 | 2921 | 2851 | 2895 | 3205 | 3354 | 4083 | 2977 | 1770 | 1436 | 1126 | 870 | 548 | 51611 |
| Nov-15 | Thursday | 19 | 300 | 184 | 161 | 154 | 352 | 1415 | 3425 | 4274 | 3801 | 2997 | 2824 | 2949 | 2933 | 2800 | 2984 | 3218 | 3476 | 3520 | 2880 | 1844 | 1417 | 1364 | 994 | 618 | 50884 |
| Nov-15 | Friday | 20 | 390 | 245 | 260 | 174 | 418 | 1471 | 3764 | 4268 | 3757 | 3148 | 2985 | 2996 | 3109 | 3096 | 3384 | 3539 | 3437 | 3493 | 2942 | 2290 | 1721 | 1488 | 1255 | 913 | 54543 |
| Nov-15 | Saturday | 21 | 592 | 368 | 276 | 176 | 236 | 526 | 1462 | 1828 | 2080 | 2419 | 2572 | 2653 | 2709 | 2956 | 2747 | 2611 | 2582 | 2422 | 2512 | 1924 | 1542 | 1453 | 1229 | 950 | 40825 |
| Nov-15 | Sunday | 22 | 550 | 341 | 261 | 197 | 204 | 460 | 995 | 1114 | 1429 | 1835 | 2163 | 2127 | 2236 | 2276 | 2452 | 2513 | 2319 | 2254 | 2115 | 1629 | 1209 | 980 | 811 | 563 | 33033 |
| Nov-15 | Monday | 23 | 304 | 165 | 130 | 148 | 344 | 1438 | 3503 | 4296 | 3971 | 2978 | 2753 | 2761 | 2893 | 2820 | 2971 | 3251 | 3101 | 3229 | 2512 | 1675 | 1216 | 1045 | 853 | 538 | 48895 |
| Nov-15 | Tuesday | 24 | 302 | 157 | 159 | 171 | 335 | 1306 | 3650 | 4120 | 3607 | 3033 | 2782 | 2916 | 2930 | 3016 | 3013 | 3090 | 3253 | 3295 | 2805 | 1967 | 1446 | 1111 | 974 | 689 | 50127 |
| Nov-15 | Wednesday | 25 | 437 | 255 | 166 | 185 | 379 | 1296 | 3440 | 3868 | 3120 | 2925 | 2678 | 2920 | 3011 | 2973 | 3078 | 3239 | 2997 | 2740 | 2332 | 1770 | 1416 | 1201 | 1067 | 818 | 48311 |
| Nov-15 | Thursday | 26 | 470 | 276 | 284 | 175 | 193 | 336 | 816 | 1057 | 998 | 1028 | 1279 | 1733 | 1919 | 1816 | 1849 | 1823 | 1711 | 1686 | 1819 | 1595 | 1511 | 1272 | 1160 | 823 | 27629 |
| Nov-15 | Friday | 27 | 548 | 367 | 315 | 222 | 288 | 661 | 1641 | 1753 | 1679 | 2011 | 2197 | 2488 | 2678 | 2752 | 2745 | 2660 | 2617 | 2362 | 2376 | 1891 | 1448 | 1292 | 1245 | 880 | 39116 |
| Nov-15 | Saturday | 28 | 462 | 294 | 251 | 207 | 228 | 494 | 1165 | 1324 | 1511 | 1882 | 2066 | 2409 | 2572 | 2277 | 2352 | 2419 | 2399 | 2391 | 2437 | 1934 | 1497 | 1401 | 1320 | 936 | 36228 |
| Nov-15 | Sunday | 29 | 521 | 321 | 266 | 202 | 179 | 401 | 911 | 989 | 1184 | 1688 | 2084 | 2143 | 2500 | 2411 | 2678 | 2580 | 2719 | 2629 | 2500 | 2008 | 1653 | 1176 | 891 | 654 | 35288 |
| Nov-15 | Monday | 30 | 431 | 216 | 152 | 174 | 380 | 1397 | 3853 | 4601 | 3562 | 2933 | 2657 | 2573 | 2718 | 2693 | 2947 | 3095 | 3127 | 3339 | 2531 | 1669 | 1232 | 955 | 816 | 560 | 48611 |
| Dec-15 | Tuesday | 1 | 314 | 195 | 166 | 155 | 365 | 1415 | 3801 | 4287 | 3688 | 2934 | 2743 | 2561 | 2660 | 2766 | 2941 | 3042 | 3224 | 3404 | 2655 | 1631 | 1299 | 1044 | 824 | 619 | 48733 |
| Dec-15 | Wednesday | 2 | 276 | 166 | 150 | 171 | 374 | 1394 | 3694 | 4304 | 3787 | 3214 | 2748 | 2632 | 2740 | 2694 | 2811 | 3111 | 3215 | 3283 | 2564 | 1611 | 1194 | 983 | 834 | 564 | 48514 |
| Dec-15 | Thursday | 3 | 256 | 167 | 161 | 176 | 368 | 1383 | 3515 | 4356 | 3838 | 2928 | 2730 | 2629 | 2854 | 2785 | 2966 | 3195 | 3261 | 3472 | 2397 | 2170 | 1445 | 1233 | 990 | 597 | 49872 |
| Dec-15 | Friday | 4 | 382 | 215 | 166 | 184 | 383 | 1367 | 3643 | 4443 | 3692 | 3065 | 2882 | 2995 | 2984 | 3019 | 3138 | 3392 | 3471 | 3458 | 3164 | 2366 | 1789 | 1561 | 1338 | 950 | 54047 |
| Dec-15 | Saturday | 5 | 532 | 339 | 250 | 217 | 238 | 498 | 1494 | 1854 | 2039 | 2212 | 2425 | 2720 | 2684 | 2678 | 2484 | 2713 | 3021 | 2909 | 2882 | 2038 | 1516 | 1261 | 1163 | 841 | 41008 |
| Dec-15 | Sunday | 6 | 579 | 299 | 298 | 183 | 171 | 361 | 907 | 1047 | 1283 | 1925 | 2138 | 2222 | 2442 | 2609 | 2476 | 2345 | 2355 | 2411 | 2082 | 1495 | 1127 | 961 | 759 | 586 | 33061 |
| Dec-15 | Monday | 7 | 269 | 142 | 129 | 138 | 307 | 1352 | 3630 | 4125 | 3540 | 3315 | 2553 | 2499 | 2590 | 2666 | 2838 | 3052 | 3167 | 3291 | 2535 | 1718 | 1133 | 969 | 1037 | 739 | 47734 |
| Dec-15 | Tuesday | 8 | 318 | 193 | 161 | 151 | 335 | 1316 | 3584 | 4365 | 4048 | 3003 | 2616 | 2576 | 2699 | 2671 | 3010 | 3143 | 3158 | 3459 | 2787 | 1852 | 1392 | 1038 | 940 | 585 | 49400 |
| Dec-15 | Wednesday | 9 | 321 | 197 | 158 | 160 | 380 | 1348 | 3579 | 4328 | 3995 | 2871 | 2684 | 2783 | 2784 | 2706 | 2856 | 3168 | 3310 | 3686 | 2728 | 1889 | 1299 | 1042 | 835 | 562 | 49669 |
| Dec-15 | Thursday | 10 | 303 | 170 | 126 | 165 | 375 | 1363 | 3592 | 4353 | 3967 | 3035 | 2780 | 2930 | 2851 | 2865 | 2976 | 3261 | 3625 | 3690 | 2784 | 1997 | 1571 | 1294 | 969 | 656 | 51698 |
| Dec-15 | Friday | 11 | 338 | 225 | 164 | 184 | 369 | 1306 | 3438 | 4421 | 3678 | 2896 | 2896 | 2851 | 3004 | 3000 | 3443 | 4249 | 3786 | 3756 | 3434 | 2415 | 1807 | 1601 | 1364 | 964 | 55589 |
| Dec-15 | Saturday | 12 | 513 | 341 | 279 | 207 | 264 | 542 | 1453 | 1818 | 2049 | 2182 | 2401 | 2603 | 2644 | 2637 | 2809 | 2794 | 2936 | 3245 | 2995 | 2097 | 1642 | 1586 | 1315 | 1037 | 42389 |
| Dec-15 | Sunday | 13 | 565 | 379 | 276 | 207 | 212 | 308 | 862 | 1011 | 1297 | 1800 | 2161 | 2241 | 2412 | 2504 | 2562 | 2379 | 2379 | 2413 | 2256 | 1682 | 1224 | 945 | 766 | 549 | 33390 |
| Dec-15 | Monday | 14 | 291 | 189 | 156 | 159 | 343 | 1401 | 3616 | 4399 | 3853 | 3041 | 3067 | 2814 | 2762 | 2758 | 2785 | 3070 | 3179 | 3671 | 2624 | 1582 | 1128 | 930 | 809 | 505 | 49132 |
| Dec-15 | Tuesday | 15 | 303 | 181 | 176 | 169 | 336 | 1343 | 3707 | 4434 | 3946 | 3139 | 2747 | 2790 | 2542 | 2385 | 2795 | 3147 | 3337 | 3577 | 2973 | 1888 | 1405 | 1103 | 895 | 568 | 49886 |
| Dec-15 | Wednesday | 16 | 295 | 199 | 147 | 165 | 378 | 1371 | 3763 | 4262 | 3850 | 3208 | 2865 | 2790 | 2858 | 2964 | 3030 | 3212 | 3389 | 3513 | 2832 | 1812 | 1413 | 1123 | 929 | 631 | 50999 |
| Dec-15 | Thursday | 17 | 314 | 202 | 161 | 198 | 414 | 1309 | 3788 | 4263 | 3866 | 3447 | 2872 | 2888 | 2775 | 2812 | 2984 | 3089 | 3400 | 3457 | 2816 | 1892 | 1227 | 1213 | 1048 | 667 | 51102 |
| Dec-15 | Friday | 18 | 367 | 244 | 161 | 185 | 335 | 1302 | 3653 | 4210 | 3504 | 2864 | 2807 | 3050 | 3045 | 3097 | 3204 | 3442 | 3418 | 3500 | 2992 | 2299 | 1764 | 1628 | 1431 | 1057 | 53559 |
| Dec-15 | Saturday | 19 | 527 | 378 | 268 | 192 | 257 | 559 | 1376 | 1463 | 1781 | 2124 | 2344 | 2664 | 2808 | 2834 | 2769 | 2573 | 2715 | 2786 | 2891 | 2144 | 1536 | 1446 | 1288 | 904 | 40627 |
| Dec-15 | Sunday | 20 | 557 | 357 | 255 | 161 | 161 | 310 | 874 | 892 | 1248 | 1782 | 2066 | 2112 | 2294 | 2390 | 2403 | 2220 | 2380 | 2417 | 2211 | 1655 | 1224 | 1002 | 828 | 593 | 32392 |
| Dec-15 | Monday | 21 | 303 | 209 | 145 | 140 | 348 | 1249 | 3383 | 3678 | 3339 | 2909 | 2689 | 2819 | 2760 | 2918 | 2892 | 2904 | 3011 | 3121 | 2681 | 1805 | 1253 | 1057 | 930 | 626 | 47169 |
| Dec-15 | Tuesday | 22 | 327 | 211 | 161 | 154 | 333 | 1296 | 3253 | 3699 | 3270 | 2807 | 2589 | 2649 | 2613 | 2627 | 2854 | 2904 | 3049 | 2926 | 2539 | 1723 | 1359 | 1128 | 1046 | 628 | 46145 |
| Dec-15 | Wednesday | 23 | 428 | 204 | 172 | 203 | 342 | 1187 | 3285 | 3465 | 3118 | 2779 | 2703 | 2932 | 2996 | 2929 | 2908 | 2859 | 2859 | 2857 | 2413 | 1915 | 1431 | 1269 | 1196 | 782 | 47232 |
| Dec-15 | Thursday | 24 | 514 | 322 | 240 | 232 | 266 | 872 | 1861 | 2029 | 1937 | 1983 | 2078 | 2237 | 2370 | 2331 | 2405 | 2181 | 2111 | 2152 | 2134 | 1616 | 1211 | 1074 | 922 | 636 | 35714 |
| Dec-15 | Friday | 25 | 448 | 264 | 185 | 154 | 105 | 213 | 507 | 474 | 471 | 708 | 1072 | 1340 | 1733 | 1851 | 1928 | 1916 | 1883 | 1854 | 1975 | 1597 | 1349 | 1187 | 1088 | 767 | 25069 |
| Dec-15 | Saturday | 26 | 441 | 284 | 236 | 166 | 241 | 455 | 989 | 987 | 1181 | 1462 | 1778 | 2045 | 2477 | 2530 | 2841 | 2611 | 2595 | 2712 | 2588 | 1970 | 1589 | 1552 | 1322 | 964 | 36016 |
| Dec-15 | Sunday | 27 | 602 | 398 | 270 | 204 | 207 | 312 | 813 | 803 | 1142 | 1624 | 2081 | 2105 | 2206 | 2292 | 2375 | 2405 | 2493 | 2504 | 2481 | 1758 | 1404 | 1132 | 986 | 613 | 33210 |
| Dec-15 | Monday | 28 | 467 | 250 | 178 | 183 | 351 | 1162 | 2950 | 3143 | 2781 | 2641 | 2674 | 2800 | 3060 | 2829 | 2910 | 2852 | 2920 | 2983 | 2408 | 1690 | 1258 | 1074 | 862 | 534 | 44960 |
| Dec-15 | Tuesday | 29 | 437 | 232 | 173 | 170 | 339 | 1242 | 3128 | 3373 | 3101 | 2808 | 2681 | 2740 | 2888 | 2863 | 2722 | 2803 | 2946 | 3046 | 2557 | 1858 | 1263 | 1131 | 1021 | 611 | 46133 |
| Dec-15 | Wednesday | 30 | 402 | 190 | 149 | 180 | 333 | 1233 | 3056 | 3262 | 3048 | 2758 | 2752 | 2836 | 2916 | 2852 | 2969 | 3051 | 3021 | 3093 | 2596 | 1863 | 1480 | 1226 | 1003 | 680 | 46949 |
| Dec-15 | Thursday | 31 | 450 | 261 | 204 | 220 | 307 | 1106 | 2588 | 2928 | 2835 | 2415 | 2496 | 2711 | 2933 | 2859 | 3109 | 3156 | 2703 | 2320 | 2334 | 1797 | 1644 | 1644 | 1584 | 886 | 45490 |

30 Highest Hours of the year

100 Highest Hours of the year

AADT 49400

| WESTBOUND VOLUMES | Day | 12a 1 | 1a 2 | 2a 3 | 3a 4 | 4a 5 | 5a 6 | 6a 7 | 7a 8 | 8a 9 | 9a 10 | 10a 11 | 11a 12 | 12p 13 | 1p 14 | 2p 15 | 3p 16 | 4p 17 | 5p 18 | 6p 19 | 7p 20 | 8p 21 | 9p 22 | 10p 23 | 11p 24 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Jan-15 Thursday | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jan-15 Friday | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jan-15 Saturday | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jan-15 Sunday | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jan-15 Monday | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jan-15 Tuesday | 6 | 409 | 280 | 256 | 170 | 250 | 653 | 1751 | 3166 | 2849 | 2114 | 2084 | 2375 | 2690 | 2743 | 3120 | 4326 | 4959 | 4079 | 3022 | 2008 | 1362 | 1180 | 896 | 740 | 47482 |
| Jan-15 Wednesday | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jan-15 Thursday | 8 | 443 | 248 | 180 | 139 | 252 | 568 | 1414 | 2577 | 2701 | 2682 | 2530 | 2493 | 2744 | 2733 | 3206 | 4344 | 5151 | 4290 | 2778 | 2012 | 1546 | 1289 | 1001 | 735 | 48056 |
| Jan-15 Friday | 9 | 471 | 278 | 253 | 149 | 241 | 633 | 1627 | 3013 | 2824 | 2284 | 2316 | 2730 | 2987 | 3192 | 3608 | 4754 | 5008 | 4069 | 2946 | 2237 | 1731 | 1499 | 1374 | 1132 | 51356 |
| Jan-15 Saturday | 10 | 827 | 537 | 599 | 231 | 219 | 366 | 718 | 1189 | 1297 | 1496 | 1830 | 2100 | 2566 | 2593 | 2575 | 2838 | 2878 | 2694 | 2351 | 2003 | 1668 | 1405 | 1250 | 1144 | 37374 |
| Jan-15 Sunday | 11 | 844 | 616 | 613 | 248 | 173 | 260 | 456 | 879 | 909 | 1277 | 1678 | 1940 | 2464 | 2587 | 2405 | 2588 | 2358 | 2184 | 1899 | 1520 | 1189 | 874 | 680 | 536 | 31177 |
| Jan-15 Monday | 12 | 310 | 201 | 151 | 152 | 256 | 729 | 1758 | 3204 | 2713 | 2156 | 2170 | 2389 | 2481 | 2410 | 3026 | 4137 | 4756 | 4471 | 2703 | 1788 | 1396 | 962 | 753 | 638 | 45710 |
| Jan-15 Tuesday | 13 | 447 | 251 | 179 | 141 | 221 | 651 | 1787 | 3187 | 3081 | 2381 | 2343 | 2431 | 2649 | 2846 | 3227 | 4266 | 4928 | 4215 | 2721 | 1951 | 1517 | 1129 | 910 | 717 | 48176 |
| Jan-15 Wednesday | 14 | 433 | 258 | 172 | 139 | 244 | 676 | 1815 | 3200 | 2945 | 2348 | 2243 | 2416 | 2798 | 2770 | 3254 | 4469 | 5341 | 4748 | 2942 | 1977 | 1766 | 1233 | 937 | 692 | 49816 |
| Jan-15 Thursday | 15 | 437 | 271 | 180 | 156 | 284 | 658 | 1630 | 3033 | 2803 | 2296 | 2378 | 2646 | 2869 | 2889 | 3258 | 4455 | 5124 | 4783 | 2819 | 2086 | 1712 | 1237 | 1010 | 827 | 49841 |
| Jan-15 Friday | 16 | 542 | 310 | 270 | 172 | 283 | 660 | 1463 | 2826 | 2624 | 2328 | 2464 | 2887 | 3347 | 3338 | 3763 | 4705 | 5081 | 4450 | 3347 | 2297 | 1728 | 1601 | 1326 | 1136 | 52948 |
| Jan-15 Saturday | 17 | 827 | 657 | 551 | 296 | 229 | 331 | 639 | 1195 | 1460 | 1851 | 1931 | 2107 | 2492 | 2605 | 2754 | 3053 | 2899 | 2893 | 2547 | 2230 | 1767 | 1483 | 1421 | 1200 | 39418 |
| Jan-15 Sunday | 18 | 933 | 826 | 823 | 268 | 187 | 242 | 377 | 805 | 1087 | 1342 | 1702 | 2007 | 2421 | 2627 | 2690 | 2651 | 2438 | 2283 | 2119 | 1739 | 1222 | 1049 | 927 | 722 | 33487 |
| Jan-15 Monday | 19 | 435 | 283 | 221 | 186 | 268 | 543 | 1165 | 2109 | 2135 | 2044 | 2133 | 2374 | 2740 | 3087 | 3115 | 3757 | 3913 | 3799 | 2659 | 1855 | 1266 | 1015 | 784 | 640 | 42526 |
| Jan-15 Tuesday | 20 | 332 | 233 | 191 | 150 | 268 | 711 | 1921 | 3235 | 3028 | 2405 | 2288 | 2480 | 2631 | 2851 | 3144 | 4431 | 5143 | 4064 | 3002 | 2133 | 1643 | 1292 | 875 | 521 | 48972 |
| Jan-15 Wednesday | 21 | 374 | 271 | 222 | 128 | 235 | 669 | 1850 | 3282 | 3037 | 2217 | 2268 | 2547 | 2756 | 2869 | 3359 | 4474 | 4981 | 4739 | 3145 | 2278 | 1792 | 1315 | 1048 | 751 | 50607 |
| Jan-15 Thursday | 22 | 451 | 304 | 188 | 148 | 253 | 678 | 1783 | 3257 | 3084 | 2341 | 2256 | 2594 | 2907 | 2933 | 3368 | 4443 | 5238 | 4995 | 3355 | 2282 | 1767 | 1274 | 1028 | 804 | 51731 |
| Jan-15 Friday | 23 | 487 | 343 | 238 | 185 | 274 | 677 | 1710 | 3138 | 2966 | 2550 | 2585 | 2941 | 3331 | 3385 | 3680 | 4528 | 4708 | 4041 | 2711 | 2022 | 1524 | 1368 | 1227 | 1040 | 51659 |
| Jan-15 Saturday | 24 | 712 | 569 | 483 | 226 | 198 | 310 | 614 | 1030 | 1358 | 1582 | 1877 | 2167 | 2422 | 2592 | 2662 | 2601 | 2536 | 2543 | 2433 | 1913 | 1517 | 1314 | 1321 | 1156 | 36136 |
| Jan-15 Sunday | 25 | 830 | 705 | 706 | 279 | 165 | 266 | 426 | 880 | 1065 | 1350 | 1676 | 1910 | 2498 | 2694 | 2769 | 2869 | 2730 | 2456 | 2028 | 1691 | 1184 | 856 | 764 | 559 | 33356 |
| Jan-15 Monday | 26 | 325 | 177 | 167 | 140 | 255 | 689 | 1851 | 3236 | 2795 | 2291 | 2233 | 2426 | 2805 | 2858 | 3208 | 4323 | 4950 | 3590 | 2636 | 1904 | 1512 | 1103 | 849 | 626 | 46949 |
| Jan-15 Tuesday | 27 | 403 | 292 | 198 | 140 | 249 | 634 | 1844 | 3267 | 2788 | 2284 | 2185 | 2346 | 2664 | 2757 | 3201 | 4341 | 4866 | 4272 | 3161 | 2141 | 1714 | 1219 | 876 | 683 | 48525 |
| Jan-15 Wednesday | 28 | 439 | 297 | 212 | 130 | 228 | 726 | 1811 | 3220 | 3032 | 2428 | 2398 | 2589 | 2962 | 2883 | 3320 | 4461 | 5080 | 4922 | 3051 | 2259 | 1761 | 1235 | 901 | 687 | 51032 |
| Jan-15 Thursday | 29 | 433 | 259 | 199 | 136 | 241 | 645 | 1801 | 3258 | 2954 | 2271 | 2290 | 2598 | 2872 | 2939 | 3367 | 4203 | 5196 | 4854 | 3087 | 2080 | 1682 | 1205 | 1011 | 754 | 50335 |
| Jan-15 Friday | 30 | 485 | 314 | 291 | 159 | 272 | 677 | 1759 | 3067 | 2789 | 2319 | 2570 | 2959 | 3376 | 3432 | 3943 | 4972 | 5118 | 4491 | 3522 | 2421 | 1698 | 1644 | 1395 | 1175 | 54848 |
| Jan-15 Saturday | 31 | 893 | 643 | 593 | 266 | 204 | 333 | 610 | 1204 | 1510 | 1594 | 1954 | 2182 | 2514 | 2478 | 2620 | 2948 | 2914 | 2691 | 2333 | 2012 | 1605 | 1469 | 1302 | 1213 | 38085 |
| Feb-15 Sunday | 1 | 918 | 719 | 675 | 272 | 184 | 264 | 429 | 845 | 1035 | 1294 | 1744 | 1929 | 2387 | 2628 | 2707 | 2667 | 2437 | 2271 | 1609 | 1123 | 910 | 759 | 1251 | 730 | 31787 |
| Feb-15 Monday | 2 | 429 | 218 | 211 | 141 | 238 | 666 | 1817 | 3185 | 2929 | 2441 | 2368 | 2420 | 2701 | 2684 | 2955 | 932 | 4832 | 4405 | 2852 | 1932 | 1447 | 1006 | 835 | 642 | 44286 |
| Feb-15 Tuesday | 3 | 411 | 273 | 219 | 119 | 272 | 658 | 1878 | 3326 | 2917 | 2297 | 2306 | 2440 | 2701 | 2916 | 3271 | 4266 | 4919 | 4464 | 3049 | 2127 | 1586 | 1271 | 927 | 719 | 49332 |
| Feb-15 Wednesday | 4 | 459 | 270 | 201 | 147 | 247 | 671 | 1946 | 3333 | 2875 | 2281 | 2284 | 2492 | 2841 | 2916 | 3254 | 4488 | 4280 | 4014 | 3133 | 2073 | 1665 | 1076 | 908 | 694 | 48548 |
| Feb-15 Thursday | 5 | 408 | 293 | 214 | 162 | 257 | 643 | 1814 | 3253 | 3007 | 2401 | 2317 | 2592 | 2815 | 2937 | 3391 | 4635 | 4985 | 4213 | 3177 | 2153 | 1793 | 1422 | 1002 | 809 | 50693 |
| Feb-15 Friday | 6 | 470 | 328 | 320 | 164 | 288 | 644 | 1745 | 3147 | 2809 | 2428 | 2370 | 3038 | 3335 | 3439 | 3815 | 4885 | 5027 | 3478 | 3109 | 2390 | 1704 | 1664 | 1391 | 1189 | 53177 |
| Feb-15 Saturday | 7 | 786 | 584 | 535 | 217 | 218 | 357 | 696 | 1251 | 1628 | 1888 | 2052 | 2326 | 2726 | 2817 | 2822 | 3226 | 3010 | 2824 | 2493 | 2122 | 1700 | 1545 | 1406 | 1175 | 40404 |
| Feb-15 Sunday | 8 | 849 | 694 | 757 | 290 | 203 | 254 | 468 | 893 | 1039 | 1387 | 1736 | 1930 | 2584 | 2732 | 2973 | 3227 | 3137 | 2905 | 2438 | 1874 | 1300 | 1047 | 855 | 578 | 36150 |
| Feb-15 Monday | 9 | 365 | 196 | 186 | 135 | 268 | 683 | 1930 | 3247 | 2820 | 2289 | 2283 | 2506 | 2755 | 2782 | 3290 | 4579 | 5047 | 4719 | 3060 | 1892 | 1457 | 1139 | 950 | 623 | 49201 |
| Feb-15 Tuesday | 10 | 410 | 272 | 198 | 137 | 244 | 675 | 1899 | 3426 | 2935 | 2398 | 2378 | 2729 | 3074 | 2959 | 3305 | 4418 | 5001 | 4674 | 3090 | 2149 | 1752 | 1281 | 901 | 675 | 50980 |
| Feb-15 Wednesday | 11 | 439 | 265 | 212 | 126 | 287 | 686 | 1866 | 3303 | 2878 | 2220 | 2325 | 2559 | 2917 | 2843 | 3354 | 4468 | 5146 | 4864 | 3530 | 2443 | 1792 | 1327 | 1135 | 761 | 51746 |
| Feb-15 Thursday | 12 | 481 | 292 | 206 | 143 | 257 | 703 | 1833 | 3377 | 2951 | 2328 | 2410 | 2701 | 2903 | 3051 | 3600 | 4603 | 5149 | 4695 | 3433 | 2442 | 1834 | 1475 | 1158 | 817 | 52842 |
| Feb-15 Friday | 13 | 569 | 392 | 261 | 168 | 306 | 637 | 1584 | 3168 | 2826 | 2544 | 2572 | 3048 | 3397 | 3513 | 4021 | 4860 | 5161 | 4458 | 3674 | 2549 | 1868 | 1653 | 1636 | 1301 | 56166 |
| Feb-15 Saturday | 14 | 914 | 644 | 615 | 259 | 213 | 295 | 557 | 1132 | 1619 | 1874 | 2331 | 2362 | 2626 | 2858 | 2940 | 3331 | 3459 | 3377 | 3450 | 2729 | 2030 | 1873 | 1731 | 1525 | 44744 |
| Feb-15 Sunday | 15 | 988 | 811 | 743 | 282 | 175 | 211 | 381 | 792 | 1016 | 1487 | 1946 | 2330 | 2870 | 3169 | 3078 | 3335 | 2950 | 2575 | 2355 | 1994 | 1395 | 1004 | 844 | 687 | 37418 |
| Feb-15 Monday | 16 | 365 | 232 | 178 | 131 | 306 | 605 | 1332 | 2455 | 2378 | 2297 | 2383 | 2606 | 2896 | 2924 | 3157 | 3875 | 4247 | 3981 | 2391 | 1728 | 1281 | 1084 | 853 | 650 | 44335 |
| Feb-15 Tuesday | 17 | 350 | 243 | 162 | 140 | 254 | 657 | 1783 | 3234 | 3424 | 2318 | 2235 | 2435 | 2603 | 2915 | 3135 | 4266 | 4978 | 4770 | 3085 | 2027 | 1783 | 1228 | 973 | 699 | 49697 |
| Feb-15 Wednesday | 18 | 424 | 273 | 232 | 131 | 280 | 716 | 1872 | 3204 | 3038 | 2449 | 2305 | 2590 | 2938 | 3010 | 3342 | 4471 | 5156 | 4789 | 3181 | 2440 | 1887 | 1381 | 985 | 707 | 51801 |
| Feb-15 Thursday | 19 | 479 | 304 | 186 | 173 | 286 | 630 | 1798 | 3417 | 3025 | 2518 | 2534 | 2831 | 2791 | 3103 | 3330 | 4539 | 5249 | 4316 | 3145 | 2179 | 1773 | 1382 | 1027 | 809 | 51824 |
| Feb-15 Friday | 20 | 432 | 300 | 236 | 163 | 300 | 635 | 1576 | 2973 | 3030 | 2518 | 2357 | 2923 | 3284 | 3341 | 3915 | 4893 | 3846 | 4334 | 3022 | 2439 | 1769 | 1404 | 1388 | 1128 | 52206 |
| Feb-15 Saturday | 21 | 822 | 653 | 601 | 293 | 236 | 363 | 605 | 1183 | 1518 | 1686 | 1864 | 1998 | 2217 | 2128 | 2199 | 2286 | 2330 | 2215 | 2087 | 1850 | 1714 | 1510 | 1421 | 1147 | 34926 |
| Feb-15 Sunday | 22 | 1083 | 992 | 878 | 320 | 218 | 292 | 436 | 953 | 1097 | 1460 | 1840 | 2149 | 2657 | 2793 | 2978 | 3077 | 2894 | 2619 | 2291 | 1838 | 1374 | 1093 | 849 | 589 | 36770 |
| Feb-15 Monday | 23 | 356 | 232 | 181 | 154 | 301 | 741 | 1784 | 3146 | 2847 | 2386 | 2185 | 2576 | 2762 | 2805 | 3177 | 4289 | 4801 | 4628 | 2708 | 1950 | 1535 | 1093 | 840 | 703 | 48180 |
| Feb-15 Tuesday | 24 | 427 | 280 | 216 | 138 | 232 | 492 | 1181 | 2125 | 2206 | 2189 | 1961 | 1986 | 2224 | 2247 | 2532 | 3551 | 4057 | 3786 | 2188 | 1680 | 1287 | 975 | 833 | 642 | 39435 |
| Feb-15 Wednesday | 25 | 397 | 272 | 181 | 127 | 287 | 684 | 1851 | 3293 | 2997 | 2318 | 2359 | 2611 | 2858 | 2857 | 3270 | 4450 | 4714 | 4211 | 2877 | 1997 | 1491 | 1025 | 816 | 616 | 48559 |
| Feb-15 Thursday | 26 | 398 | 225 | 178 | 126 | 261 | 643 | 1787 | 3322 | 3083 | 2276 | 2404 | 2668 | 2758 | 2978 | 3276 | 4388 | 5228 | 4603 | 3335 | 2222 | 1873 | 1313 | 1135 | 775 | 51255 |
| Feb-15 Friday | 27 | 542 | 334 | 251 | 210 | 312 | 719 | 1743 | 3198 | 2885 | 2600 | 2621 | 3010 | 3466 | 3521 | 4161 | 5112 | 5403 | 4570 | 3364 | 2460 | 1903 | 1683 | 1441 | 1290 | 56799 |
| Feb-15 Saturday | 28 | 1060 | 746 | 575 | 309 | 283 | 376 | 702 | 1335 | 1696 | 1900 | 2080 | 2308 | 2665 | 2647 | 2948 | 3173 | 3086 | 2617 | 2313 | 2224 | 1846 | 1568 | 1556 | 1200 | 41213 |
| Mar-15 Sunday | 1 | 855 | 742 | 631 | 256 | 232 | 288 | 438 | 923 | 1076 | 1685 | 2092 | 2315 | 2821 | 2885 | 2682 | 2592 | 2278 | 1957 | 1758 | 1562 | 1257 | 863 | 725 | 530 | 33443 |
| Mar-15 Monday | 2 | 314 | 190 | 166 | 161 | 302 | 717 | 1852 | 3224 | 2931 | 2298 | 2301 | 2547 | 2740 | 2734 | 3241 | 4371 | 4953 | 4697 | 3118 | 2234 | 1617 | 1250 | 987 | 690 | 49635 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mar-15 | Tuesday | 3 | 441 | 301 | 233 | 159 | 288 | 699 | 1869 | 3295 | 2915 | 2287 | 2369 | 2537 | 2440 | 2769 | 3220 | 4338 | 5039 | 4748 | 3073 | 2172 | 1645 | 1249 | 943 | 772 | 49801 |
| Mar-15 | Wednesday | 4 | 530 | 352 | 197 | 143 | 300 | 710 | 1829 | 3257 | 2904 | 2378 | 2350 | 2777 | 2816 | 2967 | 3422 | 4509 | 4858 | 3555 | 2403 | 2524 | 2060 | 1378 | 1080 | 821 | 50120 |
| Mar-15 | Thursday | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 | Friday | 6 | 537 | 294 | 263 | 170 | 290 | 656 | 1777 | 3096 | 2889 | 2581 | 2749 | 2835 | 3388 | 3358 | 3790 | 4796 | 5118 | 4321 | 3169 | 2362 | 1781 | 1684 | 1429 | 1318 | 54651 |
| Mar-15 | Saturday | 7 | 905 | 683 | 666 | 261 | 250 | 387 | 751 | 1379 | 1541 | 1946 | 2076 | 2281 | 2651 | 2669 | 2678 | 3081 | 2997 | 2913 | 2676 | 2424 | 1849 | 1675 | 1480 | 1252 | 41471 |
| Mar-15 | Sunday | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 | Monday | 9 | 448 | 283 | 225 | 130 | 299 | 686 | 1678 | 2903 | 2885 | 2300 | 2344 | 2516 | 2733 | 2765 | 3307 | 4357 | 5232 | 4678 | 3199 | 2529 | 1931 | 1379 | 1032 | 800 | 50639 |
| Mar-15 | Tuesday | 10 | 521 | 327 | 235 | 164 | 289 | 634 | 1669 | 3194 | 2987 | 2404 | 2326 | 2698 | 2960 | 3135 | 3297 | 4449 | 5288 | 4337 | 3528 | 2804 | 2163 | 1465 | 1149 | 953 | 52976 |
| Mar-15 | Wednesday | 11 | 541 | 385 | 323 | 163 | 284 | 652 | 1754 | 3291 | 3243 | 2682 | 2647 | 2749 | 3039 | 3119 | 3528 | 4570 | 4104 | 4200 | 3900 | 2895 | 2270 | 1681 | 1223 | 900 | 54143 |
| Mar-15 | Thursday | 12 | 604 | 357 | 257 | 166 | 291 | 699 | 1756 | 3293 | 2983 | 2508 | 2470 | 2932 | 3015 | 3194 | 3468 | 4582 | 5044 | 2674 | 3583 | 2713 | 2193 | 1637 | 1215 | 948 | 52582 |
| Mar-15 | Friday | 13 | 618 | 397 | 340 | 208 | 304 | 631 | 1650 | 3026 | 2931 | 2505 | 2736 | 3108 | 3508 | 3608 | 4069 | 4881 | 4895 | 4463 | 3356 | 2688 | 2072 | 1815 | 1622 | 1308 | 56739 |
| Mar-15 | Saturday | 14 | 961 | 684 | 633 | 272 | 256 | 375 | 606 | 1140 | 1442 | 1671 | 2115 | 2305 | 2733 | 2902 | 2817 | 3055 | 2804 | 2576 | 2400 | 2235 | 2073 | 1895 | 1676 | 1501 | 41127 |
| Mar-15 | Sunday | 15 | 1079 | 852 | 924 | 372 | 266 | 331 | 458 | 884 | 1136 | 1558 | 1888 | 2283 | 2732 | 3063 | 3179 | 3246 | 3116 | 2898 | 2644 | 2448 | 1896 | 1361 | 959 | 728 | 40301 |
| Mar-15 | Monday | 16 | 437 | 229 | 244 | 154 | 301 | 698 | 1783 | 3164 | 3243 | 2574 | 2572 | 2629 | 2880 | 2950 | 3368 | 4511 | 5128 | 4132 | 3356 | 2596 | 2032 | 1569 | 1051 | 761 | 52362 |
| Mar-15 | Tuesday | 17 | 532 | 299 | 241 | 156 | 294 | 676 | 1789 | 3245 | 3063 | 2451 | 2427 | 2639 | 2892 | 3010 | 3359 | 4481 | 4754 | 2833 | 3659 | 2726 | 2099 | 1659 | 1247 | 975 | 51506 |
| Mar-15 | Wednesday | 18 | 609 | 408 | 320 | 188 | 283 | 662 | 1827 | 3265 | 3055 | 2572 | 2491 | 2733 | 3051 | 3099 | 3452 | 4634 | 5125 | 4965 | 3286 | 2750 | 2133 | 1421 | 1283 | 879 | 54491 |
| Mar-15 | Thursday | 19 | 573 | 312 | 212 | 153 | 315 | 654 | 1831 | 3117 | 3528 | 2747 | 2495 | 2822 | 2929 | 3095 | 3526 | 4696 | 5174 | 4700 | 3171 | 2301 | 1945 | 1580 | 1148 | 908 | 53932 |
| Mar-15 | Friday | 20 | 529 | 335 | 271 | 204 | 301 | 674 | 1747 | 3031 | 3180 | 2544 | 2659 | 3167 | 3488 | 3633 | 3668 | 3319 | 5194 | 4660 | 3495 | 2927 | 2364 | 2032 | 1876 | 1535 | 56833 |
| Mar-15 | Saturday | 21 | 1008 | 753 | 723 | 297 | 311 | 407 | 607 | 1232 | 1820 | 2002 | 2289 | 2594 | 2762 | 2801 | 3101 | 3236 | 3303 | 3061 | 2870 | 2705 | 2194 | 1929 | 1831 | 1534 | 45370 |
| Mar-15 | Sunday | 22 | 1020 | 859 | 900 | 336 | 287 | 333 | 464 | 892 | 1143 | 1618 | 2010 | 2229 | 2370 | 2891 | 2759 | 2857 | 2463 | 2166 | 2014 | 1961 | 1362 | 1055 | 782 | 653 | 35424 |
| Mar-15 | Monday | 23 | 375 | 223 | 187 | 145 | 335 | 700 | 1725 | 3217 | 3068 | 2426 | 2340 | 2671 | 2751 | 2809 | 3272 | 4224 | 4676 | 4440 | 2913 | 2087 | 1607 | 1204 | 943 | 722 | 49060 |
| Mar-15 | Tuesday | 24 | 489 | 301 | 202 | 146 | 300 | 703 | 1830 | 3336 | 3005 | 2534 | 2240 | 2540 | 2795 | 2817 | 3434 | 4463 | 4870 | 4400 | 3299 | 2489 | 1931 | 1368 | 999 | 841 | 51332 |
| Mar-15 | Wednesday | 25 | 496 | 319 | 281 | 183 | 286 | 632 | 1793 | 3359 | 3064 | 2558 | 2373 | 2694 | 2952 | 2961 | 3427 | 4406 | 5174 | 4662 | 3359 | 2648 | 2114 | 1599 | 1158 | 841 | 53339 |
| Mar-15 | Thursday | 26 | 549 | 341 | 230 | 179 | 293 | 742 | 1798 | 3141 | 2963 | 2471 | 2519 | 2952 | 3095 | 3218 | 3684 | 4719 | 4766 | 4507 | 3442 | 2711 | 2175 | 1647 | 1232 | 941 | 54315 |
| Mar-15 | Friday | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 | Saturday | 28 | 957 | 693 | 635 | 293 | 286 | 473 | 788 | 1478 | 1848 | 2231 | 2907 | 2709 | 2755 | 2667 | 2480 | 2661 | 2722 | 2520 | 2398 | 2406 | 2041 | 1920 | 1533 | 1420 | 42821 |
| Mar-15 | Sunday | 29 | 1071 | 917 | 853 | 338 | 267 | 279 | 428 | 960 | 1223 | 1740 | 2257 | 2484 | 2985 | 3018 | 2985 | 3078 | 2908 | 2866 | 2539 | 2241 | 1789 | 1269 | 967 | 748 | 40210 |
| Mar-15 | Monday | 30 | 482 | 286 | 250 | 156 | 310 | 633 | 1470 | 2780 | 2583 | 2311 | 2451 | 2681 | 2922 | 2904 | 3195 | 4331 | 4861 | 3888 | 3065 | 2391 | 1898 | 1488 | 1094 | 825 | 49255 |
| Mar-15 | Tuesday | 31 | 516 | 320 | 221 | 160 | 257 | 615 | 1475 | 2839 | 2824 | 2401 | 2287 | 2737 | 2778 | 3057 | 3503 | 4595 | 5023 | 4763 | 3356 | 2731 | 2182 | 1791 | 1605 | 958 | 52994 |
| Apr-15 | Wednesday | 1 | 532 | 331 | 275 | 177 | 299 | 645 | 1486 | 2869 | 2775 | 2478 | 2632 | 2847 | 3047 | 3087 | 3352 | 4383 | 5253 | 4701 | 3308 | 2682 | 2208 | 1628 | 1241 | 1001 | 53237 |
| Apr-15 | Thursday | 2 | 614 | 324 | 261 | 174 | 308 | 642 | 1399 | 2762 | 2901 | 2601 | 2626 | 2984 | 3220 | 3122 | 3690 | 4782 | 5268 | 4922 | 3489 | 2556 | 2378 | 1693 | 1382 | 1029 | 55127 |
| Apr-15 | Friday | 3 | 692 | 438 | 382 | 205 | 302 | 583 | 1207 | 2384 | 2423 | 2448 | 2694 | 2963 | 3402 | 3793 | 4210 | 4911 | 4770 | 2843 | 3325 | 2959 | 2684 | 1998 | 1815 | 1542 | 54973 |
| Apr-15 | Saturday | 4 | 1059 | 809 | 728 | 302 | 281 | 349 | 539 | 1142 | 1421 | 1788 | 2077 | 2358 | 2528 | 2810 | 2805 | 2933 | 3071 | 2804 | 2555 | 2528 | 2133 | 1866 | 1776 | 1462 | 42124 |
| Apr-15 | Sunday | 5 | 993 | 729 | 731 | 308 | 226 | 280 | 405 | 933 | 1148 | 1522 | 1893 | 2072 | 2712 | 2837 | 2804 | 3274 | 2947 | 2671 | 2378 | 2157 | 1835 | 1277 | 916 | 735 | 37783 |
| Apr-15 | Monday | 6 | 439 | 255 | 222 | 155 | 340 | 718 | 1784 | 3217 | 2957 | 2500 | 2539 | 2605 | 2889 | 3128 | 3398 | 4528 | 5229 | 4557 | 3452 | 2582 | 2164 | 1411 | 1115 | 901 | 53085 |
| Apr-15 | Tuesday | 7 | 518 | 309 | 232 | 158 | 292 | 723 | 1896 | 3385 | 3179 | 2726 | 2649 | 2826 | 2914 | 3021 | 3544 | 4647 | 5162 | 4373 | 3868 | 2790 | 2247 | 1628 | 1297 | 975 | 55359 |
| Apr-15 | Wednesday | 8 | 546 | 344 | 257 | 162 | 302 | 708 | 1868 | 3452 | 3028 | 2490 | 2520 | 3025 | 3249 | 3156 | 3670 | 4665 | 5221 | 4334 | 4017 | 2970 | 2600 | 1846 | 1392 | 939 | 56761 |
| Apr-15 | Thursday | 9 | 603 | 342 | 230 | 160 | 323 | 731 | 1915 | 3349 | 3103 | 2585 | 2617 | 2829 | 3080 | 3225 | 3735 | 4964 | 4943 | 4407 | 3883 | 3031 | 2455 | 1928 | 1795 | 1102 | 57335 |
| Apr-15 | Friday | 10 | 726 | 388 | 332 | 225 | 346 | 760 | 1823 | 3172 | 3054 | 2748 | 2852 | 3107 | 3601 | 3722 | 4206 | 4901 | 5285 | 4494 | 3958 | 2988 | 2430 | 2249 | 2146 | 1592 | 61105 |
| Apr-15 | Saturday | 11 | 1078 | 753 | 711 | 336 | 320 | 425 | 750 | 1411 | 1846 | 2009 | 2341 | 2431 | 2773 | 2826 | 2798 | 2980 | 3033 | 1677 | 2142 | 2383 | 2108 | 2116 | 1700 | 1469 | 42416 |
| Apr-15 | Sunday | 12 | 1168 | 930 | 999 | 358 | 305 | 409 | 561 | 1105 | 1532 | 1936 | 2276 | 2582 | 2900 | 3144 | 3081 | 3364 | 3089 | 2811 | 2476 | 2243 | 1629 | 1022 | 927 | 689 | 41536 |
| Apr-15 | Monday | 13 | 356 | 240 | 180 | 168 | 322 | 752 | 1825 | 3149 | 2928 | 2441 | 2498 | 2631 | 2847 | 2996 | 3339 | 4279 | 4973 | 4522 | 3063 | 2495 | 1986 | 1521 | 1103 | 823 | 51437 |
| Apr-15 | Tuesday | 14 | 496 | 311 | 230 | 173 | 312 | 737 | 1880 | 3333 | 3043 | 2385 | 2330 | 2596 | 2786 | 3008 | 3399 | 4480 | 5012 | 4294 | 3305 | 2488 | 2224 | 1423 | 1186 | 914 | 52345 |
| Apr-15 | Wednesday | 15 | 545 | 362 | 254 | 169 | 314 | 700 | 1931 | 3329 | 2960 | 2416 | 2375 | 2556 | 2889 | 3089 | 3478 | 4614 | 5209 | 4246 | 3311 | 2254 | 1786 | 1347 | 1064 | 808 | 52006 |
| Apr-15 | Thursday | 16 | 505 | 337 | 213 | 166 | 337 | 699 | 1824 | 3430 | 3195 | 2373 | 2435 | 2763 | 2946 | 3151 | 3415 | 4513 | 5105 | 4805 | 3356 | 2406 | 1964 | 1465 | 1235 | 865 | 53503 |
| Apr-15 | Friday | 17 | 577 | 370 | 292 | 201 | 352 | 680 | 1739 | 3142 | 3121 | 2782 | 2804 | 2968 | 3451 | 3567 | 3928 | 4645 | 5055 | 4319 | 3232 | 2602 | 2089 | 1747 | 1654 | 1439 | 56756 |
| Apr-15 | Saturday | 18 | 1029 | 757 | 703 | 334 | 274 | 385 | 696 | 1331 | 1492 | 1780 | 2003 | 2350 | 2611 | 2583 | 2648 | 2950 | 2860 | 2848 | 2501 | 2366 | 2173 | 1891 | 1865 | 1683 | 42113 |
| Apr-15 | Sunday | 19 | 1066 | 805 | 822 | 339 | 288 | 309 | 475 | 995 | 1117 | 1568 | 1851 | 2322 | 2688 | 2864 | 2837 | 2762 | 2600 | 2434 | 2097 | 1640 | 1250 | 1028 | 838 | 730 | 35725 |
| Apr-15 | Monday | 20 | 368 | 246 | 194 | 168 | 350 | 744 | 1876 | 3143 | 2999 | 2589 | 2407 | 2599 | 2875 | 2962 | 3356 | 4491 | 5283 | 4739 | 3052 | 2308 | 1734 | 1240 | 1027 | 788 | 51538 |
| Apr-15 | Tuesday | 21 | 519 | 319 | 241 | 149 | 358 | 685 | 1933 | 3383 | 3168 | 2385 | 2422 | 2640 | 2849 | 2931 | 3559 | 4399 | 4773 | 4295 | 3315 | 2630 | 2191 | 1532 | 1134 | 850 | 52660 |
| Apr-15 | Wednesday | 22 | 490 | 325 | 254 | 169 | 301 | 730 | 1855 | 3333 | 3233 | 2605 | 2439 | 2647 | 2944 | 3009 | 3592 | 4517 | 4493 | 4553 | 4162 | 2965 | 2254 | 1734 | 1167 | 964 | 54735 |
| Apr-15 | Thursday | 23 | 604 | 334 | 220 | 180 | 317 | 702 | 1976 | 3506 | 3736 | 3086 | 2549 | 2832 | 3008 | 3156 | 3484 | 4531 | 5255 | 5207 | 4027 | 2833 | 2297 | 1798 | 1635 | 996 | 58269 |
| Apr-15 | Friday | 24 | 665 | 416 | 380 | 232 | 373 | 721 | 1803 | 3188 | 2977 | 2643 | 2692 | 3156 | 3328 | 3705 | 4047 | 4763 | 4655 | 4132 | 3074 | 2690 | 2334 | 2157 | 2096 | 1806 | 58033 |
| Apr-15 | Saturday | 25 | 1033 | 744 | 761 | 307 | 313 | 372 | 690 | 1217 | 1563 | 1806 | 2183 | 2403 | 2703 | 2395 | 2357 | 2816 | 2631 | 2322 | 2125 | 2087 | 2140 | 2205 | 1790 | 1442 | 40405 |
| Apr-15 | Sunday | 26 | 979 | 724 | 756 | 340 | 297 | 347 | 481 | 1019 | 1241 | 1613 | 1855 | 2019 | 2657 | 2921 | 3067 | 3278 | 2995 | 2998 | 2719 | 2591 | 2198 | 1460 | 1043 | 751 | 40349 |
| Apr-15 | Monday | 27 | 440 | 248 | 216 | 153 | 318 | 752 | 1980 | 3280 | 3230 | 2613 | 2563 | 2719 | 2814 | 2910 | 3345 | 4387 | 5037 | 4779 | 3344 | 2370 | 1801 | 1316 | 966 | 764 | 52345 |
| Apr-15 | Tuesday | 28 | 480 | 303 | 207 | 160 | 295 | 724 | 1967 | 3352 | 3037 | 2349 | 2379 | 2577 | 2766 | 2952 | 3404 | 4504 | 4626 | 2943 | 3757 | 2667 | 2066 | 1528 | 1038 | 841 | 50922 |
| Apr-15 | Wednesday | 29 | 585 | 314 | 237 | 154 | 292 | 687 | 1780 | 2901 | 3052 | 2243 | 2352 | 2550 | 2742 | 2884 | 3290 | 3000 | 2479 | 2459 | 2871 | 2203 | 1759 | 1279 | 955 | 821 | 43889 |
| Apr-15 | Thursday | 30 | 510 | 301 | 215 | 153 | 331 | 735 | 1812 | 3233 | 2964 | 2531 | 2536 | 2727 | 2729 | 3133 | 3596 | 4729 | 4608 | 4757 | 3334 | 2627 | 2256 | 1657 | 1276 | 1085 | 53835 |
| May-15 | Friday | 1 | 644 | 445 | 310 | 234 | 341 | 679 | 1792 | 3087 | 3621 | 3264 | 2804 | 3035 | 3277 | 3587 | 4319 | 5029 | 5042 | 4444 | 3344 | 2540 | 2177 | 2055 | 2055 | 1549 | 59674 |
| May-15 | Saturday | 2 | 1015 | 696 | 630 | 343 | 272 | 399 | 760 | 1391 | 1869 | 2058 | 2323 | 2547 | 2680 | 2873 | 3152 | 3418 | 3402 | 3017 | 2633 | 2702 | 2594 | 2233 | 1869 | 1483 | 46359 |
| May-15 | Sunday | 3 | 822 | 1120 | 766 | 344 | 312 | 354 | 566 | 1015 | 1198 | 1735 | 2000 | 2206 | 2735 | 3053 | 3031 | 3169 | 3064 | 2817 | 2614 | 2296 | 1971 | 1379 | 1019 | 698 | 40284 |
| May-15 | Monday | 4 | 418 | 270 | 187 | 156 | 338 | 735 | 1878 | 3231 | 3074 | 2314 | 2675 | 3105 | 2974 | 3145 | 3390 | 4419 | 5126 | 4587 | 3172 | 2461 | 1901 | 1536 | 1193 | 792 | 53077 |
| May-15 | Tuesday | 5 | 516 | 333 | 212 | 170 | 307 | 731 | 1929 | 3223 | 2941 | 2269 | 2352 | 2655 | 2894 | 3134 | 3492 | 4621 | 5027 | 4591 | 3638 | 2782 | 2214 | 1591 | 1129 | 998 | 53749 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| May-15 | Wednesday | 6 | 664 | 417 | 298 | 173 | 322 | 737 | 1903 | 3288 | 3204 | 2497 | 2568 | 2806 | 3094 | 3268 | 3627 | 4543 | 5443 | 4751 | 3907 | 2764 | 2248 | 1613 | 1174 | 932 | 56241 |
| May-15 | Thursday | 7 | 584 | 376 | 255 | 167 | 345 | 718 | 1909 | 3317 | 3417 | 2818 | 2782 | 2987 | 3146 | 3162 | 3398 | 4542 | 4928 | 4482 | 2906 | 2176 | 1875 | 1496 | 1299 | 977 | 54062 |
| May-15 | Friday | 8 | 620 | 354 | 330 | 188 | 326 | 700 | 1798 | 3073 | 2992 | 2591 | 2817 | 3061 | 3396 | 3605 | 3860 | 4842 | 4528 | 3452 | 3037 | 2520 | 2115 | 2085 | 1615 | 1468 | 55373 |
| May-15 | Saturday | 9 | 974 | 650 | 693 | 331 | 240 | 462 | 904 | 1444 | 1591 | 1926 | 2151 | 2446 | 2899 | 2875 | 2775 | 3090 | 2888 | 2975 | 2491 | 2367 | 2027 | 1932 | 1692 | 1472 | 43295 |
| May-15 | Sunday | 10 | 998 | 851 | 817 | 332 | 285 | 310 | 524 | 958 | 1165 | 1668 | 1927 | 2195 | 2756 | 3058 | 3251 | 3357 | 3176 | 2840 | 2511 | 2255 | 1909 | 1437 | 1179 | 855 | 40614 |
| May-15 | Monday | 11 | 476 | 278 | 255 | 182 | 368 | 748 | 1856 | 3115 | 3201 | 2575 | 2644 | 2767 | 2906 | 2947 | 3340 | 4399 | 4305 | 4499 | 2929 | 2408 | 1867 | 1337 | 1050 | 841 | 51293 |
| May-15 | Tuesday | 12 | 520 | 348 | 211 | 166 | 309 | 735 | 1933 | 3297 | 3129 | 2321 | 2302 | 2597 | 2914 | 3035 | 3396 | 4489 | 5024 | 3361 | 2646 | 2808 | 2115 | 1570 | 1178 | 934 | 51338 |
| May-15 | Wednesday | 13 | 526 | 349 | 251 | 163 | 321 | 713 | 1963 | 3263 | 3021 | 2428 | 2379 | 2776 | 2876 | 3141 | 3516 | 4525 | 5244 | 4605 | 3453 | 2659 | 2318 | 1696 | 1292 | 997 | 54475 |
| May-15 | Thursday | 14 | 588 | 369 | 244 | 182 | 352 | 702 | 1882 | 3310 | 3101 | 2509 | 2565 | 2861 | 2955 | 3227 | 3515 | 4688 | 5409 | 4885 | 3448 | 2713 | 2392 | 2060 | 1540 | 1112 | 56609 |
| May-15 | Friday | 15 | 678 | 409 | 332 | 218 | 358 | 724 | 1766 | 3256 | 2799 | 2527 | 2701 | 2934 | 3625 | 3696 | 4056 | 5010 | 5272 | 4372 | 3244 | 2693 | 2303 | 2359 | 2448 | 1608 | 59388 |
| May-15 | Saturday | 16 | 1144 | 790 | 708 | 344 | 319 | 399 | 804 | 1390 | 1935 | 2099 | 2250 | 2239 | 2617 | 2809 | 2769 | 3071 | 3051 | 3054 | 2928 | 2952 | 2531 | 2827 | 2046 | 1678 | 46754 |
| May-15 | Sunday | 17 | 1163 | 1107 | 953 | 401 | 315 | 392 | 570 | 1123 | 1293 | 1704 | 2149 | 2351 | 2870 | 3040 | 3196 | 3186 | 2793 | 2878 | 2580 | 2553 | 2115 | 1470 | 1136 | 877 | 42215 |
| May-15 | Monday | 18 | 465 | 303 | 303 | 167 | 328 | 790 | 1940 | 3156 | 3118 | 2465 | 2443 | 2735 | 2990 | 3056 | 3396 | 4440 | 5100 | 4764 | 3221 | 2301 | 1983 | 1495 | 980 | 858 | 52797 |
| May-15 | Tuesday | 19 | 517 | 371 | 233 | 159 | 349 | 716 | 1991 | 3412 | 3372 | 2456 | 2457 | 2657 | 2948 | 3086 | 3483 | 4271 | 5191 | 4623 | 3259 | 2760 | 2315 | 1622 | 1221 | 949 | 54418 |
| May-15 | Wednesday | 20 | 561 | 353 | 258 | 168 | 309 | 731 | 2014 | 3397 | 3101 | 2345 | 2601 | 2694 | 3053 | 3168 | 3305 | 4094 | 4042 | 3904 | 3201 | 2219 | 1913 | 1504 | 1224 | 872 | 51031 |
| May-15 | Thursday | 21 | 550 | 357 | 227 | 153 | 356 | 732 | 1904 | 3375 | 3148 | 2646 | 2750 | 2921 | 3122 | 3171 | 3518 | 4776 | 5390 | 4617 | 3414 | 2753 | 2234 | 1887 | 1472 | 1248 | 56721 |
| May-15 | Friday | 22 | 740 | 459 | 316 | 204 | 328 | 674 | 1703 | 3032 | 2996 | 2581 | 2858 | 3005 | 3489 | 3631 | 4065 | 5076 | 5086 | 4110 | 3224 | 2610 | 2259 | 2083 | 1857 | 1754 | 58140 |
| May-15 | Saturday | 23 | 1104 | 776 | 742 | 328 | 281 | 351 | 680 | 1221 | 1609 | 1763 | 2020 | 2121 | 2341 | 2556 | 2668 | 3072 | 3042 | 3055 | 2951 | 2708 | 2523 | 2428 | 2028 | 1724 | 44092 |
| May-15 | Sunday | 24 | 1181 | 901 | 883 | 388 | 265 | 245 | 429 | 900 | 1081 | 1416 | 1664 | 1889 | 2372 | 2491 | 2720 | 2977 | 2880 | 2853 | 2769 | 2684 | 2310 | 2000 | 1736 | 1381 | 40415 |
| May-15 | Monday | 25 | 844 | 564 | 477 | 231 | 227 | 350 | 638 | 1167 | 1527 | 2055 | 2263 | 2335 | 2640 | 2752 | 2983 | 3223 | 3004 | 2694 | 2304 | 2060 | 1769 | 1781 | 1674 | 854 | 40416 |
| May-15 | Tuesday | 26 | 473 | 276 | 237 | 173 | 353 | 745 | 2069 | 3464 | 2969 | 2465 | 2451 | 4078 | 2611 | 2146 | 2135 | 2314 | 2758 | 2482 | 2762 | 2445 | 2094 | 1603 | 1197 | 898 | 45198 |
| May-15 | Wednesday | 27 | 550 | 338 | 220 | 171 | 314 | 740 | 1903 | 3306 | 3025 | 2368 | 2594 | 2804 | 2961 | 3092 | 3475 | 4581 | 5125 | 4631 | 3388 | 2603 | 2228 | 1759 | 1342 | 983 | 54501 |
| May-15 | Thursday | 28 | 600 | 394 | 264 | 159 | 303 | 740 | 1913 | 3310 | 2979 | 2372 | 2605 | 2850 | 2991 | 3210 | 3557 | 4589 | 4897 | 4269 | 3388 | 2612 | 2305 | 1784 | 1395 | 1141 | 54627 |
| May-15 | Friday | 29 | 658 | 406 | 331 | 226 | 330 | 671 | 1823 | 3120 | 2845 | 2608 | 2772 | 3157 | 3429 | 3555 | 3986 | 4856 | 4909 | 4293 | 3261 | 2462 | 2151 | 2211 | 1952 | 1571 | 57583 |
| May-15 | Saturday | 30 | 1019 | 802 | 776 | 352 | 288 | 407 | 767 | 1373 | 1853 | 2260 | 2312 | 2387 | 2602 | 2636 | 2919 | 3129 | 2983 | 2820 | 2666 | 2521 | 2373 | 2260 | 1944 | 1731 | 45180 |
| May-15 | Sunday | 31 | 1142 | 906 | 888 | 397 | 315 | 320 | 479 | 963 | 1223 | 1632 | 1972 | 2198 | 2781 | 2794 | 3006 | 3139 | 2939 | 2661 | 2499 | 2276 | 1823 | 1601 | 1313 | 905 | 40172 |
| Jun-15 | Monday | 1 | 506 | 259 | 274 | 182 | 344 | 801 | 1864 | 3246 | 2906 | 2380 | 2524 | 2747 | 2879 | 3061 | 3469 | 4397 | 5065 | 4843 | 3213 | 2400 | 1839 | 1584 | 1162 | 956 | 52901 |
| Jun-15 | Tuesday | 2 | 548 | 339 | 154 | 101 | 297 | 718 | 1861 | 3395 | 3058 | 2520 | 2655 | 2711 | 2977 | 2962 | 3381 | 4401 | 4994 | 4502 | 2946 | 2343 | 1965 | 1639 | 1210 | 939 | 52616 |
| Jun-15 | Wednesday | 3 | 601 | 317 | 258 | 162 | 310 | 648 | 1651 | 3152 | 3005 | 2456 | 2714 | 3070 | 2898 | 3099 | 3229 | 4193 | 4896 | 4637 | 3083 | 2317 | 2055 | 1692 | 1352 | 1060 | 52855 |
| Jun-15 | Thursday | 4 | 596 | 371 | 262 | 200 | 340 | 718 | 1809 | 3192 | 3089 | 2614 | 2897 | 3039 | 3031 | 3361 | 3828 | 4678 | 4703 | 4013 | 3507 | 2575 | 2115 | 1879 | 1545 | 1148 | 55510 |
| Jun-15 | Friday | 5 | 743 | 447 | 367 | 233 | 342 | 671 | 1536 | 2836 | 2797 | 2575 | 2654 | 2980 | 3419 | 3612 | 4018 | 4911 | 4325 | 3704 | 3183 | 2696 | 2137 | 2162 | 2177 | 1956 | 56481 |
| Jun-15 | Saturday | 6 | 1092 | 824 | 794 | 325 | 282 | 365 | 809 | 1398 | 1601 | 1885 | 2112 | 2258 | 2566 | 2702 | 2822 | 3212 | 3081 | 2907 | 2710 | 2569 | 2298 | 2496 | 1953 | 1698 | 44759 |
| Jun-15 | Sunday | 7 | 1127 | 877 | 912 | 367 | 301 | 341 | 563 | 1013 | 1242 | 1558 | 1956 | 2323 | 2662 | 2938 | 2969 | 3147 | 2908 | 2805 | 2562 | 2401 | 1989 | 1427 | 1135 | 914 | 40437 |
| Jun-15 | Monday | 8 | 463 | 292 | 274 | 181 | 364 | 691 | 1735 | 2957 | 3029 | 2658 | 2531 | 2796 | 2948 | 3059 | 3309 | 4318 | 5099 | 4422 | 3174 | 2356 | 1847 | 1524 | 1224 | 868 | 52119 |
| Jun-15 | Tuesday | 9 | 561 | 346 | 275 | 188 | 340 | 717 | 1682 | 3164 | 2845 | 2381 | 2392 | 2662 | 2854 | 3058 | 3426 | 4362 | 2726 | 2798 | 3400 | 2464 | 1542 | 1229 | 903 | 733 | 47048 |
| Jun-15 | Wednesday | 10 | 592 | 288 | 258 | 192 | 308 | 709 | 1657 | 3126 | 2978 | 2404 | 2601 | 2795 | 2942 | 3080 | 3506 | 4545 | 5163 | 4243 | 3434 | 2501 | 2087 | 1772 | 1365 | 1161 | 53707 |
| Jun-15 | Thursday | 11 | 669 | 376 | 316 | 187 | 347 | 741 | 1705 | 3104 | 3008 | 2485 | 2587 | 2767 | 3149 | 3200 | 3293 | 4576 | 4557 | 3633 | 3544 | 2604 | 2208 | 1903 | 1371 | 1056 | 53386 |
| Jun-15 | Friday | 12 | 717 | 440 | 385 | 207 | 329 | 695 | 1583 | 2791 | 2872 | 2554 | 2719 | 3017 | 3448 | 3498 | 3960 | 4807 | 4864 | 4393 | 3121 | 2713 | 2109 | 2097 | 1956 | 1660 | 56935 |
| Jun-15 | Saturday | 13 | 1161 | 881 | 722 | 335 | 299 | 378 | 771 | 1460 | 1818 | 2151 | 2460 | 2667 | 2563 | 2752 | 2907 | 3120 | 3054 | 2921 | 2616 | 2563 | 2230 | 2362 | 2173 | 1680 | 46044 |
| Jun-15 | Sunday | 14 | 1193 | 913 | 925 | 354 | 327 | 370 | 522 | 1049 | 1207 | 1578 | 1965 | 2283 | 2715 | 2764 | 3032 | 2993 | 2787 | 2662 | 2464 | 2258 | 1732 | 1517 | 1150 | 885 | 39645 |
| Jun-15 | Monday | 15 | 524 | 309 | 245 | 187 | 372 | 712 | 1702 | 3032 | 3015 | 2391 | 2508 | 2655 | 2970 | 3027 | 3384 | 4617 | 4951 | 4541 | 3081 | 2272 | 1846 | 1461 | 1178 | 970 | 51950 |
| Jun-15 | Tuesday | 16 | 567 | 394 | 245 | 192 | 363 | 694 | 1734 | 3156 | 3049 | 2487 | 2378 | 2655 | 2986 | 3062 | 3446 | 4614 | 5022 | 4699 | 3209 | 2482 | 2193 | 1808 | 1462 | 942 | 53839 |
| Jun-15 | Wednesday | 17 | 680 | 428 | 284 | 192 | 321 | 721 | 1723 | 3201 | 3072 | 2487 | 2436 | 2764 | 3219 | 3217 | 3643 | 4616 | 5013 | 4606 | 3229 | 2544 | 2115 | 1787 | 1487 | 1309 | 55094 |
| Jun-15 | Thursday | 18 | 637 | 405 | 303 | 205 | 382 | 779 | 1642 | 3209 | 3083 | 2520 | 2511 | 2823 | 3136 | 3203 | 3688 | 4636 | 5111 | 4587 | 3166 | 2729 | 2160 | 2019 | 1808 | 1222 | 55964 |
| Jun-15 | Friday | 19 | 763 | 442 | 365 | 225 | 354 | 705 | 1575 | 2850 | 2911 | 2676 | 2784 | 3206 | 3495 | 3758 | 4121 | 4932 | 4622 | 4121 | 2923 | 2504 | 2319 | 2305 | 2255 | 1786 | 57997 |
| Jun-15 | Saturday | 20 | 1143 | 767 | 710 | 337 | 300 | 431 | 738 | 1406 | 1944 | 2091 | 2452 | 2800 | 2706 | 2719 | 2848 | 2969 | 3000 | 2738 | 2481 | 2463 | 2370 | 2649 | 2150 | 1801 | 46013 |
| Jun-15 | Sunday | 21 | 1193 | 861 | 841 | 347 | 363 | 304 | 509 | 985 | 1221 | 1585 | 2131 | 2419 | 3125 | 3086 | 2963 | 2860 | 2677 | 2599 | 2351 | 2093 | 2146 | 2712 | 1670 | 1105 | 42146 |
| Jun-15 | Monday | 22 | 596 | 385 | 243 | 223 | 395 | 757 | 1684 | 2951 | 2886 | 2484 | 2493 | 2789 | 3000 | 3001 | 3287 | 4369 | 4997 | 3835 | 3044 | 2278 | 1712 | 1321 | 1066 | 888 | 50684 |
| Jun-15 | Tuesday | 23 | 521 | 342 | 259 | 186 | 321 | 809 | 1749 | 3066 | 2978 | 2473 | 2415 | 2699 | 2877 | 3087 | 3446 | 4567 | 5221 | 4709 | 3244 | 2607 | 2248 | 2310 | 1405 | 1000 | 54539 |
| Jun-15 | Wednesday | 24 | 607 | 377 | 280 | 167 | 329 | 747 | 1668 | 3153 | 3048 | 2554 | 2594 | 2794 | 3139 | 3134 | 3602 | 4699 | 5174 | 4298 | 3405 | 2520 | 2211 | 1886 | 1498 | 1145 | 55029 |
| Jun-15 | Thursday | 25 | 723 | 389 | 233 | 181 | 337 | 668 | 1655 | 3022 | 3142 | 2751 | 2634 | 2849 | 3264 | 3251 | 3732 | 4793 | 5103 | 4815 | 3328 | 2763 | 2262 | 1985 | 1516 | 1203 | 56599 |
| Jun-15 | Friday | 26 | 756 | 417 | 348 | 206 | 394 | 776 | 1653 | 2921 | 2786 | 2295 | 2520 | 2820 | 2806 | 2662 | 3333 | 4243 | 3953 | 3640 | 2902 | 2453 | 2030 | 2014 | 1933 | 1784 | 51645 |
| Jun-15 | Saturday | 27 | 1084 | 719 | 691 | 362 | 345 | 407 | 856 | 1401 | 1838 | 2313 | 2481 | 2501 | 2514 | 2763 | 3016 | 3020 | 2816 | 2566 | 2436 | 2362 | 2048 | 2016 | 1894 | 1683 | 44132 |
| Jun-15 | Sunday | 28 | 1171 | 910 | 896 | 348 | 308 | 368 | 489 | 987 | 1204 | 1567 | 1934 | 2249 | 2758 | 2908 | 2889 | 3262 | 2729 | 2568 | 2285 | 1873 | 1644 | 1419 | 1125 | 762 | 38653 |
| Jun-15 | Monday | 29 | 490 | 293 | 246 | 197 | 401 | 746 | 1638 | 2922 | 2766 | 2318 | 2431 | 2600 | 2945 | 3043 | 3554 | 4557 | 5002 | 4681 | 3347 | 2332 | 1828 | 1540 | 1219 | 938 | 52034 |
| Jun-15 | Tuesday | 30 | 497 | 367 | 268 | 198 | 344 | 707 | 1626 | 2954 | 2830 | 2375 | 2425 | 2792 | 2913 | 3112 | 3434 | 4602 | 5035 | 4875 | 3605 | 2873 | 1804 | 1578 | 1213 | 860 | 53287 |
| Jul-15 | Wednesday | 1 | 596 | 384 | 249 | 171 | 340 | 720 | 1677 | 2999 | 2899 | 2525 | 2435 | 2795 | 3068 | 3224 | 3522 | 4482 | 5194 | 4807 | 3496 | 2652 | 2118 | 1799 | 1386 | 1097 | 54635 |
| Jul-15 | Thursday | 2 | 640 | 386 | 293 | 212 | 352 | 664 | 1498 | 2798 | 2985 | 2588 | 2689 | 2982 | 3369 | 3754 | 3872 | 4821 | 5200 | 4486 | 3238 | 2632 | 1958 | 1441 | 1222 | 1051 | 55131 |
| Jul-15 | Friday | 3 | 734 | 474 | 407 | 247 | 284 | 447 | 803 | 1488 | 1767 | 1907 | 2129 | 2404 | 2790 | 2967 | 3039 | 2966 | 3141 | 2717 | 2474 | 2177 | 1967 | 1978 | 1813 | 1563 | 42683 |
| Jul-15 | Saturday | 4 | 1139 | 912 | 957 | 381 | 273 | 314 | 494 | 927 | 1073 | 1359 | 1653 | 1787 | 1941 | 2118 | 2311 | 2452 | 2287 | 2044 | 1855 | 1946 | 2378 | 2894 | 3178 | 1675 | 38348 |
| Jul-15 | Sunday | 5 | 1057 | 782 | 813 | 338 | 277 | 309 | 470 | 983 | 1208 | 1611 | 2172 | 2571 | 2947 | 3231 | 3059 | 3069 | 2819 | 2509 | 2323 | 2003 | 1737 | 1708 | 1131 | 911 | 40038 |
| Jul-15 | Monday | 6 | 495 | 343 | 254 | 190 | 322 | 693 | 1705 | 2789 | 3027 | 2699 | 2598 | 2844 | 2978 | 3111 | 3421 | 4379 | 4962 | 4662 | 3011 | 2322 | 1871 | 1710 | 1336 | 901 | 52623 |
| Jul-15 | Tuesday | 7 | 547 | 349 | 240 | 161 | 304 | 769 | 1699 | 2871 | 2854 | 2386 | 2358 | 2641 | 2881 | 2993 | 3350 | 4371 | 5232 | 4849 | 3213 | 2327 | 1894 | 1645 | 1370 | 925 | 52229 |
| Jul-15 | Wednesday | 8 | 595 | 387 | 274 | 173 | 324 | 725 | 1634 | 3080 | 2830 | 2545 | 2516 | 2797 | 2993 | 3034 | 3756 | 4501 | 5189 | 4712 | 3377 | 2566 | 2067 | 1721 | 1500 | 1077 | 54373 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Jul-15 | Thursday | 9 | 627 | 413 | 258 | 199 | 330 | 726 | 1655 | 2931 | 2866 | 2489 | 2489 | 2868 | 3127 | 3342 | 3754 | 4561 | 4238 | 4347 | 3508 | 2540 | 2196 | 2026 | 1703 | 1151 | 54344 |
| Jul-15 | Friday | 10 | 723 | 492 | 425 | 264 | 350 | 719 | 1498 | 2831 | 2856 | 2560 | 2634 | 3064 | 3447 | 3544 | 3991 | 4884 | 5038 | 4440 | 3183 | 2427 | 2117 | 2125 | 1977 | 1957 | 57546 |
| Jul-15 | Saturday | 11 | 1082 | 801 | 706 | 376 | 323 | 437 | 764 | 1469 | 1874 | 2080 | 2351 | 2431 | 2668 | 2776 | 2816 | 3040 | 2966 | 2676 | 2540 | 2413 | 2171 | 2647 | 1949 | 1674 | 45030 |
| Jul-15 | Sunday | 12 | 1159 | 808 | 865 | 361 | 291 | 341 | 511 | 990 | 1187 | 1511 | 1908 | 2305 | 2829 | 2886 | 2914 | 3081 | 2848 | 2542 | 2302 | 2172 | 1937 | 1609 | 1252 | 875 | 39484 |
| Jul-15 | Monday | 13 | 530 | 336 | 270 | 187 | 321 | 741 | 1735 | 2979 | 2961 | 2406 | 2478 | 2620 | 3052 | 3150 | 3288 | 4437 | 4932 | 4810 | 3263 | 2271 | 1805 | 1343 | 990 | 863 | 51768 |
| Jul-15 | Tuesday | 14 | 490 | 337 | 242 | 169 | 314 | 722 | 1637 | 3036 | 2828 | 2632 | 2407 | 2685 | 2965 | 3101 | 3464 | 4545 | 5181 | 4735 | 3248 | 2466 | 1978 | 1582 | 1176 | 960 | 52900 |
| Jul-15 | Wednesday | 15 | 549 | 375 | 274 | 185 | 320 | 714 | 1669 | 3051 | 2945 | 2407 | 2630 | 2959 | 3210 | 3319 | 3617 | 4542 | 5192 | 4802 | 3499 | 2540 | 2138 | 1803 | 1333 | 1162 | 55235 |
| Jul-15 | Thursday | 16 | 664 | 352 | 266 | 193 | 348 | 742 | 1630 | 3087 | 3224 | 2610 | 2778 | 2944 | 3178 | 3274 | 3475 | 4945 | 5183 | 4201 | 3444 | 2480 | 2140 | 1977 | 1384 | 1114 | 55633 |
| Jul-15 | Friday | 17 | 742 | 454 | 384 | 257 | 362 | 671 | 1504 | 2794 | 2894 | 2510 | 2710 | 3048 | 3527 | 2833 | 3242 | 4131 | 3746 | 4073 | 3217 | 2534 | 2060 | 2078 | 1848 | 1563 | 53182 |
| Jul-15 | Saturday | 18 | 1028 | 825 | 809 | 365 | 308 | 396 | 767 | 1443 | 1773 | 2031 | 2262 | 2434 | 2623 | 2816 | 2771 | 3082 | 3087 | 2802 | 2513 | 2421 | 2234 | 2399 | 2078 | 1842 | 45109 |
| Jul-15 | Sunday | 19 | 1225 | 914 | 1028 | 339 | 309 | 300 | 463 | 1014 | 1184 | 1552 | 1945 | 2357 | 2956 | 3086 | 3023 | 3065 | 2974 | 2589 | 2187 | 1838 | 1393 | 1410 | 1122 | 746 | 39019 |
| Jul-15 | Monday | 20 | 510 | 302 | 246 | 167 | 351 | 749 | 1690 | 3011 | 3048 | 2545 | 2604 | 2731 | 2998 | 2909 | 3430 | 3950 | 4762 | 4585 | 3157 | 2347 | 1806 | 1490 | 1162 | 921 | 51471 |
| Jul-15 | Tuesday | 21 | 573 | 390 | 236 | 193 | 336 | 743 | 1714 | 3092 | 3149 | 2721 | 2385 | 2628 | 3061 | 2992 | 3454 | 4776 | 5147 | 4539 | 3136 | 2350 | 1958 | 1600 | 1268 | 1008 | 53449 |
| Jul-15 | Wednesday | 22 | 586 | 379 | 267 | 185 | 303 | 774 | 1665 | 3004 | 2938 | 2348 | 2542 | 2799 | 3067 | 3131 | 3461 | 4506 | 3652 | 4279 | 3357 | 2492 | 2112 | 1789 | 1449 | 1058 | 52143 |
| Jul-15 | Thursday | 23 | 666 | 342 | 277 | 196 | 340 | 737 | 1633 | 2961 | 3042 | 2408 | 2526 | 2886 | 3456 | 3188 | 3717 | 4552 | 4935 | 3516 | 3341 | 2314 | 1969 | 1658 | 1408 | 1046 | 53114 |
| Jul-15 | Friday | 24 | 693 | 435 | 357 | 204 | 340 | 643 | 1512 | 2788 | 2805 | 2530 | 2749 | 3156 | 3480 | 3591 | 4131 | 4655 | 4999 | 4152 | 3008 | 2452 | 2114 | 2019 | 1738 | 1537 | 56088 |
| Jul-15 | Saturday | 25 | 1044 | 762 | 721 | 355 | 304 | 415 | 686 | 1406 | 1777 | 2104 | 2441 | 2394 | 2601 | 2688 | 2951 | 3128 | 2959 | 2821 | 2531 | 2342 | 2251 | 2598 | 2057 | 1778 | 45114 |
| Jul-15 | Sunday | 26 | 1310 | 950 | 1000 | 388 | 279 | 277 | 476 | 981 | 1158 | 1556 | 1941 | 2367 | 2967 | 2948 | 2993 | 3050 | 2706 | 2401 | 2385 | 2162 | 1931 | 1717 | 1163 | 847 | 39953 |
| Jul-15 | Monday | 27 | 507 | 285 | 240 | 177 | 327 | 727 | 1648 | 2838 | 2865 | 2443 | 2425 | 2673 | 2905 | 3037 | 3381 | 4261 | 4360 | 4646 | 2532 | 1932 | 1754 | 1578 | 1324 | 956 | 49821 |
| Jul-15 | Tuesday | 28 | 585 | 353 | 225 | 183 | 309 | 697 | 1651 | 2984 | 2866 | 2351 | 2371 | 2610 | 2893 | 3140 | 3501 | 4555 | 5289 | 4861 | 3242 | 2425 | 2089 | 1534 | 1271 | 965 | 52950 |
| Jul-15 | Wednesday | 29 | 591 | 415 | 256 | 198 | 320 | 733 | 1665 | 3031 | 2921 | 2499 | 2447 | 2788 | 3126 | 3173 | 3513 | 4623 | 4631 | 4250 | 3412 | 2527 | 2211 | 1722 | 1358 | 1049 | 53459 |
| Jul-15 | Thursday | 30 | 664 | 381 | 284 | 188 | 333 | 676 | 1682 | 3050 | 3124 | 2661 | 2663 | 3033 | 3184 | 3187 | 3607 | 4585 | 5195 | 4277 | 3214 | 2625 | 2275 | 1913 | 1403 | 1187 | 55391 |
| Jul-15 | Friday | 31 | 710 | 446 | 371 | 233 | 369 | 698 | 1512 | 2781 | 2789 | 2618 | 2862 | 3182 | 3520 | 3625 | 4103 | 4901 | 4931 | 4408 | 3336 | 2650 | 2078 | 1986 | 1701 | 1570 | 57380 |
| Aug-15 | Saturday | 1 | 1095 | 786 | 723 | 360 | 337 | 430 | 693 | 1422 | 1556 | 1939 | 2438 | 2761 | 2982 | 3299 | 3029 | 2948 | 2869 | 2774 | 2585 | 2326 | 2156 | 2122 | 1927 | 1539 | 45096 |
| Aug-15 | Sunday | 2 | 1120 | 1045 | 999 | 395 | 287 | 314 | 455 | 986 | 1189 | 1477 | 1977 | 2294 | 2834 | 3039 | 3128 | 2856 | 2315 | 2233 | 2049 | 1953 | 1632 | 1505 | 1197 | 770 | 38049 |
| Aug-15 | Monday | 3 | 404 | 247 | 230 | 159 | 302 | 725 | 1655 | 3010 | 3107 | 2602 | 2716 | 2833 | 3028 | 3026 | 3361 | 4247 | 2347 | 3758 | 3398 | 2238 | 1741 | 1395 | 1111 | 847 | 48487 |
| Aug-15 | Tuesday | 4 | 517 | 332 | 202 | 170 | 309 | 725 | 1631 | 2973 | 2774 | 2407 | 2513 | 2680 | 2969 | 3060 | 3435 | 4588 | 4800 | 4485 | 3194 | 2483 | 2057 | 1628 | 1254 | 958 | 52144 |
| Aug-15 | Wednesday | 5 | 619 | 342 | 228 | 185 | 308 | 725 | 1655 | 3115 | 2739 | 2447 | 2475 | 2708 | 3060 | 3062 | 3526 | 4677 | 4969 | 4198 | 3272 | 2694 | 2107 | 1688 | 1272 | 999 | 53070 |
| Aug-15 | Thursday | 6 | 631 | 362 | 258 | 210 | 369 | 745 | 1668 | 3054 | 2914 | 2432 | 2459 | 2889 | 3106 | 3185 | 3812 | 4105 | 4001 | 4293 | 3081 | 2374 | 1967 | 1566 | 1184 | 1049 | 51714 |
| Aug-15 | Friday | 7 | 609 | 417 | 357 | 202 | 341 | 663 | 1463 | 2785 | 2860 | 2532 | 2775 | 3077 | 3613 | 3634 | 4064 | 4849 | 5094 | 4041 | 3210 | 2573 | 2212 | 2135 | 2135 | 1543 | 57184 |
| Aug-15 | Saturday | 8 | 1067 | 760 | 741 | 363 | 323 | 367 | 875 | 1560 | 1920 | 2267 | 2609 | 2566 | 2654 | 2861 | 3042 | 3222 | 3228 | 2976 | 2787 | 2767 | 2432 | 2248 | 1912 | 1635 | 47182 |
| Aug-15 | Sunday | 9 | 1157 | 816 | 857 | 360 | 315 | 310 | 521 | 1046 | 1226 | 1628 | 2082 | 2554 | 2944 | 3119 | 3081 | 3252 | 3034 | 2695 | 2493 | 2383 | 2159 | 1516 | 1152 | 801 | 41501 |
| Aug-15 | Monday | 10 | 521 | 297 | 268 | 189 | 349 | 697 | 1681 | 3098 | 2766 | 2356 | 2475 | 2677 | 2896 | 3094 | 3326 | 4398 | 5029 | 4753 | 3134 | 2391 | 1999 | 1435 | 1136 | 848 | 51813 |
| Aug-15 | Tuesday | 11 | 511 | 391 | 241 | 166 | 340 | 679 | 1689 | 3198 | 2786 | 2371 | 2468 | 2668 | 2900 | 3048 | 3670 | 4582 | 4909 | 4535 | 3299 | 2602 | 2093 | 1548 | 1383 | 927 | 53004 |
| Aug-15 | Wednesday | 12 | 522 | 339 | 271 | 187 | 331 | 734 | 1652 | 3240 | 2882 | 2449 | 2471 | 2738 | 2969 | 3223 | 3480 | 4669 | 5215 | 4490 | 3161 | 2607 | 2203 | 1696 | 1377 | 1061 | 53967 |
| Aug-15 | Thursday | 13 | 627 | 402 | 303 | 191 | 332 | 711 | 1587 | 3201 | 2828 | 2397 | 2597 | 2866 | 3038 | 3125 | 3781 | 4832 | 5223 | 4191 | 3278 | 2740 | 2344 | 1969 | 1719 | 1403 | 55685 |
| Aug-15 | Friday | 14 | 748 | 437 | 412 | 200 | 348 | 715 | 1504 | 2958 | 2791 | 2473 | 2722 | 3133 | 3504 | 3585 | 4134 | 5044 | 4986 | 4297 | 3235 | 2790 | 2393 | 2321 | 2253 | 1673 | 58656 |
| Aug-15 | Saturday | 15 | 1060 | 792 | 676 | 340 | 316 | 408 | 732 | 1520 | 1831 | 2028 | 2386 | 2669 | 2831 | 2679 | 2918 | 3100 | 3086 | 2814 | 2559 | 2401 | 2327 | 2105 | 2008 | 1665 | 45251 |
| Aug-15 | Sunday | 16 | 1196 | 934 | 976 | 346 | 279 | 310 | 507 | 1014 | 1169 | 1577 | 2117 | 2516 | 2918 | 2970 | 3150 | 3265 | 2989 | 2811 | 2409 | 2167 | 1830 | 1379 | 1073 | 782 | 40684 |
| Aug-15 | Monday | 17 | 476 | 287 | 202 | 174 | 357 | 816 | 1905 | 3203 | 2957 | 2259 | 2385 | 2772 | 2870 | 3124 | 3462 | 4424 | 4966 | 4433 | 2928 | 2185 | 1787 | 1312 | 1033 | 805 | 51122 |
| Aug-15 | Tuesday | 18 | 516 | 344 | 204 | 185 | 306 | 807 | 1877 | 3248 | 2879 | 2259 | 2293 | 2673 | 2867 | 3034 | 3361 | 4007 | 4185 | 3368 | 3502 | 2267 | 1701 | 1223 | 973 | 739 | 48818 |
| Aug-15 | Wednesday | 19 | 524 | 343 | 225 | 151 | 277 | 755 | 1880 | 3200 | 2880 | 2318 | 2404 | 2670 | 2953 | 3069 | 3556 | 4223 | 4504 | 4041 | 2773 | 2374 | 1878 | 1467 | 1136 | 846 | 50447 |
| Aug-15 | Thursday | 20 | 541 | 323 | 213 | 174 | 322 | 746 | 1849 | 3290 | 2819 | 2358 | 2486 | 2797 | 3050 | 3061 | 3461 | 4367 | 4080 | 4046 | 3173 | 2217 | 1780 | 1421 | 1249 | 889 | 50712 |
| Aug-15 | Friday | 21 | 640 | 401 | 365 | 222 | 339 | 784 | 1777 | 3220 | 3195 | 2512 | 2678 | 2974 | 3307 | 3543 | 3864 | 4867 | 4523 | 3747 | 2887 | 2332 | 1943 | 1839 | 1837 | 1523 | 55319 |
| Aug-15 | Saturday | 22 | 991 | 741 | 656 | 295 | 282 | 354 | 714 | 1385 | 1727 | 1994 | 2177 | 2395 | 2614 | 2678 | 2939 | 2992 | 2881 | 2807 | 2725 | 2392 | 1912 | 1963 | 1579 | 1311 | 42504 |
| Aug-15 | Sunday | 23 | 964 | 744 | 755 | 334 | 255 | 331 | 518 | 980 | 1134 | 1555 | 1906 | 2295 | 2931 | 3014 | 2991 | 3375 | 2700 | 2645 | 2438 | 2020 | 1647 | 1088 | 886 | 715 | 38221 |
| Aug-15 | Monday | 24 | 412 | 241 | 229 | 148 | 345 | 821 | 1935 | 3404 | 2870 | 2323 | 2410 | 2615 | 2897 | 2956 | 3096 | 4288 | 4977 | 4437 | 3066 | 2259 | 1912 | 1287 | 931 | 788 | 50647 |
| Aug-15 | Tuesday | 25 | 487 | 318 | 188 | 157 | 304 | 764 | 2013 | 3301 | 2957 | 2292 | 2348 | 2626 | 2819 | 3068 | 3460 | 4612 | 4991 | 4465 | 3271 | 2461 | 2029 | 1376 | 1104 | 816 | 52227 |
| Aug-15 | Wednesday | 26 | 529 | 334 | 255 | 163 | 277 | 785 | 1923 | 3422 | 2886 | 2413 | 2381 | 2748 | 2957 | 3066 | 3391 | 4501 | 5119 | 4413 | 3154 | 2571 | 2229 | 1493 | 1244 | 916 | 53170 |
| Aug-15 | Thursday | 27 | 494 | 340 | 252 | 201 | 310 | 753 | 1891 | 3450 | 3135 | 2733 | 2761 | 2925 | 3149 | 3089 | 3485 | 4515 | 4519 | 4388 | 3302 | 2447 | 2014 | 1596 | 1221 | 955 | 53925 |
| Aug-15 | Friday | 28 | 602 | 418 | 365 | 227 | 350 | 742 | 1821 | 3363 | 2931 | 2621 | 2673 | 3005 | 3583 | 3532 | 4205 | 4777 | 4886 | 4110 | 3254 | 2489 | 1939 | 1684 | 1704 | 1467 | 56748 |
| Aug-15 | Saturday | 29 | 1001 | 768 | 667 | 353 | 265 | 418 | 682 | 1295 | 1530 | 1820 | 2052 | 2387 | 2704 | 2840 | 2968 | 2963 | 2943 | 2575 | 2296 | 2271 | 2279 | 2206 | 1846 | 1586 | 42715 |
| Aug-15 | Sunday | 30 | 1054 | 908 | 941 | 379 | 265 | 288 | 540 | 932 | 1091 | 1415 | 1960 | 2300 | 1727 | 2701 | 2886 | 2669 | 2222 | 1911 | 1704 | 1634 | 1255 | 1062 | 815 | 676 | 33335 |
| Aug-15 | Monday | 31 | 369 | 236 | 173 | 137 | 329 | 747 | 1794 | 3126 | 2853 | 2260 | 2140 | 2450 | 2544 | 2632 | 2952 | 4180 | 4568 | 3825 | 2760 | 2274 | 1928 | 1364 | 988 | 817 | 47446 |
| Sep-15 | Tuesday | 1 | 477 | 343 | 235 | 163 | 292 | 766 | 1839 | 3482 | 2902 | 2288 | 2441 | 2809 | 2973 | 3175 | 3560 | 4653 | 5217 | 3662 | 3557 | 2839 | 2267 | 1650 | 1241 | 852 | 53683 |
| Sep-15 | Wednesday | 2 | 479 | 375 | 245 | 176 | 306 | 784 | 1897 | 3476 | 2946 | 2389 | 2437 | 2707 | 2973 | 3061 | 3571 | 4489 | 5216 | 4074 | 3702 | 2749 | 2293 | 1653 | 1358 | 910 | 54266 |
| Sep-15 | Thursday | 3 | 551 | 353 | 264 | 170 | 327 | 828 | 1972 | 3532 | 3021 | 2497 | 2663 | 2952 | 3104 | 3045 | 3681 | 4749 | 5108 | 4039 | 3556 | 2448 | 1907 | 1579 | 1230 | 942 | 54518 |
| Sep-15 | Friday | 4 | 603 | 421 | 348 | 228 | 355 | 759 | 1658 | 3222 | 2855 | 2500 | 2799 | 3111 | 3590 | 3739 | 4240 | 4713 | 4639 | 3977 | 2957 | 2521 | 2152 | 1861 | 1553 | 1460 | 56261 |
| Sep-15 | Saturday | 5 | 1142 | 782 | 684 | 312 | 271 | 396 | 620 | 1327 | 1694 | 1977 | 2207 | 2360 | 2417 | 2601 | 2870 | 2998 | 3055 | 3022 | 2520 | 2417 | 2192 | 2191 | 2128 | 1566 | 43749 |
| Sep-15 | Sunday | 6 | 1182 | 956 | 832 | 362 | 199 | 266 | 401 | 915 | 1039 | 1386 | 1699 | 2008 | 2735 | 2904 | 2901 | 2890 | 2696 | 2675 | 2388 | 1941 | 1637 | 1480 | 1224 | 1087 | 37803 |
| Sep-15 | Monday | 7 | 752 | 652 | 459 | 206 | 264 | 321 | 536 | 1125 | 1415 | 1738 | 2231 | 2446 | 2672 | 2654 | 3083 | 3213 | 2988 | 2608 | 2066 | 1977 | 1537 | 1155 | 934 | 784 | 37816 |
| Sep-15 | Tuesday | 8 | 407 | 234 | 207 | 172 | 360 | 823 | 1942 | 3376 | 3122 | 2336 | 2442 | 2763 | 2943 | 2991 | 3506 | 4452 | 5159 | 4470 | 3157 | 2550 | 1981 | 1416 | 1065 | 871 | 52745 |
| Sep-15 | Wednesday | 9 | 506 | 350 | 244 | 168 | 331 | 774 | 1870 | 3466 | 2887 | 2341 | 2307 | 2706 | 2879 | 3113 | 3610 | 4580 | 5229 | 4411 | 3328 | 2580 | 2141 | 1541 | 1151 | 874 | 53387 |
| Sep-15 | Thursday | 10 | 531 | 370 | 224 | 172 | 319 | 789 | 1935 | 3444 | 3280 | 2571 | 2576 | 2755 | 3064 | 3172 | 3601 | 3674 | 3367 | 4841 | 3643 | 2770 | 2258 | 1452 | 1209 | 951 | 52968 |

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sep-15 | Friday | 11 | 615 | 362 | 309 | 208 | 353 | 763 | 1785 | 3261 | 2891 | 2548 | 2722 | 3109 | 3789 | 3714 | 4276 | 5014 | 4813 | 4142 | 3416 | 2647 | 2183 | 1818 | 1837 | 1546 | 58121 |
| Sep-15 | Saturday | 12 | 1023 | 745 | 654 | 285 | 361 | 484 | 764 | 1443 | 1653 | 1922 | 2123 | 2310 | 2523 | 2553 | 2636 | 2759 | 2496 | 2513 | 2189 | 2198 | 1757 | 2067 | 1717 | 1419 | 40594 |
| Sep-15 | Sunday | 13 | 1038 | 779 | 746 | 331 | 255 | 364 | 537 | 960 | 1156 | 1549 | 1943 | 2149 | 2821 | 2718 | 2901 | 3117 | 2876 | 2694 | 2370 | 2272 | 1886 | 1217 | 960 | 712 | 38351 |
| Sep-15 | Monday | 14 | 452 | 219 | 219 | 141 | 345 | 758 | 1897 | 3378 | 2975 | 2583 | 2686 | 2115 | 2843 | 2969 | 3413 | 4576 | 5366 | 4592 | 3104 | 2519 | 1920 | 1388 | 1007 | 794 | 52259 |
| Sep-15 | Tuesday | 15 | 530 | 319 | 217 | 161 | 304 | 800 | 1906 | 3416 | 2941 | 2216 | 2429 | 2633 | 2968 | 3041 | 3551 | 4780 | 4916 | 4486 | 3502 | 2931 | 2163 | 1561 | 1204 | 848 | 53823 |
| Sep-15 | Wednesday | 16 | 540 | 322 | 237 | 168 | 295 | 787 | 1964 | 3491 | 2971 | 2414 | 2487 | 2706 | 3036 | 3136 | 3536 | 4656 | 5262 | 4641 | 3409 | 2712 | 2144 | 1505 | 1239 | 887 | 54545 |
| Sep-15 | Thursday | 17 | 542 | 344 | 222 | 167 | 356 | 803 | 1952 | 3299 | 3313 | 2551 | 2574 | 2877 | 2990 | 3191 | 3485 | 4510 | 5259 | 4488 | 3348 | 2521 | 2032 | 1661 | 1259 | 1007 | 54751 |
| Sep-15 | Friday | 18 | 631 | 372 | 322 | 228 | 376 | 736 | 1784 | 3402 | 2908 | 2679 | 3102 | 3621 | 3977 | 3667 | 4267 | 4995 | 5205 | 4039 | 3268 | 2704 | 2166 | 1947 | 1872 | 1668 | 59936 |
| Sep-15 | Saturday | 19 | 1053 | 816 | 662 | 286 | 309 | 428 | 732 | 1493 | 1885 | 2058 | 2329 | 2464 | 2799 | 2958 | 2865 | 3102 | 3080 | 2741 | 2405 | 2553 | 2220 | 1996 | 1904 | 1546 | 44684 |
| Sep-15 | Sunday | 20 | 1070 | 915 | 817 | 336 | 248 | 387 | 540 | 997 | 1286 | 1642 | 2147 | 2380 | 2885 | 3055 | 3023 | 2916 | 2783 | 2627 | 2239 | 2270 | 1766 | 1184 | 951 | 718 | 39182 |
| Sep-15 | Monday | 21 | 505 | 236 | 187 | 184 | 346 | 817 | 1979 | 3450 | 2917 | 2601 | 2394 | 2768 | 2965 | 2995 | 3382 | 4613 | 5239 | 4536 | 3062 | 2403 | 1791 | 1330 | 986 | 787 | 52473 |
| Sep-15 | Tuesday | 22 | 527 | 322 | 181 | 157 | 314 | 818 | 1981 | 3522 | 2979 | 2288 | 2318 | 2667 | 2906 | 2977 | 3446 | 4678 | 4926 | 4349 | 3179 | 2716 | 1968 | 1408 | 1107 | 884 | 52618 |
| Sep-15 | Wednesday | 23 | 521 | 345 | 211 | 176 | 297 | 834 | 1929 | 3449 | 2990 | 2400 | 2443 | 2784 | 3130 | 3306 | 3676 | 4651 | 5205 | 4424 | 3209 | 2508 | 1996 | 1386 | 1190 | 835 | 53895 |
| Sep-15 | Thursday | 24 | 541 | 363 | 228 | 172 | 368 | 835 | 1949 | 3502 | 3157 | 2590 | 2698 | 3005 | 3054 | 3054 | 3324 | 4595 | 4540 | 3969 | 2773 | 2253 | 1853 | 1424 | 1269 | 974 | 52490 |
| Sep-15 | Friday | 25 | 562 | 368 | 288 | 223 | 350 | 749 | 1854 | 3336 | 2947 | 2536 | 2744 | 3160 | 3534 | 3776 | 4225 | 5084 | 5159 | 4307 | 3919 | 2681 | 2145 | 1955 | 1914 | 1580 | 59396 |
| Sep-15 | Saturday | 26 | 1030 | 747 | 682 | 355 | 285 | 410 | 705 | 1482 | 1905 | 2089 | 2259 | 2486 | 2625 | 2745 | 2936 | 3141 | 2781 | 2650 | 2483 | 2404 | 1963 | 2305 | 1980 | 1505 | 43953 |
| Sep-15 | Sunday | 27 | 1003 | 808 | 813 | 316 | 284 | 404 | 523 | 1009 | 1289 | 1706 | 2146 | 2400 | 2913 | 2851 | 2940 | 2784 | 2755 | 2323 | 2163 | 2082 | 1463 | 1099 | 907 | 756 | 37737 |
| Sep-15 | Monday | 28 | 442 | 212 | 230 | 188 | 392 | 797 | 1939 | 3315 | 2937 | 2341 | 2436 | 2632 | 2811 | 2882 | 3318 | 4446 | 5165 | 4563 | 3084 | 2342 | 1616 | 1205 | 954 | 763 | 51010 |
| Sep-15 | Tuesday | 29 | 463 | 302 | 197 | 161 | 305 | 836 | 1896 | 3364 | 3041 | 2342 | 2386 | 2662 | 2928 | 2872 | 3377 | 4273 | 4322 | 3517 | 3145 | 2529 | 1841 | 1425 | 1163 | 830 | 50177 |
| Sep-15 | Wednesday | 30 | 501 | 344 | 229 | 159 | 308 | 794 | 1880 | 3365 | 2906 | 2489 | 2541 | 2910 | 3034 | 3125 | 3271 | 4498 | 4056 | 3243 | 3659 | 2721 | 1920 | 1238 | 1164 | 859 | 51214 |
| Oct-15 | Thursday | 1 | 457 | 330 | 230 | 190 | 322 | 865 | 1907 | 3497 | 3214 | 2670 | 2750 | 2873 | 3177 | 2914 | 3765 | 4183 | 3683 | 3372 | 2484 | 1801 | 1373 | 1026 | 865 | 787 | 48735 |
| Oct-15 | Friday | 2 | 478 | 305 | 238 | 188 | 325 | 652 | 1387 | 2560 | 2529 | 2370 | 2747 | 3007 | 3148 | 3131 | 3451 | 3835 | 3555 | 2807 | 2105 | 1681 | 1104 | 1049 | 946 | 868 | 44466 |
| Oct-15 | Saturday | 3 | 555 | 353 | 326 | 174 | 179 | 273 | 487 | 795 | 984 | 989 | 1004 | 1026 | 963 | 971 | 885 | 951 | 906 | 884 | 712 | 765 | 499 | 407 | 369 | 451 | 15908 |
| Oct-15 | Sunday | 4 | 301 | 168 | 139 | 99 | 107 | 180 | 278 | 622 | 626 | 826 | 1063 | 1151 | 1131 | 1105 | 1089 | 1158 | 1061 | 1029 | 891 | 807 | 560 | 474 | 336 | 235 | 15436 |
| Oct-15 | Monday | 5 | 168 | 72 | 89 | 93 | 202 | 446 | 1002 | 1731 | 1700 | 1583 | 1671 | 1768 | 1990 | 1928 | 2062 | 2613 | 2902 | 2579 | 1769 | 1412 | 1036 | 791 | 684 | 605 | 30896 |
| Oct-15 | Tuesday | 6 | 375 | 212 | 171 | 165 | 299 | 676 | 1608 | 2689 | 2536 | 2323 | 2349 | 2558 | 2646 | 2751 | 3133 | 4143 | 4693 | 4435 | 3347 | 2554 | 1742 | 1199 | 1030 | 774 | 48408 |
| Oct-15 | Wednesday | 7 | 500 | 307 | 223 | 209 | 298 | 805 | 1866 | 3055 | 3235 | 2291 | 2245 | 2559 | 2833 | 2937 | 3498 | 4502 | 5041 | 4564 | 3802 | 3010 | 2060 | 1549 | 1109 | 937 | 53435 |
| Oct-15 | Thursday | 8 | 627 | 318 | 237 | 181 | 344 | 825 | 1952 | 3294 | 3068 | 2411 | 2402 | 2740 | 2976 | 3062 | 3419 | 4657 | 5138 | 4420 | 1755 | 2760 | 2242 | 1523 | 1342 | 982 | 52675 |
| Oct-15 | Friday | 9 | 651 | 400 | 297 | 233 | 320 | 747 | 1716 | 3252 | 3000 | 2500 | 2796 | 3063 | 3554 | 3612 | 4237 | 5150 | 5089 | 4486 | 3402 | 2853 | 2053 | 1738 | 1858 | 1519 | 58526 |
| Oct-15 | Saturday | 10 | 992 | 780 | 659 | 316 | 315 | 424 | 739 | 1311 | 1614 | 1962 | 2202 | 2433 | 2993 | 2933 | 2571 | 2596 | 2408 | 2497 | 2479 | 2376 | 1923 | 1727 | 1532 | 1368 | 41150 |
| Oct-15 | Sunday | 11 | 904 | 696 | 731 | 347 | 306 | 333 | 522 | 1080 | 1307 | 1697 | 1955 | 2188 | 2695 | 2723 | 2935 | 3053 | 2726 | 2681 | 2194 | 2329 | 1556 | 1209 | 955 | 736 | 37858 |
| Oct-15 | Monday | 12 | 486 | 278 | 222 | 176 | 339 | 718 | 1760 | 3252 | 2801 | 2342 | 2423 | 2713 | 3024 | 3007 | 3356 | 4371 | 4897 | 4630 | 3235 | 2409 | 1670 | 1358 | 1004 | 793 | 51264 |
| Oct-15 | Tuesday | 13 | 417 | 299 | 196 | 169 | 321 | 783 | 2011 | 3316 | 3114 | 2383 | 2475 | 2736 | 2896 | 3122 | 3652 | 4679 | 5235 | 4472 | 3372 | 2608 | 1831 | 1414 | 1058 | 852 | 53411 |
| Oct-15 | Wednesday | 14 | 538 | 309 | 214 | 198 | 328 | 817 | 1889 | 3405 | 2944 | 2411 | 2621 | 2710 | 3066 | 3230 | 3572 | 4679 | 5036 | 4527 | 3447 | 2686 | 2032 | 1538 | 1153 | 935 | 54285 |
| Oct-15 | Thursday | 15 | 543 | 322 | 240 | 181 | 329 | 811 | 1926 | 3377 | 3083 | 2417 | 2500 | 2798 | 3084 | 3205 | 3632 | 4747 | 4852 | 4289 | 3602 | 2880 | 2028 | 1660 | 1311 | 1057 | 54874 |
| Oct-15 | Friday | 16 | 639 | 405 | 301 | 219 | 404 | 837 | 1874 | 3265 | 2982 | 2673 | 2729 | 3110 | 3748 | 3873 | 4330 | 4509 | 3471 | 3404 | 3525 | 2802 | 1985 | 1895 | 1830 | 1492 | 56302 |
| Oct-15 | Saturday | 17 | 944 | 767 | 713 | 325 | 300 | 493 | 922 | 1487 | 1755 | 1989 | 2314 | 2393 | 2652 | 2717 | 2884 | 2959 | 2887 | 2798 | 2619 | 2470 | 1847 | 1726 | 1620 | 1480 | 43061 |
| Oct-15 | Sunday | 18 | 1008 | 760 | 679 | 297 | 252 | 425 | 598 | 1023 | 1411 | 1783 | 2210 | 2410 | 2788 | 2821 | 2863 | 3097 | 2826 | 2538 | 2283 | 2182 | 1502 | 1146 | 995 | 747 | 38644 |
| Oct-15 | Monday | 19 | 462 | 223 | 176 | 174 | 354 | 784 | 1900 | 3272 | 2891 | 2317 | 2492 | 2678 | 2780 | 2965 | 3434 | 4449 | 5044 | 3717 | 3098 | 2282 | 1615 | 1208 | 1122 | 772 | 50209 |
| Oct-15 | Tuesday | 20 | 435 | 284 | 186 | 162 | 335 | 821 | 1927 | 3346 | 2888 | 2458 | 2442 | 2625 | 3164 | 3083 | 3520 | 4552 | 3958 | 3636 | 3668 | 2686 | 1766 | 1525 | 1073 | 909 | 51449 |
| Oct-15 | Wednesday | 21 | 521 | 312 | 218 | 164 | 298 | 762 | 1952 | 3560 | 3026 | 2576 | 2530 | 2801 | 3127 | 3195 | 3531 | 4725 | 4990 | 3313 | 3308 | 2862 | 2249 | 1543 | 1218 | 912 | 53693 |
| Oct-15 | Thursday | 22 | 584 | 353 | 219 | 195 | 336 | 833 | 1943 | 3521 | 3330 | 2741 | 2785 | 2882 | 3073 | 3298 | 3655 | 4866 | 4899 | 4217 | 3435 | 2600 | 2091 | 1855 | 1660 | 1034 | 56405 |
| Oct-15 | Friday | 23 | 603 | 373 | 320 | 210 | 359 | 709 | 1784 | 3113 | 3007 | 2544 | 2717 | 3048 | 3691 | 3865 | 4193 | 5059 | 4803 | 4173 | 3460 | 2740 | 1937 | 1746 | 1702 | 1633 | 57789 |
| Oct-15 | Saturday | 24 | 1050 | 737 | 660 | 333 | 250 | 407 | 678 | 1346 | 1647 | 1797 | 2234 | 3111 | 3622 | 3519 | 2876 | 3205 | 3045 | 2795 | 2762 | 2485 | 1772 | 1818 | 1661 | 1526 | 45336 |
| Oct-15 | Sunday | 25 | 1091 | 723 | 814 | 327 | 309 | 374 | 515 | 951 | 1183 | 1598 | 1978 | 2271 | 2858 | 2960 | 3142 | 2878 | 2752 | 2717 | 2498 | 2295 | 1525 | 1015 | 948 | 691 | 38413 |
| Oct-15 | Monday | 26 | 484 | 208 | 210 | 137 | 341 | 766 | 1892 | 3106 | 2967 | 2422 | 2464 | 2623 | 2897 | 2961 | 3420 | 4441 | 5025 | 4578 | 3195 | 2169 | 1565 | 1157 | 958 | 771 | 50757 |
| Oct-15 | Tuesday | 27 | 514 | 292 | 197 | 154 | 349 | 742 | 1853 | 3232 | 2063 | 2290 | 2419 | 2658 | 2646 | 2865 | 3263 | 4399 | 4010 | 4052 | 2949 | 2182 | 1687 | 1176 | 1017 | 709 | 47718 |
| Oct-15 | Wednesday | 28 | 513 | 317 | 186 | 162 | 271 | 741 | 1789 | 3210 | 3322 | 2406 | 2303 | 2588 | 2989 | 3121 | 3393 | 4291 | 4971 | 4320 | 3149 | 2513 | 1944 | 1360 | 1170 | 916 | 51945 |
| Oct-15 | Thursday | 29 | 537 | 337 | 221 | 189 | 321 | 793 | 1815 | 3383 | 3299 | 2504 | 2511 | 2846 | 3108 | 3304 | 3683 | 4707 | 5157 | 4414 | 3606 | 2713 | 2113 | 1640 | 1288 | 977 | 55466 |
| Oct-15 | Friday | 30 | 645 | 435 | 350 | 216 | 351 | 713 | 1738 | 3114 | 3078 | 2502 | 2602 | 3033 | 3458 | 3815 | 4097 | 4986 | 4624 | 4197 | 3443 | 2641 | 2009 | 1742 | 1931 | 1649 | 57369 |
| Oct-15 | Saturday | 31 | 1076 | 734 | 705 | 300 | 276 | 391 | 661 | 1250 | 1509 | 1740 | 2042 | 2155 | 2467 | 2490 | 2638 | 2810 | 2815 | 2926 | 2202 | 1891 | 1633 | 1460 | 1493 | 1358 | 39022 |
| Nov-15 | Sunday | 1 | 1111 | 863 | 967 | 805 | 598 | 304 | 488 | 1046 | 1402 | 1827 | 2155 | 2243 | 2766 | 3059 | 2935 | 2816 | 2638 | 2639 | 2196 | 1734 | 1312 | 917 | 754 | 556 | 38131 |
| Nov-15 | Monday | 2 | 366 | 206 | 172 | 151 | 308 | 816 | 1970 | 3422 | 2946 | 2312 | 2437 | 2655 | 2864 | 3051 | 3454 | 4477 | 4679 | 3166 | 3470 | 2071 | 1612 | 1189 | 914 | 763 | 49471 |
| Nov-15 | Tuesday | 3 | 482 | 293 | 190 | 158 | 283 | 758 | 1972 | 2462 | 3066 | 2441 | 2327 | 2921 | 2911 | 2948 | 3314 | 2778 | 4885 | 4298 | 3104 | 2010 | 1601 | 1176 | 1029 | 794 | 48201 |
| Nov-15 | Wednesday | 4 | 538 | 300 | 213 | 143 | 285 | 757 | 1955 | 3418 | 3131 | 2585 | 2447 | 3001 | 3315 | 3033 | 3618 | 4521 | 5025 | 4342 | 3430 | 2349 | 1877 | 1273 | 1089 | 867 | 53512 |
| Nov-15 | Thursday | 5 | 467 | 302 | 214 | 165 | 361 | 778 | 1921 | 3289 | 3274 | 2486 | 2475 | 2997 | 3133 | 3345 | 3820 | 4731 | 5202 | 4381 | 3743 | 2369 | 1961 | 1559 | 1184 | 954 | 55111 |
| Nov-15 | Friday | 6 | 706 | 437 | 325 | 192 | 323 | 772 | 1797 | 3250 | 2979 | 2614 | 2829 | 3118 | 3718 | 3818 | 4316 | 5048 | 4974 | 4391 | 3588 | 2585 | 1909 | 1739 | 1728 | 1468 | 58624 |
| Nov-15 | Saturday | 7 | 920 | 713 | 609 | 301 | 281 | 419 | 821 | 1389 | 1729 | 2047 | 2324 | 2551 | 2828 | 2800 | 3007 | 3046 | 2874 | 3226 | 3114 | 2208 | 1782 | 1624 | 1572 | 1335 | 43520 |
| Nov-15 | Sunday | 8 | 957 | 806 | 747 | 314 | 310 | 318 | 511 | 1068 | 1468 | 1867 | 2232 | 2425 | 2885 | 2894 | 2885 | 2798 | 2452 | 2367 | 1923 | 1628 | 1140 | 845 | 765 | 587 | 36192 |
| Nov-15 | Monday | 9 | 359 | 206 | 196 | 153 | 305 | 684 | 1722 | 3200 | 2265 | 2347 | 2229 | 2424 | 2681 | 2710 | 3110 | 4066 | 4532 | 3979 | 2817 | 1901 | 1401 | 1174 | 953 | 764 | 46178 |
| Nov-15 | Tuesday | 10 | 471 | 271 | 199 | 139 | 315 | 757 | 1926 | 3466 | 3085 | 2422 | 2373 | 2644 | 2925 | 3136 | 3490 | 4615 | 5017 | 4413 | 3044 | 2333 | 1728 | 1428 | 1131 | 870 | 52198 |
| Nov-15 | Wednesday | 11 | 524 | 335 | 252 | 178 | 267 | 707 | 1770 | 3307 | 2840 | 2310 | 2382 | 2652 | 3070 | 2962 | 3447 | 4195 | 4820 | 4590 | 3224 | 2300 | 1935 | 1474 | 1135 | 846 | 51522 |
| Nov-15 | Thursday | 12 | 451 | 284 | 233 | 194 | 301 | 767 | 2104 | 3470 | 3051 | 2452 | 2561 | 2929 | 3022 | 3164 | 3679 | 4451 | 3961 | 4200 | 3195 | 2371 | 2050 | 1503 | 1202 | 1002 | 52597 |
| Nov-15 | Friday | 13 | 627 | 388 | 305 | 200 | 361 | 691 | 1836 | 3205 | 3174 | 2804 | 2960 | 3291 | 3721 | 3697 | 3940 | 3901 | 3731 | 3944 | 3829 | 2522 | 2046 | 1979 | 1648 | 1400 | 56200 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nov-15 | Saturday | 14 | 940 | 659 | 682 | 283 | 328 | 445 | 830 | 1543 | 1786 | 1923 | 2227 | 2387 | 2537 | 2629 | 2774 | 3298 | 2977 | 3094 | 2573 | 2137 | 1756 | 1645 | 1557 | 1399 | 42409 |
| Nov-15 | Sunday | 15 | 906 | 697 | 816 | 316 | 307 | 354 | 443 | 961 | 1151 | 1650 | 1855 | 2293 | 2797 | 2954 | 2979 | 2908 | 2846 | 2656 | 2199 | 1722 | 1378 | 1019 | 956 | 643 | 36806 |
| Nov-15 | Monday | 16 | 329 | 217 | 190 | 173 | 341 | 792 | 1900 | 3285 | 3048 | 2444 | 2555 | 2769 | 3005 | 3052 | 3652 | 4546 | 5143 | 4758 | 3418 | 2038 | 1609 | 1185 | 927 | 735 | 52111 |
| Nov-15 | Tuesday | 17 | 463 | 291 | 189 | 150 | 328 | 765 | 1928 | 3451 | 3144 | 2410 | 2429 | 2688 | 2893 | 3086 | 3523 | 4573 | 4816 | 4596 | 3510 | 2432 | 1787 | 1325 | 1136 | 822 | 52735 |
| Nov-15 | Wednesday | 18 | 494 | 342 | 210 | 175 | 270 | 817 | 1945 | 3452 | 3338 | 2606 | 2697 | 2930 | 3117 | 3215 | 3796 | 4731 | 5270 | 4698 | 3065 | 2434 | 2002 | 1424 | 1224 | 836 | 55088 |
| Nov-15 | Thursday | 19 | 503 | 324 | 258 | 177 | 348 | 812 | 1961 | 3351 | 3194 | 2544 | 2753 | 2860 | 3184 | 3208 | 3606 | 4587 | 5145 | 4635 | 3059 | 2304 | 1906 | 1444 | 1241 | 1009 | 54413 |
| Nov-15 | Friday | 20 | 630 | 410 | 329 | 171 | 348 | 784 | 1811 | 3203 | 3191 | 2699 | 2894 | 3392 | 3951 | 3944 | 4348 | 5299 | 4941 | 4511 | 3799 | 2696 | 1746 | 1630 | 1674 | 1385 | 59786 |
| Nov-15 | Saturday | 21 | 882 | 640 | 594 | 315 | 290 | 406 | 726 | 1508 | 1845 | 1906 | 2183 | 2285 | 2505 | 2744 | 2784 | 3135 | 3030 | 2921 | 2309 | 2040 | 1577 | 1610 | 1509 | 1234 | 40978 |
| Nov-15 | Sunday | 22 | 827 | 654 | 822 | 315 | 277 | 329 | 452 | 916 | 1127 | 1533 | 1821 | 2174 | 2681 | 2681 | 2556 | 2515 | 2688 | 2497 | 1994 | 1743 | 1301 | 994 | 905 | 716 | 34518 |
| Nov-15 | Monday | 23 | 412 | 213 | 157 | 170 | 341 | 754 | 1714 | 2940 | 2888 | 2591 | 2606 | 2829 | 2974 | 3126 | 3651 | 4441 | 5173 | 4819 | 3261 | 2062 | 1588 | 1180 | 996 | 807 | 51693 |
| Nov-15 | Tuesday | 24 | 512 | 315 | 219 | 172 | 320 | 733 | 1705 | 2878 | 2851 | 2492 | 2773 | 3026 | 3364 | 3497 | 3967 | 4875 | 4871 | 4565 | 3367 | 2349 | 1884 | 1480 | 1179 | 850 | 54244 |
| Nov-15 | Wednesday | 25 | 567 | 338 | 257 | 212 | 399 | 719 | 1475 | 2507 | 2647 | 2577 | 2818 | 3423 | 3759 | 3919 | 4101 | 4469 | 4188 | 3659 | 2696 | 2083 | 1662 | 1373 | 1254 | 976 | 52078 |
| Nov-15 | Thursday | 26 | 660 | 445 | 322 | 208 | 265 | 272 | 443 | 858 | 1035 | 1360 | 1818 | 1801 | 1753 | 1663 | 1737 | 1840 | 1736 | 1773 | 1670 | 1656 | 1541 | 1314 | 1093 | 844 | 28107 |
| Nov-15 | Friday | 27 | 529 | 349 | 269 | 173 | 253 | 406 | 616 | 1196 | 1316 | 1469 | 1839 | 1959 | 2148 | 2428 | 2703 | 3092 | 3077 | 2819 | 2456 | 1966 | 1653 | 1520 | 1477 | 1252 | 36965 |
| Nov-15 | Saturday | 28 | 851 | 622 | 618 | 293 | 286 | 371 | 655 | 1309 | 1572 | 1779 | 1959 | 2063 | 2156 | 2242 | 2327 | 2554 | 2652 | 2549 | 2085 | 1919 | 1546 | 1456 | 1400 | 1265 | 36529 |
| Nov-15 | Sunday | 29 | 926 | 620 | 662 | 284 | 286 | 323 | 491 | 960 | 1214 | 1649 | 2003 | 2138 | 2494 | 2522 | 2529 | 2567 | 2474 | 2493 | 1929 | 1684 | 1401 | 1005 | 874 | 662 | 34190 |
| Nov-15 | Monday | 30 | 410 | 240 | 200 | 149 | 333 | 795 | 1818 | 3241 | 2962 | 2368 | 2466 | 2596 | 2889 | 2952 | 3361 | 4342 | 5022 | 4772 | 3068 | 2065 | 1681 | 1381 | 1021 | 757 | 50889 |
| Dec-15 | Tuesday | 1 | 542 | 335 | 216 | 142 | 291 | 755 | 1909 | 3293 | 3055 | 2329 | 2281 | 2686 | 2873 | 3003 | 3408 | 4496 | 5139 | 3893 | 3537 | 2169 | 1759 | 1479 | 1001 | 864 | 51455 |
| Dec-15 | Wednesday | 2 | 508 | 361 | 232 | 156 | 308 | 718 | 1868 | 3269 | 3168 | 2743 | 2539 | 2665 | 2976 | 3027 | 3657 | 4336 | 3860 | 3962 | 3245 | 2100 | 1853 | 1324 | 993 | 770 | 50638 |
| Dec-15 | Thursday | 3 | 482 | 309 | 243 | 153 | 308 | 736 | 1863 | 3424 | 3238 | 2437 | 2468 | 2803 | 3053 | 3113 | 3751 | 4627 | 5035 | 4624 | 3214 | 2222 | 1548 | 1555 | 1322 | 874 | 53402 |
| Dec-15 | Friday | 4 | 588 | 407 | 317 | 209 | 337 | 748 | 1769 | 3252 | 3035 | 2461 | 2643 | 2904 | 3330 | 3693 | 4067 | 4936 | 5030 | 4216 | 3171 | 2249 | 1940 | 1932 | 1822 | 1487 | 56543 |
| Dec-15 | Saturday | 5 | 923 | 638 | 621 | 265 | 232 | 356 | 785 | 1278 | 1542 | 2003 | 2305 | 2621 | 2894 | 2781 | 2773 | 2783 | 2927 | 2713 | 2313 | 2000 | 1805 | 1847 | 1826 | 1536 | 41767 |
| Dec-15 | Sunday | 6 | 1051 | 665 | 717 | 315 | 214 | 312 | 495 | 908 | 1032 | 1435 | 1785 | 2160 | 2641 | 2769 | 2725 | 2937 | 2891 | 2408 | 2029 | 1808 | 1438 | 1245 | 957 | 630 | 35567 |
| Dec-15 | Monday | 7 | 372 | 229 | 196 | 134 | 284 | 759 | 1754 | 3117 | 3026 | 2352 | 2339 | 2668 | 2774 | 2940 | 3305 | 4478 | 4893 | 4711 | 3202 | 2057 | 1814 | 1385 | 1003 | 833 | 50625 |
| Dec-15 | Tuesday | 8 | 534 | 309 | 213 | 157 | 261 | 747 | 1841 | 3304 | 3158 | 2262 | 2294 | 2674 | 2824 | 2985 | 3463 | 4516 | 5066 | 4600 | 3345 | 2257 | 1828 | 1518 | 1258 | 808 | 52222 |
| Dec-15 | Wednesday | 9 | 550 | 329 | 234 | 192 | 275 | 714 | 1855 | 3294 | 3151 | 2421 | 2488 | 2727 | 2978 | 3147 | 3550 | 4452 | 5093 | 4572 | 3203 | 2208 | 1890 | 1605 | 1181 | 849 | 52958 |
| Dec-15 | Thursday | 10 | 503 | 292 | 239 | 179 | 279 | 731 | 1836 | 3414 | 3356 | 2602 | 2608 | 3314 | 2983 | 3179 | 3640 | 4503 | 4434 | 4262 | 3350 | 2267 | 1957 | 1736 | 1364 | 943 | 53971 |
| Dec-15 | Friday | 11 | 733 | 478 | 352 | 198 | 303 | 710 | 1689 | 3092 | 2966 | 2549 | 2700 | 3046 | 3339 | 3637 | 4027 | 4981 | 4723 | 4132 | 3052 | 2275 | 1881 | 2039 | 2175 | 1605 | 56682 |
| Dec-15 | Saturday | 12 | 968 | 687 | 652 | 322 | 250 | 363 | 694 | 1272 | 1528 | 1822 | 2285 | 2419 | 2543 | 2660 | 2821 | 3076 | 2942 | 2881 | 2486 | 2504 | 2191 | 2232 | 2004 | 1684 | 43286 |
| Dec-15 | Sunday | 13 | 1221 | 846 | 809 | 318 | 243 | 319 | 448 | 965 | 1154 | 1553 | 1858 | 2160 | 2582 | 2857 | 2755 | 2769 | 2652 | 2770 | 2075 | 2045 | 1714 | 1304 | 1162 | 696 | 37275 |
| Dec-15 | Monday | 14 | 423 | 250 | 229 | 146 | 274 | 740 | 1838 | 3173 | 3205 | 2576 | 2558 | 2743 | 2644 | 2540 | 3216 | 4429 | 4960 | 4331 | 2960 | 2068 | 1621 | 1316 | 944 | 741 | 49925 |
| Dec-15 | Tuesday | 15 | 468 | 297 | 188 | 173 | 282 | 742 | 1835 | 3213 | 3087 | 2383 | 2429 | 2794 | 3016 | 3331 | 3732 | 4637 | 5058 | 4812 | 3814 | 2296 | 1893 | 1633 | 1311 | 864 | 54288 |
| Dec-15 | Wednesday | 16 | 462 | 342 | 232 | 160 | 293 | 776 | 1842 | 3264 | 3171 | 2496 | 2701 | 3035 | 3177 | 3423 | 3999 | 4766 | 5205 | 4577 | 3457 | 2316 | 1997 | 1680 | 1254 | 917 | 55542 |
| Dec-15 | Thursday | 17 | 546 | 360 | 232 | 223 | 347 | 781 | 1825 | 3313 | 3114 | 2531 | 2631 | 2966 | 3153 | 3384 | 3750 | 4630 | 4377 | 4039 | 3356 | 2276 | 1814 | 1697 | 1415 | 895 | 53655 |
| Dec-15 | Friday | 18 | 588 | 425 | 311 | 191 | 297 | 687 | 1670 | 2935 | 2907 | 2545 | 2794 | 3039 | 3489 | 3727 | 4098 | 4699 | 4976 | 4166 | 2986 | 2472 | 1919 | 1919 | 1975 | 1468 | 56283 |
| Dec-15 | Saturday | 19 | 921 | 670 | 576 | 310 | 321 | 361 | 704 | 1211 | 1788 | 1952 | 2206 | 2397 | 2674 | 2583 | 2664 | 2960 | 2956 | 2636 | 2391 | 2005 | 1770 | 1884 | 1929 | 1488 | 41357 |
| Dec-15 | Sunday | 20 | 987 | 662 | 691 | 241 | 239 | 287 | 410 | 875 | 1059 | 1277 | 1727 | 2031 | 2477 | 2659 | 2570 | 2611 | 2479 | 2588 | 1951 | 1760 | 1557 | 1270 | 1160 | 854 | 34422 |
| Dec-15 | Monday | 21 | 451 | 259 | 186 | 148 | 301 | 661 | 1446 | 2459 | 2480 | 2249 | 2564 | 2976 | 3032 | 3203 | 3627 | 4488 | 4762 | 4543 | 3126 | 2186 | 1554 | 1544 | 1327 | 1002 | 50574 |
| Dec-15 | Tuesday | 22 | 586 | 360 | 243 | 168 | 318 | 669 | 1411 | 2435 | 2405 | 2366 | 2465 | 2961 | 3005 | 3133 | 3525 | 4269 | 4641 | 4324 | 2962 | 2074 | 1578 | 1423 | 1244 | 850 | 49415 |
| Dec-15 | Wednesday | 23 | 596 | 368 | 263 | 216 | 311 | 665 | 1311 | 2295 | 2486 | 2499 | 2849 | 3315 | 3528 | 3694 | 3920 | 4309 | 4367 | 3815 | 2630 | 2177 | 1810 | 1460 | 1331 | 1010 | 51225 |
| Dec-15 | Thursday | 24 | 669 | 482 | 337 | 188 | 280 | 417 | 873 | 1478 | 1635 | 1903 | 2446 | 2797 | 3005 | 2793 | 2715 | 2829 | 2333 | 2120 | 1718 | 1735 | 1526 | 1335 | 1172 | 889 | 37675 |
| Dec-15 | Friday | 25 | 588 | 373 | 244 | 144 | 129 | 207 | 304 | 637 | 659 | 832 | 966 | 1258 | 1388 | 1529 | 1635 | 1773 | 1690 | 1707 | 1562 | 1515 | 1456 | 1241 | 1155 | 951 | 23943 |
| Dec-15 | Saturday | 26 | 496 | 460 | 390 | 160 | 201 | 259 | 473 | 924 | 1044 | 1275 | 1673 | 1784 | 1931 | 2034 | 2192 | 2470 | 2470 | 2434 | 2357 | 2000 | 1695 | 1528 | 1285 | 1179 | 32714 |
| Dec-15 | Sunday | 27 | 829 | 736 | 919 | 333 | 251 | 279 | 410 | 803 | 976 | 1195 | 1548 | 1824 | 2166 | 2348 | 2436 | 2362 | 2328 | 2311 | 2053 | 1753 | 1458 | 1238 | 968 | 774 | 32298 |
| Dec-15 | Monday | 28 | 476 | 280 | 231 | 167 | 301 | 539 | 1174 | 2075 | 2298 | 2080 | 2418 | 2701 | 2729 | 2925 | 3211 | 3923 | 4301 | 4189 | 2630 | 1846 | 1404 | 1219 | 1018 | 915 | 45050 |
| Dec-15 | Tuesday | 29 | 564 | 364 | 265 | 183 | 282 | 514 | 1207 | 2233 | 2210 | 2133 | 2406 | 2611 | 2777 | 2978 | 3327 | 4138 | 4581 | 4594 | 2913 | 2080 | 1615 | 1350 | 1247 | 914 | 47486 |
| Dec-15 | Wednesday | 30 | 592 | 376 | 291 | 183 | 279 | 553 | 1209 | 2257 | 2218 | 2218 | 2532 | 2752 | 2940 | 3085 | 3426 | 4099 | 4602 | 4562 | 2889 | 2172 | 1679 | 1404 | 1274 | 1062 | 48654 |
| Dec-15 | Thursday | 31 | 733 | 430 | 328 | 211 | 258 | 491 | 1036 | 1885 | 2014 | 2004 | 2387 | 2855 | 3173 | 3231 | 3465 | 3769 | 3267 | 2569 | 1900 | 1621 | 1357 | 1221 | 1235 | 934 | 42374 |

30 Highest Hours of the year

100 Highest Hours of the year

AADT 48600

### 2.4.4 Station 71 Volume Data

| TWO-WAY VOLUMES | Day | 12a<br>1 | 1a<br>2 | 2a<br>3 | 3a<br>4 | 4a<br>5 | 5a<br>6 | 6a<br>7 | 7a<br>8 | 8a<br>9 | 9a<br>10 | 10a<br>11 | 11a<br>12 | 12p<br>13 | 1p<br>14 | 2p<br>15 | 3p<br>16 | 4p<br>17 | 5p<br>18 | 6p<br>19 | 7p<br>20 | 8p<br>21 | 9p<br>22 | 10p<br>23 | 11p<br>24 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Jan-15 Thursday | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Friday | 2 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Saturday | 3 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Sunday | 4 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Monday | 5 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Tuesday | 6 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Wednesday | 7 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Thursday | 8 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Friday | 9 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Saturday | 10 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Sunday | 11 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Monday | 12 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Tuesday | 13 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Wednesday | 14 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Thursday | 15 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Friday | 16 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Saturday | 17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Sunday | 18 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Monday | 19 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Tuesday | 20 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Wednesday | 21 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Thursday | 22 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Friday | 23 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Saturday | 24 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Sunday | 25 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Monday | 26 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Tuesday | 27 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Wednesday | 28 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Thursday | 29 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Friday | 30 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Saturday | 31 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Feb-15 Sunday | 1 | 1111 | 701 | 617 | 381 | 459 | 713 | 1334 | 1638 | 2430 | 3324 | 4324 | 4556 | 5162 | 5538 | 5402 | 5101 | 5008 | 4885 | 3982 | 2368 | 2067 | 1780 | 2432 | 1355 | 66668 |
| Feb-15 Monday | 2 | 720 | 417 | 389 | 490 | 965 | 3116 | 7195 | 7799 | 6430 | 5686 | 5397 | 5520 | 5573 | 5597 | 6235 | 6662 | 8291 | 7603 | 6176 | 3461 | 2651 | 2148 | 1543 | 1102 | 101166 |
| Feb-15 Tuesday | 3 | 790 | 500 | 423 | 529 | 1071 | 3185 | 7222 | 8032 | 6284 | 5483 | 5063 | 5579 | 5320 | 5697 | 6594 | 7963 | 8065 | 8962 | 6304 | 3846 | 2890 | 2571 | 1780 | 1165 | 105318 |
| Feb-15 Wednesday | 4 | 806 | 495 | 440 | 531 | 1036 | 2952 | 6863 | 7614 | 7018 | 5417 | 5055 | 5091 | 5377 | 5803 | 6439 | 7821 | 7929 | 8184 | 6222 | 4065 | 2993 | 2351 | 1708 | 1084 | 103294 |
| Feb-15 Thursday | 5 | 802 | 485 | 424 | 544 | 1129 | 3154 | 6763 | 6914 | 6740 | 5544 | 5382 | 5349 | 5718 | 6376 | 6823 | 8146 | 8647 | 8851 | 6720 | 3954 | 3491 | 2703 | 2067 | 1292 | 108018 |
| Feb-15 Friday | 6 | 885 | 600 | 459 | 548 | 1103 | 2919 | 6470 | 7708 | 6536 | 5806 | 5674 | 6100 | 6507 | 6934 | 7704 | 8894 | 8583 | 7854 | 7635 | 5537 | 3680 | 3226 | 2944 | 1763 | 116069 |
| Feb-15 Saturday | 7 | 1197 | 703 | 661 | 494 | 628 | 1178 | 2450 | 3109 | 3979 | 4813 | 5187 | 5742 | 6196 | 6259 | 6174 | 6415 | 5999 | 5815 | 5432 | 4200 | 3045 | 2816 | 2353 | 1731 | 86576 |
| Feb-15 Sunday | 8 | 1076 | 746 | 582 | 449 | 451 | 760 | 1460 | 1713 | 2482 | 3430 | 4619 | 4870 | 5860 | 6154 | 5929 | 6069 | 6177 | 5772 | 5233 | 3765 | 2729 | 2136 | 1532 | 1067 | 75061 |
| Feb-15 Monday | 9 | 601 | 392 | 350 | 514 | 1094 | 3243 | 6692 | 7422 | 6586 | 5539 | 5641 | 4927 | 5125 | 5808 | 6653 | 7974 | 8702 | 8656 | 5912 | 3553 | 2610 | 2246 | 1583 | 1137 | 102960 |
| Feb-15 Tuesday | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Feb-15 Wednesday | 11 | 805 | 510 | 426 | 513 | 1115 | 3110 | 7141 | 8071 | 5307 | 5808 | 5102 | 5322 | 5575 | 6055 | 6699 | 8042 | 8411 | 8669 | 6960 | 4279 | 3323 | 2601 | 2042 | 1210 | 107096 |
| Feb-15 Thursday | 12 | 846 | 526 | 431 | 569 | 1125 | 3096 | 7399 | 8011 | 6557 | 5558 | 5100 | 5229 | 5579 | 6390 | 6878 | 8022 | 9046 | 8786 | 6946 | 4545 | 3529 | 2845 | 2212 | 1385 | 110610 |
| Feb-15 Friday | 13 | 993 | 573 | 495 | 603 | 1075 | 2891 | 6653 | 7706 | 6286 | 6028 | 6017 | 6507 | 7168 | 7381 | 8308 | 9131 | 9737 | 8999 | 7609 | 5720 | 4110 | 3621 | 2825 | 1961 | 122397 |
| Feb-15 Saturday | 14 | 1353 | 849 | 628 | 439 | 594 | 1023 | 2049 | 2853 | 3742 | 4763 | 5735 | 6238 | 6779 | 6502 | 6469 | 5826 | 6712 | 6279 | 5661 | 4557 | 3346 | 2977 | 2540 | 2389 | 90303 |
| Feb-15 Sunday | 15 | 1237 | 753 | 658 | 417 | 487 | 688 | 1224 | 1649 | 2444 | 3675 | 5006 | 5564 | 6080 | 6296 | 6380 | 6395 | 5829 | 5618 | 4802 | 3677 | 2793 | 2151 | 1705 | 1157 | 76685 |
| Feb-15 Monday | 16 | 662 | 408 | 363 | 484 | 1028 | 2654 | 5871 | 6749 | 5979 | 5805 | 5817 | 5973 | 6225 | 6187 | 6994 | 7580 | 7826 | 8160 | 5314 | 3826 | 2559 | 2202 | 1621 | 1075 | 101362 |
| Feb-15 Tuesday | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Feb-15 Wednesday | 18 | 777 | 500 | 417 | 467 | 1087 | 3063 | 6972 | 8201 | 6669 | 5545 | 5315 | 4942 | 5232 | 5884 | 6755 | 7986 | 8700 | 8850 | 6678 | 4147 | 3192 | 2658 | 1954 | 1303 | 107294 |
| Feb-15 Thursday | 19 | 822 | 523 | 450 | 585 | 1116 | 3000 | 7080 | 8012 | 6505 | 5684 | 5556 | 5626 | 5857 | 6363 | 6768 | 8271 | 8249 | 8918 | 6495 | 3364 | 3453 | 2562 | 1924 | 1201 | 108384 |
| Feb-15 Friday | 20 | 820 | 567 | 428 | 517 | 1002 | 2875 | 6315 | 7318 | 6374 | 6024 | 5839 | 5959 | 6581 | 6937 | 7801 | 8890 | 8711 | 9293 | 7157 | 5195 | 3625 | 3169 | 2536 | 1745 | 115678 |
| Feb-15 Saturday | 21 | 1222 | 723 | 657 | 477 | 653 | 1171 | 2376 | 3094 | 4166 | 4615 | 5167 | 5885 | 6429 | 6479 | 6624 | 6232 | 6364 | 6068 | 5504 | 4157 | 3260 | 3147 | 2523 | 1770 | 88763 |
| Feb-15 Sunday | 22 | 1135 | 802 | 710 | 449 | 443 | 822 | 1369 | 1837 | 2622 | 3788 | 4798 | 5069 | 5900 | 6280 | 6329 | 6453 | 5787 | 5581 | 4796 | 3559 | 2621 | 2134 | 1628 | 1062 | 75974 |
| Feb-15 Monday | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Feb-15 Tuesday | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Feb-15 Wednesday | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Feb-15 Thursday | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Feb-15 Friday | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Feb-15 Saturday | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 Sunday | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 Monday | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mar-15 Tuesday | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 Wednesday | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 Thursday | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 Friday | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 Saturday | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 Sunday | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 Monday | 9 | 810 | 464 | 422 | 535 | 1140 | 3107 | 7078 | 7897 | 6690 | 5875 | 5536 | 5396 | 5591 | 6278 | 6670 | 8177 | 8599 | 8713 | 6318 | 4151 | 3377 | 2551 | 1872 | 1334 | 108581 |
| Mar-15 Tuesday | 10 | 915 | 558 | 445 | 569 | 1131 | 3129 | 7097 | 7929 | 6450 | 5716 | 5341 | 5382 | 5399 | 5794 | 7005 | 8206 | 8625 | 8892 | 6845 | 4411 | 3495 | 3138 | 2160 | 1550 | 110182 |
| Mar-15 Wednesday | 11 | 994 | 620 | 513 | 580 | 1131 | 3218 | 6951 | 7676 | 7012 | 6302 | 6111 | 6103 | 5937 | 6680 | 7368 | 8079 | 8152 | 8856 | 7286 | 4689 | 3763 | 3004 | 2192 | 1374 | 114591 |
| Mar-15 Thursday | 12 | 1060 | 618 | 471 | 635 | 1063 | 3132 | 7158 | 8004 | 6539 | 6023 | 5648 | 5918 | 6213 | 6297 | 6842 | 8184 | 9093 | 9008 | 7185 | 4677 | 3680 | 3085 | 2217 | 1576 | 114326 |
| Mar-15 Friday | 13 | 1046 | 659 | 548 | 645 | 1078 | 2839 | 6809 | 7654 | 6358 | 5767 | 6040 | 6422 | 6853 | 7181 | 8280 | 9026 | 9445 | 9071 | 7329 | 5525 | 4186 | 3435 | 2811 | 1996 | 121003 |
| Mar-15 Saturday | 14 | 1381 | 871 | 630 | 487 | 684 | 1094 | 2158 | 2932 | 3726 | 4540 | 4996 | 5411 | 6271 | 6096 | 5877 | 6080 | 5748 | 5344 | 5101 | 4356 | 3644 | 3128 | 2888 | 2076 | 85519 |
| Mar-15 Sunday | 15 | 1246 | 839 | 700 | 491 | 487 | 872 | 1375 | 1828 | 2569 | 3907 | 4886 | 5442 | 6066 | 6385 | 6677 | 6802 | 6455 | 5952 | 5719 | 4591 | 3545 | 2696 | 1917 | 1306 | 82753 |
| Mar-15 Monday | 16 | 847 | 474 | 467 | 554 | 1132 | 3201 | 7153 | 8147 | 6752 | 5963 | 5490 | 5616 | 5594 | 5997 | 6886 | 7982 | 8618 | 8490 | 6971 | 4311 | 3406 | 2709 | 1974 | 1257 | 109991 |
| Mar-15 Tuesday | 17 | 939 | 537 | 457 | 564 | 1139 | 3139 | 7268 | 7234 | 7237 | 5936 | 5610 | 5451 | 5465 | 5747 | 6988 | 8020 | 6656 | 8273 | 7419 | 4557 | 3614 | 2807 | 2049 | 1403 | 108509 |
| Mar-15 Wednesday | 18 | 971 | 606 | 518 | 571 | 1118 | 3211 | 7000 | 7488 | 6818 | 5941 | 5782 | 5923 | 6088 | 6331 | 7010 | 8287 | 8914 | 8766 | 6759 | 4622 | 3598 | 2830 | 2047 | 1344 | 112543 |
| Mar-15 Thursday | 19 | 922 | 539 | 466 | 577 | 1097 | 3173 | 6096 | 5940 | 7103 | 5951 | 5603 | 5957 | 5896 | 6433 | 7112 | 7966 | 8600 | 8930 | 6443 | 4434 | 3389 | 2962 | 2343 | 1421 | 109353 |
| Mar-15 Friday | 20 | 1058 | 620 | 500 | 612 | 1117 | 3037 | 6930 | 7663 | 6453 | 5989 | 6238 | 6840 | 7113 | 7639 | 8459 | 9156 | 9539 | 9488 | 7402 | 5587 | 4646 | 4057 | 3115 | 2246 | 125504 |
| Mar-15 Saturday | 21 | 1510 | 914 | 695 | 555 | 759 | 1256 | 2422 | 3576 | 4855 | 5195 | 6048 | 6351 | 6430 | 6251 | 6441 | 6379 | 6455 | 6007 | 5646 | 4531 | 3763 | 3373 | 2992 | 1987 | 94391 |
| Mar-15 Sunday | 22 | 1294 | 844 | 683 | 467 | 535 | 807 | 1294 | 1687 | 2587 | 3673 | 5041 | 5525 | 5992 | 6372 | 6196 | 6008 | 5492 | 4806 | 4645 | 3683 | 2868 | 2210 | 1711 | 1203 | 75623 |
| Mar-15 Monday | 23 | 692 | 441 | 356 | 469 | 1149 | 3202 | 7134 | 7867 | 6726 | 5821 | 5564 | 5585 | 5723 | 5972 | 6645 | 7782 | 7960 | 8351 | 5714 | 3610 | 2933 | 2429 | 1797 | 1253 | 105175 |
| Mar-15 Tuesday | 24 | 818 | 536 | 463 | 565 | 1111 | 3015 | 6222 | 7508 | 6935 | 5736 | 5429 | 5391 | 5362 | 5746 | 6609 | 8191 | 8247 | 8823 | 6737 | 4343 | 3402 | 2982 | 1950 | 1359 | 107480 |
| Mar-15 Wednesday | 25 | 895 | 556 | 448 | 619 | 1143 | 3276 | 7274 | 7810 | 6988 | 5840 | 5572 | 5664 | 6094 | 6293 | 7016 | 8223 | 8835 | 8604 | 6763 | 4408 | 3620 | 3059 | 2137 | 1301 | 112438 |
| Mar-15 Thursday | 26 | 959 | 600 | 480 | 596 | 1161 | 3195 | 7177 | 7851 | 6902 | 6071 | 5851 | 6111 | 6228 | 6580 | 7466 | 8656 | 8832 | 9307 | 7205 | 4931 | 4054 | 3327 | 2483 | 1492 | 117515 |
| Mar-15 Friday | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 Saturday | 28 | 1420 | 868 | 666 | 565 | 988 | 1853 | 2723 | 3284 | 4181 | 4836 | 5593 | 6386 | 6682 | 6583 | 6642 | 6425 | 6553 | 6043 | 5486 | 4493 | 3777 | 3243 | 2579 | 1954 | 93823 |
| Mar-15 Sunday | 29 | 1218 | 842 | 696 | 472 | 522 | 829 | 1357 | 1923 | 2959 | 4426 | 5886 | 6437 | 6981 | 7153 | 6825 | 6687 | 6367 | 6027 | 5261 | 4504 | 3495 | 2579 | 1931 | 1253 | 86630 |
| Mar-15 Monday | 30 | 895 | 478 | 444 | 584 | 1142 | 2922 | 6949 | 7678 | 6593 | 5845 | 5554 | 5911 | 5924 | 6432 | 6801 | 7742 | 8079 | 7630 | 6400 | 4064 | 3225 | 2726 | 2135 | 1372 | 107525 |
| Mar-15 Tuesday | 31 | 954 | 555 | 480 | 596 | 1118 | 2975 | 6635 | 7693 | 6763 | 6098 | 5482 | 5784 | 5984 | 6249 | 7269 | 8380 | 8699 | 8816 | 6741 | 4502 | 3559 | 3008 | 2317 | 1475 | 112132 |
| Apr-15 Wednesday | 1 | 946 | 592 | 495 | 632 | 1134 | 2800 | 6851 | 7619 | 6730 | 6024 | 6131 | 5957 | 6500 | 6354 | 7132 | 8324 | 8941 | 8354 | 6995 | 4876 | 3831 | 3112 | 2305 | 1551 | 114186 |
| Apr-15 Thursday | 2 | 1053 | 645 | 491 | 594 | 1150 | 2834 | 6895 | 7582 | 6803 | 6352 | 6339 | 6649 | 6713 | 6899 | 7750 | 8847 | 9289 | 9198 | 7080 | 5089 | 4159 | 3445 | 2669 | 1793 | 120318 |
| Apr-15 Friday | 3 | 1167 | 684 | 558 | 575 | 1026 | 2371 | 5513 | 6432 | 6013 | 5870 | 6435 | 7176 | 7625 | 7829 | 8741 | 9098 | 8368 | 8467 | 7372 | 5834 | 4692 | 3688 | 2930 | 2158 | 120622 |
| Apr-15 Saturday | 4 | 1537 | 959 | 722 | 519 | 647 | 1040 | 1891 | 2958 | 3764 | 4783 | 5733 | 6025 | 6253 | 6383 | 6485 | 6390 | 6137 | 5792 | 5074 | 4384 | 3707 | 3121 | 2587 | 1937 | 88828 |
| Apr-15 Sunday | 5 | 1204 | 779 | 668 | 378 | 399 | 894 | 1350 | 1750 | 2642 | 3762 | 4870 | 5069 | 5747 | 6062 | 5998 | 6287 | 6476 | 6117 | 5699 | 4858 | 4220 | 2893 | 2105 | 1405 | 81632 |
| Apr-15 Monday | 6 | 874 | 499 | 451 | 495 | 1171 | 3053 | 6414 | 7211 | 6610 | 5853 | 5821 | 5878 | 6609 | 6200 | 7089 | 8126 | 8712 | 8846 | 6653 | 4910 | 3539 | 2847 | 1989 | 1342 | 111192 |
| Apr-15 Tuesday | 7 | 854 | 578 | 458 | 546 | 1150 | 2962 | 6405 | 7092 | 6655 | 5511 | 5486 | 5528 | 5807 | 5849 | 6955 | 8396 | 8969 | 9056 | 7066 | 4764 | 3680 | 2999 | 2149 | 1502 | 110417 |
| Apr-15 Wednesday | 8 | 969 | 558 | 523 | 529 | 1113 | 2982 | 6134 | 7254 | 6252 | 5401 | 5754 | 6067 | 5860 | 5915 | 7164 | 8425 | 9073 | 9082 | 7414 | 5074 | 4072 | 3269 | 2309 | 1430 | 112623 |
| Apr-15 Thursday | 9 | 951 | 616 | 521 | 587 | 1201 | 3225 | 7362 | 8463 | 7254 | 6258 | 6171 | 6434 | 6422 | 6797 | 7894 | 8763 | 8930 | 9066 | 7552 | 5489 | 4212 | 4142 | 2631 | 1634 | 122575 |
| Apr-15 Friday | 10 | 1165 | 667 | 570 | 630 | 1194 | 3068 | 7202 | 8154 | 7001 | 6600 | 6709 | 7183 | 7263 | 7537 | 8498 | 9179 | 9461 | 9210 | 7713 | 5795 | 4590 | 3910 | 3037 | 2256 | 128592 |
| Apr-15 Saturday | 11 | 1463 | 848 | 720 | 563 | 812 | 1331 | 2703 | 3724 | 4694 | 5583 | 6203 | 6442 | 6434 | 6377 | 6374 | 6356 | 6375 | 5750 | 5667 | 4399 | 3790 | 3571 | 3120 | 2100 | 95399 |
| Apr-15 Sunday | 12 | 1287 | 868 | 720 | 467 | 563 | 909 | 1745 | 2210 | 3260 | 4603 | 5870 | 6057 | 6595 | 6612 | 6640 | 6698 | 6739 | 5754 | 4933 | 3540 | 2902 | 2360 | 1832 | 1197 | 84361 |
| Apr-15 Monday | 13 | 717 | 515 | 390 | 541 | 1171 | 3224 | 6851 | 7115 | 7595 | 5928 | 5627 | 5588 | 5687 | 6030 | 6634 | 7923 | 8518 | 8733 | 6283 | 4184 | 3216 | 2640 | 1847 | 1167 | 108124 |
| Apr-15 Tuesday | 14 | 844 | 531 | 414 | 605 | 1089 | 3348 | 7344 | 7733 | 7235 | 5847 | 5676 | 5543 | 5343 | 6092 | 6748 | 8072 | 8656 | 8838 | 6508 | 4210 | 3497 | 2760 | 1901 | 1433 | 110267 |
| Apr-15 Wednesday | 15 | 860 | 596 | 473 | 617 | 1137 | 3200 | 7406 | 8057 | 5758 | 6345 | 5596 | 5603 | 5785 | 6078 | 6628 | 8078 | 8948 | 8203 | 6351 | 3990 | 3157 | 2621 | 1934 | 1254 | 108675 |
| Apr-15 Thursday | 16 | 881 | 602 | 435 | 547 | 1174 | 3228 | 7443 | 7902 | 6310 | 5285 | 5132 | 5363 | 5966 | 6524 | 7280 | 8647 | 9003 | 9060 | 6611 | 4542 | 3612 | 2980 | 2169 | 1469 | 112165 |
| Apr-15 Friday | 17 | 1052 | 610 | 541 | 659 | 1145 | 2987 | 6812 | 7460 | 6828 | 6376 | 6280 | 6667 | 6906 | 6756 | 7355 | 8276 | 9461 | 9355 | 7137 | 5088 | 3944 | 3623 | 2896 | 2148 | 120362 |
| Apr-15 Saturday | 18 | 1472 | 795 | 693 | 528 | 745 | 1230 | 2297 | 3325 | 4138 | 4782 | 5422 | 5692 | 5804 | 5446 | 5901 | 5912 | 5520 | 5561 | 4882 | 4169 | 3717 | 3482 | 2731 | 2051 | 86295 |
| Apr-15 Sunday | 19 | 1316 | 889 | 706 | 446 | 511 | 801 | 1354 | 1836 | 2610 | 3673 | 5005 | 5260 | 5670 | 5927 | 5934 | 5628 | 5347 | 4972 | 4417 | 3761 | 2768 | 2262 | 1732 | 1127 | 73952 |
| Apr-15 Monday | 20 | 696 | 444 | 407 | 557 | 1140 | 3259 | 7466 | 8148 | 6796 | 6207 | 5627 | 5729 | 5852 | 6130 | 6617 | 8087 | 8634 | 8674 | 6168 | 4059 | 3016 | 2378 | 1789 | 1257 | 109137 |
| Apr-15 Tuesday | 21 | 881 | 581 | 420 | 595 | 1188 | 3286 | 7437 | 8404 | 6858 | 5836 | 5498 | 5631 | 5749 | 6123 | 6856 | 8057 | 8355 | 8809 | 6882 | 4430 | 3620 | 2945 | 1975 | 1289 | 111705 |
| Apr-15 Wednesday | 22 | 905 | 551 | 496 | 643 | 1199 | 3246 | 7443 | 6746 | 6276 | 6392 | 5680 | 6002 | 5919 | 5992 | 6621 | 8176 | 9109 | 8437 | 7330 | 5065 | 3817 | 2959 | 2095 | 2049 | 113148 |
| Apr-15 Thursday | 23 | 1060 | 672 | 471 | 542 | 1142 | 3294 | 7354 | 8047 | 7006 | 6147 | 5571 | 5313 | 5752 | 6402 | 6738 | 7893 | 8579 | 8688 | 7285 | 5068 | 3999 | 3199 | 2455 | 1510 | 114187 |
| Apr-15 Friday | 24 | 1116 | 621 | 583 | 606 | 1157 | 2876 | 7062 | 7638 | 6891 | 6249 | 5864 | 6753 | 7001 | 7560 | 8230 | 8984 | 8660 | 9378 | 7030 | 5508 | 4471 | 3726 | 2998 | 2100 | 123062 |
| Apr-15 Saturday | 25 | 1380 | 812 | 695 | 531 | 810 | 1198 | 2468 | 3361 | 4190 | 4842 | 5340 | 5503 | 6044 | 5682 | 5537 | 5534 | 5382 | 5128 | 4516 | 3860 | 3365 | 3141 | 2626 | 1874 | 83819 |
| Apr-15 Sunday | 26 | 1204 | 761 | 638 | 450 | 538 | 844 | 1606 | 2191 | 3071 | 4302 | 5632 | 5974 | 6323 | 6560 | 6364 | 6380 | 6348 | 6277 | 5615 | 4650 | 3918 | 3104 | 1940 | 1236 | 85926 |
| Apr-15 Monday | 27 | 777 | 505 | 367 | 577 | 1139 | 3185 | 7340 | 8463 | 7253 | 6243 | 5802 | 5741 | 5411 | 5557 | 6173 | 7793 | 8657 | 8630 | 6359 | 4150 | 3231 | 2568 | 1694 | 1289 | 108904 |
| Apr-15 Tuesday | 28 | 819 | 535 | 440 | 584 | 1168 | 3261 | 7764 | 8221 | 6895 | 5965 | 5538 | 5635 | 5556 | 5949 | 6871 | 8069 | 5752 | 8041 | 7371 | 4535 | 3690 | 3013 | 1975 | 1286 | 108933 |
| Apr-15 Wednesday | 29 | 915 | 566 | 461 | 578 | 1117 | 3070 | 6620 | 6790 | 5844 | 5720 | 5309 | 5643 | 5644 | 5997 | 6521 | 7266 | 7666 | 7859 | 6270 | 4216 | 3169 | 2616 | 1935 | 1221 | 103013 |
| Apr-15 Thursday | 30 | 907 | 560 | 457 | 579 | 1191 | 3120 | 7487 | 7421 | 6355 | 6092 | 5314 | 5367 | 5950 | 5871 | 7380 | 8863 | 9161 | 8903 | 6778 | 4823 | 3997 | 3103 | 2430 | 1648 | 113757 |
| May-15 Friday | 1 | 1079 | 723 | 554 | 687 | 1175 | 3047 | 7229 | 6607 | 6883 | 5939 | 5953 | 6647 | 6924 | 7422 | 8389 | 9252 | 9888 | 9398 | 7398 | 5546 | 4747 | 4147 | 3431 | 2337 | 125402 |
| May-15 Saturday | 2 | 1447 | 972 | 696 | 601 | 728 | 1257 | 2844 | 3814 | 4469 | 5439 | 6091 | 6001 | 6193 | 6046 | 6075 | 6257 | 6231 | 5830 | 5211 | 4424 | 3993 | 3479 | 2687 | 1819 | 92604 |
| May-15 Sunday | 3 | 1103 | 1945 | 901 | 562 | 520 | 851 | 1654 | 2197 | 3034 | 4126 | 5303 | 5551 | 5843 | 6236 | 6301 | 6357 | 6452 | 6036 | 5013 | 4237 | 3398 | 2674 | 1887 | 1404 | 83585 |
| May-15 Monday | 4 | 772 | 511 | 416 | 597 | 1147 | 2967 | 7510 | 7852 | 6937 | 4436 | 4984 | 5451 | 5259 | 5485 | 6307 | 7849 | 8702 | 8463 | 6369 | 4270 | 3312 | 2755 | 1972 | 1319 | 105642 |
| May-15 Tuesday | 5 | 840 | 563 | 452 | 603 | 1230 | 3273 | 7046 | 4777 | 4211 | 5157 | 5808 | 5765 | 6058 | 6366 | 7163 | 8092 | 8925 | 8808 | 6959 | 4449 | 3600 | 2993 | 2019 | 1517 | 106674 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| May-15 | Wednesday | 6 | 959 | 631 | 527 | 645 | 1105 | 3244 | 7547 | 8070 | 6909 | 5797 | 5657 | 5918 | 5726 | 6249 | 7309 | 8382 | 8952 | 9001 | 7010 | 4560 | 3684 | 3062 | 2148 | 1554 | 114646 |
| May-15 | Thursday | 7 | 960 | 605 | 510 | 643 | 1207 | 3269 | 7369 | 8338 | 7086 | 6302 | 6237 | 6351 | 6201 | 6600 | 6960 | 8099 | 8720 | 8843 | 5982 | 4123 | 3380 | 2832 | 2184 | 1464 | 114265 |
| May-15 | Friday | 8 | 1053 | 674 | 522 | 653 | 1084 | 2841 | 6723 | 5415 | 7205 | 5770 | 6294 | 6778 | 7018 | 7581 | 7570 | 8639 | 7913 | 8928 | 7484 | 5236 | 4158 | 3675 | 3134 | 2262 | 118610 |
| May-15 | Saturday | 9 | 1438 | 959 | 741 | 539 | 688 | 1330 | 2760 | 3808 | 4651 | 5546 | 5763 | 6213 | 6697 | 6907 | 6635 | 6177 | 5985 | 5567 | 5119 | 4381 | 3868 | 3444 | 2651 | 1963 | 93830 |
| May-15 | Sunday | 10 | 1248 | 840 | 714 | 423 | 448 | 744 | 1445 | 1919 | 2746 | 4206 | 5442 | 5554 | 5866 | 6395 | 6140 | 6403 | 6149 | 5888 | 5359 | 4375 | 3685 | 2867 | 2168 | 1501 | 82525 |
| May-15 | Monday | 11 | 824 | 493 | 478 | 587 | 1157 | 2935 | 6045 | 7284 | 6808 | 6107 | 5988 | 6287 | 6215 | 6305 | 7093 | 7940 | 8257 | 8628 | 6008 | 4150 | 3298 | 2544 | 1914 | 1294 | 108639 |
| May-15 | Tuesday | 12 | 896 | 575 | 460 | 601 | 1162 | 3236 | 7459 | 8488 | 6755 | 5770 | 5707 | 5798 | 5834 | 6200 | 6912 | 8155 | 8181 | 7316 | 7001 | 4427 | 3523 | 2751 | 2057 | 1371 | 110635 |
| May-15 | Wednesday | 13 | 897 | 571 | 448 | 627 | 1171 | 3144 | 6687 | 7458 | 6953 | 5759 | 5573 | 5784 | 5970 | 6461 | 6992 | 8420 | 8735 | 8565 | 6781 | 4851 | 3834 | 3029 | 2132 | 1470 | 112312 |
| May-15 | Thursday | 14 | 969 | 615 | 496 | 579 | 1262 | 3201 | 7370 | 7945 | 6861 | 5888 | 5901 | 5928 | 6201 | 6200 | 6907 | 8251 | 8905 | 9065 | 6934 | 4748 | 3813 | 3267 | 2444 | 1672 | 115422 |
| May-15 | Friday | 15 | 1095 | 728 | 607 | 721 | 1183 | 3109 | 6888 | 7942 | 6528 | 5896 | 6275 | 6534 | 7071 | 7707 | 8350 | 9348 | 9140 | 9182 | 6549 | 5906 | 4608 | 4022 | 3303 | 2274 | 124966 |
| May-15 | Saturday | 16 | 1537 | 935 | 766 | 589 | 818 | 1335 | 2611 | 3848 | 4944 | 5618 | 6257 | 6651 | 6289 | 6529 | 5292 | 6594 | 5953 | 5801 | 5386 | 4684 | 4033 | 3883 | 3041 | 2272 | 95666 |
| May-15 | Sunday | 17 | 1435 | 948 | 760 | 536 | 574 | 875 | 1589 | 2196 | 3139 | 4396 | 5804 | 5802 | 6179 | 6571 | 6162 | 6314 | 6026 | 5524 | 5355 | 4425 | 3640 | 2847 | 2042 | 1275 | 84414 |
| May-15 | Monday | 18 | 795 | 492 | 436 | 598 | 1141 | 3289 | 7722 | 7952 | 7120 | 5428 | 5219 | 5355 | 5768 | 6074 | 6748 | 7757 | 8605 | 8279 | 6505 | 4092 | 3414 | 2748 | 1889 | 1326 | 108752 |
| May-15 | Tuesday | 19 | 889 | 556 | 476 | 617 | 1178 | 3400 | 8034 | 7769 | 6989 | 5676 | 5141 | 5577 | 5616 | 5890 | 6838 | 8134 | 8714 | 8965 | 6528 | 4409 | 3398 | 2940 | 2079 | 1518 | 111331 |
| May-15 | Wednesday | 20 | 974 | 550 | 460 | 645 | 1095 | 3235 | 7523 | 7897 | 5592 | 5817 | 5711 | 5815 | 6193 | 6057 | 7107 | 6950 | 8148 | 7329 | 6587 | 4149 | 3206 | 2890 | 2223 | 1363 | 107516 |
| May-15 | Thursday | 21 | 914 | 623 | 508 | 643 | 1171 | 3286 | 7506 | 7760 | 7257 | 5686 | 6083 | 6378 | 6262 | 6545 | 7285 | 8853 | 9137 | 8902 | 6978 | 5109 | 4159 | 3460 | 2589 | 1815 | 118909 |
| May-15 | Friday | 22 | 1175 | 734 | 611 | 660 | 1148 | 2981 | 7086 | 7407 | 6538 | 6257 | 6364 | 6964 | 7276 | 7935 | 8373 | 9421 | 9077 | 8523 | 7575 | 6196 | 4964 | 4449 | 3544 | 2418 | 127676 |
| May-15 | Saturday | 23 | 1635 | 933 | 794 | 555 | 627 | 1238 | 2395 | 3323 | 4419 | 5632 | 6332 | 6584 | 6813 | 6545 | 6025 | 6217 | 5984 | 5803 | 5272 | 4601 | 4066 | 3727 | 3184 | 2065 | 94769 |
| May-15 | Sunday | 24 | 1366 | 887 | 738 | 486 | 470 | 765 | 1429 | 1953 | 2928 | 4112 | 5361 | 5569 | 5889 | 5894 | 5617 | 5571 | 5488 | 5454 | 5111 | 4287 | 3548 | 2927 | 2335 | 1669 | 79854 |
| May-15 | Monday | 25 | 1110 | 705 | 502 | 443 | 547 | 1266 | 2143 | 2543 | 3557 | 4634 | 5569 | 5715 | 5911 | 5912 | 5895 | 5998 | 5707 | 5529 | 4655 | 3881 | 3270 | 2966 | 2238 | 1302 | 81998 |
| May-15 | Tuesday | 26 | 788 | 513 | 422 | 571 | 1142 | 3100 | 6813 | 5673 | 6946 | 5625 | 5516 | 5648 | 5532 | 5681 | 5814 | 6328 | 6590 | 6324 | 5245 | 4230 | 3880 | 2873 | 2060 | 1356 | 98670 |
| May-15 | Wednesday | 27 | 936 | 597 | 449 | 601 | 1175 | 3243 | 7499 | 7972 | 7075 | 6008 | 5804 | 5797 | 6098 | 6245 | 6977 | 8475 | 8830 | 8961 | 6722 | 4424 | 3633 | 3077 | 2126 | 1391 | 114115 |
| May-15 | Thursday | 28 | 1009 | 594 | 518 | 660 | 1195 | 3261 | 7589 | 7868 | 4912 | 6385 | 5977 | 5982 | 5965 | 6487 | 7031 | 7838 | 8523 | 8721 | 6991 | 4685 | 3961 | 3114 | 2410 | 1661 | 113337 |
| May-15 | Friday | 29 | 1049 | 691 | 568 | 707 | 1239 | 2893 | 7257 | 7618 | 6433 | 5707 | 6372 | 6624 | 6906 | 7333 | 8187 | 9284 | 9026 | 8919 | 7182 | 5549 | 4128 | 3787 | 2946 | 2130 | 122535 |
| May-15 | Saturday | 30 | 1391 | 965 | 740 | 566 | 766 | 1359 | 2613 | 3609 | 4813 | 5708 | 6126 | 6573 | 7148 | 6721 | 6498 | 6685 | 6938 | 5762 | 5234 | 4648 | 3779 | 3617 | 2942 | 2145 | 97346 |
| May-15 | Sunday | 31 | 1298 | 880 | 707 | 544 | 554 | 830 | 1621 | 2010 | 2970 | 4060 | 5265 | 5599 | 5919 | 6053 | 6141 | 6172 | 5814 | 5518 | 4919 | 4157 | 3480 | 2824 | 2104 | 1425 | 80864 |
| Jun-15 | Monday | 1 | 827 | 525 | 433 | 607 | 1087 | 3010 | 6634 | 8406 | 6508 | 5463 | 5386 | 5343 | 5512 | 5683 | 6597 | 7775 | 8220 | 8410 | 6332 | 4257 | 3257 | 2770 | 1981 | 1378 | 106401 |
| Jun-15 | Tuesday | 2 | 908 | 570 | 471 | 538 | 1117 | 3045 | 6280 | 7073 | 6626 | 5948 | 5331 | 5811 | 5701 | 6025 | 6650 | 7572 | 8639 | 7722 | 6443 | 4104 | 3282 | 2878 | 1994 | 1434 | 106162 |
| Jun-15 | Wednesday | 3 | 994 | 633 | 439 | 599 | 1133 | 3188 | 6435 | 6652 | 6285 | 5489 | 5504 | 5648 | 5825 | 6228 | 6856 | 7938 | 8306 | 8210 | 6196 | 4244 | 3494 | 3109 | 2205 | 1426 | 107036 |
| Jun-15 | Thursday | 4 | 965 | 676 | 540 | 614 | 1098 | 3051 | 6499 | 6397 | 6116 | 5443 | 5585 | 5721 | 5931 | 6767 | 7153 | 8150 | 8334 | 7523 | 7545 | 4940 | 3914 | 3307 | 2473 | 1644 | 110386 |
| Jun-15 | Friday | 5 | 1196 | 701 | 549 | 685 | 1163 | 2792 | 6120 | 6680 | 6162 | 6313 | 6441 | 6471 | 6981 | 7447 | 7479 | 8193 | 8668 | 8785 | 6913 | 5796 | 4499 | 3860 | 3258 | 2443 | 119595 |
| Jun-15 | Saturday | 6 | 1491 | 904 | 828 | 602 | 768 | 1335 | 2761 | 3635 | 4519 | 5522 | 5722 | 5897 | 6336 | 6163 | 6424 | 6598 | 7052 | 6285 | 5198 | 4795 | 4358 | 3641 | 2860 | 2217 | 95911 |
| Jun-15 | Sunday | 7 | 1468 | 896 | 829 | 458 | 581 | 874 | 1698 | 2161 | 2913 | 3925 | 5210 | 5510 | 5886 | 6377 | 6349 | 6563 | 6524 | 6080 | 5191 | 4313 | 3581 | 2796 | 2051 | 1854 | 84088 |
| Jun-15 | Monday | 8 | 880 | 569 | 461 | 549 | 1140 | 3274 | 7676 | 8282 | 7113 | 5873 | 5664 | 5723 | 5955 | 6286 | 6712 | 8005 | 8457 | 8703 | 6591 | 4205 | 3376 | 2827 | 2009 | 1406 | 111736 |
| Jun-15 | Tuesday | 9 | 904 | 635 | 494 | 578 | 1180 | 3239 | 7653 | 8203 | 6719 | 6049 | 5430 | 5318 | 5421 | 5941 | 6205 | 6867 | 6084 | 7655 | 6710 | 4509 | 3073 | 2413 | 1912 | 1580 | 104772 |
| Jun-15 | Wednesday | 10 | 983 | 588 | 489 | 593 | 1153 | 3230 | 7157 | 8362 | 6929 | 5641 | 5295 | 5534 | 5176 | 6528 | 6996 | 7619 | 8839 | 8423 | 7094 | 4624 | 3555 | 3317 | 2595 | 1669 | 112389 |
| Jun-15 | Thursday | 11 | 1061 | 596 | 531 | 602 | 1171 | 2960 | 6206 | 7129 | 6996 | 6012 | 5923 | 6261 | 6196 | 6617 | 6912 | 7727 | 8535 | 8878 | 7236 | 4771 | 3882 | 3405 | 2499 | 1643 | 113749 |
| Jun-15 | Friday | 12 | 1169 | 747 | 594 | 641 | 1180 | 3035 | 7100 | 6713 | 7028 | 6451 | 6493 | 6909 | 7255 | 7873 | 8204 | 9132 | 9252 | 9010 | 6918 | 5628 | 4275 | 3755 | 2988 | 2364 | 124714 |
| Jun-15 | Saturday | 13 | 1519 | 988 | 757 | 572 | 750 | 1415 | 2859 | 3852 | 5021 | 5788 | 6055 | 6690 | 6299 | 6053 | 6367 | 6635 | 6685 | 6223 | 5687 | 4518 | 3888 | 3575 | 2913 | 2103 | 97212 |
| Jun-15 | Sunday | 14 | 1407 | 914 | 718 | 482 | 553 | 857 | 1666 | 2091 | 3074 | 4266 | 5586 | 5860 | 6229 | 6123 | 6418 | 6416 | 6111 | 5798 | 5330 | 4253 | 3470 | 2872 | 2083 | 1455 | 84032 |
| Jun-15 | Monday | 15 | 910 | 519 | 424 | 604 | 1177 | 3067 | 6433 | 7132 | 6221 | 5536 | 5277 | 5321 | 5648 | 5740 | 6442 | 7933 | 8493 | 8693 | 6334 | 4051 | 3351 | 2834 | 2003 | 1483 | 105626 |
| Jun-15 | Tuesday | 16 | 970 | 598 | 473 | 582 | 1203 | 3062 | 7397 | 8184 | 6835 | 5543 | 5194 | 5404 | 5450 | 5957 | 6934 | 8264 | 8871 | 8829 | 6434 | 4318 | 3601 | 3027 | 2319 | 1458 | 110907 |
| Jun-15 | Wednesday | 17 | 1034 | 680 | 486 | 607 | 1240 | 3068 | 6255 | 7432 | 6935 | 5828 | 5460 | 5510 | 6262 | 6528 | 7356 | 8267 | 9000 | 8754 | 6746 | 4688 | 3694 | 3148 | 2435 | 1674 | 113087 |
| Jun-15 | Thursday | 18 | 1038 | 635 | 539 | 681 | 1232 | 3305 | 7409 | 8217 | 6863 | 6127 | 6012 | 6245 | 6300 | 6835 | 7549 | 8118 | 8279 | 8428 | 6786 | 4783 | 3882 | 3406 | 2819 | 1733 | 117221 |
| Jun-15 | Friday | 19 | 1162 | 682 | 600 | 674 | 1251 | 3138 | 6930 | 7459 | 7013 | 6415 | 6443 | 6925 | 7368 | 7623 | 8480 | 9412 | 9056 | 8371 | 7296 | 5363 | 4375 | 3962 | 3188 | 2311 | 125497 |
| Jun-15 | Saturday | 20 | 1555 | 926 | 782 | 607 | 791 | 1402 | 2717 | 3883 | 5047 | 6008 | 6532 | 6783 | 6841 | 6575 | 6660 | 6801 | 6493 | 6167 | 5366 | 4450 | 3964 | 3897 | 2985 | 2308 | 99540 |
| Jun-15 | Sunday | 21 | 1420 | 864 | 753 | 504 | 543 | 844 | 1538 | 2164 | 3096 | 4391 | 5406 | 5743 | 6284 | 6226 | 6146 | 6099 | 5950 | 6026 | 5601 | 4480 | 3913 | 3635 | 2635 | 1616 | 85877 |
| Jun-15 | Monday | 22 | 998 | 611 | 487 | 618 | 1180 | 3310 | 7455 | 8090 | 7090 | 5758 | 5877 | 6048 | 5871 | 5876 | 6516 | 7620 | 8214 | 6681 | 6635 | 4157 | 3020 | 2605 | 1875 | 1436 | 108028 |
| Jun-15 | Tuesday | 23 | 942 | 589 | 483 | 656 | 1236 | 3391 | 7374 | 7896 | 6935 | 6015 | 5940 | 5760 | 5925 | 6093 | 6478 | 7958 | 8908 | 8881 | 6466 | 4502 | 3565 | 3196 | 2316 | 1493 | 112998 |
| Jun-15 | Wednesday | 24 | 1045 | 635 | 555 | 606 | 1176 | 3392 | 7057 | 8293 | 6849 | 6062 | 6060 | 6129 | 6121 | 5903 | 6842 | 8025 | 8328 | 8420 | 7009 | 4586 | 3713 | 3172 | 2345 | 1666 | 113989 |
| Jun-15 | Thursday | 25 | 988 | 682 | 526 | 617 | 1151 | 3267 | 7300 | 8190 | 7062 | 6292 | 6057 | 6273 | 6396 | 6972 | 7784 | 8732 | 9226 | 9020 | 7042 | 5001 | 3836 | 3423 | 2678 | 1731 | 120246 |
| Jun-15 | Friday | 26 | 1201 | 866 | 639 | 674 | 1292 | 3370 | 6869 | 7853 | 6682 | 5881 | 6258 | 6416 | 6696 | 6671 | 7366 | 8464 | 7769 | 7299 | 6298 | 4904 | 4075 | 3698 | 2914 | 2189 | 116344 |
| Jun-15 | Saturday | 27 | 1471 | 928 | 723 | 599 | 831 | 1453 | 2861 | 3920 | 5006 | 5918 | 6859 | 6772 | 6631 | 6591 | 6534 | 6523 | 6168 | 5715 | 5313 | 4262 | 3725 | 3359 | 2902 | 2067 | 97131 |
| Jun-15 | Sunday | 28 | 1281 | 876 | 743 | 516 | 564 | 903 | 1578 | 2075 | 3018 | 4167 | 5315 | 5741 | 6208 | 6572 | 6503 | 6624 | 6143 | 5724 | 5076 | 3996 | 3222 | 2764 | 2069 | 1331 | 83009 |
| Jun-15 | Monday | 29 | 881 | 519 | 433 | 609 | 1288 | 3375 | 6587 | 7287 | 6236 | 5915 | 5834 | 5859 | 6066 | 6108 | 6183 | 7363 | 8433 | 8542 | 6557 | 4389 | 3263 | 2907 | 2036 | 1443 | 108113 |
| Jun-15 | Tuesday | 30 | 934 | 602 | 528 | 599 | 1205 | 3301 | 7251 | 8183 | 6809 | 5993 | 5467 | 6072 | 5649 | 5886 | 7151 | 8261 | 8915 | 8794 | 6926 | 4856 | 3187 | 2887 | 2127 | 1444 | 113027 |
| Jul-15 | Wednesday | 1 | 1002 | 635 | 478 | 631 | 1232 | 3324 | 7341 | 7866 | 7158 | 6132 | 6117 | 6013 | 6253 | 6305 | 7035 | 8463 | 9159 | 8638 | 7430 | 4868 | 3840 | 3172 | 2524 | 1662 | 117278 |
| Jul-15 | Thursday | 2 | 1105 | 680 | 561 | 690 | 1170 | 2984 | 6765 | 7653 | 6659 | 6475 | 6333 | 6776 | 7188 | 7393 | 7841 | 8471 | 8948 | 8309 | 6542 | 5227 | 4585 | 3496 | 2991 | 2443 | 121285 |
| Jul-15 | Friday | 3 | 1432 | 781 | 577 | 624 | 901 | 1585 | 3178 | 3997 | 4397 | 5161 | 5870 | 6622 | 6533 | 6652 | 6115 | 6858 | 6661 | 5747 | 5441 | 4490 | 3741 | 3439 | 2837 | 2041 | 95680 |
| Jul-15 | Saturday | 4 | 1350 | 894 | 763 | 535 | 556 | 874 | 1582 | 2292 | 3170 | 4037 | 4926 | 4996 | 5204 | 5342 | 5128 | 4959 | 4706 | 4459 | 4260 | 3694 | 3399 | 3044 | 3516 | 2295 | 75981 |
| Jul-15 | Sunday | 5 | 1262 | 768 | 664 | 387 | 467 | 818 | 1427 | 2084 | 2829 | 4262 | 5737 | 6121 | 6656 | 6630 | 6841 | 6334 | 6375 | 5613 | 5232 | 4030 | 3164 | 2926 | 2090 | 1497 | 84214 |
| Jul-15 | Monday | 6 | 921 | 577 | 446 | 566 | 1095 | 2922 | 6125 | 7027 | 6534 | 6543 | 6316 | 6499 | 6011 | 6060 | 6609 | 7903 | 8109 | 8364 | 5961 | 4131 | 3285 | 2886 | 2060 | 1422 | 108372 |
| Jul-15 | Tuesday | 7 | 878 | 565 | 489 | 582 | 1173 | 3282 | 7073 | 8129 | 6756 | 5759 | 5355 | 6055 | 6043 | 6233 | 6163 | 8274 | 8725 | 8824 | 6367 | 4151 | 3092 | 3045 | 2151 | 1469 | 110633 |
| Jul-15 | Wednesday | 8 | 933 | 622 | 510 | 599 | 1170 | 3016 | 7301 | 8247 | 6922 | 6096 | 5973 | 6167 | 6198 | 6352 | 7488 | 8504 | 9066 | 8860 | 6724 | 4582 | 3623 | 3087 | 2421 | 1855 | 116316 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Jul-15 | Thursday | 9 | 1015 | 705 | 504 | 661 | 1179 | 3263 | 7055 | 8139 | 6988 | 6105 | 6088 | 6261 | 6279 | 6953 | 7602 | 7953 | 8604 | 9121 | 7268 | 4861 | 3860 | 3470 | 2685 | 1654 | 118273 |
| Jul-15 | Friday | 10 | 1084 | 704 | 614 | 699 | 1166 | 3066 | 6489 | 7849 | 6849 | 6142 | 6332 | 6785 | 7126 | 7711 | 8505 | 9158 | 9378 | 8856 | 7094 | 5476 | 4476 | 3934 | 3130 | 2475 | 125098 |
| Jul-15 | Saturday | 11 | 1550 | 1005 | 747 | 635 | 813 | 1492 | 2889 | 3692 | 4723 | 5694 | 6766 | 6770 | 6478 | 6401 | 6680 | 6413 | 6521 | 6168 | 5665 | 4534 | 3844 | 3752 | 2964 | 2027 | 98223 |
| Jul-15 | Sunday | 12 | 1379 | 900 | 755 | 496 | 564 | 932 | 1677 | 2237 | 2791 | 3880 | 5106 | 5523 | 5952 | 6205 | 6266 | 6448 | 6248 | 5731 | 5200 | 4025 | 3657 | 2979 | 2233 | 1388 | 82572 |
| Jul-15 | Monday | 13 | 882 | 598 | 447 | 633 | 1248 | 3183 | 7325 | 8319 | 7012 | 6061 | 5803 | 5681 | 6265 | 6693 | 7078 | 8246 | 8407 | 8790 | 6634 | 4289 | 3258 | 2543 | 1873 | 1410 | 112678 |
| Jul-15 | Tuesday | 14 | 913 | 608 | 471 | 605 | 1218 | 3284 | 6379 | 4408 | 6480 | 6074 | 5672 | 5432 | 5715 | 5982 | 6751 | 7796 | 8275 | 8270 | 6425 | 4432 | 3500 | 2787 | 1945 | 1497 | 104919 |
| Jul-15 | Wednesday | 15 | 923 | 624 | 512 | 597 | 1152 | 3075 | 6861 | 7465 | 7310 | 5934 | 5917 | 6382 | 6441 | 6576 | 7045 | 8077 | 8931 | 8910 | 7000 | 4519 | 3656 | 3083 | 2257 | 1579 | 114826 |
| Jul-15 | Thursday | 16 | 1003 | 663 | 585 | 622 | 1196 | 2902 | 5189 | 7947 | 7143 | 6167 | 6389 | 6578 | 6474 | 6756 | 7396 | 8651 | 8836 | 8944 | 7178 | 4723 | 3800 | 3368 | 2517 | 1651 | 116678 |
| Jul-15 | Friday | 17 | 1117 | 725 | 624 | 700 | 1173 | 3084 | 6760 | 7546 | 6703 | 6435 | 6507 | 6891 | 6899 | 7376 | 7770 | 8155 | 8689 | 8957 | 7612 | 5521 | 4461 | 3940 | 3051 | 2266 | 122962 |
| Jul-15 | Saturday | 18 | 1473 | 945 | 782 | 620 | 806 | 1428 | 2770 | 3700 | 4901 | 6007 | 6506 | 6552 | 6543 | 6515 | 6786 | 6819 | 6544 | 6355 | 5712 | 4480 | 3829 | 3845 | 2837 | 2132 | 98887 |
| Jul-15 | Sunday | 19 | 1505 | 934 | 819 | 520 | 574 | 850 | 1572 | 2076 | 2875 | 4061 | 5350 | 5642 | 6172 | 6489 | 6323 | 6331 | 6065 | 5907 | 5200 | 3925 | 3290 | 2858 | 2201 | 1430 | 82969 |
| Jul-15 | Monday | 20 | 901 | 567 | 462 | 577 | 1215 | 3293 | 7340 | 8210 | 7081 | 6270 | 6263 | 6159 | 6300 | 6472 | 6961 | 8131 | 8219 | 8586 | 6672 | 4254 | 3292 | 2767 | 2042 | 1439 | 113473 |
| Jul-15 | Tuesday | 21 | 954 | 587 | 526 | 580 | 1235 | 3253 | 7449 | 8211 | 6955 | 5985 | 5991 | 5970 | 6136 | 6335 | 7140 | 8286 | 8795 | 8220 | 6681 | 4326 | 3476 | 3028 | 2172 | 1455 | 113746 |
| Jul-15 | Wednesday | 22 | 945 | 606 | 488 | 616 | 1171 | 3211 | 7483 | 8064 | 7141 | 6240 | 5925 | 6009 | 6035 | 6576 | 7415 | 8450 | 8542 | 9088 | 6846 | 4597 | 3695 | 3145 | 2349 | 1564 | 116201 |
| Jul-15 | Thursday | 23 | 1030 | 589 | 524 | 629 | 1261 | 3214 | 7407 | 8057 | 7150 | 5996 | 5668 | 5751 | 5948 | 6471 | 7552 | 8660 | 8656 | 7606 | 7187 | 5021 | 3676 | 3235 | 2405 | 1612 | 115305 |
| Jul-15 | Friday | 24 | 1095 | 732 | 593 | 681 | 1229 | 3110 | 6935 | 7654 | 6781 | 6219 | 6441 | 6849 | 7324 | 7565 | 8340 | 9015 | 9242 | 8940 | 6761 | 5127 | 4037 | 3570 | 2887 | 2122 | 123249 |
| Jul-15 | Saturday | 25 | 1408 | 950 | 708 | 565 | 758 | 1369 | 2592 | 3612 | 4765 | 5689 | 6747 | 6909 | 6808 | 6545 | 6850 | 6890 | 6525 | 6063 | 5634 | 4507 | 3835 | 3674 | 2825 | 2186 | 98414 |
| Jul-15 | Sunday | 26 | 1457 | 922 | 813 | 573 | 542 | 835 | 1529 | 2072 | 2839 | 4144 | 5341 | 5631 | 5892 | 6396 | 6229 | 6196 | 5924 | 5483 | 4983 | 4094 | 3557 | 2967 | 2147 | 1415 | 81981 |
| Jul-15 | Monday | 27 | 901 | 588 | 476 | 578 | 1175 | 3082 | 6376 | 7020 | 6119 | 5450 | 5718 | 5553 | 5858 | 5934 | 7063 | 8217 | 8109 | 9019 | 6142 | 4137 | 3306 | 2816 | 2134 | 1406 | 107177 |
| Jul-15 | Tuesday | 28 | 934 | 609 | 504 | 613 | 1224 | 3303 | 7223 | 8102 | 6979 | 6018 | 5746 | 5862 | 6188 | 6364 | 7150 | 8344 | 8608 | 8766 | 6443 | 4519 | 3619 | 2848 | 2168 | 1471 | 113605 |
| Jul-15 | Wednesday | 29 | 960 | 608 | 490 | 594 | 1172 | 3003 | 6208 | 7269 | 6968 | 5922 | 5801 | 5618 | 6109 | 5989 | 6868 | 8018 | 8353 | 8818 | 7519 | 4742 | 3903 | 3013 | 2302 | 1545 | 111792 |
| Jul-15 | Thursday | 30 | 1073 | 665 | 549 | 601 | 1225 | 3323 | 7023 | 8447 | 7209 | 6374 | 6404 | 6448 | 6684 | 6836 | 7518 | 8716 | 8686 | 7924 | 7229 | 4965 | 3952 | 3350 | 2415 | 1610 | 119226 |
| Jul-15 | Friday | 31 | 1059 | 743 | 606 | 643 | 1210 | 3065 | 6775 | 7693 | 6882 | 6371 | 6489 | 6973 | 7377 | 7644 | 8012 | 9038 | 9487 | 8755 | 7181 | 5518 | 4122 | 3581 | 2723 | 2245 | 124192 |
| Aug-15 | Saturday | 1 | 1499 | 972 | 761 | 608 | 813 | 1361 | 2625 | 3642 | 4589 | 5587 | 6507 | 6685 | 6956 | 6567 | 6694 | 6695 | 6626 | 6174 | 5324 | 4475 | 3832 | 3585 | 2925 | 2117 | 97619 |
| Aug-15 | Sunday | 2 | 1405 | 1034 | 818 | 521 | 547 | 846 | 1496 | 2024 | 2880 | 4041 | 5254 | 5692 | 6096 | 6288 | 6459 | 6074 | 5643 | 5286 | 4829 | 3941 | 3243 | 2715 | 2084 | 1310 | 80526 |
| Aug-15 | Monday | 3 | 848 | 553 | 449 | 562 | 1194 | 3244 | 7216 | 8082 | 6739 | 6182 | 6154 | 6325 | 6279 | 5899 | 6591 | 7947 | 7647 | 8047 | 6558 | 4062 | 3224 | 2704 | 2030 | 1399 | 109935 |
| Aug-15 | Tuesday | 4 | 944 | 613 | 502 | 581 | 1206 | 3269 | 6895 | 8146 | 6796 | 5955 | 5821 | 5832 | 6102 | 6285 | 6947 | 7920 | 8526 | 8503 | 6959 | 4446 | 3549 | 2970 | 2193 | 1479 | 112439 |
| Aug-15 | Wednesday | 5 | 971 | 675 | 487 | 636 | 1235 | 3292 | 7415 | 8148 | 6463 | 5534 | 5601 | 5890 | 6090 | 6640 | 7256 | 8581 | 8449 | 8469 | 7089 | 4691 | 3630 | 3139 | 2300 | 1736 | 114417 |
| Aug-15 | Thursday | 6 | 1008 | 638 | 525 | 641 | 1228 | 3245 | 7375 | 7070 | 6936 | 5844 | 5827 | 6146 | 6428 | 6854 | 7205 | 8072 | 8218 | 8644 | 6993 | 4542 | 3742 | 3058 | 2328 | 1566 | 114133 |
| Aug-15 | Friday | 7 | 1056 | 660 | 554 | 688 | 1204 | 3113 | 6687 | 7724 | 6691 | 6252 | 6409 | 6957 | 6924 | 7096 | 8331 | 9165 | 9748 | 9498 | 7488 | 5601 | 4361 | 3982 | 3292 | 2422 | 125903 |
| Aug-15 | Saturday | 8 | 1555 | 982 | 711 | 639 | 828 | 1458 | 2845 | 3850 | 4840 | 5761 | 6939 | 7137 | 6956 | 7110 | 7006 | 7213 | 7064 | 6428 | 5589 | 4843 | 4073 | 3720 | 2989 | 2247 | 102783 |
| Aug-15 | Sunday | 9 | 1380 | 905 | 740 | 543 | 598 | 946 | 1701 | 2142 | 3007 | 4277 | 5824 | 6427 | 6542 | 6858 | 6697 | 6917 | 6906 | 6199 | 5534 | 4444 | 3652 | 3052 | 2105 | 1419 | 88815 |
| Aug-15 | Monday | 10 | 858 | 583 | 470 | 632 | 1184 | 3374 | 7126 | 8041 | 6029 | 5822 | 5849 | 6072 | 6110 | 6561 | 7034 | 8274 | 8787 | 8134 | 6664 | 4449 | 3531 | 2752 | 2070 | 1353 | 111759 |
| Aug-15 | Tuesday | 11 | 864 | 612 | 510 | 576 | 1176 | 3039 | 7032 | 8068 | 6957 | 5482 | 5316 | 5308 | 5608 | 6160 | 7144 | 8253 | 8460 | 8495 | 6891 | 4569 | 3500 | 2838 | 2214 | 1506 | 110578 |
| Aug-15 | Wednesday | 12 | 902 | 602 | 516 | 593 | 1210 | 3345 | 7382 | 8492 | 6930 | 5983 | 5998 | 6145 | 6423 | 6659 | 7041 | 8579 | 8915 | 8776 | 7023 | 4791 | 3703 | 2963 | 2272 | 1660 | 116903 |
| Aug-15 | Thursday | 13 | 993 | 630 | 597 | 610 | 1177 | 3316 | 7334 | 8520 | 6715 | 6015 | 6030 | 6240 | 6279 | 6971 | 7753 | 8822 | 9170 | 8694 | 7160 | 4824 | 3940 | 3285 | 2629 | 1868 | 119572 |
| Aug-15 | Friday | 14 | 1127 | 697 | 590 | 636 | 1248 | 3004 | 6951 | 7997 | 6847 | 6241 | 6503 | 7000 | 7434 | 7870 | 8225 | 9386 | 9358 | 9113 | 7258 | 5706 | 4397 | 4011 | 3137 | 2483 | 127219 |
| Aug-15 | Saturday | 15 | 1454 | 945 | 770 | 508 | 838 | 1449 | 2654 | 3876 | 4882 | 5772 | 6371 | 7085 | 6985 | 6579 | 6678 | 6830 | 6607 | 6369 | 5665 | 4755 | 3981 | 3690 | 2912 | 2131 | 99786 |
| Aug-15 | Sunday | 16 | 1303 | 976 | 805 | 531 | 575 | 932 | 1518 | 2109 | 2804 | 4125 | 5433 | 5940 | 6405 | 6661 | 6382 | 6596 | 6227 | 5971 | 5335 | 4250 | 3342 | 2769 | 1887 | 1230 | 84106 |
| Aug-15 | Monday | 17 | 804 | 539 | 410 | 577 | 1177 | 3166 | 6919 | 7406 | 6885 | 5745 | 4985 | 5354 | 5444 | 5852 | 6504 | 7645 | 8115 | 8198 | 5667 | 4023 | 3019 | 2547 | 1797 | 1249 | 104027 |
| Aug-15 | Tuesday | 18 | 828 | 588 | 501 | 595 | 1195 | 3092 | 6422 | 7471 | 6947 | 5628 | 5508 | 5571 | 5770 | 6195 | 6904 | 7398 | 8201 | 8063 | 6340 | 4039 | 3045 | 2437 | 1840 | 1294 | 105872 |
| Aug-15 | Wednesday | 19 | 884 | 513 | 480 | 548 | 1210 | 3419 | 7428 | 6153 | 6557 | 5741 | 5205 | 5291 | 5388 | 6147 | 7006 | 8150 | 8541 | 7956 | 6590 | 4247 | 3304 | 2418 | 2017 | 1366 | 106559 |
| Aug-15 | Thursday | 20 | 872 | 560 | 508 | 589 | 1155 | 3167 | 7492 | 7985 | 6929 | 5865 | 5807 | 5867 | 5936 | 6579 | 7243 | 7559 | 8370 | 8457 | 6855 | 4313 | 3476 | 2958 | 2252 | 1498 | 112292 |
| Aug-15 | Friday | 21 | 992 | 668 | 594 | 625 | 1259 | 3225 | 7270 | 7840 | 6768 | 6140 | 6121 | 6667 | 7015 | 7414 | 7968 | 9167 | 9079 | 7931 | 7748 | 5365 | 4167 | 3542 | 2993 | 2285 | 122843 |
| Aug-15 | Saturday | 22 | 1342 | 878 | 683 | 572 | 772 | 1345 | 2640 | 3657 | 4562 | 5415 | 6449 | 6487 | 6662 | 6642 | 6174 | 6265 | 6020 | 5824 | 5225 | 4113 | 3423 | 3119 | 2510 | 1927 | 92706 |
| Aug-15 | Sunday | 23 | 1184 | 874 | 687 | 448 | 552 | 883 | 1518 | 2013 | 2744 | 4035 | 5198 | 5643 | 6223 | 6439 | 6325 | 6402 | 5949 | 5571 | 5106 | 3915 | 2969 | 2359 | 1836 | 1177 | 80050 |
| Aug-15 | Monday | 24 | 760 | 452 | 404 | 559 | 1182 | 3523 | 7593 | 8237 | 7048 | 5811 | 5648 | 5728 | 5871 | 4885 | 5475 | 8317 | 8230 | 8364 | 6437 | 4169 | 3185 | 2501 | 1839 | 1254 | 107472 |
| Aug-15 | Tuesday | 25 | 780 | 537 | 465 | 565 | 1225 | 3525 | 7526 | 8139 | 7169 | 5826 | 5647 | 5636 | 5750 | 6119 | 6898 | 8202 | 8453 | 8424 | 6683 | 4162 | 3380 | 2703 | 1905 | 1294 | 111013 |
| Aug-15 | Wednesday | 26 | 801 | 541 | 490 | 619 | 1214 | 3479 | 7368 | 7847 | 7260 | 5900 | 5601 | 5681 | 5904 | 6281 | 7075 | 8330 | 8430 | 8711 | 6414 | 4272 | 3739 | 2724 | 1999 | 1336 | 112016 |
| Aug-15 | Thursday | 27 | 857 | 563 | 473 | 593 | 1209 | 3556 | 7401 | 8189 | 7335 | 6339 | 6156 | 6208 | 6165 | 6594 | 7135 | 8519 | 8823 | 8246 | 6990 | 4767 | 3640 | 2950 | 2133 | 1449 | 116290 |
| Aug-15 | Friday | 28 | 908 | 644 | 559 | 647 | 1211 | 3308 | 7347 | 8091 | 6855 | 6030 | 6109 | 6528 | 7040 | 7436 | 8233 | 9158 | 9166 | 8832 | 6963 | 5253 | 3932 | 3325 | 2969 | 2166 | 122710 |
| Aug-15 | Saturday | 29 | 1428 | 897 | 680 | 539 | 739 | 1405 | 2498 | 3454 | 4236 | 5205 | 5760 | 6111 | 6251 | 6759 | 6498 | 6213 | 6083 | 5635 | 5043 | 4364 | 3678 | 3358 | 2632 | 2007 | 91473 |
| Aug-15 | Sunday | 30 | 1244 | 900 | 789 | 469 | 531 | 857 | 1384 | 1811 | 2491 | 3600 | 4834 | 5066 | 5662 | 6023 | 6163 | 5771 | 5135 | 4746 | 4403 | 3493 | 2802 | 2264 | 1681 | 1111 | 73230 |
| Aug-15 | Monday | 31 | 665 | 445 | 368 | 570 | 1174 | 3168 | 5540 | 5754 | 6992 | 6440 | 5766 | 5667 | 5765 | 5859 | 6653 | 7613 | 8046 | 7724 | 6341 | 4006 | 3372 | 2492 | 1828 | 1238 | 103486 |
| Sep-15 | Tuesday | 1 | 764 | 564 | 473 | 563 | 1207 | 3531 | 7295 | 7639 | 7211 | 5815 | 5597 | 5692 | 5715 | 6352 | 6791 | 8107 | 8079 | 8183 | 7029 | 4440 | 3545 | 2742 | 1911 | 1273 | 110518 |
| Sep-15 | Wednesday | 2 | 820 | 505 | 459 | 581 | 1153 | 3391 | 6256 | 6759 | 6865 | 5863 | 5877 | 5729 | 5930 | 6156 | 7110 | 8213 | 8703 | 8776 | 6626 | 4394 | 3730 | 2866 | 2089 | 1347 | 110198 |
| Sep-15 | Thursday | 3 | 817 | 561 | 547 | 590 | 1237 | 3584 | 7368 | 7507 | 7470 | 6049 | 5911 | 6087 | 6268 | 6692 | 7255 | 8642 | 8978 | 8471 | 6994 | 4825 | 3742 | 2877 | 2428 | 1593 | 116493 |
| Sep-15 | Friday | 4 | 1032 | 645 | 587 | 649 | 1201 | 3222 | 6845 | 7773 | 6490 | 6015 | 6409 | 6854 | 7673 | 7952 | 8823 | 9120 | 9266 | 8766 | 7928 | 5966 | 4734 | 4184 | 3414 | 2373 | 127921 |
| Sep-15 | Saturday | 5 | 1604 | 1004 | 769 | 565 | 681 | 1267 | 2210 | 3240 | 4256 | 5212 | 6138 | 6731 | 6784 | 6601 | 6464 | 6236 | 6095 | 5740 | 5036 | 4283 | 3761 | 3237 | 2835 | 1965 | 92714 |
| Sep-15 | Sunday | 6 | 1250 | 866 | 670 | 450 | 436 | 802 | 1351 | 1872 | 2524 | 3821 | 4780 | 5227 | 5908 | 5972 | 6019 | 5823 | 5373 | 5176 | 4643 | 3665 | 3171 | 2587 | 2126 | 1515 | 76027 |
| Sep-15 | Monday | 7 | 965 | 659 | 571 | 446 | 605 | 985 | 1859 | 2348 | 3124 | 4101 | 5312 | 6160 | 6207 | 6187 | 6457 | 6404 | 5842 | 5159 | 4694 | 3881 | 3331 | 2535 | 1780 | 1202 | 80814 |
| Sep-15 | Tuesday | 8 | 662 | 420 | 407 | 543 | 1191 | 3628 | 6990 | 7973 | 7480 | 6116 | 6037 | 5971 | 6074 | 6554 | 7090 | 8441 | 8591 | 8430 | 6534 | 4435 | 3428 | 2636 | 1835 | 1295 | 112761 |
| Sep-15 | Wednesday | 9 | 806 | 528 | 510 | 607 | 1236 | 3425 | 7204 | 7928 | 7130 | 6172 | 5864 | 5801 | 6038 | 6346 | 7103 | 8336 | 8705 | 8468 | 7527 | 4779 | 3635 | 2834 | 1951 | 1302 | 114235 |
| Sep-15 | Thursday | 10 | 814 | 579 | 513 | 581 | 1241 | 3662 | 6980 | 6773 | 6154 | 6487 | 6124 | 6064 | 6368 | 6801 | 7218 | 8065 | 8507 | 8921 | 7172 | 4796 | 3740 | 2879 | 2106 | 1410 | 113955 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sep-15 | Friday | 11 | 976 | 620 | 571 | 665 | 1216 | 3398 | 5309 | 6769 | 7118 | 6219 | 6147 | 6472 | 7067 | 7527 | 8281 | 9033 | 9211 | 8838 | 7415 | 5459 | 4252 | 3470 | 2903 | 2208 | 121144 |
| Sep-15 | Saturday | 12 | 1372 | 834 | 689 | 537 | 872 | 1481 | 2761 | 3604 | 4249 | 4873 | 5510 | 5817 | 6146 | 6080 | 6074 | 6041 | 5885 | 5387 | 4959 | 3966 | 3327 | 3250 | 2576 | 1972 | 88262 |
| Sep-15 | Sunday | 13 | 1416 | 1106 | 805 | 496 | 516 | 914 | 1559 | 1979 | 2812 | 3910 | 5239 | 5663 | 6393 | 6431 | 6537 | 6566 | 6348 | 5932 | 5339 | 4413 | 3473 | 2609 | 1706 | 1178 | 83340 |
| Sep-15 | Monday | 14 | 766 | 500 | 385 | 579 | 1204 | 3518 | 7390 | 7751 | 7004 | 5932 | 5979 | 5774 | 5789 | 5886 | 6881 | 7980 | 8617 | 8286 | 6501 | 4283 | 3299 | 2490 | 1841 | 1262 | 109897 |
| Sep-15 | Tuesday | 15 | 798 | 551 | 468 | 615 | 1234 | 3561 | 7343 | 7833 | 6313 | 5938 | 5634 | 5646 | 5516 | 6379 | 7053 | 8252 | 8791 | 8539 | 5906 | 4625 | 3862 | 2789 | 1881 | 1369 | 110896 |
| Sep-15 | Wednesday | 16 | 886 | 537 | 477 | 617 | 1197 | 3623 | 7374 | 7860 | 7211 | 6135 | 5763 | 5878 | 6098 | 6454 | 7170 | 8376 | 8947 | 8600 | 6827 | 4424 | 3806 | 2761 | 1995 | 1276 | 114292 |
| Sep-15 | Thursday | 17 | 879 | 542 | 495 | 604 | 1221 | 3590 | 6916 | 6806 | 6287 | 6235 | 5748 | 6095 | 6201 | 6489 | 7329 | 8578 | 9017 | 8998 | 6967 | 4681 | 3739 | 3007 | 2262 | 1600 | 114286 |
| Sep-15 | Friday | 18 | 1049 | 609 | 563 | 633 | 1204 | 3491 | 4784 | 6786 | 6825 | 6032 | 6153 | 6675 | 7051 | 7830 | 8342 | 9423 | 9075 | 9419 | 7435 | 5618 | 4133 | 3631 | 3144 | 2340 | 122245 |
| Sep-15 | Saturday | 19 | 1468 | 856 | 705 | 533 | 814 | 1524 | 2623 | 3640 | 4717 | 5591 | 6089 | 6244 | 6500 | 6258 | 6231 | 6282 | 6108 | 5743 | 5124 | 4404 | 3769 | 3269 | 2627 | 1998 | 93117 |
| Sep-15 | Sunday | 20 | 1244 | 855 | 699 | 522 | 523 | 899 | 1496 | 2045 | 2995 | 4217 | 5568 | 5728 | 6197 | 6431 | 6051 | 5967 | 5727 | 5735 | 5082 | 4292 | 3418 | 2523 | 1686 | 1216 | 81116 |
| Sep-15 | Monday | 21 | 751 | 472 | 378 | 616 | 1173 | 3668 | 7509 | 8004 | 6473 | 5993 | 5769 | 5779 | 5828 | 6305 | 6811 | 8528 | 8743 | 8752 | 6011 | 4295 | 3140 | 2426 | 1763 | 1206 | 110393 |
| Sep-15 | Tuesday | 22 | 800 | 485 | 439 | 599 | 1215 | 3722 | 7236 | 7511 | 6805 | 5827 | 5545 | 5707 | 5773 | 6170 | 6879 | 8178 | 8509 | 8628 | 6572 | 4463 | 3459 | 2633 | 1859 | 1249 | 110263 |
| Sep-15 | Wednesday | 23 | 814 | 557 | 471 | 600 | 1227 | 3707 | 7310 | 7941 | 6524 | 5875 | 5670 | 5735 | 5954 | 6275 | 7165 | 8598 | 8611 | 8790 | 6482 | 4447 | 3472 | 2684 | 1985 | 1328 | 112222 |
| Sep-15 | Thursday | 24 | 813 | 525 | 493 | 585 | 1237 | 3723 | 7265 | 7811 | 6445 | 5959 | 5878 | 5940 | 6000 | 6481 | 7034 | 7988 | 7895 | 8878 | 6186 | 4323 | 3424 | 2784 | 2139 | 1404 | 111210 |
| Sep-15 | Friday | 25 | 912 | 622 | 517 | 634 | 1211 | 3327 | 6713 | 5834 | 6928 | 6025 | 6138 | 6571 | 6994 | 7479 | 8178 | 9002 | 9419 | 9274 | 7190 | 5567 | 4300 | 3625 | 2990 | 2183 | 121633 |
| Sep-15 | Saturday | 26 | 1404 | 909 | 759 | 543 | 726 | 1397 | 2529 | 3567 | 4761 | 5271 | 5736 | 6167 | 6105 | 6289 | 6435 | 6283 | 6229 | 5748 | 5167 | 4308 | 3445 | 3363 | 2849 | 1890 | 91880 |
| Sep-15 | Sunday | 27 | 1209 | 805 | 672 | 432 | 528 | 845 | 1488 | 2071 | 2864 | 4164 | 5590 | 5669 | 6219 | 6387 | 6368 | 5953 | 5936 | 5511 | 4846 | 4227 | 3137 | 2428 | 1843 | 1112 | 80304 |
| Sep-15 | Monday | 28 | 752 | 456 | 401 | 583 | 1253 | 3610 | 7524 | 7791 | 6988 | 5917 | 5741 | 5634 | 5836 | 6038 | 6920 | 8044 | 8632 | 8589 | 5765 | 4163 | 3086 | 2412 | 1725 | 1202 | 109062 |
| Sep-15 | Tuesday | 29 | 785 | 471 | 462 | 600 | 1252 | 3620 | 6584 | 7273 | 6946 | 5903 | 5469 | 5455 | 5395 | 5662 | 4934 | 6712 | 7302 | 7673 | 6720 | 4546 | 3258 | 2564 | 1873 | 1279 | 102738 |
| Sep-15 | Wednesday | 30 | 825 | 496 | 452 | 594 | 1206 | 3550 | 7069 | 7488 | 7063 | 5864 | 5684 | 5830 | 5880 | 5847 | 6897 | 7451 | 6449 | 7206 | 6738 | 4292 | 3398 | 2561 | 1932 | 1292 | 106064 |
| Oct-15 | Thursday | 1 | 867 | 565 | 472 | 622 | 1263 | 3352 | 5572 | 5422 | 6548 | 6084 | 6034 | 6221 | 5868 | 6603 | 7537 | 7721 | 7628 | 7385 | 6056 | 3674 | 3129 | 2492 | 1856 | 1351 | 104322 |
| Oct-15 | Friday | 2 | 870 | 560 | 477 | 607 | 1115 | 2985 | 6281 | 5889 | 5445 | 5361 | 5718 | 6219 | 6578 | 6735 | 7283 | 7746 | 7407 | 6268 | 4810 | 3472 | 2562 | 2165 | 1820 | 1349 | 99722 |
| Oct-15 | Saturday | 3 | 921 | 588 | 436 | 414 | 570 | 925 | 1634 | 1935 | 2255 | 2335 | 2576 | 2739 | 2919 | 2792 | 2794 | 2631 | 2481 | 2344 | 2000 | 1592 | 1192 | 957 | 814 | 651 | 40495 |
| Oct-15 | Sunday | 4 | 434 | 289 | 223 | 213 | 306 | 577 | 970 | 1300 | 1593 | 2171 | 2989 | 3354 | 3407 | 3476 | 3521 | 3288 | 3253 | 3063 | 2800 | 1995 | 1398 | 1135 | 824 | 523 | 43102 |
| Oct-15 | Monday | 5 | 356 | 233 | 185 | 313 | 699 | 2161 | 4601 | 4929 | 4272 | 4187 | 4182 | 4298 | 4564 | 4747 | 5204 | 5803 | 5917 | 5955 | 4251 | 3063 | 2274 | 1774 | 1455 | 1073 | 76496 |
| Oct-15 | Tuesday | 6 | 645 | 447 | 376 | 545 | 1147 | 3182 | 6598 | 6832 | 6062 | 5697 | 5361 | 5437 | 5491 | 5803 | 6376 | 7551 | 8115 | 8156 | 6306 | 4344 | 3209 | 2461 | 1923 | 1227 | 103291 |
| Oct-15 | Wednesday | 7 | 818 | 546 | 466 | 618 | 1265 | 3605 | 6608 | 6078 | 5399 | 5861 | 5305 | 5430 | 5860 | 6473 | 7116 | 8226 | 8642 | 8247 | 6935 | 5034 | 3658 | 2823 | 2016 | 1409 | 108438 |
| Oct-15 | Thursday | 8 | 926 | 586 | 495 | 655 | 1310 | 3769 | 7715 | 7882 | 7276 | 6788 | 5973 | 5894 | 5955 | 6606 | 7401 | 8708 | 8913 | 7908 | 5268 | 6013 | 3819 | 2923 | 2435 | 1563 | 116781 |
| Oct-15 | Friday | 9 | 1158 | 692 | 581 | 713 | 1283 | 3417 | 6877 | 7149 | 6265 | 5978 | 6322 | 6800 | 7089 | 7867 | 8551 | 8947 | 9019 | 8921 | 7176 | 5658 | 4226 | 3880 | 3383 | 2221 | 124173 |
| Oct-15 | Saturday | 10 | 1416 | 865 | 775 | 557 | 852 | 1446 | 2561 | 3488 | 4371 | 4810 | 5316 | 5839 | 6032 | 5898 | 5679 | 5510 | 5129 | 5109 | 4544 | 4058 | 3203 | 2839 | 2367 | 1767 | 84431 |
| Oct-15 | Sunday | 11 | 1172 | 769 | 656 | 476 | 556 | 878 | 1548 | 1980 | 2790 | 3804 | 5173 | 5350 | 6183 | 6281 | 5882 | 5958 | 5695 | 5531 | 5029 | 4382 | 3179 | 2528 | 1751 | 1312 | 78863 |
| Oct-15 | Monday | 12 | 811 | 520 | 428 | 572 | 1137 | 3298 | 7257 | 7511 | 6187 | 5777 | 5750 | 6000 | 6165 | 6407 | 7044 | 8010 | 8389 | 8487 | 6095 | 4222 | 3107 | 2552 | 1891 | 1251 | 108868 |
| Oct-15 | Tuesday | 13 | 779 | 505 | 439 | 584 | 1262 | 3684 | 7371 | 7227 | 6911 | 5777 | 5747 | 5904 | 5881 | 6478 | 7198 | 8363 | 8852 | 8603 | 6550 | 4497 | 3150 | 2627 | 1912 | 1309 | 111610 |
| Oct-15 | Wednesday | 14 | 789 | 545 | 451 | 586 | 1259 | 3670 | 7332 | 7320 | 7063 | 6071 | 5972 | 5990 | 5995 | 6423 | 7373 | 8530 | 8759 | 8662 | 7215 | 4641 | 3697 | 2840 | 2092 | 1393 | 114668 |
| Oct-15 | Thursday | 15 | 946 | 559 | 485 | 607 | 1297 | 3575 | 6422 | 7072 | 6596 | 5588 | 5536 | 5600 | 5638 | 6678 | 7380 | 8743 | 8818 | 8755 | 7369 | 5190 | 3681 | 2956 | 2261 | 1671 | 113423 |
| Oct-15 | Friday | 16 | 1028 | 711 | 594 | 655 | 1214 | 3470 | 7285 | 5687 | 6442 | 6041 | 6251 | 6507 | 7076 | 6820 | 7501 | 8927 | 8492 | 8834 | 8277 | 5957 | 4506 | 3989 | 3099 | 2294 | 121657 |
| Oct-15 | Saturday | 17 | 1535 | 868 | 739 | 547 | 818 | 1455 | 2851 | 3878 | 4448 | 5178 | 5857 | 6313 | 6290 | 6504 | 6228 | 6386 | 6002 | 5878 | 5435 | 4395 | 3601 | 3423 | 2915 | 2130 | 93674 |
| Oct-15 | Sunday | 18 | 1269 | 817 | 659 | 434 | 551 | 913 | 1635 | 2105 | 2893 | 4193 | 5583 | 5926 | 6640 | 6757 | 6644 | 6663 | 6523 | 5981 | 5477 | 4482 | 3389 | 2514 | 1840 | 1178 | 85066 |
| Oct-15 | Monday | 19 | 793 | 427 | 402 | 601 | 1215 | 3584 | 7450 | 7245 | 6470 | 5784 | 5642 | 5774 | 5997 | 6263 | 7046 | 8159 | 7974 | 6931 | 6280 | 4206 | 3140 | 2409 | 1873 | 1273 | 106938 |
| Oct-15 | Tuesday | 20 | 737 | 538 | 489 | 601 | 1219 | 3722 | 7078 | 6245 | 6850 | 5873 | 5620 | 5638 | 5665 | 6574 | 7200 | 7913 | 8533 | 8908 | 7228 | 4903 | 3490 | 2747 | 2113 | 1424 | 111308 |
| Oct-15 | Wednesday | 21 | 894 | 541 | 463 | 615 | 1216 | 3686 | 7362 | 7297 | 6904 | 6071 | 5894 | 5733 | 5595 | 6287 | 7143 | 8558 | 8599 | 7743 | 6791 | 5539 | 3952 | 2808 | 2100 | 1367 | 113158 |
| Oct-15 | Thursday | 22 | 863 | 599 | 490 | 626 | 1253 | 3633 | 6828 | 6574 | 6811 | 6241 | 6287 | 6034 | 6490 | 6965 | 7654 | 8872 | 8919 | 8964 | 7217 | 4985 | 3812 | 3059 | 2494 | 1587 | 117257 |
| Oct-15 | Friday | 23 | 967 | 633 | 563 | 667 | 1249 | 3456 | 7166 | 7154 | 6430 | 6183 | 6223 | 6899 | 7213 | 7513 | 8762 | 9047 | 9138 | 9002 | 7347 | 5639 | 3947 | 3478 | 2922 | 2298 | 123896 |
| Oct-15 | Saturday | 24 | 1478 | 858 | 695 | 547 | 775 | 1383 | 2724 | 3546 | 4496 | 5214 | 5509 | 6037 | 6162 | 6109 | 6013 | 6222 | 6469 | 5739 | 5467 | 4523 | 3450 | 3450 | 3082 | 2112 | 92060 |
| Oct-15 | Sunday | 25 | 1345 | 800 | 697 | 466 | 532 | 860 | 1523 | 1932 | 2819 | 3950 | 5173 | 5441 | 6175 | 6698 | 6707 | 6549 | 6173 | 6000 | 5541 | 4526 | 3195 | 2506 | 1846 | 1187 | 82641 |
| Oct-15 | Monday | 26 | 744 | 453 | 388 | 606 | 1185 | 3682 | 6475 | 5295 | 6768 | 5863 | 5749 | 5835 | 6130 | 6253 | 7113 | 8307 | 8808 | 8255 | 6229 | 3955 | 2916 | 2375 | 1796 | 1207 | 106387 |
| Oct-15 | Tuesday | 27 | 779 | 496 | 411 | 569 | 1188 | 3732 | 6933 | 6749 | 6033 | 5819 | 5801 | 5693 | 5832 | 5968 | 6908 | 7860 | 7581 | 8003 | 6285 | 4029 | 3183 | 2423 | 1779 | 1195 | 105249 |
| Oct-15 | Wednesday | 28 | 828 | 540 | 411 | 609 | 1199 | 3632 | 7003 | 7447 | 5975 | 5815 | 5728 | 5305 | 5557 | 5823 | 6995 | 7551 | 8421 | 8346 | 6528 | 4316 | 3371 | 2611 | 2114 | 1341 | 107466 |
| Oct-15 | Thursday | 29 | 864 | 551 | 535 | 606 | 1233 | 3747 | 7141 | 7197 | 6883 | 6062 | 5931 | 6073 | 6219 | 6589 | 7485 | 8854 | 9072 | 8543 | 6886 | 4975 | 3976 | 3226 | 2366 | 1520 | 116534 |
| Oct-15 | Friday | 30 | 959 | 614 | 588 | 638 | 1250 | 3473 | 6022 | 5646 | 6559 | 6143 | 6228 | 6521 | 6935 | 7695 | 8183 | 8828 | 8781 | 8663 | 7214 | 5447 | 4053 | 3559 | 3438 | 2487 | 119924 |
| Oct-15 | Saturday | 31 | 1622 | 840 | 717 | 494 | 791 | 1311 | 2447 | 3190 | 4003 | 4591 | 5157 | 5614 | 5726 | 5463 | 5751 | 5726 | 5638 | 5361 | 4645 | 3884 | 3323 | 3210 | 2722 | 2432 | 84658 |
| Nov-15 | Sunday | 1 | 1648 | 838 | 792 | 662 | 1001 | 914 | 1489 | 2256 | 3089 | 3998 | 5047 | 5589 | 5886 | 6024 | 6099 | 6096 | 5846 | 5691 | 5099 | 4222 | 3158 | 2420 | 1529 | 1082 | 80475 |
| Nov-15 | Monday | 2 | 633 | 479 | 374 | 583 | 1152 | 3213 | 6398 | 6948 | 6102 | 5871 | 5703 | 5680 | 6016 | 6015 | 6829 | 7835 | 7695 | 7582 | 6428 | 4085 | 2994 | 2518 | 1826 | 1235 | 104194 |
| Nov-15 | Tuesday | 3 | 772 | 537 | 471 | 568 | 1161 | 3476 | 6572 | 7020 | 6187 | 5645 | 5492 | 5479 | 5650 | 6047 | 7063 | 7473 | 8144 | 8445 | 6151 | 3821 | 2926 | 2654 | 1952 | 1361 | 105067 |
| Nov-15 | Wednesday | 4 | 825 | 524 | 462 | 584 | 1273 | 3489 | 6948 | 7023 | 6983 | 5875 | 5774 | 5819 | 5991 | 6473 | 7334 | 8516 | 8715 | 8418 | 6721 | 4237 | 3038 | 3169 | 2278 | 1415 | 111884 |
| Nov-15 | Thursday | 5 | 771 | 541 | 456 | 619 | 1257 | 3499 | 7243 | 6928 | 6203 | 5867 | 6004 | 6155 | 6191 | 6631 | 7872 | 8664 | 9216 | 8795 | 7445 | 4688 | 3588 | 3349 | 2722 | 1756 | 116460 |
| Nov-15 | Friday | 6 | 1003 | 654 | 558 | 612 | 1190 | 3399 | 7022 | 6137 | 6453 | 6115 | 6267 | 6607 | 7110 | 7745 | 8669 | 9369 | 9363 | 8988 | 7530 | 5337 | 4084 | 3709 | 3511 | 2592 | 124024 |
| Nov-15 | Saturday | 7 | 1792 | 877 | 640 | 502 | 652 | 1323 | 2708 | 3853 | 4560 | 5573 | 6135 | 6320 | 6580 | 6422 | 6660 | 6733 | 6380 | 6106 | 5438 | 4068 | 3472 | 3153 | 3155 | 2650 | 95752 |
| Nov-15 | Sunday | 8 | 2155 | 939 | 641 | 441 | 538 | 873 | 1504 | 2205 | 3182 | 4253 | 5495 | 5635 | 6008 | 6213 | 6106 | 5687 | 5346 | 5646 | 4978 | 3788 | 2915 | 2407 | 1664 | 1045 | 79664 |
| Nov-15 | Monday | 9 | 625 | 441 | 353 | 558 | 1107 | 3340 | 6389 | 6448 | 5831 | 5395 | 5135 | 5325 | 5612 | 5799 | 6713 | 7308 | 7795 | 7845 | 4857 | 4041 | 2716 | 2265 | 1742 | 1212 | 98852 |
| Nov-15 | Tuesday | 10 | 748 | 508 | 392 | 550 | 1195 | 3570 | 7364 | 6123 | 6783 | 5851 | 5871 | 5695 | 5816 | 6014 | 6480 | 8010 | 8065 | 8220 | 6287 | 4121 | 3096 | 2545 | 1873 | 1266 | 106443 |
| Nov-15 | Wednesday | 11 | 846 | 507 | 435 | 551 | 1105 | 2850 | 6241 | 6350 | 5736 | 5863 | 5748 | 6004 | 6237 | 6345 | 7176 | 7935 | 8309 | 8412 | 6295 | 4227 | 3318 | 2673 | 2070 | 1277 | 106510 |
| Nov-15 | Thursday | 12 | 800 | 491 | 433 | 608 | 1153 | 3401 | 7445 | 7010 | 6795 | 6012 | 5769 | 5799 | 6209 | 6591 | 6853 | 7457 | 8659 | 8838 | 6778 | 4512 | 3496 | 2837 | 2121 | 1486 | 111553 |
| Nov-15 | Friday | 13 | 946 | 617 | 520 | 611 | 1222 | 3365 | 6902 | 6581 | 6700 | 6401 | 6484 | 6803 | 7310 | 7696 | 6004 | 8710 | 8570 | 8741 | 8049 | 5061 | 4001 | 3566 | 2790 | 2117 | 119767 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nov-15 | Saturday | 14 | 1375 | 754 | 690 | 491 | 778 | 1394 | 2842 | 3924 | 4779 | 5172 | 5530 | 5504 | 5984 | 5687 | 6032 | 6408 | 6249 | 6349 | 5673 | 3949 | 3191 | 2880 | 2660 | 1801 | 90096 |
| Nov-15 | Sunday | 15 | 1058 | 794 | 652 | 468 | 533 | 844 | 1509 | 2032 | 2789 | 3922 | 5054 | 5606 | 6131 | 6109 | 6018 | 5718 | 5846 | 5590 | 4789 | 3666 | 2748 | 2233 | 1658 | 1076 | 76843 |
| Nov-15 | Monday | 16 | 636 | 498 | 456 | 599 | 1169 | 3140 | 5988 | 5270 | 7040 | 5919 | 5502 | 5191 | 5652 | 5653 | 6877 | 8042 | 8477 | 8244 | 6462 | 3889 | 2941 | 2328 | 1793 | 1140 | 102906 |
| Nov-15 | Tuesday | 17 | 759 | 508 | 459 | 596 | 1204 | 3612 | 7256 | 7093 | 6478 | 5654 | 5628 | 5108 | 5322 | 6066 | 7111 | 8009 | 8422 | 8566 | 6309 | 4233 | 3075 | 2455 | 1798 | 1258 | 106979 |
| Nov-15 | Wednesday | 18 | 789 | 531 | 458 | 590 | 1209 | 3608 | 7021 | 6204 | 6547 | 6172 | 5488 | 5454 | 5849 | 6502 | 7137 | 8221 | 8663 | 8435 | 6477 | 4393 | 3241 | 2549 | 2001 | 1260 | 108799 |
| Nov-15 | Thursday | 19 | 814 | 596 | 485 | 550 | 1138 | 3429 | 6549 | 6560 | 6295 | 5858 | 5717 | 5961 | 5842 | 6496 | 7147 | 8490 | 8765 | 8493 | 6278 | 4129 | 3351 | 3045 | 2113 | 1415 | 109516 |
| Nov-15 | Friday | 20 | 949 | 724 | 551 | 594 | 1206 | 3406 | 7261 | 6786 | 6339 | 6226 | 6252 | 6758 | 7279 | 7596 | 8528 | 9293 | 9290 | 8661 | 6909 | 5565 | 3845 | 3330 | 2815 | 2045 | 122208 |
| Nov-15 | Saturday | 21 | 1318 | 758 | 636 | 520 | 816 | 1385 | 2752 | 3791 | 4848 | 5241 | 5595 | 5651 | 5795 | 6136 | 6221 | 6206 | 5907 | 6045 | 5267 | 4020 | 3204 | 2801 | 2427 | 1706 | 89046 |
| Nov-15 | Sunday | 22 | 1154 | 797 | 678 | 429 | 554 | 920 | 1457 | 1935 | 2744 | 3697 | 4797 | 5246 | 5943 | 5887 | 5848 | 5780 | 5641 | 5338 | 4755 | 3803 | 2790 | 2201 | 1676 | 1177 | 75247 |
| Nov-15 | Monday | 23 | 684 | 460 | 383 | 560 | 1207 | 3525 | 7357 | 7315 | 6295 | 6289 | 6134 | 6167 | 6304 | 6412 | 7297 | 8011 | 8533 | 8694 | 6630 | 4098 | 3007 | 2403 | 1741 | 1295 | 110801 |
| Nov-15 | Tuesday | 24 | 826 | 502 | 439 | 600 | 1176 | 3286 | 7027 | 7176 | 6144 | 6027 | 6038 | 6401 | 6599 | 7222 | 7832 | 8310 | 9171 | 9134 | 7071 | 4906 | 3507 | 2916 | 2278 | 1680 | 116268 |
| Nov-15 | Wednesday | 25 | 1137 | 700 | 617 | 672 | 1302 | 3182 | 6759 | 6540 | 5981 | 6088 | 6521 | 7114 | 7727 | 8126 | 8753 | 8417 | 8839 | 7355 | 5758 | 4064 | 3679 | 2950 | 2372 | 1814 | 116467 |
| Nov-15 | Thursday | 26 | 1046 | 680 | 550 | 400 | 510 | 733 | 1328 | 1811 | 2222 | 3195 | 3893 | 4587 | 4433 | 3967 | 3872 | 3909 | 4154 | 4240 | 4184 | 3993 | 3691 | 3015 | 2417 | 1863 | 64693 |
| Nov-15 | Friday | 27 | 1360 | 833 | 639 | 528 | 831 | 1559 | 2827 | 3363 | 3592 | 4272 | 5116 | 5646 | 6157 | 6385 | 6440 | 6629 | 6357 | 6077 | 5516 | 4213 | 3280 | 2914 | 2393 | 1654 | 88581 |
| Nov-15 | Saturday | 28 | 1052 | 686 | 614 | 511 | 690 | 1137 | 2170 | 3061 | 4018 | 4755 | 5028 | 5898 | 5819 | 5606 | 5651 | 5677 | 6084 | 5771 | 5002 | 4153 | 3185 | 2749 | 2320 | 1711 | 83348 |
| Nov-15 | Sunday | 29 | 1098 | 823 | 622 | 480 | 649 | 1014 | 1635 | 2125 | 3037 | 4330 | 5589 | 5583 | 5894 | 5909 | 6026 | 5889 | 6161 | 6312 | 5338 | 4059 | 3314 | 2536 | 1751 | 1145 | 81319 |
| Nov-15 | Monday | 30 | 800 | 530 | 403 | 565 | 1204 | 3573 | 6781 | 7564 | 6646 | 6115 | 5766 | 5523 | 6153 | 6241 | 6643 | 8092 | 8446 | 8516 | 6040 | 3735 | 2834 | 2398 | 1796 | 1227 | 107591 |
| Dec-15 | Tuesday | 1 | 779 | 543 | 449 | 579 | 1224 | 3569 | 7380 | 7496 | 6383 | 5904 | 5723 | 5705 | 5844 | 6287 | 7250 | 8207 | 8128 | 8101 | 6779 | 4038 | 3125 | 2568 | 1852 | 1230 | 109143 |
| Dec-15 | Wednesday | 2 | 815 | 563 | 435 | 602 | 1215 | 3500 | 7281 | 7433 | 6382 | 5701 | 5953 | 5440 | 5939 | 6219 | 7206 | 7386 | 7474 | 7664 | 6476 | 3992 | 2991 | 2456 | 1748 | 1247 | 106118 |
| Dec-15 | Thursday | 3 | 777 | 514 | 471 | 605 | 1170 | 3363 | 6833 | 7316 | 5334 | 5584 | 5700 | 5820 | 5966 | 6365 | 7506 | 8519 | 8662 | 8492 | 6664 | 4234 | 2945 | 2947 | 2168 | 1393 | 109348 |
| Dec-15 | Friday | 4 | 894 | 628 | 559 | 635 | 1216 | 3412 | 7011 | 7384 | 6334 | 5897 | 6093 | 6284 | 6743 | 7342 | 7952 | 9134 | 9044 | 8504 | 6938 | 4942 | 3771 | 3421 | 2982 | 2108 | 119228 |
| Dec-15 | Saturday | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dec-15 | Sunday | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dec-15 | Monday | 7 | 878 | 528 | 493 | 574 | 1164 | 2981 | 6289 | 6237 | 5957 | 5769 | 6160 | 5196 | 6004 | 6004 | 6657 | 7807 | 8310 | 8314 | 6124 | 3841 | 2997 | 2412 | 1935 | 1682 | 104313 |
| Dec-15 | Tuesday | 8 | 859 | 567 | 458 | 575 | 1191 | 3476 | 7236 | 7195 | 6214 | 5804 | 5627 | 5499 | 5928 | 6084 | 6797 | 8152 | 8362 | 8112 | 6682 | 4111 | 3192 | 2496 | 2094 | 1257 | 107968 |
| Dec-15 | Wednesday | 9 | 885 | 573 | 488 | 573 | 1235 | 3472 | 7318 | 6957 | 6650 | 5844 | 5440 | 5664 | 5917 | 6141 | 6776 | 8169 | 8721 | 8513 | 6595 | 4314 | 3266 | 2776 | 1994 | 1398 | 109679 |
| Dec-15 | Thursday | 10 | 832 | 522 | 486 | 620 | 1166 | 3337 | 6403 | 7164 | 6890 | 6217 | 5875 | 6029 | 6270 | 6746 | 7679 | 8215 | 8325 | 8486 | 6600 | 4721 | 3549 | 3095 | 2166 | 1455 | 112848 |
| Dec-15 | Friday | 11 | 961 | 629 | 537 | 616 | 1191 | 3340 | 6940 | 7082 | 6149 | 5898 | 6037 | 6472 | 6814 | 7348 | 8022 | 8935 | 8762 | 8815 | 7017 | 4983 | 3752 | 3477 | 3019 | 2136 | 118932 |
| Dec-15 | Saturday | 12 | 1218 | 776 | 664 | 501 | 788 | 1345 | 2584 | 3345 | 4034 | 4556 | 5462 | 5896 | 5988 | 6247 | 6357 | 6495 | 6503 | 6778 | 5675 | 4346 | 3680 | 3444 | 2964 | 2177 | 91823 |
| Dec-15 | Sunday | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dec-15 | Monday | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dec-15 | Tuesday | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dec-15 | Wednesday | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dec-15 | Thursday | 17 | 927 | 589 | 511 | 569 | 1022 | 2785 | 5400 | 6019 | 5334 | 6081 | 6004 | 6068 | 6045 | 6244 | 7521 | 7873 | 8190 | 7847 | 6968 | 4720 | 3253 | 2925 | 2483 | 1537 | 106915 |
| Dec-15 | Friday | 18 | 989 | 691 | 523 | 618 | 1189 | 3177 | 6776 | 6771 | 6115 | 6108 | 6327 | 6675 | 6996 | 7659 | 6916 | 9313 | 9134 | 8302 | 6798 | 4988 | 3791 | 3507 | 3176 | 2136 | 118675 |
| Dec-15 | Saturday | 19 | 1334 | 849 | 657 | 511 | 826 | 1381 | 2435 | 3202 | 4265 | 4917 | 6001 | 6390 | 6664 | 6489 | 6472 | 6498 | 6471 | 6202 | 5569 | 4246 | 3351 | 3170 | 3028 | 2105 | 93033 |
| Dec-15 | Sunday | 20 | 1336 | 870 | 621 | 414 | 538 | 819 | 1419 | 1747 | 2498 | 3592 | 4893 | 5082 | 5776 | 6114 | 5873 | 5657 | 5594 | 5621 | 4810 | 3769 | 3068 | 2476 | 1894 | 1306 | 75787 |
| Dec-15 | Monday | 21 | 790 | 488 | 428 | 578 | 1211 | 3184 | 6935 | 6634 | 6237 | 5823 | 6329 | 6333 | 6135 | 6721 | 6892 | 8023 | 8281 | 7912 | 6346 | 4160 | 3157 | 2757 | 2200 | 1593 | 109147 |
| Dec-15 | Tuesday | 22 | 921 | 572 | 503 | 603 | 1142 | 3222 | 6560 | 6481 | 5967 | 5866 | 6215 | 6366 | 6451 | 6621 | 7195 | 8222 | 8540 | 7933 | 6213 | 4009 | 3306 | 2793 | 2402 | 1487 | 109590 |
| Dec-15 | Wednesday | 23 | 949 | 604 | 525 | 644 | 1164 | 2724 | 5317 | 5547 | 5532 | 5880 | 6031 | 6638 | 6602 | 7068 | 7413 | 8093 | 8095 | 7521 | 5742 | 4479 | 3584 | 2918 | 2721 | 1684 | 107475 |
| Dec-15 | Thursday | 24 | 1174 | 733 | 580 | 485 | 732 | 1657 | 2966 | 3580 | 3780 | 4456 | 5274 | 6020 | 6413 | 6358 | 6135 | 5722 | 5112 | 4645 | 4263 | 3355 | 2909 | 2472 | 2051 | 1470 | 82342 |
| Dec-15 | Friday | 25 | 876 | 587 | 397 | 321 | 295 | 514 | 861 | 996 | 1294 | 1900 | 2560 | 3330 | 3798 | 4030 | 3969 | 4054 | 4145 | 3957 | 4010 | 3358 | 2972 | 2567 | 2019 | 1486 | 54296 |
| Dec-15 | Saturday | 26 | 845 | 545 | 500 | 362 | 558 | 1006 | 1635 | 2067 | 2949 | 3739 | 4878 | 5181 | 5940 | 6148 | 6086 | 5853 | 5929 | 5885 | 5180 | 4108 | 3346 | 3021 | 2408 | 1779 | 79948 |
| Dec-15 | Sunday | 27 | 1170 | 759 | 717 | 443 | 556 | 869 | 1356 | 1699 | 2475 | 3513 | 4483 | 4966 | 5583 | 5878 | 5886 | 5732 | 6025 | 5731 | 5736 | 3969 | 3248 | 2642 | 2052 | 1402 | 76890 |
| Dec-15 | Monday | 28 | 967 | 568 | 559 | 570 | 1118 | 2778 | 5644 | 5841 | 5678 | 5716 | 5991 | 6406 | 6317 | 6647 | 6841 | 7874 | 8139 | 8059 | 5579 | 3939 | 2995 | 2465 | 1915 | 1343 | 103949 |
| Dec-15 | Tuesday | 29 | 871 | 574 | 464 | 539 | 1075 | 2758 | 5720 | 6121 | 5766 | 5582 | 5917 | 6209 | 6331 | 6587 | 6997 | 7954 | 8316 | 8337 | 6437 | 4180 | 3049 | 2702 | 2089 | 1343 | 105918 |
| Dec-15 | Wednesday | 30 | 941 | 579 | 487 | 591 | 1066 | 2711 | 5620 | 6264 | 5730 | 5690 | 6024 | 6293 | 6488 | 7144 | 7486 | 8501 | 8718 | 8415 | 6238 | 4324 | 3354 | 2838 | 2223 | 1501 | 109226 |
| Dec-15 | Thursday | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

30 Highest Hours of the year
100 Highest Hours of the year

AADT 104000

| EASTBOUND VOLUMES | Day | 12a<br>1 | 1a<br>2 | 2a<br>3 | 3a<br>4 | 4a<br>5 | 5a<br>6 | 6a<br>7 | 7a<br>8 | 8a<br>9 | 9a<br>10 | 10a<br>11 | 11a<br>12 | 12p<br>13 | 1p<br>14 | 2p<br>15 | 3p<br>16 | 4p<br>17 | 5p<br>18 | 6p<br>19 | 7p<br>20 | 8p<br>21 | 9p<br>22 | 10p<br>23 | 11p<br>24 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Jan-15 Thursday | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Friday | 2 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Saturday | 3 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Sunday | 4 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Monday | 5 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Tuesday | 6 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Wednesday | 7 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Thursday | 8 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Friday | 9 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Saturday | 10 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Sunday | 11 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Monday | 12 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Tuesday | 13 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Wednesday | 14 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Thursday | 15 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Friday | 16 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Saturday | 17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Sunday | 18 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Monday | 19 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Tuesday | 20 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Wednesday | 21 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Thursday | 22 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Friday | 23 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Saturday | 24 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Sunday | 25 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Monday | 26 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Tuesday | 27 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Wednesday | 28 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Thursday | 29 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Friday | 30 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Saturday | 31 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Feb-15 Sunday | 1 | 446 | 261 | 196 | 170 | 291 | 439 | 790 | 903 | 1301 | 1794 | 2159 | 2195 | 2437 | 2565 | 2340 | 2289 | 2279 | 2261 | 1912 | 1191 | 1040 | 979 | 1232 | 660 | 32130 |
| Feb-15 Monday | 2 | 338 | 216 | 185 | 282 | 672 | 2395 | 5316 | 5138 | 3743 | 3217 | 2918 | 2906 | 2832 | 2701 | 2844 | 2825 | 2781 | 2967 | 2062 | 1284 | 942 | 854 | 632 | 434 | 50484 |
| Feb-15 Tuesday | 3 | 249 | 186 | 167 | 293 | 784 | 2502 | 5343 | 5284 | 3787 | 3182 | 2818 | 3205 | 2687 | 2686 | 2878 | 2909 | 2967 | 3218 | 2319 | 1492 | 1017 | 999 | 719 | 447 | 52138 |
| Feb-15 Wednesday | 4 | 230 | 171 | 173 | 297 | 758 | 2256 | 5012 | 4891 | 4355 | 3235 | 2719 | 2626 | 2671 | 2824 | 2872 | 3029 | 2947 | 3052 | 2323 | 1414 | 1016 | 955 | 684 | 413 | 50923 |
| Feb-15 Thursday | 5 | 253 | 191 | 171 | 289 | 814 | 2487 | 4972 | 4318 | 4216 | 3188 | 2929 | 2843 | 2858 | 3125 | 2950 | 3039 | 3309 | 3291 | 2640 | 1798 | 1294 | 1092 | 892 | 531 | 53490 |
| Feb-15 Friday | 6 | 296 | 229 | 189 | 312 | 773 | 2283 | 4756 | 5034 | 4135 | 3411 | 3091 | 3188 | 3085 | 3198 | 3420 | 3622 | 3408 | 3334 | 3410 | 2464 | 1714 | 1470 | 1167 | 742 | 58731 |
| Feb-15 Saturday | 7 | 425 | 274 | 267 | 263 | 407 | 725 | 1533 | 1813 | 2318 | 2689 | 2851 | 3212 | 3488 | 3275 | 3094 | 3111 | 2676 | 2698 | 2534 | 1801 | 1273 | 1138 | 1039 | 762 | 43666 |
| Feb-15 Sunday | 8 | 432 | 288 | 186 | 206 | 291 | 540 | 888 | 908 | 1284 | 1753 | 2350 | 2554 | 2964 | 3108 | 2856 | 2669 | 2512 | 2527 | 2273 | 1719 | 1316 | 1173 | 802 | 506 | 36105 |
| Feb-15 Monday | 9 | 278 | 203 | 156 | 300 | 772 | 2503 | 4850 | 4690 | 3950 | 3258 | 3299 | 2387 | 2434 | 2862 | 2965 | 2926 | 3028 | 3141 | 2101 | 1412 | 918 | 896 | 664 | 402 | 50395 |
| Feb-15 Tuesday | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Feb-15 Wednesday | 11 | 242 | 220 | 162 | 288 | 799 | 2392 | 5273 | 5295 | 2694 | 3621 | 2688 | 2812 | 2809 | 3024 | 2993 | 2955 | 3069 | 3249 | 2613 | 1646 | 1163 | 1060 | 800 | 440 | 52307 |
| Feb-15 Thursday | 12 | 280 | 207 | 174 | 319 | 801 | 2398 | 5509 | 5249 | 3957 | 3199 | 2563 | 2649 | 2723 | 3112 | 2975 | 2929 | 3378 | 3304 | 2791 | 1858 | 1396 | 1194 | 959 | 577 | 54501 |
| Feb-15 Friday | 13 | 338 | 238 | 229 | 346 | 770 | 2238 | 5040 | 4969 | 3731 | 3527 | 3244 | 3386 | 3630 | 3487 | 3800 | 4067 | 3930 | 3742 | 3531 | 2893 | 2095 | 1578 | 1213 | 847 | 62869 |
| Feb-15 Saturday | 14 | 486 | 311 | 246 | 220 | 413 | 660 | 1291 | 1683 | 2094 | 2654 | 3188 | 3649 | 4026 | 3687 | 3415 | 3320 | 3086 | 3117 | 2681 | 1962 | 1407 | 1133 | 932 | 692 | 46353 |
| Feb-15 Sunday | 15 | 452 | 239 | 189 | 198 | 277 | 436 | 715 | 834 | 1218 | 1785 | 2357 | 2708 | 2856 | 2917 | 3025 | 2896 | 2626 | 2393 | 2151 | 1657 | 1266 | 1106 | 873 | 581 | 35755 |
| Feb-15 Monday | 16 | 300 | 199 | 167 | 268 | 689 | 1945 | 4245 | 4311 | 3416 | 3258 | 3030 | 3048 | 3053 | 3000 | 3152 | 3147 | 3092 | 3116 | 2216 | 1518 | 1071 | 875 | 692 | 415 | 50223 |
| Feb-15 Tuesday | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Feb-15 Wednesday | 18 | 223 | 190 | 166 | 279 | 801 | 2403 | 5183 | 5549 | 4161 | 3212 | 3007 | 2650 | 2433 | 2817 | 3084 | 3051 | 3085 | 3311 | 2607 | 1620 | 1158 | 997 | 736 | 506 | 53229 |
| Feb-15 Thursday | 19 | 268 | 202 | 198 | 324 | 774 | 2354 | 5230 | 5256 | 3918 | 3321 | 2980 | 2866 | 2993 | 3139 | 2925 | 3150 | 3241 | 3279 | 2489 | 1738 | 1192 | 991 | 826 | 486 | 54140 |
| Feb-15 Friday | 20 | 266 | 204 | 181 | 292 | 719 | 2203 | 4770 | 4806 | 3723 | 3509 | 3287 | 3133 | 3204 | 3276 | 3428 | 3552 | 3483 | 3625 | 3172 | 2505 | 1782 | 1475 | 1185 | 751 | 58531 |
| Feb-15 Saturday | 21 | 439 | 276 | 238 | 219 | 427 | 761 | 1429 | 1777 | 2396 | 2670 | 2879 | 3287 | 3544 | 3458 | 3392 | 3061 | 3217 | 3026 | 2690 | 1797 | 1376 | 1134 | 988 | 725 | 45206 |
| Feb-15 Sunday | 22 | 388 | 265 | 229 | 182 | 275 | 559 | 784 | 956 | 1314 | 1890 | 2328 | 2351 | 2865 | 3039 | 3008 | 2864 | 2582 | 2525 | 2214 | 1636 | 1248 | 1127 | 836 | 496 | 35961 |
| Feb-15 Monday | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Feb-15 Tuesday | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Feb-15 Wednesday | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Feb-15 Thursday | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Feb-15 Friday | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Feb-15 Saturday | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 Sunday | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 Monday | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mar-15 Tuesday | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 Wednesday | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 Thursday | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 Friday | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 Saturday | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 Sunday | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 Monday | 9 | 378 | 227 | 200 | 315 | 795 | 2353 | 5224 | 5195 | 3939 | 3359 | 2879 | 2766 | 2781 | 3238 | 3005 | 3205 | 3089 | 3015 | 2505 | 1577 | 1266 | 1040 | 798 | 572 | 53721 |
| Mar-15 Tuesday | 10 | 286 | 217 | 203 | 315 | 802 | 2449 | 5263 | 5203 | 3889 | 3370 | 2967 | 2765 | 2597 | 2612 | 3273 | 3225 | 3192 | 3393 | 2717 | 1733 | 1286 | 1167 | 894 | 550 | 54368 |
| Mar-15 Wednesday | 11 | 350 | 224 | 201 | 325 | 810 | 2495 | 5138 | 4989 | 4235 | 3664 | 3227 | 3308 | 2947 | 3349 | 3403 | 3161 | 3338 | 3221 | 2578 | 1794 | 1312 | 1133 | 851 | 579 | 56632 |
| Mar-15 Thursday | 12 | 388 | 249 | 188 | 354 | 756 | 2422 | 5289 | 5308 | 3917 | 3609 | 3107 | 3110 | 3095 | 2937 | 3213 | 3348 | 3470 | 3657 | 2756 | 1865 | 1388 | 1291 | 975 | 625 | 57317 |
| Mar-15 Friday | 13 | 341 | 268 | 238 | 344 | 747 | 2180 | 5071 | 5078 | 3739 | 3326 | 3205 | 3319 | 3281 | 3394 | 3715 | 3797 | 3731 | 3336 | 3363 | 2637 | 1988 | 1624 | 1241 | 855 | 60818 |
| Mar-15 Saturday | 14 | 532 | 331 | 232 | 238 | 436 | 655 | 1302 | 1696 | 2212 | 2694 | 2697 | 2916 | 3491 | 3141 | 2807 | 2942 | 2722 | 2486 | 2387 | 1868 | 1464 | 1278 | 1091 | 882 | 42500 |
| Mar-15 Sunday | 15 | 488 | 344 | 234 | 193 | 284 | 525 | 761 | 899 | 1309 | 1909 | 2343 | 2614 | 2881 | 2959 | 3278 | 3155 | 2971 | 2650 | 2548 | 2083 | 1694 | 1416 | 1025 | 645 | 39208 |
| Mar-15 Monday | 16 | 393 | 252 | 226 | 323 | 798 | 2441 | 5231 | 5324 | 3880 | 3405 | 2701 | 3018 | 2730 | 2942 | 3210 | 3077 | 3183 | 3206 | 2597 | 1703 | 1253 | 1063 | 862 | 506 | 54324 |
| Mar-15 Tuesday | 17 | 346 | 221 | 211 | 313 | 806 | 2433 | 5320 | 4364 | 4632 | 3506 | 3132 | 2841 | 2566 | 2593 | 3122 | 3127 | 3168 | 3111 | 2458 | 1600 | 1399 | 1136 | 845 | 525 | 53775 |
| Mar-15 Wednesday | 18 | 302 | 227 | 193 | 315 | 785 | 2464 | 5110 | 4684 | 4149 | 3385 | 3142 | 3053 | 3078 | 3089 | 3103 | 3126 | 3254 | 3131 | 2637 | 1801 | 1263 | 1100 | 851 | 563 | 54805 |
| Mar-15 Thursday | 19 | 294 | 239 | 192 | 333 | 782 | 2474 | 4254 | 3397 | 4664 | 3389 | 2963 | 3053 | 2917 | 3067 | 3290 | 2992 | 3250 | 3503 | 2522 | 1834 | 1398 | 1242 | 1011 | 607 | 53667 |
| Mar-15 Friday | 20 | 379 | 239 | 207 | 334 | 796 | 2295 | 5176 | 5106 | 3797 | 3430 | 3377 | 3616 | 3504 | 3662 | 3906 | 3848 | 3799 | 3840 | 3464 | 2557 | 2194 | 1758 | 1332 | 932 | 63548 |
| Mar-15 Saturday | 21 | 539 | 346 | 271 | 268 | 462 | 767 | 1426 | 2037 | 2713 | 2940 | 3306 | 3589 | 3534 | 3235 | 3102 | 3084 | 2994 | 2837 | 2658 | 2049 | 1541 | 1335 | 1035 | 761 | 46829 |
| Mar-15 Sunday | 22 | 504 | 310 | 239 | 200 | 349 | 517 | 697 | 864 | 1225 | 1709 | 2164 | 2307 | 2594 | 2797 | 2648 | 2664 | 2552 | 2322 | 2257 | 1731 | 1452 | 1218 | 941 | 571 | 34832 |
| Mar-15 Monday | 23 | 340 | 203 | 163 | 279 | 795 | 2422 | 5258 | 5183 | 3956 | 3358 | 3003 | 2901 | 2854 | 2845 | 2966 | 2996 | 2873 | 2739 | 2042 | 1369 | 1065 | 984 | 755 | 510 | 51859 |
| Mar-15 Tuesday | 24 | 260 | 205 | 195 | 318 | 784 | 2294 | 4349 | 4740 | 4251 | 3375 | 3109 | 2939 | 2564 | 2715 | 2878 | 3022 | 3095 | 3182 | 2521 | 1643 | 1240 | 1130 | 851 | 547 | 52207 |
| Mar-15 Wednesday | 25 | 282 | 208 | 189 | 353 | 798 | 2560 | 5369 | 5059 | 4275 | 3466 | 3097 | 2988 | 3105 | 3047 | 3153 | 3134 | 3223 | 3172 | 2576 | 1770 | 1378 | 1132 | 848 | 550 | 55732 |
| Mar-15 Thursday | 26 | 321 | 223 | 213 | 329 | 839 | 2486 | 5295 | 5076 | 4216 | 3611 | 3270 | 3233 | 3214 | 3218 | 3432 | 3373 | 3439 | 3587 | 2911 | 2060 | 1602 | 1464 | 1088 | 664 | 59164 |
| Mar-15 Friday | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 Saturday | 28 | 548 | 388 | 240 | 334 | 723 | 1305 | 1654 | 1608 | 2100 | 2327 | 2626 | 2971 | 3122 | 3338 | 3433 | 3302 | 3543 | 3278 | 2872 | 2167 | 1681 | 1431 | 1171 | 860 | 47022 |
| Mar-15 Sunday | 29 | 511 | 356 | 225 | 242 | 309 | 520 | 732 | 883 | 1249 | 1835 | 2421 | 2690 | 3193 | 3302 | 3254 | 3270 | 3253 | 3026 | 2484 | 2265 | 1756 | 1407 | 1067 | 666 | 40916 |
| Mar-15 Monday | 30 | 403 | 227 | 212 | 343 | 794 | 2198 | 5184 | 5079 | 3981 | 3316 | 2933 | 3158 | 2994 | 3218 | 3127 | 2816 | 2674 | 2821 | 2274 | 1616 | 1238 | 1129 | 994 | 566 | 53295 |
| Mar-15 Tuesday | 31 | 327 | 223 | 226 | 341 | 796 | 2238 | 4859 | 5123 | 4086 | 3505 | 2919 | 3193 | 3117 | 3014 | 3339 | 3145 | 3182 | 3347 | 2614 | 1745 | 1316 | 1147 | 861 | 560 | 55223 |
| Apr-15 Wednesday | 1 | 337 | 225 | 221 | 338 | 793 | 2087 | 5092 | 5036 | 4007 | 3602 | 3312 | 3166 | 3296 | 3121 | 3223 | 3274 | 3289 | 3300 | 2680 | 1968 | 1512 | 1252 | 983 | 645 | 56759 |
| Apr-15 Thursday | 2 | 409 | 269 | 227 | 343 | 772 | 2075 | 5131 | 4867 | 4042 | 3611 | 3452 | 3609 | 3574 | 3443 | 3498 | 3425 | 3519 | 3477 | 3074 | 2230 | 1771 | 1593 | 1289 | 880 | 60580 |
| Apr-15 Friday | 3 | 474 | 276 | 233 | 315 | 713 | 1718 | 4067 | 4109 | 3570 | 3316 | 3500 | 3926 | 4054 | 3740 | 4094 | 3814 | 3679 | 3735 | 3259 | 2570 | 1997 | 1592 | 1299 | 904 | 60954 |
| Apr-15 Saturday | 4 | 603 | 345 | 296 | 276 | 383 | 586 | 1051 | 1582 | 1963 | 2518 | 2999 | 3237 | 3456 | 3492 | 3457 | 3357 | 3141 | 2876 | 2416 | 1932 | 1546 | 1225 | 1038 | 905 | 44680 |
| Apr-15 Sunday | 5 | 485 | 318 | 240 | 181 | 208 | 572 | 766 | 860 | 1256 | 1756 | 2227 | 2193 | 2655 | 2642 | 2695 | 2743 | 2928 | 3087 | 3006 | 2673 | 2377 | 1666 | 1319 | 847 | 39700 |
| Apr-15 Monday | 6 | 497 | 270 | 202 | 306 | 765 | 2169 | 4408 | 4240 | 3666 | 3053 | 2981 | 2982 | 3463 | 2872 | 3137 | 3023 | 3136 | 3179 | 2529 | 2111 | 1460 | 1203 | 860 | 510 | 53022 |
| Apr-15 Tuesday | 7 | 301 | 213 | 207 | 295 | 817 | 2207 | 4315 | 4194 | 3717 | 2855 | 2698 | 2712 | 2871 | 2638 | 3073 | 3187 | 3322 | 3368 | 2601 | 1852 | 1390 | 1151 | 912 | 567 | 51463 |
| Apr-15 Wednesday | 8 | 303 | 209 | 217 | 298 | 760 | 2170 | 4144 | 4335 | 3511 | 3019 | 3098 | 3231 | 2861 | 2601 | 3097 | 3392 | 3379 | 3560 | 2643 | 1911 | 1432 | 1237 | 916 | 562 | 52886 |
| Apr-15 Thursday | 9 | 322 | 229 | 234 | 323 | 826 | 2454 | 5345 | 5541 | 4467 | 3726 | 3290 | 3452 | 3320 | 3298 | 3676 | 3632 | 3329 | 3489 | 2832 | 2115 | 1557 | 1477 | 1148 | 697 | 60779 |
| Apr-15 Friday | 10 | 430 | 258 | 236 | 352 | 831 | 2247 | 5216 | 5348 | 4280 | 3667 | 3492 | 3833 | 3658 | 3544 | 3758 | 3871 | 3692 | 3670 | 3260 | 2517 | 2022 | 1755 | 1320 | 863 | 64120 |
| Apr-15 Saturday | 11 | 555 | 344 | 247 | 269 | 473 | 721 | 1597 | 1929 | 2406 | 2865 | 3069 | 3429 | 3477 | 3266 | 3167 | 3082 | 3072 | 2992 | 2602 | 1996 | 1567 | 1374 | 1174 | 857 | 46530 |
| Apr-15 Sunday | 12 | 502 | 317 | 207 | 218 | 319 | 522 | 978 | 1068 | 1482 | 2104 | 2698 | 2784 | 3022 | 3046 | 2949 | 2930 | 2753 | 2617 | 2165 | 1814 | 1505 | 1283 | 1020 | 641 | 38944 |
| Apr-15 Monday | 13 | 365 | 256 | 194 | 348 | 799 | 2419 | 4845 | 4333 | 4810 | 3385 | 2909 | 2978 | 2831 | 2908 | 2968 | 3071 | 3301 | 3196 | 2287 | 1589 | 1166 | 1062 | 733 | 412 | 53165 |
| Apr-15 Tuesday | 14 | 283 | 194 | 173 | 335 | 774 | 2581 | 5323 | 4889 | 4557 | 3444 | 3110 | 2933 | 2729 | 2812 | 3019 | 3090 | 3210 | 3221 | 2374 | 1615 | 1237 | 1094 | 818 | 568 | 54383 |
| Apr-15 Wednesday | 15 | 268 | 243 | 202 | 339 | 821 | 2451 | 5404 | 5241 | 3094 | 3975 | 3065 | 2864 | 2923 | 2796 | 2833 | 3062 | 3199 | 3106 | 2177 | 1495 | 1152 | 1094 | 782 | 538 | 53124 |
| Apr-15 Thursday | 16 | 294 | 232 | 179 | 313 | 830 | 2490 | 5476 | 4962 | 3558 | 2965 | 2608 | 2632 | 3093 | 3129 | 3358 | 3308 | 3233 | 3416 | 2655 | 1945 | 1457 | 1271 | 981 | 613 | 54998 |
| Apr-15 Friday | 17 | 385 | 235 | 238 | 383 | 791 | 2261 | 4957 | 4762 | 4027 | 3687 | 3299 | 3595 | 3282 | 2926 | 3029 | 3352 | 3743 | 3655 | 3318 | 2399 | 1924 | 1603 | 1182 | 805 | 59838 |
| Apr-15 Saturday | 18 | 567 | 301 | 272 | 236 | 490 | 726 | 1371 | 1908 | 2378 | 2667 | 3069 | 2953 | 3000 | 2885 | 2728 | 2693 | 2597 | 2750 | 2336 | 1835 | 1460 | 1239 | 1034 | 816 | 42311 |
| Apr-15 Sunday | 19 | 499 | 370 | 249 | 191 | 282 | 511 | 755 | 882 | 1267 | 1691 | 2182 | 2309 | 2425 | 2622 | 2558 | 2515 | 2513 | 2308 | 2027 | 1986 | 1459 | 1270 | 957 | 570 | 34398 |
| Apr-15 Monday | 20 | 312 | 201 | 201 | 324 | 804 | 2461 | 5502 | 5397 | 4202 | 3533 | 3053 | 2932 | 3000 | 2960 | 3009 | 3020 | 2962 | 3111 | 2321 | 1558 | 1153 | 980 | 718 | 477 | 54191 |
| Apr-15 Tuesday | 21 | 304 | 198 | 179 | 362 | 855 | 2509 | 5398 | 5571 | 4259 | 3514 | 3091 | 3066 | 2981 | 2934 | 3031 | 3018 | 3139 | 3196 | 2481 | 1660 | 1322 | 1202 | 827 | 518 | 55615 |
| Apr-15 Wednesday | 22 | 323 | 199 | 222 | 374 | 862 | 2511 | 5395 | 3952 | 3426 | 3809 | 3006 | 3250 | 3006 | 2668 | 2751 | 3104 | 3447 | 3398 | 2770 | 2126 | 1368 | 1148 | 853 | 555 | 54523 |
| Apr-15 Thursday | 23 | 375 | 233 | 207 | 315 | 804 | 2513 | 5278 | 5304 | 4458 | 3553 | 2945 | 2535 | 2632 | 3088 | 2689 | 2785 | 2837 | 3139 | 2775 | 1945 | 1585 | 1246 | 1004 | 613 | 54858 |
| Apr-15 Friday | 24 | 407 | 221 | 255 | 335 | 776 | 2099 | 5110 | 4895 | 4145 | 3652 | 2934 | 3348 | 3370 | 3516 | 3664 | 3802 | 3654 | 3717 | 3274 | 2516 | 1989 | 1550 | 1263 | 793 | 61285 |
| Apr-15 Saturday | 25 | 499 | 319 | 241 | 269 | 507 | 714 | 1462 | 1857 | 2349 | 2652 | 2901 | 2892 | 3258 | 2994 | 2773 | 2653 | 2638 | 2549 | 2270 | 1754 | 1342 | 1186 | 1024 | 741 | 41844 |
| Apr-15 Sunday | 26 | 474 | 266 | 223 | 193 | 324 | 501 | 869 | 1006 | 1425 | 2236 | 2793 | 3142 | 3047 | 3139 | 2790 | 2752 | 2923 | 2960 | 2544 | 1982 | 1751 | 1672 | 1007 | 658 | 40677 |
| Apr-15 Monday | 27 | 395 | 256 | 167 | 358 | 809 | 2416 | 5217 | 5621 | 4233 | 3529 | 3005 | 2969 | 2504 | 2442 | 2502 | 2858 | 3038 | 2990 | 2325 | 1526 | 1250 | 1092 | 698 | 514 | 52714 |
| Apr-15 Tuesday | 28 | 269 | 217 | 188 | 318 | 846 | 2452 | 5727 | 5378 | 4177 | 3501 | 3057 | 2987 | 2721 | 2884 | 2964 | 3026 | 3073 | 3014 | 2498 | 1644 | 1391 | 1184 | 805 | 465 | 54786 |
| Apr-15 Wednesday | 29 | 283 | 217 | 178 | 337 | 773 | 2393 | 4740 | 4294 | 3273 | 3421 | 2849 | 2859 | 2862 | 2909 | 2927 | 2889 | 2948 | 2840 | 2337 | 1483 | 1226 | 1019 | 845 | 471 | 50373 |
| Apr-15 Thursday | 30 | 312 | 222 | 183 | 342 | 826 | 2397 | 5532 | 4704 | 3744 | 3611 | 2724 | 2573 | 2917 | 2596 | 3161 | 3462 | 3502 | 3420 | 2599 | 1935 | 1590 | 1330 | 1110 | 700 | 55492 |
| May-15 Friday | 1 | 407 | 296 | 238 | 353 | 786 | 2291 | 5342 | 4044 | 4257 | 3391 | 3099 | 3584 | 3395 | 3590 | 3835 | 3920 | 3982 | 4068 | 3691 | 2736 | 2042 | 1642 | 1436 | 946 | 63371 |
| May-15 Saturday | 2 | 570 | 408 | 260 | 287 | 439 | 762 | 1735 | 2163 | 2444 | 3098 | 3397 | 3227 | 3472 | 3091 | 2921 | 2896 | 2747 | 2609 | 2338 | 1841 | 1506 | 1294 | 1111 | 706 | 45322 |
| May-15 Sunday | 3 | 520 | 998 | 373 | 263 | 313 | 532 | 976 | 1153 | 1455 | 2025 | 2488 | 2626 | 2762 | 2834 | 2797 | 2724 | 2684 | 2519 | 2099 | 1894 | 1543 | 1376 | 973 | 643 | 38570 |
| May-15 Monday | 4 | 374 | 251 | 208 | 351 | 791 | 2147 | 5510 | 5125 | 4189 | 2320 | 2714 | 2404 | 2354 | 2444 | 2594 | 2878 | 3145 | 3047 | 2453 | 1617 | 1296 | 1136 | 791 | 539 | 50678 |
| May-15 Tuesday | 5 | 292 | 212 | 205 | 346 | 835 | 2500 | 5043 | 2083 | 1803 | 3038 | 3383 | 3066 | 3088 | 3051 | 3221 | 3051 | 3330 | 3194 | 2609 | 1758 | 1355 | 1144 | 820 | 545 | 49972 |

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| May-15 | Wednesday | 6 | 326 | 220 | 220 | 381 | 732 | 2450 | 5533 | 5311 | 4188 | 3193 | 3038 | 3113 | 2628 | 2797 | 3317 | 3125 | 3345 | 3443 | 2759 | 1791 | 1364 | 1179 | 894 | 573 | 55920 |
| May-15 | Thursday | 7 | 317 | 214 | 214 | 374 | 836 | 2509 | 5253 | 5497 | 4098 | 3434 | 3242 | 3124 | 2949 | 2958 | 3061 | 3137 | 3093 | 3245 | 2535 | 1700 | 1264 | 1170 | 959 | 610 | 55793 |
| May-15 | Friday | 8 | 395 | 257 | 209 | 372 | 685 | 2135 | 4808 | 2761 | 4480 | 3140 | 3257 | 3337 | 3301 | 3552 | 3149 | 3172 | 3247 | 3516 | 3286 | 2504 | 1903 | 1594 | 1405 | 952 | 57417 |
| May-15 | Saturday | 9 | 583 | 412 | 300 | 260 | 462 | 796 | 1605 | 2067 | 2649 | 3207 | 3040 | 3322 | 3526 | 3483 | 3419 | 2992 | 2864 | 2604 | 2338 | 1949 | 1635 | 1335 | 1097 | 780 | 46725 |
| May-15 | Sunday | 10 | 519 | 348 | 290 | 189 | 251 | 451 | 802 | 935 | 1330 | 1991 | 2603 | 2688 | 2765 | 3045 | 2754 | 2928 | 2794 | 2841 | 2583 | 2067 | 1832 | 1503 | 1144 | 745 | 39398 |
| May-15 | Monday | 11 | 403 | 240 | 259 | 365 | 806 | 2178 | 4036 | 4600 | 3987 | 3372 | 3164 | 3351 | 3235 | 3252 | 3181 | 3172 | 3037 | 3028 | 2346 | 1707 | 1314 | 1084 | 796 | 529 | 53442 |
| May-15 | Tuesday | 12 | 293 | 222 | 202 | 343 | 795 | 2492 | 5352 | 5692 | 4061 | 3426 | 3191 | 3175 | 2941 | 2989 | 3089 | 3008 | 3055 | 3179 | 2321 | 1611 | 1260 | 1112 | 813 | 520 | 55142 |
| May-15 | Wednesday | 13 | 311 | 233 | 179 | 361 | 810 | 2433 | 4580 | 4664 | 4289 | 3329 | 3037 | 3049 | 3119 | 3140 | 3112 | 3354 | 3250 | 3263 | 2725 | 1907 | 1390 | 1176 | 917 | 572 | 55200 |
| May-15 | Thursday | 14 | 368 | 240 | 195 | 333 | 863 | 2471 | 5394 | 5126 | 4224 | 3389 | 3234 | 3182 | 3120 | 2875 | 3024 | 2900 | 3017 | 3499 | 2791 | 1946 | 1516 | 1436 | 1096 | 708 | 56947 |
| May-15 | Friday | 15 | 399 | 268 | 260 | 394 | 818 | 2345 | 4977 | 5292 | 3902 | 3390 | 3223 | 3384 | 3481 | 3720 | 3893 | 3784 | 3577 | 4096 | 3377 | 2692 | 2123 | 1736 | 1379 | 938 | 63448 |
| May-15 | Saturday | 16 | 582 | 391 | 295 | 293 | 507 | 860 | 1486 | 2184 | 2720 | 3059 | 3400 | 3709 | 3437 | 3566 | 2042 | 3233 | 2647 | 2619 | 2483 | 1954 | 1605 | 1417 | 1204 | 830 | 46523 |
| May-15 | Sunday | 17 | 553 | 403 | 241 | 213 | 339 | 539 | 862 | 1059 | 1472 | 2092 | 2630 | 2655 | 2734 | 2960 | 2626 | 2877 | 2727 | 2471 | 2439 | 1994 | 1623 | 1480 | 1063 | 646 | 38698 |
| May-15 | Monday | 18 | 381 | 218 | 189 | 368 | 789 | 2511 | 5650 | 5123 | 4297 | 2869 | 2623 | 2495 | 2790 | 2879 | 2933 | 2645 | 3111 | 3145 | 2296 | 1591 | 1297 | 1103 | 851 | 525 | 52679 |
| May-15 | Tuesday | 19 | 314 | 207 | 203 | 353 | 833 | 2585 | 5903 | 4970 | 4260 | 3204 | 2594 | 3011 | 2758 | 2675 | 2882 | 3013 | 3189 | 3308 | 2466 | 1675 | 1261 | 1182 | 842 | 571 | 54259 |
| May-15 | Wednesday | 20 | 344 | 207 | 175 | 373 | 768 | 2479 | 5418 | 5103 | 2915 | 3478 | 3069 | 3001 | 3074 | 2907 | 3064 | 2823 | 2953 | 2617 | 2162 | 1620 | 1198 | 1190 | 873 | 563 | 52374 |
| May-15 | Thursday | 21 | 316 | 255 | 216 | 392 | 832 | 2516 | 5472 | 4976 | 4337 | 3021 | 3201 | 3335 | 3145 | 3171 | 3308 | 3452 | 3525 | 3383 | 2743 | 2206 | 1831 | 1506 | 1268 | 807 | 59214 |
| May-15 | Friday | 22 | 488 | 315 | 286 | 366 | 795 | 2224 | 5187 | 4776 | 3810 | 3627 | 3401 | 3665 | 3672 | 3881 | 4005 | 3762 | 3561 | 3997 | 4010 | 3411 | 2671 | 2162 | 1697 | 1118 | 66887 |
| May-15 | Saturday | 23 | 717 | 431 | 296 | 261 | 384 | 785 | 1414 | 1854 | 2544 | 3200 | 3683 | 4061 | 4154 | 3849 | 3068 | 3145 | 2963 | 2700 | 2325 | 1960 | 1609 | 1351 | 1122 | 841 | 48717 |
| May-15 | Sunday | 24 | 516 | 338 | 238 | 189 | 244 | 477 | 795 | 1030 | 1631 | 2350 | 3063 | 3175 | 3306 | 3123 | 2740 | 2624 | 2535 | 2409 | 2105 | 1704 | 1410 | 1213 | 1019 | 706 | 38940 |
| May-15 | Monday | 25 | 461 | 328 | 212 | 237 | 334 | 826 | 1341 | 1253 | 1596 | 2066 | 2294 | 2394 | 2533 | 2418 | 2384 | 2402 | 2205 | 2326 | 1946 | 1639 | 1428 | 1371 | 963 | 584 | 35541 |
| May-15 | Tuesday | 26 | 378 | 234 | 188 | 327 | 737 | 2261 | 4593 | 2747 | 4086 | 2877 | 2745 | 2818 | 2789 | 2992 | 2807 | 2635 | 2594 | 2538 | 1996 | 1499 | 1249 | 1081 | 843 | 504 | 47518 |
| May-15 | Wednesday | 27 | 323 | 219 | 198 | 342 | 844 | 2480 | 5410 | 5174 | 4287 | 3541 | 3207 | 3107 | 3016 | 2965 | 3046 | 3279 | 3387 | 3471 | 2560 | 1687 | 1331 | 1177 | 856 | 520 | 56427 |
| May-15 | Thursday | 28 | 340 | 233 | 212 | 382 | 820 | 2468 | 5543 | 5085 | 2226 | 3899 | 3359 | 3136 | 3001 | 3041 | 2965 | 2633 | 3014 | 3462 | 2629 | 1911 | 1516 | 1299 | 1057 | 696 | 54927 |
| May-15 | Friday | 29 | 373 | 287 | 247 | 372 | 832 | 2155 | 5244 | 4995 | 3772 | 3008 | 3325 | 3436 | 3500 | 3547 | 3680 | 3973 | 3675 | 3402 | 3184 | 2642 | 1878 | 1681 | 1324 | 903 | 61435 |
| May-15 | Saturday | 30 | 512 | 388 | 268 | 287 | 490 | 834 | 1535 | 1949 | 2629 | 3002 | 3054 | 3501 | 3719 | 3670 | 3271 | 3126 | 2954 | 2624 | 2350 | 2016 | 1423 | 1384 | 1169 | 881 | 47036 |
| May-15 | Sunday | 31 | 536 | 310 | 219 | 243 | 326 | 500 | 891 | 943 | 1423 | 1989 | 2468 | 2619 | 2657 | 2741 | 2890 | 2812 | 2650 | 2404 | 2220 | 1769 | 1606 | 1374 | 1084 | 731 | 37405 |
| Jun-15 | Monday | 1 | 365 | 255 | 207 | 349 | 759 | 2212 | 4608 | 5608 | 3838 | 2896 | 2670 | 2560 | 2524 | 2642 | 2682 | 2616 | 2677 | 2787 | 2212 | 1684 | 1271 | 1154 | 824 | 514 | 49914 |
| Jun-15 | Tuesday | 2 | 296 | 236 | 220 | 307 | 773 | 2310 | 4337 | 4326 | 3894 | 3481 | 2843 | 3023 | 2837 | 2892 | 2951 | 2558 | 3039 | 2868 | 2369 | 1628 | 1184 | 1141 | 829 | 515 | 50857 |
| Jun-15 | Wednesday | 3 | 309 | 291 | 189 | 333 | 797 | 2458 | 4625 | 4021 | 3741 | 3190 | 3050 | 2839 | 2877 | 3080 | 3107 | 2915 | 2802 | 2933 | 2332 | 1747 | 1325 | 1155 | 887 | 523 | 51526 |
| Jun-15 | Thursday | 4 | 321 | 264 | 205 | 355 | 742 | 2297 | 4479 | 3609 | 3321 | 2827 | 2705 | 2754 | 2822 | 3277 | 3312 | 2918 | 3350 | 3059 | 2813 | 2044 | 1506 | 1266 | 1013 | 667 | 51926 |
| Jun-15 | Friday | 5 | 444 | 287 | 239 | 375 | 774 | 2019 | 4325 | 4036 | 3520 | 3722 | 3504 | 3182 | 3316 | 3510 | 2992 | 3164 | 3242 | 3196 | 2948 | 2749 | 2026 | 1691 | 1352 | 982 | 57595 |
| Jun-15 | Saturday | 6 | 586 | 342 | 306 | 287 | 460 | 824 | 1663 | 2006 | 2525 | 2954 | 2786 | 3008 | 3431 | 3188 | 3311 | 3395 | 3799 | 3389 | 2554 | 2051 | 1581 | 1395 | 1158 | 841 | 47840 |
| Jun-15 | Sunday | 7 | 566 | 320 | 262 | 189 | 345 | 556 | 976 | 1084 | 1338 | 1947 | 2417 | 2553 | 2670 | 2876 | 2949 | 3115 | 3057 | 2967 | 2480 | 1944 | 1702 | 1426 | 969 | 683 | 39391 |
| Jun-15 | Monday | 8 | 393 | 274 | 216 | 337 | 768 | 2538 | 5718 | 5444 | 4237 | 3001 | 2765 | 2777 | 2897 | 2962 | 2837 | 2905 | 3090 | 3327 | 2425 | 1737 | 1316 | 1132 | 833 | 507 | 54436 |
| Jun-15 | Tuesday | 9 | 317 | 243 | 245 | 324 | 813 | 2510 | 5685 | 5387 | 4047 | 3514 | 2894 | 2533 | 2525 | 2753 | 2955 | 3010 | 2767 | 2864 | 2181 | 1464 | 1054 | 961 | 781 | 495 | 52322 |
| Jun-15 | Wednesday | 10 | 307 | 223 | 196 | 331 | 834 | 2476 | 5295 | 5497 | 4210 | 3153 | 2574 | 2594 | 2510 | 3153 | 2980 | 2534 | 3237 | 3241 | 2811 | 1923 | 1398 | 1256 | 962 | 616 | 54311 |
| Jun-15 | Thursday | 11 | 372 | 239 | 226 | 333 | 800 | 2228 | 4272 | 4352 | 4242 | 3498 | 3175 | 3226 | 3097 | 3234 | 2763 | 2719 | 3361 | 3364 | 2811 | 2013 | 1551 | 1332 | 1122 | 684 | 55014 |
| Jun-15 | Friday | 12 | 461 | 299 | 232 | 355 | 771 | 2313 | 5302 | 4115 | 4402 | 3734 | 3581 | 3604 | 3591 | 3943 | 3593 | 3778 | 3794 | 3472 | 3203 | 2707 | 2053 | 1735 | 1321 | 934 | 63293 |
| Jun-15 | Saturday | 13 | 590 | 394 | 254 | 279 | 443 | 850 | 1605 | 2000 | 2714 | 2986 | 3116 | 3298 | 3267 | 3079 | 3030 | 3391 | 3430 | 3112 | 2951 | 1974 | 1687 | 1419 | 1156 | 868 | 47893 |
| Jun-15 | Sunday | 14 | 577 | 341 | 220 | 217 | 319 | 526 | 899 | 998 | 1467 | 2108 | 2724 | 2859 | 2948 | 2752 | 2855 | 2980 | 2863 | 2881 | 2506 | 1999 | 1592 | 1490 | 1042 | 718 | 39881 |
| Jun-15 | Monday | 15 | 451 | 248 | 194 | 364 | 769 | 2259 | 4462 | 4341 | 3486 | 3014 | 2591 | 2505 | 2562 | 2554 | 2895 | 3234 | 3101 | 3141 | 2421 | 1724 | 1327 | 1158 | 847 | 529 | 50177 |
| Jun-15 | Tuesday | 16 | 352 | 249 | 210 | 326 | 823 | 2308 | 5527 | 5409 | 4063 | 3089 | 2620 | 2621 | 2514 | 2608 | 2975 | 3003 | 3148 | 3434 | 2626 | 1722 | 1323 | 1239 | 851 | 554 | 53594 |
| Jun-15 | Wednesday | 17 | 362 | 260 | 201 | 359 | 858 | 2288 | 4338 | 4611 | 4184 | 3327 | 2725 | 2561 | 3219 | 3154 | 3212 | 3205 | 3219 | 3286 | 2801 | 1948 | 1400 | 1225 | 915 | 560 | 54218 |
| Jun-15 | Thursday | 18 | 398 | 249 | 233 | 372 | 850 | 2498 | 5477 | 5397 | 4020 | 3380 | 3122 | 3262 | 3080 | 3406 | 3310 | 2907 | 2795 | 3324 | 2850 | 1991 | 1573 | 1377 | 1157 | 699 | 57727 |
| Jun-15 | Friday | 19 | 407 | 288 | 264 | 357 | 844 | 2341 | 5096 | 4859 | 4094 | 3612 | 3335 | 3570 | 3671 | 3494 | 3645 | 3796 | 3772 | 3585 | 3325 | 2545 | 2070 | 1744 | 1328 | 907 | 62949 |
| Jun-15 | Saturday | 20 | 603 | 373 | 298 | 312 | 463 | 792 | 1495 | 1989 | 2639 | 3134 | 3205 | 3478 | 3668 | 3388 | 3485 | 3604 | 3279 | 3244 | 2697 | 1996 | 1606 | 1464 | 1212 | 929 | 49353 |
| Jun-15 | Sunday | 21 | 567 | 334 | 230 | 206 | 293 | 506 | 816 | 1060 | 1576 | 2128 | 2445 | 2590 | 2883 | 2797 | 2713 | 2857 | 2937 | 3190 | 2910 | 2319 | 1961 | 1612 | 1197 | 776 | 40903 |
| Jun-15 | Monday | 22 | 488 | 315 | 241 | 352 | 795 | 2508 | 5515 | 5445 | 4316 | 3210 | 3172 | 3183 | 2911 | 2672 | 2987 | 2859 | 3111 | 2860 | 2301 | 1691 | 1240 | 1089 | 757 | 588 | 54606 |
| Jun-15 | Tuesday | 23 | 332 | 262 | 194 | 372 | 858 | 2587 | 5468 | 5213 | 4278 | 3554 | 3321 | 3114 | 3012 | 2851 | 2687 | 2809 | 3254 | 3375 | 2532 | 1792 | 1340 | 1202 | 896 | 564 | 55867 |
| Jun-15 | Wednesday | 24 | 350 | 262 | 241 | 360 | 833 | 2607 | 5188 | 5502 | 4163 | 3470 | 3338 | 3208 | 3030 | 2589 | 2685 | 2814 | 2762 | 3356 | 2766 | 1900 | 1440 | 1265 | 943 | 604 | 55676 |
| Jun-15 | Thursday | 25 | 332 | 292 | 224 | 342 | 821 | 2527 | 5415 | 5403 | 4249 | 3689 | 3317 | 3320 | 3347 | 3422 | 3431 | 3291 | 3512 | 3517 | 2788 | 2052 | 1566 | 1417 | 1146 | 742 | 60162 |
| Jun-15 | Friday | 26 | 472 | 412 | 268 | 387 | 890 | 2531 | 5021 | 5113 | 3861 | 3188 | 3222 | 3105 | 3194 | 3103 | 3135 | 3275 | 2907 | 2922 | 2788 | 2223 | 1874 | 1615 | 1247 | 848 | 57601 |
| Jun-15 | Saturday | 27 | 548 | 381 | 267 | 279 | 475 | 824 | 1565 | 2051 | 2580 | 2917 | 3339 | 3407 | 3528 | 3420 | 3279 | 3244 | 3106 | 2978 | 2801 | 2064 | 1775 | 1341 | 1080 | 774 | 48023 |
| Jun-15 | Sunday | 28 | 460 | 309 | 238 | 225 | 329 | 531 | 845 | 1025 | 1470 | 1997 | 2409 | 2790 | 3039 | 3186 | 3166 | 3046 | 2899 | 2822 | 2398 | 2020 | 1678 | 1439 | 1060 | 669 | 40050 |
| Jun-15 | Monday | 29 | 432 | 274 | 216 | 349 | 896 | 2587 | 4689 | 4554 | 3518 | 3374 | 3153 | 3134 | 3087 | 2902 | 2825 | 2812 | 3034 | 2942 | 2430 | 1764 | 1249 | 1233 | 873 | 543 | 52870 |
| Jun-15 | Tuesday | 30 | 321 | 240 | 218 | 334 | 847 | 2538 | 5356 | 5421 | 4177 | 3517 | 2797 | 3176 | 2636 | 2583 | 3135 | 2985 | 3230 | 3267 | 2579 | 1746 | 1257 | 1183 | 964 | 558 | 55065 |
| Jul-15 | Wednesday | 1 | 345 | 247 | 204 | 348 | 852 | 2533 | 5361 | 5110 | 4431 | 3616 | 3382 | 3189 | 3157 | 2839 | 2936 | 3109 | 3367 | 3388 | 3020 | 2083 | 1528 | 1343 | 1020 | 716 | 58124 |
| Jul-15 | Thursday | 2 | 428 | 293 | 256 | 378 | 783 | 2191 | 4928 | 5022 | 3950 | 3658 | 3298 | 3535 | 3705 | 3523 | 3284 | 3072 | 3218 | 3247 | 2646 | 2317 | 2226 | 1561 | 1646 | 1489 | 60654 |
| Jul-15 | Friday | 3 | 682 | 380 | 264 | 369 | 582 | 1088 | 2132 | 2325 | 2517 | 2994 | 3309 | 3876 | 3432 | 3483 | 3029 | 3338 | 3327 | 2713 | 2685 | 2179 | 1776 | 1517 | 1221 | 832 | 50050 |
| Jul-15 | Saturday | 4 | 563 | 367 | 245 | 253 | 312 | 495 | 805 | 1126 | 1702 | 2078 | 2524 | 2589 | 2926 | 3053 | 2855 | 2670 | 2418 | 2385 | 2037 | 1807 | 1437 | 1149 | 1078 | 905 | 37779 |
| Jul-15 | Sunday | 5 | 537 | 337 | 231 | 174 | 214 | 469 | 735 | 870 | 1133 | 1747 | 2185 | 2312 | 2644 | 2641 | 3052 | 2918 | 2819 | 2654 | 2396 | 1878 | 1479 | 1442 | 1064 | 749 | 36680 |
| Jul-15 | Monday | 6 | 451 | 287 | 199 | 338 | 698 | 2118 | 4198 | 4256 | 3598 | 3461 | 3143 | 3298 | 2807 | 2652 | 2727 | 2731 | 2680 | 2778 | 2246 | 1645 | 1223 | 1146 | 814 | 580 | 50074 |
| Jul-15 | Tuesday | 7 | 322 | 209 | 204 | 314 | 801 | 2485 | 5169 | 5349 | 4132 | 3304 | 2809 | 3263 | 3046 | 3170 | 3032 | 2983 | 3116 | 3162 | 2395 | 1632 | 1187 | 1208 | 834 | 548 | 54674 |
| Jul-15 | Wednesday | 8 | 306 | 247 | 235 | 327 | 820 | 2269 | 5394 | 5480 | 4280 | 3597 | 3295 | 3249 | 3159 | 3021 | 3309 | 3232 | 3352 | 3190 | 2727 | 1910 | 1417 | 1251 | 971 | 628 | 57666 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Jul-15 Thursday | 9 | 367 | 267 | 231 | 372 | 822 | 2524 | 5188 | 5379 | 4334 | 3502 | 3309 | 3134 | 3130 | 3363 | 3378 | 3421 | 3344 | 3418 | 2843 | 2010 | 1634 | 1437 | 1076 | 629 | 59112 |
| Jul-15 Friday | 10 | 415 | 275 | 261 | 374 | 787 | 2305 | 4774 | 5132 | 4096 | 3505 | 3328 | 3481 | 3333 | 3700 | 3867 | 3751 | 3811 | 3455 | 3335 | 2757 | 2105 | 1815 | 1371 | 980 | 63013 |
| Jul-15 Saturday | 11 | 547 | 392 | 280 | 312 | 486 | 857 | 1618 | 1887 | 2297 | 2768 | 3313 | 3473 | 3383 | 3272 | 3611 | 3255 | 3277 | 3220 | 2994 | 2060 | 1631 | 1473 | 1198 | 816 | 48420 |
| Jul-15 Sunday | 12 | 521 | 352 | 308 | 218 | 348 | 575 | 957 | 1107 | 1329 | 1904 | 2392 | 2564 | 2814 | 2885 | 2910 | 3134 | 2897 | 2846 | 2589 | 1861 | 1786 | 1486 | 1098 | 696 | 39577 |
| Jul-15 Monday | 13 | 423 | 299 | 212 | 393 | 827 | 2405 | 5399 | 5646 | 4272 | 3536 | 3076 | 2901 | 3278 | 3318 | 3286 | 3154 | 3059 | 3185 | 2547 | 1695 | 1224 | 1110 | 806 | 520 | 56571 |
| Jul-15 Tuesday | 14 | 320 | 243 | 209 | 350 | 833 | 2521 | 4473 | 1816 | 4068 | 3659 | 3003 | 2626 | 2739 | 2661 | 2637 | 2591 | 2702 | 2797 | 2330 | 1715 | 1317 | 1088 | 789 | 550 | 48037 |
| Jul-15 Wednesday | 15 | 320 | 244 | 213 | 330 | 809 | 2292 | 4992 | 4717 | 4610 | 3384 | 3140 | 3313 | 3242 | 3090 | 2947 | 2791 | 3255 | 3276 | 2772 | 1793 | 1386 | 1253 | 941 | 595 | 55705 |
| Jul-15 Thursday | 16 | 311 | 281 | 281 | 359 | 824 | 2148 | 3334 | 5203 | 4151 | 3391 | 3432 | 3482 | 3261 | 3277 | 3231 | 3381 | 3343 | 3459 | 2772 | 2035 | 1535 | 1376 | 1075 | 715 | 56657 |
| Jul-15 Friday | 17 | 426 | 290 | 270 | 361 | 803 | 2306 | 4966 | 4990 | 4029 | 3604 | 3505 | 3618 | 3428 | 3694 | 3636 | 3352 | 3653 | 3562 | 3372 | 2673 | 2158 | 1818 | 1275 | 942 | 62731 |
| Jul-15 Saturday | 18 | 573 | 352 | 261 | 295 | 477 | 803 | 1578 | 1826 | 2457 | 3065 | 3105 | 3346 | 3454 | 3541 | 3659 | 3665 | 3308 | 3309 | 2983 | 2093 | 1633 | 1496 | 1082 | 822 | 49183 |
| Jul-15 Sunday | 19 | 562 | 336 | 285 | 235 | 305 | 509 | 880 | 966 | 1341 | 1962 | 2405 | 2599 | 2757 | 2848 | 2862 | 2897 | 3013 | 2792 | 2481 | 1911 | 1806 | 1526 | 1223 | 768 | 39269 |
| Jul-15 Monday | 20 | 437 | 287 | 215 | 347 | 845 | 2497 | 5444 | 5459 | 4203 | 3567 | 3363 | 3232 | 3293 | 3297 | 3126 | 3093 | 3165 | 3121 | 2373 | 1756 | 1284 | 1107 | 858 | 561 | 56930 |
| Jul-15 Tuesday | 21 | 313 | 230 | 234 | 315 | 859 | 2498 | 5532 | 5423 | 4310 | 3470 | 3412 | 3144 | 3054 | 3175 | 3238 | 3086 | 3217 | 3155 | 2529 | 1749 | 1283 | 1252 | 898 | 539 | 56915 |
| Jul-15 Wednesday | 22 | 288 | 235 | 210 | 360 | 842 | 2438 | 5603 | 5243 | 4457 | 3716 | 3293 | 3172 | 3106 | 3217 | 3330 | 3222 | 3263 | 3432 | 2694 | 1905 | 1375 | 1220 | 929 | 602 | 58152 |
| Jul-15 Thursday | 23 | 349 | 248 | 231 | 342 | 904 | 2478 | 5497 | 5406 | 4238 | 3357 | 2810 | 2689 | 2702 | 2904 | 3289 | 3416 | 3318 | 3201 | 2858 | 2008 | 1534 | 1300 | 1096 | 687 | 56862 |
| Jul-15 Friday | 24 | 387 | 296 | 241 | 346 | 831 | 2314 | 5065 | 4981 | 4163 | 3509 | 3380 | 3456 | 3582 | 3593 | 3652 | 3906 | 3424 | 3663 | 3237 | 2418 | 1900 | 1640 | 1302 | 878 | 62164 |
| Jul-15 Saturday | 25 | 518 | 363 | 263 | 273 | 439 | 779 | 1424 | 1811 | 2434 | 2774 | 3314 | 3632 | 3799 | 3578 | 3672 | 3704 | 3423 | 3258 | 2907 | 2105 | 1630 | 1406 | 1125 | 892 | 49523 |
| Jul-15 Sunday | 26 | 575 | 343 | 237 | 256 | 318 | 496 | 839 | 990 | 1394 | 2039 | 2418 | 2570 | 2517 | 2830 | 2924 | 2794 | 2690 | 2604 | 2277 | 1901 | 1658 | 1468 | 1035 | 708 | 37881 |
| Jul-15 Monday | 27 | 437 | 294 | 239 | 360 | 810 | 2274 | 4456 | 4246 | 3437 | 2878 | 2982 | 2774 | 2786 | 2751 | 3191 | 3084 | 3119 | 3246 | 2447 | 1653 | 1295 | 1186 | 909 | 552 | 51406 |
| Jul-15 Tuesday | 28 | 331 | 226 | 228 | 342 | 851 | 2574 | 5321 | 5383 | 4294 | 3574 | 3231 | 3125 | 3150 | 3156 | 3105 | 3074 | 3025 | 3171 | 2462 | 1755 | 1463 | 1188 | 907 | 580 | 56516 |
| Jul-15 Wednesday | 29 | 332 | 232 | 224 | 321 | 824 | 2216 | 4384 | 4535 | 4238 | 3492 | 3077 | 2903 | 2939 | 2623 | 2733 | 2809 | 3178 | 3441 | 2759 | 1924 | 1447 | 1236 | 1022 | 605 | 53494 |
| Jul-15 Thursday | 30 | 407 | 253 | 233 | 330 | 879 | 2546 | 5084 | 5674 | 4219 | 3584 | 3469 | 3375 | 3451 | 3380 | 3377 | 3367 | 3281 | 3395 | 2809 | 2094 | 1596 | 1345 | 1051 | 674 | 59873 |
| Jul-15 Friday | 31 | 380 | 291 | 259 | 349 | 831 | 2259 | 4993 | 5126 | 4136 | 3594 | 3331 | 3522 | 3520 | 3685 | 3489 | 3612 | 3651 | 3512 | 3276 | 2637 | 1869 | 1585 | 1150 | 944 | 62001 |
| Aug-15 Saturday | 1 | 578 | 382 | 293 | 299 | 479 | 772 | 1403 | 1981 | 2470 | 2875 | 3208 | 3341 | 3655 | 3518 | 3410 | 3624 | 3539 | 3260 | 2777 | 2140 | 1638 | 1424 | 1174 | 873 | 49113 |
| Aug-15 Sunday | 2 | 564 | 391 | 267 | 232 | 304 | 509 | 826 | 1002 | 1395 | 2002 | 2506 | 2696 | 2894 | 2962 | 2765 | 2882 | 2893 | 2707 | 2392 | 1931 | 1589 | 1394 | 1062 | 616 | 38781 |
| Aug-15 Monday | 3 | 439 | 279 | 213 | 346 | 847 | 2486 | 5323 | 5395 | 4053 | 3567 | 3309 | 3368 | 3068 | 2828 | 2744 | 2865 | 2752 | 2785 | 2207 | 1622 | 1275 | 1146 | 901 | 548 | 54366 |
| Aug-15 Tuesday | 4 | 330 | 230 | 218 | 318 | 849 | 2518 | 5052 | 5389 | 4146 | 3514 | 3232 | 3047 | 3237 | 3052 | 3142 | 3208 | 3164 | 3220 | 2538 | 1771 | 1404 | 1171 | 857 | 551 | 56158 |
| Aug-15 Wednesday | 5 | 339 | 285 | 209 | 343 | 861 | 2489 | 5515 | 5439 | 3883 | 3138 | 2866 | 3015 | 3099 | 3243 | 3142 | 3229 | 3230 | 3307 | 2675 | 1847 | 1427 | 1304 | 974 | 593 | 56452 |
| Aug-15 Thursday | 6 | 324 | 240 | 223 | 363 | 862 | 2475 | 5434 | 4328 | 4269 | 3309 | 3055 | 3110 | 3115 | 3256 | 3305 | 3244 | 3257 | 3126 | 2704 | 1918 | 1637 | 1338 | 1043 | 678 | 56613 |
| Aug-15 Friday | 7 | 377 | 254 | 207 | 407 | 826 | 2370 | 4975 | 5101 | 3985 | 3529 | 3504 | 3652 | 3240 | 3150 | 3701 | 3976 | 4130 | 4075 | 3540 | 2695 | 1884 | 1791 | 1422 | 967 | 63758 |
| Aug-15 Saturday | 8 | 625 | 381 | 269 | 318 | 473 | 879 | 1607 | 1976 | 2457 | 2972 | 3507 | 3941 | 3918 | 3942 | 3739 | 3796 | 3659 | 3167 | 2656 | 2066 | 1696 | 1404 | 1139 | 852 | 51439 |
| Aug-15 Sunday | 9 | 566 | 342 | 232 | 238 | 361 | 618 | 982 | 1049 | 1434 | 2118 | 2752 | 2965 | 3118 | 3191 | 3062 | 3259 | 3229 | 2889 | 2553 | 2014 | 1626 | 1488 | 997 | 727 | 41810 |
| Aug-15 Monday | 10 | 419 | 293 | 217 | 379 | 826 | 2572 | 5226 | 5242 | 3383 | 3387 | 3018 | 3185 | 3133 | 3335 | 3127 | 3162 | 3109 | 3193 | 2436 | 1827 | 1422 | 1186 | 939 | 516 | 55532 |
| Aug-15 Tuesday | 11 | 341 | 231 | 218 | 337 | 822 | 2254 | 5109 | 5274 | 4259 | 3063 | 2637 | 2544 | 2575 | 2888 | 3128 | 3223 | 3105 | 3225 | 2607 | 1829 | 1331 | 1141 | 916 | 619 | 53676 |
| Aug-15 Wednesday | 12 | 309 | 238 | 206 | 327 | 843 | 2539 | 5373 | 5446 | 4159 | 3443 | 3216 | 3276 | 3266 | 3200 | 3112 | 3227 | 3311 | 3311 | 2788 | 1915 | 1422 | 1166 | 942 | 595 | 57630 |
| Aug-15 Thursday | 13 | 356 | 239 | 239 | 344 | 811 | 2559 | 5397 | 5455 | 3920 | 3583 | 3335 | 3356 | 3211 | 3399 | 3512 | 3456 | 3389 | 3424 | 2957 | 2138 | 1537 | 1326 | 1084 | 702 | 59729 |
| Aug-15 Friday | 14 | 415 | 298 | 247 | 349 | 860 | 2274 | 5117 | 5184 | 4092 | 3537 | 3478 | 3609 | 3568 | 3813 | 3611 | 3753 | 3860 | 3635 | 3454 | 2818 | 2018 | 1810 | 1404 | 867 | 64071 |
| Aug-15 Saturday | 15 | 575 | 380 | 269 | 244 | 455 | 844 | 1465 | 2064 | 2494 | 2950 | 3110 | 3809 | 3879 | 3385 | 3235 | 3403 | 3202 | 3121 | 2775 | 2197 | 1689 | 1490 | 1213 | 876 | 49124 |
| Aug-15 Sunday | 16 | 523 | 372 | 274 | 238 | 347 | 564 | 845 | 1036 | 1331 | 1999 | 2661 | 2939 | 3035 | 3117 | 2834 | 3046 | 2948 | 2731 | 2354 | 1895 | 1515 | 1397 | 978 | 607 | 39586 |
| Aug-15 Monday | 17 | 372 | 278 | 202 | 344 | 830 | 2347 | 4745 | 4787 | 4280 | 3241 | 2386 | 2494 | 2419 | 2507 | 2550 | 2512 | 2564 | 2750 | 2171 | 1599 | 1097 | 1088 | 738 | 460 | 48761 |
| Aug-15 Tuesday | 18 | 290 | 227 | 228 | 333 | 857 | 2310 | 4371 | 4782 | 4357 | 3315 | 3014 | 2803 | 2898 | 2923 | 2975 | 2949 | 2929 | 2952 | 2173 | 1607 | 1180 | 1024 | 777 | 477 | 51751 |
| Aug-15 Wednesday | 19 | 319 | 184 | 206 | 319 | 854 | 2630 | 5434 | 3472 | 3966 | 3269 | 2600 | 2486 | 2549 | 2792 | 3009 | 2951 | 2990 | 3046 | 2497 | 1770 | 1285 | 1117 | 821 | 515 | 51081 |
| Aug-15 Thursday | 20 | 296 | 191 | 230 | 325 | 811 | 2385 | 5439 | 5242 | 4241 | 3461 | 3152 | 3087 | 2888 | 3175 | 3118 | 3131 | 2995 | 3073 | 2551 | 1793 | 1456 | 1307 | 1008 | 612 | 55967 |
| Aug-15 Friday | 21 | 367 | 260 | 249 | 309 | 876 | 2437 | 5304 | 5230 | 4020 | 3471 | 3236 | 3452 | 3421 | 3459 | 3535 | 3767 | 3597 | 3474 | 3387 | 2595 | 1945 | 1608 | 1347 | 929 | 62275 |
| Aug-15 Saturday | 22 | 493 | 362 | 291 | 283 | 468 | 824 | 1509 | 1990 | 2447 | 2968 | 3478 | 3610 | 3772 | 3514 | 3185 | 3068 | 2918 | 2825 | 2442 | 1687 | 1406 | 1273 | 1056 | 750 | 46619 |
| Aug-15 Sunday | 23 | 457 | 332 | 246 | 217 | 331 | 550 | 874 | 1039 | 1399 | 2088 | 2560 | 2773 | 2937 | 3052 | 2897 | 3011 | 2807 | 2569 | 2293 | 1784 | 1408 | 1308 | 965 | 549 | 38446 |
| Aug-15 Monday | 24 | 362 | 240 | 186 | 327 | 824 | 2692 | 5573 | 5480 | 4256 | 3425 | 3057 | 2990 | 2932 | 2981 | 2909 | 3024 | 3055 | 3149 | 2257 | 1630 | 1149 | 1031 | 804 | 458 | 54791 |
| Aug-15 Tuesday | 25 | 254 | 220 | 214 | 335 | 850 | 2711 | 5457 | 5349 | 4419 | 3448 | 3094 | 2874 | 2860 | 2948 | 3067 | 2992 | 3054 | 3097 | 2363 | 1527 | 1283 | 1105 | 808 | 450 | 54779 |
| Aug-15 Wednesday | 26 | 265 | 217 | 199 | 348 | 874 | 2671 | 5372 | 5073 | 4537 | 3565 | 3064 | 2969 | 2920 | 2954 | 3102 | 3091 | 3031 | 3285 | 2395 | 1599 | 1407 | 1078 | 808 | 520 | 55344 |
| Aug-15 Thursday | 27 | 292 | 224 | 184 | 327 | 870 | 2768 | 5407 | 5347 | 4553 | 3657 | 3291 | 3177 | 3094 | 3200 | 3122 | 3177 | 3247 | 3339 | 2465 | 1844 | 1422 | 1215 | 911 | 558 | 57691 |
| Aug-15 Friday | 28 | 337 | 231 | 222 | 349 | 829 | 2578 | 5484 | 5425 | 4072 | 3497 | 3298 | 3328 | 3351 | 3486 | 3537 | 3568 | 3457 | 3383 | 3127 | 2464 | 1775 | 1515 | 1380 | 895 | 61588 |
| Aug-15 Saturday | 29 | 543 | 356 | 269 | 235 | 476 | 857 | 1490 | 1965 | 2405 | 2902 | 3134 | 3250 | 3320 | 3647 | 3275 | 3054 | 2901 | 2774 | 2472 | 1881 | 1499 | 1299 | 1071 | 820 | 45895 |
| Aug-15 Sunday | 30 | 496 | 327 | 259 | 193 | 327 | 576 | 773 | 959 | 1309 | 1876 | 2268 | 2326 | 2696 | 2721 | 2808 | 2628 | 2462 | 2342 | 2196 | 1668 | 1430 | 1237 | 858 | 497 | 35232 |
| Aug-15 Monday | 31 | 306 | 233 | 177 | 347 | 843 | 2483 | 3809 | 3549 | 4321 | 4171 | 3218 | 2924 | 2903 | 2812 | 2952 | 2926 | 2940 | 2908 | 2132 | 1497 | 1202 | 985 | 784 | 447 | 50869 |
| Sep-15 Tuesday | 1 | 262 | 200 | 186 | 304 | 865 | 2740 | 5249 | 4937 | 4695 | 3572 | 3152 | 2991 | 2909 | 3043 | 2957 | 2958 | 3008 | 3069 | 2368 | 1639 | 1246 | 1021 | 739 | 470 | 54580 |
| Sep-15 Wednesday | 2 | 302 | 169 | 179 | 329 | 855 | 2620 | 4194 | 4009 | 4328 | 3515 | 3237 | 2971 | 3089 | 2876 | 3118 | 3017 | 3143 | 3176 | 2579 | 1632 | 1358 | 1135 | 848 | 485 | 53164 |
| Sep-15 Thursday | 3 | 290 | 213 | 221 | 346 | 877 | 2823 | 5338 | 4732 | 4742 | 3504 | 3195 | 3046 | 2958 | 3184 | 3115 | 3342 | 3417 | 3335 | 2557 | 1759 | 1523 | 1244 | 1175 | 737 | 57673 |
| Sep-15 Friday | 4 | 438 | 284 | 268 | 372 | 830 | 2467 | 4977 | 5072 | 3944 | 3529 | 3448 | 3584 | 3816 | 3808 | 3915 | 3849 | 3716 | 3847 | 3777 | 3070 | 2441 | 2394 | 1831 | 1194 | 66871 |
| Sep-15 Saturday | 5 | 741 | 415 | 288 | 277 | 420 | 778 | 1267 | 1798 | 2249 | 2796 | 3472 | 4019 | 4181 | 3865 | 3599 | 3282 | 3157 | 2741 | 2387 | 1910 | 1622 | 1401 | 1132 | 802 | 48599 |
| Sep-15 Sunday | 6 | 462 | 306 | 210 | 188 | 266 | 512 | 787 | 978 | 1295 | 2021 | 2539 | 2841 | 2971 | 3003 | 2898 | 2756 | 2566 | 2427 | 1949 | 1643 | 1512 | 1194 | 999 | 653 | 36976 |
| Sep-15 Monday | 7 | 416 | 313 | 289 | 285 | 387 | 616 | 1074 | 1170 | 1426 | 1713 | 2184 | 2563 | 2701 | 2676 | 2782 | 2709 | 2635 | 2379 | 2306 | 1769 | 1598 | 1292 | 883 | 596 | 36762 |
| Sep-15 Tuesday | 8 | 315 | 196 | 211 | 325 | 833 | 2788 | 4871 | 5044 | 4656 | 3507 | 3240 | 3049 | 3028 | 3189 | 3193 | 3244 | 3288 | 3085 | 2398 | 1737 | 1235 | 1046 | 731 | 459 | 55668 |
| Sep-15 Wednesday | 9 | 283 | 194 | 214 | 342 | 888 | 2671 | 5164 | 5085 | 4478 | 3773 | 3221 | 3130 | 3004 | 3010 | 3193 | 3072 | 3095 | 3148 | 2452 | 1773 | 1302 | 1136 | 807 | 501 | 55936 |
| Sep-15 Thursday | 10 | 301 | 224 | 210 | 314 | 891 | 2866 | 4880 | 4125 | 3311 | 3960 | 3408 | 3299 | 3170 | 3308 | 3211 | 3223 | 3259 | 3325 | 2548 | 1822 | 1483 | 1162 | 888 | 555 | 55743 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sep-15 | Friday | 11 | 373 | 243 | 252 | 355 | 861 | 2612 | 3338 | 4093 | 4431 | 3612 | 3217 | 3252 | 3347 | 3355 | 3519 | 3659 | 3573 | 3330 | 3099 | 2491 | 1947 | 1575 | 1317 | 851 | 58702 |
| Sep-15 | Saturday | 12 | 542 | 312 | 292 | 280 | 527 | 864 | 1686 | 2016 | 2322 | 2548 | 2777 | 2966 | 3156 | 3027 | 3114 | 3006 | 2921 | 2752 | 2521 | 1840 | 1405 | 1253 | 1075 | 824 | 44026 |
| Sep-15 | Sunday | 13 | 694 | 608 | 354 | 228 | 312 | 596 | 943 | 1031 | 1376 | 1949 | 2545 | 2938 | 3249 | 3352 | 3357 | 3233 | 3092 | 2941 | 2568 | 2081 | 1631 | 1389 | 872 | 568 | 41907 |
| Sep-15 | Monday | 14 | 355 | 228 | 177 | 355 | 847 | 2697 | 5396 | 5037 | 4284 | 3371 | 3335 | 3078 | 2751 | 2597 | 3166 | 3032 | 3098 | 3001 | 2339 | 1525 | 1219 | 1008 | 757 | 481 | 54134 |
| Sep-15 | Tuesday | 15 | 258 | 217 | 202 | 352 | 883 | 2771 | 5320 | 5058 | 3691 | 3647 | 3068 | 2957 | 2645 | 3034 | 3067 | 3126 | 3143 | 3078 | 2417 | 1695 | 1365 | 1139 | 762 | 538 | 54433 |
| Sep-15 | Wednesday | 16 | 312 | 193 | 193 | 341 | 861 | 2817 | 5326 | 5076 | 4467 | 3596 | 3064 | 3130 | 3097 | 3092 | 3141 | 3045 | 3249 | 3318 | 2565 | 1692 | 1401 | 1123 | 823 | 473 | 56395 |
| Sep-15 | Thursday | 17 | 273 | 193 | 194 | 360 | 859 | 2812 | 4829 | 4109 | 3569 | 3739 | 3109 | 3101 | 3067 | 3147 | 3308 | 3235 | 3345 | 3426 | 2752 | 1824 | 1478 | 1290 | 1034 | 685 | 55738 |
| Sep-15 | Friday | 18 | 437 | 231 | 254 | 356 | 864 | 2685 | 2836 | 4149 | 4168 | 3543 | 3308 | 3358 | 3229 | 3648 | 3614 | 3809 | 3621 | 3610 | 3532 | 2765 | 1904 | 1705 | 1343 | 904 | 59873 |
| Sep-15 | Saturday | 19 | 560 | 309 | 246 | 265 | 503 | 937 | 1532 | 2075 | 2593 | 3130 | 3339 | 3502 | 3549 | 3266 | 3142 | 3174 | 2894 | 2764 | 2461 | 1938 | 1499 | 1282 | 1009 | 817 | 46786 |
| Sep-15 | Sunday | 20 | 472 | 325 | 240 | 248 | 305 | 587 | 850 | 1045 | 1445 | 2139 | 2666 | 2745 | 2903 | 2918 | 2722 | 2713 | 2643 | 2684 | 2385 | 2004 | 1648 | 1374 | 855 | 634 | 38550 |
| Sep-15 | Monday | 21 | 348 | 241 | 184 | 378 | 840 | 2839 | 5524 | 5210 | 3867 | 3398 | 3106 | 3034 | 2896 | 3049 | 2978 | 3136 | 3181 | 3077 | 2291 | 1669 | 1142 | 962 | 736 | 483 | 54569 |
| Sep-15 | Tuesday | 22 | 251 | 195 | 185 | 331 | 867 | 2881 | 5147 | 4663 | 4183 | 3476 | 3036 | 3019 | 2862 | 2923 | 3078 | 2973 | 3113 | 3068 | 2418 | 1709 | 1285 | 1104 | 743 | 437 | 53947 |
| Sep-15 | Wednesday | 23 | 258 | 197 | 194 | 363 | 854 | 2886 | 5245 | 5092 | 3902 | 3549 | 3155 | 3009 | 3006 | 2955 | 3193 | 3053 | 3154 | 3108 | 2605 | 1747 | 1304 | 1119 | 823 | 513 | 55284 |
| Sep-15 | Thursday | 24 | 277 | 197 | 211 | 342 | 867 | 2900 | 5159 | 5024 | 3766 | 3363 | 3121 | 2923 | 2807 | 3058 | 3116 | 3070 | 2807 | 3680 | 2459 | 1759 | 1374 | 1215 | 954 | 564 | 55013 |
| Sep-15 | Friday | 25 | 334 | 259 | 204 | 356 | 887 | 2586 | 4856 | 3188 | 4295 | 3480 | 3282 | 3339 | 3415 | 3449 | 3383 | 3513 | 3642 | 3584 | 3296 | 2576 | 2118 | 1649 | 1315 | 851 | 59857 |
| Sep-15 | Saturday | 26 | 514 | 358 | 284 | 246 | 446 | 903 | 1520 | 1962 | 2452 | 2800 | 2994 | 3320 | 3249 | 3203 | 3253 | 3146 | 3114 | 2935 | 2561 | 1917 | 1523 | 1359 | 1131 | 729 | 45919 |
| Sep-15 | Sunday | 27 | 469 | 297 | 231 | 200 | 294 | 543 | 839 | 1058 | 1361 | 2019 | 2522 | 2655 | 2879 | 2872 | 2979 | 2832 | 2872 | 2669 | 2343 | 1995 | 1623 | 1383 | 950 | 515 | 38400 |
| Sep-15 | Monday | 28 | 351 | 231 | 203 | 371 | 885 | 2800 | 5457 | 5053 | 4249 | 3471 | 3071 | 2901 | 2897 | 2937 | 3170 | 3067 | 3074 | 2934 | 2272 | 1580 | 1162 | 1017 | 681 | 463 | 54297 |
| Sep-15 | Tuesday | 29 | 278 | 174 | 215 | 344 | 888 | 2828 | 4569 | 4528 | 4402 | 3473 | 2982 | 2750 | 2500 | 2423 | 1951 | 2271 | 2703 | 2803 | 2260 | 1610 | 1188 | 1052 | 749 | 467 | 49408 |
| Sep-15 | Wednesday | 30 | 254 | 187 | 191 | 343 | 888 | 2782 | 5036 | 4717 | 4401 | 3497 | 3057 | 3010 | 2798 | 2582 | 2841 | 2613 | 2635 | 2663 | 2138 | 1571 | 1213 | 1052 | 809 | 494 | 51772 |
| Oct-15 | Thursday | 1 | 292 | 207 | 194 | 378 | 911 | 2524 | 3581 | 2560 | 3893 | 3468 | 3213 | 3228 | 2607 | 3422 | 3101 | 3070 | 2877 | 2652 | 2025 | 1538 | 1190 | 1105 | 877 | 543 | 49456 |
| Oct-15 | Friday | 2 | 282 | 215 | 200 | 356 | 809 | 2340 | 4794 | 3491 | 2914 | 2867 | 2804 | 2790 | 2984 | 2920 | 2920 | 2797 | 2723 | 2350 | 1902 | 1491 | 1076 | 950 | 794 | 550 | 47319 |
| Oct-15 | Saturday | 3 | 344 | 241 | 168 | 231 | 403 | 636 | 1007 | 1096 | 1093 | 1170 | 1138 | 1216 | 1381 | 1309 | 1304 | 1220 | 1243 | 1111 | 914 | 703 | 548 | 443 | 365 | 302 | 19586 |
| Oct-15 | Sunday | 4 | 193 | 138 | 102 | 117 | 208 | 382 | 561 | 689 | 693 | 965 | 1216 | 1438 | 1662 | 1879 | 1985 | 1886 | 1857 | 1774 | 1523 | 1058 | 717 | 612 | 420 | 212 | 22287 |
| Oct-15 | Monday | 5 | 158 | 109 | 89 | 218 | 551 | 1777 | 3511 | 3220 | 2563 | 2467 | 2338 | 2375 | 2428 | 2515 | 2584 | 2657 | 2490 | 2420 | 1925 | 1332 | 1006 | 885 | 666 | 412 | 40696 |
| Oct-15 | Tuesday | 6 | 255 | 187 | 173 | 334 | 846 | 2547 | 4952 | 4423 | 3794 | 3402 | 2981 | 2970 | 2944 | 2929 | 2906 | 2895 | 3003 | 2955 | 2353 | 1636 | 1227 | 1092 | 811 | 455 | 52070 |
| Oct-15 | Wednesday | 7 | 282 | 212 | 191 | 360 | 925 | 2857 | 4805 | 3666 | 2902 | 3740 | 3080 | 2926 | 3099 | 3286 | 3283 | 3072 | 3072 | 2881 | 2743 | 1864 | 1298 | 1116 | 824 | 562 | 53046 |
| Oct-15 | Thursday | 8 | 293 | 219 | 206 | 406 | 955 | 2976 | 5708 | 5162 | 4682 | 4257 | 3379 | 3193 | 3074 | 3261 | 3366 | 3362 | 3365 | 3230 | 2637 | 1899 | 1354 | 1182 | 1151 | 703 | 60020 |
| Oct-15 | Friday | 9 | 502 | 286 | 246 | 408 | 922 | 2702 | 5130 | 4480 | 3609 | 3568 | 3406 | 3580 | 3452 | 3630 | 3687 | 3423 | 3346 | 3319 | 3237 | 2621 | 2008 | 1977 | 1802 | 841 | 62182 |
| Oct-15 | Saturday | 10 | 500 | 335 | 272 | 271 | 526 | 963 | 1534 | 2059 | 2488 | 2660 | 2853 | 3167 | 3173 | 2915 | 2833 | 2774 | 2541 | 2503 | 2035 | 1792 | 1356 | 1209 | 1022 | 736 | 42517 |
| Oct-15 | Sunday | 11 | 451 | 297 | 231 | 232 | 329 | 561 | 912 | 1004 | 1374 | 1849 | 2531 | 2686 | 3071 | 2989 | 2655 | 2717 | 2659 | 2677 | 2518 | 2051 | 1640 | 1496 | 893 | 690 | 38513 |
| Oct-15 | Monday | 12 | 382 | 237 | 224 | 376 | 808 | 2495 | 5314 | 4709 | 3458 | 3326 | 3172 | 3067 | 3168 | 3102 | 3118 | 3228 | 3111 | 3129 | 2454 | 1667 | 1214 | 1056 | 799 | 460 | 54074 |
| Oct-15 | Tuesday | 13 | 278 | 224 | 203 | 340 | 910 | 2915 | 5288 | 4478 | 4269 | 3384 | 3171 | 3055 | 2917 | 3083 | 3000 | 3061 | 3104 | 3026 | 2330 | 1756 | 1160 | 1070 | 783 | 494 | 54299 |
| Oct-15 | Wednesday | 14 | 224 | 232 | 215 | 353 | 890 | 2898 | 5222 | 4468 | 4359 | 3543 | 3281 | 3189 | 3023 | 3116 | 3301 | 3341 | 3265 | 3194 | 2726 | 1809 | 1366 | 1189 | 845 | 557 | 56606 |
| Oct-15 | Thursday | 15 | 353 | 217 | 213 | 359 | 903 | 2808 | 4402 | 4239 | 3794 | 3121 | 3014 | 2865 | 2550 | 3156 | 3250 | 3574 | 3538 | 3318 | 2722 | 2062 | 1453 | 1207 | 987 | 705 | 54810 |
| Oct-15 | Friday | 16 | 382 | 279 | 248 | 374 | 842 | 2695 | 5364 | 3025 | 3754 | 3297 | 3272 | 3249 | 3244 | 3700 | 3637 | 3659 | 3583 | 3433 | 3238 | 2587 | 1934 | 1572 | 1395 | 1025 | 59788 |
| Oct-15 | Saturday | 17 | 565 | 374 | 284 | 279 | 510 | 922 | 1676 | 2141 | 2336 | 2761 | 2983 | 3216 | 3120 | 3279 | 3102 | 3146 | 2769 | 2946 | 2797 | 1936 | 1653 | 1439 | 1313 | 875 | 46422 |
| Oct-15 | Sunday | 18 | 471 | 331 | 241 | 194 | 336 | 620 | 1010 | 1103 | 1326 | 2047 | 2619 | 2921 | 3399 | 3433 | 3332 | 3181 | 3003 | 2891 | 2757 | 2208 | 1822 | 1463 | 1002 | 568 | 42278 |
| Oct-15 | Monday | 19 | 352 | 218 | 211 | 365 | 849 | 2744 | 5408 | 4539 | 3767 | 3393 | 3031 | 2995 | 3104 | 3127 | 3226 | 3179 | 3126 | 3025 | 2337 | 1800 | 1291 | 988 | 747 | 500 | 54322 |
| Oct-15 | Tuesday | 20 | 258 | 221 | 196 | 347 | 884 | 2904 | 5099 | 3433 | 4237 | 3519 | 3097 | 2981 | 2840 | 3213 | 3142 | 3412 | 3353 | 3377 | 2753 | 1977 | 1412 | 1143 | 901 | 568 | 55267 |
| Oct-15 | Wednesday | 21 | 325 | 228 | 209 | 341 | 875 | 2845 | 5361 | 4524 | 4028 | 3650 | 3257 | 2889 | 2461 | 2939 | 2978 | 3280 | 3397 | 3333 | 2600 | 1906 | 1426 | 1159 | 857 | 567 | 55435 |
| Oct-15 | Thursday | 22 | 310 | 232 | 226 | 364 | 892 | 2836 | 4809 | 3834 | 4123 | 3558 | 3376 | 3045 | 3319 | 3371 | 3270 | 3478 | 3538 | 3525 | 2899 | 2025 | 1503 | 1217 | 969 | 658 | 57377 |
| Oct-15 | Friday | 23 | 376 | 257 | 235 | 398 | 843 | 2684 | 5252 | 4522 | 3683 | 3474 | 3185 | 3406 | 3312 | 3230 | 3852 | 3608 | 3647 | 3533 | 3160 | 2599 | 1897 | 1594 | 1228 | 879 | 60854 |
| Oct-15 | Saturday | 24 | 515 | 356 | 257 | 264 | 466 | 880 | 1604 | 1993 | 2416 | 2912 | 2960 | 3365 | 3287 | 3007 | 2897 | 2997 | 3125 | 2821 | 2623 | 2021 | 1551 | 1445 | 1146 | 765 | 45673 |
| Oct-15 | Sunday | 25 | 469 | 312 | 253 | 223 | 342 | 559 | 872 | 966 | 1313 | 1902 | 2291 | 2590 | 2870 | 3187 | 3270 | 3091 | 2948 | 3004 | 2840 | 2256 | 1679 | 1470 | 959 | 590 | 40256 |
| Oct-15 | Monday | 26 | 361 | 235 | 198 | 407 | 834 | 2829 | 4370 | 2590 | 4193 | 3398 | 3095 | 3030 | 3120 | 3001 | 3249 | 3119 | 3260 | 3154 | 2287 | 1587 | 1120 | 991 | 720 | 467 | 51615 |
| Oct-15 | Tuesday | 27 | 260 | 178 | 175 | 360 | 858 | 2971 | 4899 | 4160 | 3696 | 3218 | 3021 | 2819 | 2924 | 2867 | 2933 | 2915 | 3052 | 2974 | 2266 | 1563 | 1116 | 944 | 644 | 470 | 51283 |
| Oct-15 | Wednesday | 28 | 294 | 202 | 175 | 370 | 861 | 2872 | 5042 | 4757 | 3401 | 3397 | 3175 | 2645 | 2639 | 2467 | 3131 | 3181 | 3099 | 3207 | 2537 | 1713 | 1286 | 1126 | 839 | 478 | 52894 |
| Oct-15 | Thursday | 29 | 291 | 247 | 207 | 375 | 864 | 2957 | 5172 | 4372 | 4118 | 3620 | 3277 | 3129 | 2996 | 3025 | 3201 | 3402 | 3510 | 3351 | 2627 | 2014 | 1640 | 1501 | 1105 | 617 | 57618 |
| Oct-15 | Friday | 30 | 346 | 257 | 238 | 375 | 872 | 2702 | 4166 | 3029 | 3894 | 3610 | 3336 | 3286 | 3265 | 3375 | 3506 | 3368 | 3272 | 3501 | 3330 | 2538 | 1907 | 1727 | 1616 | 1064 | 58580 |
| Oct-15 | Saturday | 31 | 701 | 342 | 269 | 239 | 483 | 842 | 1449 | 1742 | 2176 | 2474 | 2679 | 2984 | 2894 | 2693 | 2677 | 2657 | 2477 | 2165 | 2049 | 1813 | 1657 | 1666 | 1521 | 1342 | 41991 |
| Nov-15 | Sunday | 1 | 846 | 332 | 271 | 241 | 530 | 591 | 838 | 1156 | 1500 | 1908 | 2315 | 2439 | 2488 | 2682 | 2766 | 2949 | 2791 | 2742 | 2549 | 2417 | 1878 | 1477 | 852 | 591 | 39149 |
| Nov-15 | Monday | 2 | 314 | 247 | 191 | 389 | 799 | 2441 | 4357 | 4146 | 3405 | 3454 | 3129 | 2916 | 2966 | 2783 | 2990 | 2913 | 2923 | 2919 | 2209 | 1575 | 1242 | 1189 | 869 | 467 | 50833 |
| Nov-15 | Tuesday | 3 | 269 | 212 | 214 | 348 | 842 | 2786 | 4569 | 4582 | 3634 | 3201 | 3025 | 2900 | 2770 | 2964 | 2925 | 2881 | 2898 | 3027 | 2435 | 1592 | 1183 | 1199 | 727 | 506 | 51689 |
| Nov-15 | Wednesday | 4 | 306 | 213 | 189 | 342 | 911 | 2719 | 4953 | 4308 | 4145 | 3447 | 3073 | 3113 | 2977 | 3070 | 3219 | 3201 | 3188 | 3187 | 2470 | 1736 | 1417 | 1395 | 1098 | 607 | 55284 |
| Nov-15 | Thursday | 5 | 264 | 207 | 203 | 362 | 918 | 2742 | 5151 | 4270 | 3478 | 3401 | 3310 | 3243 | 3010 | 3036 | 3385 | 3252 | 3392 | 3307 | 2830 | 2030 | 1547 | 1728 | 1421 | 921 | 57408 |
| Nov-15 | Friday | 6 | 341 | 275 | 237 | 357 | 840 | 2648 | 5109 | 3456 | 3824 | 3500 | 3392 | 3285 | 3363 | 3413 | 3544 | 3638 | 3625 | 3579 | 3180 | 2475 | 1992 | 1799 | 1859 | 1398 | 61129 |
| Nov-15 | Saturday | 7 | 962 | 366 | 247 | 228 | 383 | 829 | 1599 | 2196 | 2630 | 3193 | 3334 | 3302 | 3422 | 3116 | 3131 | 3203 | 2986 | 2672 | 2300 | 1776 | 1666 | 1585 | 1675 | 1566 | 48367 |
| Nov-15 | Sunday | 8 | 1439 | 441 | 234 | 195 | 317 | 565 | 813 | 1045 | 1330 | 1917 | 2391 | 2549 | 2770 | 2861 | 2904 | 2670 | 2516 | 2886 | 2693 | 2069 | 1652 | 1488 | 928 | 522 | 39195 |
| Nov-15 | Monday | 9 | 299 | 206 | 168 | 361 | 798 | 2639 | 4530 | 4081 | 3748 | 3035 | 2717 | 2741 | 2801 | 2884 | 2927 | 2775 | 2932 | 2779 | 1879 | 1472 | 1068 | 936 | 694 | 436 | 48906 |
| Nov-15 | Tuesday | 10 | 245 | 221 | 161 | 346 | 861 | 2789 | 5344 | 3345 | 4178 | 3425 | 3303 | 3041 | 2904 | 2892 | 2482 | 2718 | 2666 | 2959 | 2140 | 1568 | 1092 | 1018 | 687 | 479 | 50864 |
| Nov-15 | Wednesday | 11 | 303 | 203 | 182 | 326 | 772 | 2105 | 4201 | 3702 | 3217 | 3488 | 3251 | 3339 | 3211 | 3057 | 3169 | 3050 | 3151 | 3312 | 2523 | 1679 | 1235 | 1024 | 865 | 469 | 51834 |
| Nov-15 | Thursday | 12 | 286 | 194 | 188 | 356 | 844 | 2661 | 5383 | 4202 | 4095 | 3481 | 3190 | 3037 | 3064 | 3097 | 3309 | 3413 | 3379 | 3315 | 2665 | 1836 | 1309 | 1196 | 892 | 602 | 55994 |
| Nov-15 | Friday | 13 | 351 | 241 | 220 | 350 | 853 | 2650 | 5021 | 3846 | 3970 | 3615 | 3456 | 3534 | 3647 | 3606 | 3638 | 3378 | 3458 | 3468 | 3290 | 2321 | 1803 | 1528 | 1078 | 856 | 60178 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nov-15 | Saturday | 14 | 536 | 293 | 250 | 245 | 495 | 813 | 1636 | 2000 | 2417 | 2810 | 3020 | 2830 | 3096 | 2807 | 3028 | 3146 | 2980 | 3081 | 2915 | 1698 | 1368 | 1195 | 948 | 688 | 44295 |
| Nov-15 | Sunday | 15 | 394 | 287 | 217 | 207 | 311 | 528 | 848 | 1065 | 1350 | 1932 | 2460 | 2772 | 3061 | 2866 | 2704 | 2614 | 2635 | 2591 | 2323 | 1808 | 1368 | 1159 | 792 | 520 | 36812 |
| Nov-15 | Monday | 16 | 324 | 260 | 242 | 386 | 818 | 2344 | 3976 | 2718 | 4415 | 3503 | 2948 | 2525 | 2712 | 2483 | 2963 | 3000 | 3035 | 3044 | 2293 | 1499 | 1088 | 967 | 773 | 375 | 48691 |
| Nov-15 | Tuesday | 17 | 273 | 210 | 196 | 367 | 853 | 2823 | 5220 | 4323 | 3839 | 3394 | 3217 | 2486 | 2398 | 2831 | 3051 | 2928 | 3136 | 3189 | 2400 | 1460 | 1083 | 1019 | 698 | 443 | 51837 |
| Nov-15 | Wednesday | 18 | 284 | 202 | 178 | 354 | 880 | 2805 | 5040 | 3460 | 3701 | 3735 | 2729 | 2709 | 2832 | 3031 | 3030 | 2937 | 3131 | 3215 | 2497 | 1567 | 1137 | 955 | 792 | 494 | 51695 |
| Nov-15 | Thursday | 19 | 293 | 242 | 201 | 327 | 820 | 2693 | 4702 | 3946 | 3676 | 3409 | 3092 | 3124 | 2844 | 3064 | 3055 | 3258 | 3240 | 3203 | 2527 | 1720 | 1266 | 1095 | 827 | 507 | 53131 |
| Nov-15 | Friday | 20 | 368 | 292 | 227 | 348 | 873 | 2651 | 5376 | 4212 | 3635 | 3584 | 3343 | 3428 | 3276 | 3286 | 3411 | 3621 | 3431 | 3331 | 3152 | 2438 | 1753 | 1388 | 1096 | 800 | 59320 |
| Nov-15 | Saturday | 21 | 487 | 280 | 253 | 234 | 479 | 825 | 1546 | 1948 | 2424 | 2816 | 3099 | 3100 | 3098 | 3146 | 3056 | 2941 | 2851 | 2987 | 2783 | 1915 | 1377 | 1161 | 1039 | 708 | 44553 |
| Nov-15 | Sunday | 22 | 496 | 342 | 219 | 191 | 331 | 564 | 862 | 987 | 1371 | 1858 | 2447 | 2661 | 3117 | 2985 | 2959 | 2961 | 2887 | 2560 | 2264 | 1835 | 1528 | 1258 | 826 | 535 | 38044 |
| Nov-15 | Monday | 23 | 343 | 238 | 188 | 352 | 857 | 2704 | 5384 | 4604 | 3573 | 3611 | 3317 | 3279 | 3261 | 3079 | 3186 | 3136 | 3116 | 3213 | 2462 | 1639 | 1151 | 991 | 769 | 480 | 54933 |
| Nov-15 | Tuesday | 24 | 302 | 200 | 196 | 348 | 851 | 2542 | 5086 | 4492 | 3541 | 3409 | 3208 | 3277 | 3256 | 3345 | 3179 | 3407 | 3461 | 3560 | 2722 | 2190 | 1458 | 1283 | 1093 | 823 | 57229 |
| Nov-15 | Wednesday | 25 | 513 | 344 | 319 | 398 | 881 | 2383 | 5011 | 3998 | 3404 | 3285 | 3298 | 3374 | 3436 | 3545 | 3741 | 3858 | 3376 | 3147 | 2760 | 2101 | 1783 | 1392 | 1111 | 843 | 58301 |
| Nov-15 | Thursday | 26 | 436 | 329 | 303 | 204 | 271 | 409 | 643 | 791 | 810 | 1189 | 1590 | 2277 | 2272 | 2129 | 2040 | 2029 | 2266 | 2436 | 2439 | 2271 | 2024 | 1675 | 1259 | 893 | 32985 |
| Nov-15 | Friday | 27 | 575 | 352 | 247 | 282 | 568 | 1103 | 1991 | 2087 | 2162 | 2406 | 2713 | 3088 | 3348 | 3338 | 3249 | 3066 | 2956 | 2731 | 2470 | 1866 | 1389 | 1169 | 950 | 619 | 44725 |
| Nov-15 | Saturday | 28 | 425 | 273 | 234 | 234 | 402 | 638 | 1064 | 1342 | 1717 | 2098 | 2182 | 3027 | 3065 | 2901 | 2917 | 2935 | 3121 | 2915 | 2678 | 2105 | 1539 | 1232 | 1030 | 737 | 40811 |
| Nov-15 | Sunday | 29 | 443 | 337 | 264 | 206 | 346 | 525 | 754 | 913 | 1230 | 1747 | 2388 | 2495 | 2704 | 2733 | 2898 | 2871 | 3402 | 3468 | 3029 | 2212 | 1972 | 1548 | 994 | 604 | 40083 |
| Nov-15 | Monday | 30 | 411 | 293 | 222 | 364 | 848 | 2725 | 4728 | 4775 | 3750 | 3594 | 3115 | 2778 | 3088 | 3045 | 2721 | 3063 | 3031 | 3109 | 2330 | 1490 | 1098 | 924 | 712 | 478 | 52692 |
| Dec-15 | Tuesday | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dec-15 | Wednesday | 2 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dec-15 | Thursday | 3 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dec-15 | Friday | 4 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dec-15 | Saturday | 5 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dec-15 | Sunday | 6 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dec-15 | Monday | 7 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dec-15 | Tuesday | 8 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dec-15 | Wednesday | 9 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dec-15 | Thursday | 10 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dec-15 | Friday | 11 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dec-15 | Saturday | 12 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dec-15 | Sunday | 13 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dec-15 | Monday | 14 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dec-15 | Tuesday | 15 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dec-15 | Wednesday | 16 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dec-15 | Thursday | 17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dec-15 | Friday | 18 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dec-15 | Saturday | 19 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dec-15 | Sunday | 20 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dec-15 | Monday | 21 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dec-15 | Tuesday | 22 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dec-15 | Wednesday | 23 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dec-15 | Thursday | 24 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dec-15 | Friday | 25 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dec-15 | Saturday | 26 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dec-15 | Sunday | 27 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dec-15 | Monday | 28 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dec-15 | Tuesday | 29 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dec-15 | Wednesday | 30 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dec-15 | Thursday | 31 | | | | | | | | | | | | | | | | | | | | | | | | | |

30 Highest Hours of the year
100 Highest Hours of the year

AADT 51300

| WESTBOUND VOLUMES | Day | 12a<br>1 | 1a<br>2 | 2a<br>3 | 3a<br>4 | 4a<br>5 | 5a<br>6 | 6a<br>7 | 7a<br>8 | 8a<br>9 | 9a<br>10 | 10a<br>11 | 11a<br>12 | 12p<br>13 | 1p<br>14 | 2p<br>15 | 3p<br>16 | 4p<br>17 | 5p<br>18 | 6p<br>19 | 7p<br>20 | 8p<br>21 | 9p<br>22 | 10p<br>23 | 11p<br>24 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Jan-15 Thursday | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Friday | 2 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Saturday | 3 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Sunday | 4 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Monday | 5 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Tuesday | 6 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Wednesday | 7 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Thursday | 8 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Friday | 9 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Saturday | 10 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Sunday | 11 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Monday | 12 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Tuesday | 13 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Wednesday | 14 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Thursday | 15 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Friday | 16 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Saturday | 17 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Sunday | 18 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Monday | 19 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Tuesday | 20 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Wednesday | 21 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Thursday | 22 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Friday | 23 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Saturday | 24 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Sunday | 25 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Monday | 26 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Tuesday | 27 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Wednesday | 28 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Thursday | 29 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Friday | 30 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan-15 Saturday | 31 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Feb-15 Sunday | 1 | 665 | 440 | 421 | 211 | 168 | 274 | 544 | 735 | 1129 | 1530 | 2165 | 2361 | 2725 | 2973 | 3062 | 2812 | 2729 | 2624 | 2070 | 1177 | 1027 | 801 | 1200 | 695 | 34538 |
| Feb-15 Monday | 2 | 382 | 201 | 204 | 208 | 293 | 721 | 1879 | 2661 | 2687 | 2469 | 2479 | 2614 | 2741 | 2896 | 3391 | 3837 | 5510 | 4636 | 4114 | 2177 | 1709 | 1294 | 911 | 668 | 50682 |
| Feb-15 Tuesday | 3 | 541 | 314 | 256 | 236 | 287 | 683 | 1879 | 2748 | 2497 | 2301 | 2245 | 2374 | 2633 | 3011 | 3716 | 5054 | 5098 | 5744 | 3985 | 2354 | 1873 | 1572 | 1061 | 718 | 53180 |
| Feb-15 Wednesday | 4 | 576 | 324 | 267 | 234 | 278 | 696 | 1851 | 2723 | 2663 | 2182 | 2336 | 2465 | 2706 | 2979 | 3567 | 4792 | 4982 | 5132 | 3899 | 2651 | 1977 | 1396 | 1024 | 671 | 52371 |
| Feb-15 Thursday | 5 | 549 | 294 | 253 | 255 | 315 | 667 | 1791 | 2596 | 2524 | 2356 | 2453 | 2506 | 2860 | 3251 | 3873 | 5107 | 5338 | 5560 | 4080 | 2156 | 2197 | 1611 | 1175 | 761 | 54528 |
| Feb-15 Friday | 6 | 589 | 371 | 270 | 236 | 330 | 636 | 1714 | 2674 | 2401 | 2395 | 2583 | 2912 | 3422 | 3736 | 4284 | 5272 | 5175 | 4520 | 4225 | 3073 | 1966 | 1756 | 1777 | 1021 | 57338 |
| Feb-15 Saturday | 7 | 772 | 429 | 394 | 231 | 221 | 453 | 917 | 1296 | 1661 | 2124 | 2336 | 2530 | 2708 | 2984 | 3080 | 3304 | 3323 | 3117 | 2898 | 2399 | 1772 | 1678 | 1314 | 969 | 42910 |
| Feb-15 Sunday | 8 | 644 | 458 | 396 | 243 | 160 | 220 | 572 | 805 | 1198 | 1677 | 2269 | 2316 | 2896 | 3046 | 3073 | 3400 | 3665 | 3245 | 2960 | 2046 | 1413 | 963 | 730 | 561 | 38956 |
| Feb-15 Monday | 9 | 323 | 189 | 194 | 214 | 322 | 740 | 1842 | 2732 | 2636 | 2281 | 2342 | 2540 | 2691 | 2946 | 3688 | 5048 | 5674 | 5515 | 3811 | 2141 | 1692 | 1350 | 919 | 735 | 52565 |
| Feb-15 Tuesday | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Feb-15 Wednesday | 11 | 563 | 290 | 264 | 225 | 316 | 718 | 1868 | 2776 | 2613 | 2187 | 2414 | 2510 | 2766 | 3031 | 3706 | 5087 | 5342 | 5420 | 4347 | 2633 | 2160 | 1541 | 1242 | 770 | 54789 |
| Feb-15 Thursday | 12 | 566 | 319 | 257 | 250 | 324 | 698 | 1890 | 2762 | 2600 | 2359 | 2537 | 2580 | 2856 | 3278 | 3903 | 5093 | 5668 | 5482 | 4155 | 2687 | 2133 | 1651 | 1253 | 808 | 56109 |
| Feb-15 Friday | 13 | 655 | 335 | 266 | 257 | 305 | 653 | 1613 | 2737 | 2555 | 2501 | 2773 | 3121 | 3538 | 3894 | 4508 | 5064 | 5807 | 5257 | 4078 | 2827 | 2015 | 2043 | 1612 | 1114 | 59528 |
| Feb-15 Saturday | 14 | 867 | 538 | 382 | 219 | 181 | 363 | 758 | 1170 | 1648 | 2109 | 2547 | 2589 | 2753 | 2815 | 3054 | 2506 | 3626 | 3162 | 2980 | 2595 | 1939 | 1844 | 1608 | 1697 | 43950 |
| Feb-15 Sunday | 15 | 785 | 514 | 469 | 219 | 210 | 252 | 509 | 815 | 1226 | 1890 | 2649 | 2856 | 3224 | 3379 | 3355 | 3499 | 3203 | 3225 | 2651 | 2020 | 1527 | 1045 | 832 | 576 | 40930 |
| Feb-15 Monday | 16 | 362 | 209 | 196 | 216 | 339 | 709 | 1626 | 2438 | 2563 | 2547 | 2787 | 2925 | 3172 | 3187 | 3842 | 4433 | 4734 | 5044 | 3098 | 2308 | 1488 | 1327 | 929 | 660 | 51139 |
| Feb-15 Tuesday | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Feb-15 Wednesday | 18 | 554 | 310 | 251 | 188 | 286 | 660 | 1789 | 2652 | 2508 | 2333 | 2308 | 2292 | 2799 | 3067 | 3671 | 4935 | 5615 | 5539 | 4071 | 2527 | 2034 | 1661 | 1218 | 797 | 54065 |
| Feb-15 Thursday | 19 | 554 | 321 | 252 | 261 | 342 | 646 | 1850 | 2756 | 2587 | 2363 | 2576 | 2760 | 2864 | 3224 | 3843 | 5121 | 5008 | 5639 | 4006 | 1626 | 2261 | 1571 | 1098 | 715 | 54244 |
| Feb-15 Friday | 20 | 554 | 363 | 247 | 225 | 283 | 672 | 1545 | 2512 | 2651 | 2515 | 2552 | 2826 | 3377 | 3661 | 4373 | 5338 | 5228 | 5668 | 3985 | 2690 | 1843 | 1694 | 1351 | 994 | 57147 |
| Feb-15 Saturday | 21 | 783 | 447 | 419 | 258 | 226 | 410 | 947 | 1317 | 1770 | 1945 | 2288 | 2598 | 2885 | 3021 | 3232 | 3171 | 3147 | 3042 | 2814 | 2360 | 1884 | 2013 | 1535 | 1045 | 43557 |
| Feb-15 Sunday | 22 | 747 | 537 | 481 | 267 | 168 | 263 | 585 | 881 | 1308 | 1898 | 2470 | 2718 | 3035 | 3241 | 3321 | 3589 | 3205 | 3056 | 2582 | 1923 | 1373 | 1007 | 792 | 566 | 40013 |
| Feb-15 Monday | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Feb-15 Tuesday | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Feb-15 Wednesday | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Feb-15 Thursday | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Feb-15 Friday | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Feb-15 Saturday | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 Sunday | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 Monday | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mar-15 Tuesday | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 Wednesday | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 Thursday | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 Friday | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 Saturday | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 Sunday | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 Monday | 9 | 432 | 237 | 222 | 220 | 345 | 754 | 1854 | 2702 | 2751 | 2516 | 2657 | 2630 | 2810 | 3040 | 3665 | 4972 | 5510 | 5698 | 3813 | 2574 | 2111 | 1511 | 1074 | 762 | 54860 |
| Mar-15 Tuesday | 10 | 629 | 341 | 242 | 254 | 329 | 680 | 1834 | 2726 | 2561 | 2346 | 2374 | 2617 | 2802 | 3182 | 3732 | 4981 | 5433 | 5499 | 4128 | 2678 | 2209 | 1971 | 1266 | 1000 | 55814 |
| Mar-15 Wednesday | 11 | 644 | 396 | 312 | 255 | 321 | 723 | 1813 | 2687 | 2777 | 2638 | 2884 | 2795 | 2990 | 3331 | 3965 | 4918 | 4814 | 5635 | 4708 | 2895 | 2451 | 1871 | 1341 | 795 | 57959 |
| Mar-15 Thursday | 12 | 672 | 369 | 283 | 281 | 307 | 710 | 1869 | 2696 | 2622 | 2414 | 2541 | 2808 | 3118 | 3360 | 3629 | 4836 | 5623 | 5351 | 4429 | 2812 | 2292 | 1794 | 1242 | 951 | 57009 |
| Mar-15 Friday | 13 | 705 | 391 | 310 | 301 | 331 | 659 | 1738 | 2576 | 2619 | 2441 | 2835 | 3103 | 3572 | 3787 | 4565 | 5229 | 5714 | 5735 | 3966 | 2888 | 2198 | 1811 | 1570 | 1141 | 60185 |
| Mar-15 Saturday | 14 | 849 | 540 | 398 | 249 | 248 | 439 | 856 | 1236 | 1514 | 1846 | 2299 | 2495 | 2780 | 2955 | 3070 | 3138 | 3026 | 2858 | 2714 | 2488 | 2180 | 1850 | 1797 | 1194 | 43019 |
| Mar-15 Sunday | 15 | 758 | 495 | 466 | 298 | 203 | 347 | 614 | 929 | 1260 | 1998 | 2543 | 2828 | 3185 | 3426 | 3399 | 3647 | 3484 | 3302 | 3171 | 2508 | 1851 | 1280 | 892 | 661 | 43545 |
| Mar-15 Monday | 16 | 454 | 222 | 241 | 231 | 334 | 760 | 1922 | 2823 | 2872 | 2558 | 2789 | 2598 | 2864 | 3055 | 3676 | 4905 | 5435 | 5284 | 4374 | 2608 | 2153 | 1646 | 1112 | 751 | 55667 |
| Mar-15 Tuesday | 17 | 593 | 316 | 246 | 251 | 333 | 706 | 1948 | 2870 | 2605 | 2430 | 2478 | 2610 | 2899 | 3154 | 3866 | 4893 | 3488 | 5162 | 4961 | 2957 | 2215 | 1671 | 1204 | 878 | 54734 |
| Mar-15 Wednesday | 18 | 669 | 379 | 325 | 256 | 333 | 747 | 1890 | 2804 | 2669 | 2556 | 2640 | 2870 | 3010 | 3242 | 3907 | 5161 | 5660 | 5635 | 4122 | 2821 | 2335 | 1730 | 1196 | 781 | 57738 |
| Mar-15 Thursday | 19 | 628 | 300 | 274 | 244 | 315 | 699 | 1842 | 2543 | 2439 | 2562 | 2640 | 2904 | 2979 | 3366 | 3822 | 4974 | 5350 | 5427 | 3921 | 2600 | 1991 | 1720 | 1332 | 814 | 55686 |
| Mar-15 Friday | 20 | 679 | 381 | 293 | 278 | 321 | 742 | 1754 | 2557 | 2656 | 2559 | 2861 | 3224 | 3609 | 3977 | 4553 | 5308 | 5740 | 5648 | 3938 | 3030 | 2452 | 2299 | 1783 | 1314 | 61956 |
| Mar-15 Saturday | 21 | 971 | 568 | 424 | 287 | 297 | 489 | 996 | 1539 | 2142 | 2255 | 2742 | 2762 | 2896 | 3016 | 3339 | 3295 | 3461 | 3170 | 2988 | 2482 | 2222 | 2038 | 1957 | 1226 | 47562 |
| Mar-15 Sunday | 22 | 790 | 534 | 444 | 267 | 186 | 290 | 597 | 823 | 1362 | 1964 | 2877 | 3218 | 3398 | 3575 | 3548 | 3344 | 2940 | 2484 | 2388 | 1952 | 1416 | 992 | 770 | 632 | 40791 |
| Mar-15 Monday | 23 | 352 | 238 | 193 | 190 | 354 | 780 | 1876 | 2684 | 2770 | 2463 | 2561 | 2684 | 2869 | 3127 | 3679 | 4786 | 5087 | 5612 | 3672 | 2241 | 1868 | 1445 | 1042 | 743 | 53316 |
| Mar-15 Tuesday | 24 | 558 | 331 | 268 | 247 | 327 | 721 | 1873 | 2768 | 2684 | 2361 | 2320 | 2452 | 2798 | 3031 | 3731 | 5169 | 5152 | 5641 | 4216 | 2700 | 2162 | 1852 | 1099 | 812 | 55273 |
| Mar-15 Wednesday | 25 | 613 | 348 | 259 | 266 | 345 | 716 | 1905 | 2751 | 2713 | 2374 | 2475 | 2676 | 2989 | 3246 | 3863 | 5089 | 5612 | 5432 | 4187 | 2638 | 2242 | 1927 | 1289 | 751 | 56706 |
| Mar-15 Thursday | 26 | 638 | 377 | 267 | 267 | 322 | 709 | 1882 | 2775 | 2686 | 2460 | 2581 | 2878 | 3014 | 3362 | 4034 | 5283 | 5393 | 5720 | 4294 | 2871 | 2452 | 1863 | 1395 | 828 | 58351 |
| Mar-15 Friday | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar-15 Saturday | 28 | 872 | 480 | 426 | 231 | 265 | 548 | 1069 | 1676 | 2081 | 2509 | 2967 | 3415 | 3560 | 3245 | 3209 | 3123 | 3010 | 2765 | 2614 | 2326 | 2096 | 1812 | 1408 | 1094 | 46801 |
| Mar-15 Sunday | 29 | 707 | 486 | 471 | 230 | 213 | 309 | 625 | 1040 | 1710 | 2591 | 3465 | 3747 | 3788 | 3851 | 3571 | 3417 | 3114 | 3001 | 2777 | 2239 | 1739 | 1172 | 864 | 587 | 45714 |
| Mar-15 Monday | 30 | 492 | 251 | 232 | 241 | 348 | 724 | 1765 | 2599 | 2612 | 2529 | 2621 | 2753 | 2930 | 3214 | 3674 | 4926 | 5405 | 4809 | 4126 | 2448 | 1987 | 1597 | 1141 | 806 | 54230 |
| Mar-15 Tuesday | 31 | 627 | 332 | 254 | 255 | 322 | 737 | 1776 | 2570 | 2677 | 2593 | 2563 | 2591 | 2867 | 3235 | 3930 | 5235 | 5517 | 5469 | 4127 | 2757 | 2243 | 1861 | 1456 | 915 | 56909 |
| Apr-15 Wednesday | 1 | 609 | 367 | 274 | 294 | 341 | 713 | 1759 | 2583 | 2723 | 2422 | 2819 | 2791 | 3204 | 3233 | 3909 | 5050 | 5652 | 5054 | 4315 | 2908 | 2319 | 1860 | 1322 | 906 | 57427 |
| Apr-15 Thursday | 2 | 644 | 376 | 264 | 251 | 378 | 759 | 1764 | 2715 | 2761 | 2741 | 2887 | 3040 | 3139 | 3456 | 4252 | 5422 | 5770 | 5721 | 4006 | 2859 | 2388 | 1852 | 1380 | 913 | 59738 |
| Apr-15 Friday | 3 | 693 | 408 | 325 | 260 | 313 | 653 | 1446 | 2323 | 2443 | 2554 | 2935 | 3250 | 3571 | 4089 | 4647 | 5284 | 4689 | 4732 | 4113 | 3264 | 2695 | 2096 | 1631 | 1254 | 59668 |
| Apr-15 Saturday | 4 | 934 | 614 | 426 | 243 | 264 | 454 | 840 | 1376 | 1801 | 2265 | 2734 | 2788 | 2797 | 2891 | 3028 | 3033 | 2996 | 2916 | 2658 | 2452 | 2161 | 1896 | 1549 | 1032 | 44148 |
| Apr-15 Sunday | 5 | 719 | 461 | 428 | 197 | 191 | 322 | 584 | 890 | 1386 | 2006 | 2643 | 2876 | 3092 | 3420 | 3303 | 3544 | 3548 | 3030 | 2693 | 2185 | 1843 | 1227 | 786 | 558 | 41932 |
| Apr-15 Monday | 6 | 377 | 229 | 249 | 189 | 406 | 884 | 2006 | 2971 | 2944 | 2800 | 2840 | 2896 | 3146 | 3328 | 3952 | 5103 | 5576 | 5667 | 4124 | 2799 | 2079 | 1644 | 1129 | 832 | 58170 |
| Apr-15 Tuesday | 7 | 553 | 365 | 251 | 251 | 333 | 755 | 2090 | 2898 | 2938 | 2656 | 2788 | 2816 | 2936 | 3211 | 3882 | 5209 | 5647 | 5688 | 4465 | 2912 | 2290 | 1848 | 1237 | 935 | 58954 |
| Apr-15 Wednesday | 8 | 666 | 349 | 306 | 231 | 353 | 812 | 1990 | 2919 | 2741 | 2382 | 2656 | 2836 | 2999 | 3314 | 4067 | 5033 | 5694 | 5522 | 4771 | 3163 | 2640 | 2032 | 1393 | 868 | 59737 |
| Apr-15 Thursday | 9 | 629 | 387 | 287 | 264 | 375 | 771 | 2017 | 2922 | 2787 | 2532 | 2881 | 2982 | 3102 | 3499 | 4218 | 5131 | 5601 | 5577 | 4720 | 3374 | 2655 | 2665 | 1483 | 937 | 61796 |
| Apr-15 Friday | 10 | 735 | 409 | 334 | 278 | 363 | 821 | 1986 | 2806 | 2721 | 2933 | 3217 | 3350 | 3605 | 3993 | 4740 | 5308 | 5769 | 5540 | 4453 | 3278 | 2568 | 2155 | 1717 | 1393 | 64472 |
| Apr-15 Saturday | 11 | 908 | 504 | 473 | 294 | 339 | 610 | 1106 | 1795 | 2288 | 2718 | 3134 | 3013 | 2957 | 3111 | 3207 | 3274 | 3303 | 2758 | 3065 | 2403 | 2223 | 2197 | 1946 | 1243 | 48869 |
| Apr-15 Sunday | 12 | 785 | 551 | 513 | 249 | 244 | 387 | 767 | 1142 | 1778 | 2499 | 3172 | 3273 | 3573 | 3566 | 3691 | 3768 | 3986 | 3137 | 2768 | 1726 | 1397 | 1077 | 812 | 556 | 45417 |
| Apr-15 Monday | 13 | 352 | 259 | 196 | 193 | 372 | 805 | 2006 | 2782 | 2785 | 2543 | 2718 | 2610 | 2856 | 3122 | 3666 | 4852 | 5217 | 5537 | 3996 | 2595 | 2050 | 1578 | 1114 | 755 | 54959 |
| Apr-15 Tuesday | 14 | 561 | 337 | 241 | 270 | 315 | 767 | 2021 | 2844 | 2678 | 2403 | 2566 | 2610 | 2614 | 3280 | 3729 | 4982 | 5446 | 5617 | 4134 | 2595 | 2260 | 1666 | 1083 | 865 | 55884 |
| Apr-15 Wednesday | 15 | 592 | 353 | 271 | 278 | 316 | 749 | 2002 | 2816 | 2664 | 2370 | 2531 | 2739 | 2862 | 3282 | 3795 | 5016 | 5749 | 5097 | 4174 | 2495 | 2005 | 1527 | 1152 | 716 | 55551 |
| Apr-15 Thursday | 16 | 587 | 370 | 256 | 234 | 344 | 738 | 1967 | 2940 | 2752 | 2320 | 2524 | 2731 | 2873 | 3395 | 3922 | 5339 | 5770 | 5644 | 3956 | 2597 | 2155 | 1709 | 1188 | 856 | 57167 |
| Apr-15 Friday | 17 | 667 | 375 | 303 | 276 | 354 | 726 | 1855 | 2698 | 2801 | 2689 | 2981 | 3072 | 3624 | 3830 | 4326 | 4924 | 5718 | 5700 | 3819 | 2689 | 2020 | 2020 | 1714 | 1343 | 60524 |
| Apr-15 Saturday | 18 | 905 | 494 | 421 | 292 | 255 | 504 | 926 | 1417 | 1760 | 2115 | 2353 | 2739 | 2804 | 2561 | 3173 | 3219 | 2923 | 2811 | 2546 | 2334 | 2257 | 2243 | 1697 | 1235 | 43984 |
| Apr-15 Sunday | 19 | 817 | 519 | 457 | 255 | 229 | 290 | 599 | 954 | 1343 | 1982 | 2823 | 2951 | 3245 | 3305 | 3376 | 3113 | 2834 | 2664 | 2390 | 1775 | 1309 | 992 | 775 | 557 | 39554 |
| Apr-15 Monday | 20 | 384 | 243 | 206 | 233 | 336 | 798 | 1964 | 2751 | 2594 | 2674 | 2574 | 2797 | 2852 | 3170 | 3608 | 5067 | 5672 | 5563 | 3847 | 2501 | 1863 | 1398 | 1071 | 780 | 54946 |
| Apr-15 Tuesday | 21 | 577 | 383 | 241 | 233 | 333 | 777 | 2039 | 2833 | 2599 | 2322 | 2407 | 2565 | 2768 | 3189 | 3825 | 5039 | 5216 | 5613 | 4401 | 2770 | 2298 | 1743 | 1148 | 771 | 56090 |
| Apr-15 Wednesday | 22 | 582 | 352 | 274 | 269 | 337 | 735 | 2048 | 2794 | 2850 | 2583 | 2674 | 2752 | 2913 | 3324 | 3870 | 5072 | 5662 | 5039 | 4560 | 2939 | 2449 | 1811 | 1242 | 1494 | 58625 |
| Apr-15 Thursday | 23 | 685 | 439 | 264 | 227 | 338 | 781 | 2076 | 2743 | 2548 | 2594 | 2626 | 2778 | 3120 | 3314 | 4049 | 5108 | 5742 | 5549 | 4510 | 3123 | 2414 | 1953 | 1451 | 897 | 59329 |
| Apr-15 Friday | 24 | 709 | 400 | 328 | 271 | 381 | 777 | 1952 | 2743 | 2746 | 2597 | 2930 | 3405 | 3631 | 4044 | 4566 | 5182 | 5006 | 5661 | 3756 | 2992 | 2482 | 2176 | 1735 | 1307 | 61777 |
| Apr-15 Saturday | 25 | 881 | 493 | 454 | 262 | 303 | 484 | 1006 | 1504 | 1841 | 2190 | 2439 | 2611 | 2786 | 2688 | 2764 | 2881 | 2744 | 2579 | 2246 | 2106 | 2023 | 1955 | 1602 | 1133 | 41975 |
| Apr-15 Sunday | 26 | 730 | 495 | 415 | 257 | 214 | 343 | 737 | 1185 | 1646 | 2066 | 2839 | 2832 | 3276 | 3421 | 3574 | 3628 | 3425 | 3317 | 3071 | 2668 | 2167 | 1432 | 933 | 578 | 45249 |
| Apr-15 Monday | 27 | 382 | 249 | 200 | 219 | 330 | 769 | 2123 | 2842 | 3020 | 2714 | 2797 | 2772 | 2907 | 3115 | 3671 | 4935 | 5619 | 5640 | 4034 | 2624 | 1981 | 1476 | 996 | 775 | 56190 |
| Apr-15 Tuesday | 28 | 550 | 318 | 252 | 266 | 322 | 809 | 2037 | 2843 | 2718 | 2464 | 2481 | 2648 | 2835 | 3065 | 3907 | 5043 | 2679 | 5027 | 4873 | 2891 | 2299 | 1829 | 1170 | 821 | 54147 |
| Apr-15 Wednesday | 29 | 632 | 349 | 283 | 241 | 344 | 677 | 1880 | 2496 | 2571 | 2299 | 2460 | 2784 | 2782 | 3088 | 3594 | 4377 | 4718 | 5019 | 3933 | 2733 | 1943 | 1597 | 1090 | 750 | 52640 |
| Apr-15 Thursday | 30 | 595 | 338 | 274 | 237 | 365 | 723 | 1955 | 2717 | 2611 | 2481 | 2590 | 2794 | 3033 | 3275 | 4219 | 5401 | 5659 | 5483 | 4179 | 2888 | 2407 | 1773 | 1320 | 948 | 58265 |
| May-15 Friday | 1 | 672 | 427 | 316 | 334 | 389 | 756 | 1887 | 2563 | 2626 | 2548 | 2854 | 3063 | 3529 | 3832 | 4554 | 5332 | 5906 | 5330 | 3707 | 2810 | 2705 | 2505 | 1995 | 1391 | 62031 |
| May-15 Saturday | 2 | 877 | 564 | 436 | 314 | 289 | 495 | 1109 | 1651 | 2025 | 2341 | 2694 | 2774 | 2721 | 2955 | 3154 | 3361 | 3484 | 3221 | 2873 | 2583 | 2487 | 2185 | 1576 | 1113 | 47282 |
| May-15 Sunday | 3 | 583 | 947 | 528 | 299 | 207 | 319 | 678 | 1044 | 1579 | 2101 | 2815 | 2925 | 3081 | 3402 | 3504 | 3633 | 3768 | 3517 | 2914 | 2343 | 1855 | 1298 | 914 | 761 | 45015 |
| May-15 Monday | 4 | 398 | 260 | 208 | 246 | 356 | 820 | 2000 | 2727 | 2748 | 2116 | 2270 | 3047 | 2905 | 3041 | 3713 | 4971 | 5557 | 5416 | 3916 | 2653 | 2016 | 1619 | 1181 | 780 | 54964 |
| May-15 Tuesday | 5 | 548 | 351 | 247 | 257 | 395 | 773 | 2003 | 2694 | 2408 | 2119 | 2425 | 2699 | 2970 | 3315 | 3942 | 5041 | 5595 | 5614 | 4350 | 2691 | 2245 | 1849 | 1199 | 972 | 56702 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| May-15 | Wednesday | 6 | 633 | 411 | 307 | 264 | 373 | 794 | 2014 | 2759 | 2721 | 2604 | 2619 | 2805 | 3098 | 3452 | 3992 | 5257 | 5607 | 5558 | 4251 | 2769 | 2320 | 1883 | 1254 | 981 | 58726 |
| May-15 | Thursday | 7 | 643 | 391 | 296 | 269 | 371 | 760 | 2116 | 2841 | 2988 | 2868 | 2995 | 3227 | 3252 | 3642 | 3899 | 4962 | 5627 | 5598 | 3447 | 2423 | 2116 | 1662 | 1225 | 854 | 58472 |
| May-15 | Friday | 8 | 658 | 417 | 313 | 281 | 399 | 706 | 1915 | 2654 | 2725 | 2630 | 3037 | 3441 | 3717 | 4029 | 4421 | 5467 | 4666 | 5412 | 4198 | 2732 | 2255 | 2081 | 1729 | 1310 | 61193 |
| May-15 | Saturday | 9 | 855 | 547 | 441 | 279 | 226 | 534 | 1155 | 1741 | 2002 | 2339 | 2723 | 2891 | 3171 | 3424 | 3216 | 3185 | 3121 | 2963 | 2781 | 2432 | 2233 | 2109 | 1554 | 1183 | 47105 |
| May-15 | Sunday | 10 | 729 | 492 | 424 | 234 | 197 | 293 | 643 | 984 | 1416 | 2215 | 2839 | 2866 | 3101 | 3350 | 3386 | 3475 | 3355 | 3047 | 2776 | 2308 | 1853 | 1364 | 1024 | 756 | 43127 |
| May-15 | Monday | 11 | 421 | 253 | 219 | 222 | 351 | 757 | 2009 | 2684 | 2821 | 2735 | 2824 | 2936 | 2980 | 3053 | 3912 | 4768 | 5220 | 5600 | 3662 | 2443 | 1984 | 1460 | 1118 | 765 | 55197 |
| May-15 | Tuesday | 12 | 603 | 353 | 258 | 258 | 367 | 744 | 2107 | 2796 | 2694 | 2344 | 2516 | 2623 | 2893 | 3211 | 3823 | 5147 | 5126 | 4137 | 4680 | 2816 | 2263 | 1639 | 1244 | 851 | 55493 |
| May-15 | Wednesday | 13 | 586 | 338 | 269 | 266 | 361 | 711 | 2107 | 2794 | 2664 | 2430 | 2536 | 2735 | 2851 | 3321 | 3880 | 5066 | 5485 | 5302 | 4056 | 2944 | 2444 | 1853 | 1215 | 898 | 57112 |
| May-15 | Thursday | 14 | 601 | 375 | 301 | 246 | 399 | 730 | 1976 | 2819 | 2637 | 2499 | 2667 | 2746 | 3081 | 3325 | 3883 | 5351 | 5888 | 5566 | 4143 | 2802 | 2297 | 1831 | 1348 | 964 | 58475 |
| May-15 | Friday | 15 | 696 | 460 | 347 | 327 | 365 | 764 | 1911 | 2650 | 2626 | 2506 | 3052 | 3150 | 3590 | 3987 | 4457 | 5564 | 5563 | 5086 | 3172 | 3214 | 2485 | 2286 | 1924 | 1336 | 61518 |
| May-15 | Saturday | 16 | 955 | 544 | 471 | 296 | 311 | 475 | 1125 | 1664 | 2224 | 2559 | 2857 | 2942 | 2852 | 2963 | 3250 | 3361 | 3306 | 3182 | 2903 | 2730 | 2428 | 2466 | 1837 | 1442 | 49143 |
| May-15 | Sunday | 17 | 882 | 545 | 519 | 323 | 235 | 336 | 727 | 1137 | 1667 | 2304 | 3174 | 3147 | 3445 | 3611 | 3536 | 3437 | 3299 | 3053 | 2916 | 2431 | 2017 | 1367 | 979 | 629 | 45716 |
| May-15 | Monday | 18 | 414 | 274 | 247 | 230 | 352 | 778 | 2072 | 2829 | 2823 | 2559 | 2596 | 2860 | 2978 | 3195 | 3815 | 5112 | 5494 | 5134 | 4209 | 2501 | 2117 | 1645 | 1038 | 801 | 56073 |
| May-15 | Tuesday | 19 | 575 | 349 | 273 | 264 | 345 | 815 | 2131 | 2799 | 2729 | 2472 | 2547 | 2566 | 2858 | 3215 | 3956 | 5121 | 5525 | 5657 | 4062 | 2734 | 2137 | 1758 | 1237 | 947 | 57072 |
| May-15 | Wednesday | 20 | 630 | 343 | 285 | 272 | 327 | 756 | 2105 | 2794 | 2677 | 2339 | 2642 | 2814 | 3119 | 3150 | 4043 | 4127 | 5195 | 4712 | 4425 | 2529 | 2008 | 1700 | 1350 | 800 | 55142 |
| May-15 | Thursday | 21 | 598 | 368 | 292 | 251 | 339 | 770 | 2034 | 2784 | 2920 | 2665 | 2882 | 3043 | 3117 | 3374 | 3977 | 5401 | 5612 | 5519 | 4235 | 2903 | 2328 | 1954 | 1321 | 1008 | 59695 |
| May-15 | Friday | 22 | 687 | 419 | 325 | 294 | 353 | 757 | 1899 | 2631 | 2728 | 2630 | 2963 | 3299 | 3604 | 4054 | 4368 | 5659 | 5516 | 4526 | 3565 | 2785 | 2293 | 2287 | 1847 | 1300 | 60789 |
| May-15 | Saturday | 23 | 918 | 502 | 498 | 294 | 243 | 453 | 981 | 1469 | 1875 | 2432 | 2649 | 2523 | 2659 | 2696 | 2957 | 3072 | 3021 | 3103 | 2947 | 2641 | 2457 | 2376 | 2062 | 1224 | 46052 |
| May-15 | Sunday | 24 | 850 | 549 | 500 | 297 | 226 | 288 | 634 | 923 | 1297 | 1762 | 2298 | 2394 | 2583 | 2771 | 2877 | 2947 | 2953 | 3045 | 3006 | 2583 | 2138 | 1714 | 1316 | 963 | 40914 |
| May-15 | Monday | 25 | 649 | 377 | 290 | 206 | 213 | 440 | 802 | 1290 | 1961 | 2568 | 3275 | 3321 | 3378 | 3494 | 3511 | 3596 | 3502 | 3203 | 2709 | 2242 | 1842 | 1595 | 1275 | 718 | 46457 |
| May-15 | Tuesday | 26 | 410 | 279 | 234 | 244 | 405 | 839 | 2220 | 2926 | 2860 | 2748 | 2771 | 2830 | 2743 | 2689 | 3007 | 3693 | 3996 | 3786 | 3249 | 2731 | 2631 | 1792 | 1217 | 852 | 51152 |
| May-15 | Wednesday | 27 | 613 | 378 | 251 | 259 | 331 | 763 | 2089 | 2798 | 2788 | 2467 | 2597 | 2690 | 3082 | 3280 | 3931 | 5196 | 5443 | 5490 | 4162 | 2737 | 2302 | 1900 | 1270 | 871 | 57688 |
| May-15 | Thursday | 28 | 669 | 361 | 306 | 278 | 375 | 793 | 2046 | 2783 | 2686 | 2486 | 2618 | 2846 | 2964 | 3446 | 4066 | 5205 | 5509 | 5259 | 4362 | 2774 | 2445 | 1815 | 1353 | 965 | 58410 |
| May-15 | Friday | 29 | 676 | 404 | 321 | 335 | 407 | 738 | 2013 | 2623 | 2661 | 2699 | 3047 | 3188 | 3406 | 3786 | 4507 | 5311 | 5351 | 5517 | 3998 | 2907 | 2250 | 2106 | 1622 | 1227 | 61100 |
| May-15 | Saturday | 30 | 879 | 577 | 472 | 279 | 276 | 525 | 1078 | 1660 | 2184 | 2706 | 3072 | 3072 | 3429 | 3051 | 3227 | 3559 | 3984 | 3138 | 2884 | 2632 | 2356 | 2233 | 1773 | 1264 | 50310 |
| May-15 | Sunday | 31 | 762 | 570 | 488 | 301 | 228 | 330 | 730 | 1067 | 1547 | 2071 | 2797 | 2980 | 3262 | 3312 | 3251 | 3360 | 3164 | 3114 | 2699 | 2388 | 1874 | 1450 | 1020 | 694 | 43459 |
| Jun-15 | Monday | 1 | 462 | 270 | 226 | 258 | 328 | 798 | 2026 | 2798 | 2670 | 2567 | 2716 | 2783 | 2988 | 3041 | 3915 | 5159 | 5543 | 5623 | 4120 | 2573 | 1986 | 1616 | 1157 | 864 | 56487 |
| Jun-15 | Tuesday | 2 | 612 | 334 | 251 | 231 | 344 | 735 | 1943 | 2747 | 2732 | 2467 | 2488 | 2788 | 2864 | 3133 | 3699 | 5014 | 5600 | 4854 | 4074 | 2476 | 2098 | 1737 | 1165 | 919 | 55305 |
| Jun-15 | Wednesday | 3 | 685 | 342 | 250 | 266 | 336 | 730 | 1810 | 2631 | 2544 | 2299 | 2454 | 2809 | 2948 | 3148 | 3749 | 5023 | 5504 | 5277 | 3864 | 2497 | 2169 | 1954 | 1318 | 903 | 55510 |
| Jun-15 | Thursday | 4 | 644 | 412 | 335 | 259 | 356 | 754 | 2020 | 2788 | 2795 | 2616 | 2880 | 2967 | 3109 | 3490 | 3841 | 5232 | 4984 | 4464 | 4732 | 2896 | 2408 | 2041 | 1460 | 977 | 58460 |
| Jun-15 | Friday | 5 | 752 | 414 | 310 | 310 | 389 | 773 | 1795 | 2644 | 2642 | 2591 | 2937 | 3289 | 3665 | 3937 | 4487 | 5029 | 5426 | 5589 | 3965 | 3047 | 2473 | 2169 | 1906 | 1461 | 62000 |
| Jun-15 | Saturday | 6 | 905 | 562 | 522 | 315 | 308 | 511 | 1098 | 1629 | 1994 | 2568 | 2936 | 2889 | 2905 | 2975 | 3113 | 3203 | 3253 | 2896 | 2644 | 2744 | 2777 | 2246 | 1702 | 1376 | 48071 |
| Jun-15 | Sunday | 7 | 902 | 576 | 567 | 269 | 236 | 318 | 722 | 1077 | 1575 | 1978 | 2793 | 2957 | 3216 | 3501 | 3400 | 3448 | 3467 | 3113 | 2711 | 2369 | 1879 | 1370 | 1082 | 1171 | 44697 |
| Jun-15 | Monday | 8 | 487 | 295 | 245 | 212 | 372 | 736 | 1958 | 2838 | 2876 | 2872 | 2899 | 2946 | 3058 | 3324 | 3875 | 5100 | 5367 | 5376 | 4166 | 2468 | 2060 | 1695 | 1176 | 899 | 57300 |
| Jun-15 | Tuesday | 9 | 587 | 392 | 249 | 254 | 367 | 729 | 1968 | 2816 | 2672 | 2535 | 2536 | 2785 | 2896 | 3188 | 3250 | 3857 | 3317 | 4791 | 4529 | 3045 | 2019 | 1452 | 1131 | 1085 | 52450 |
| Jun-15 | Wednesday | 10 | 676 | 365 | 293 | 262 | 319 | 754 | 1862 | 2865 | 2719 | 2488 | 2721 | 2940 | 2666 | 3375 | 4016 | 5085 | 5602 | 5182 | 4283 | 2701 | 2157 | 2061 | 1633 | 1053 | 58078 |
| Jun-15 | Thursday | 11 | 689 | 357 | 305 | 269 | 371 | 732 | 1934 | 2777 | 2754 | 2514 | 2748 | 3035 | 3099 | 3383 | 4149 | 5008 | 5174 | 5514 | 4425 | 2758 | 2331 | 2073 | 1377 | 959 | 58735 |
| Jun-15 | Friday | 12 | 708 | 448 | 362 | 286 | 409 | 722 | 1798 | 2598 | 2626 | 2717 | 2912 | 3305 | 3664 | 3930 | 4611 | 5354 | 5458 | 5538 | 3715 | 2921 | 2222 | 2020 | 1667 | 1430 | 61421 |
| Jun-15 | Saturday | 13 | 929 | 594 | 503 | 293 | 307 | 565 | 1254 | 1852 | 2307 | 2802 | 2939 | 3392 | 3032 | 2974 | 3337 | 3244 | 3255 | 3111 | 2736 | 2544 | 2201 | 2156 | 1757 | 1235 | 49319 |
| Jun-15 | Sunday | 14 | 830 | 573 | 498 | 265 | 234 | 331 | 767 | 1093 | 1607 | 2158 | 2862 | 3001 | 3281 | 3371 | 3563 | 3436 | 3248 | 2917 | 2824 | 2254 | 1878 | 1382 | 1041 | 737 | 44151 |
| Jun-15 | Monday | 15 | 459 | 271 | 230 | 240 | 408 | 808 | 1971 | 2791 | 2735 | 2522 | 2686 | 2816 | 3086 | 3186 | 3547 | 4699 | 5392 | 5552 | 3913 | 2327 | 2024 | 1676 | 1156 | 954 | 55449 |
| Jun-15 | Tuesday | 16 | 618 | 349 | 263 | 256 | 380 | 754 | 1870 | 2775 | 2772 | 2454 | 2574 | 2783 | 2936 | 3349 | 3959 | 5261 | 5723 | 5395 | 3808 | 2596 | 2278 | 1788 | 1468 | 904 | 57313 |
| Jun-15 | Wednesday | 17 | 672 | 420 | 285 | 248 | 382 | 780 | 1917 | 2821 | 2751 | 2501 | 2735 | 2949 | 3043 | 3374 | 4144 | 5062 | 5781 | 5468 | 3945 | 2740 | 2294 | 1923 | 1520 | 1114 | 58869 |
| Jun-15 | Thursday | 18 | 640 | 386 | 306 | 309 | 382 | 807 | 1932 | 2820 | 2843 | 2747 | 2890 | 2983 | 3220 | 3429 | 4239 | 5211 | 5484 | 5104 | 3936 | 2792 | 2309 | 2029 | 1662 | 1034 | 59494 |
| Jun-15 | Friday | 19 | 755 | 394 | 336 | 317 | 407 | 797 | 1834 | 2600 | 2919 | 2803 | 3108 | 3355 | 3697 | 4129 | 4835 | 5616 | 5284 | 4786 | 3971 | 2818 | 2305 | 2218 | 1860 | 1404 | 62548 |
| Jun-15 | Saturday | 20 | 952 | 553 | 484 | 295 | 328 | 610 | 1222 | 1894 | 2408 | 2874 | 3327 | 3305 | 3173 | 3187 | 3175 | 3197 | 3214 | 2923 | 2669 | 2454 | 2358 | 2433 | 1773 | 1379 | 50187 |
| Jun-15 | Sunday | 21 | 853 | 530 | 523 | 298 | 250 | 338 | 722 | 1104 | 1520 | 2263 | 2961 | 3153 | 3401 | 3429 | 3433 | 3242 | 3013 | 2836 | 2691 | 2161 | 1952 | 2023 | 1438 | 840 | 44974 |
| Jun-15 | Monday | 22 | 510 | 296 | 246 | 266 | 385 | 802 | 1940 | 2645 | 2774 | 2548 | 2705 | 2865 | 2960 | 3204 | 3529 | 4761 | 5103 | 3821 | 4334 | 2466 | 1780 | 1516 | 1118 | 848 | 53422 |
| Jun-15 | Tuesday | 23 | 610 | 327 | 289 | 284 | 378 | 804 | 1906 | 2683 | 2657 | 2461 | 2619 | 2646 | 2913 | 3242 | 3791 | 5149 | 5654 | 5506 | 3934 | 2710 | 2225 | 1994 | 1420 | 929 | 57131 |
| Jun-15 | Wednesday | 24 | 695 | 373 | 314 | 246 | 343 | 785 | 1869 | 2791 | 2686 | 2592 | 2722 | 2921 | 3091 | 3314 | 4157 | 5211 | 5566 | 5064 | 4243 | 2686 | 2273 | 1907 | 1402 | 1062 | 58313 |
| Jun-15 | Thursday | 25 | 656 | 390 | 302 | 275 | 330 | 740 | 1885 | 2787 | 2813 | 2603 | 2740 | 2953 | 3049 | 3550 | 4353 | 5441 | 5714 | 5503 | 4254 | 2949 | 2270 | 2006 | 1532 | 989 | 60084 |
| Jun-15 | Friday | 26 | 729 | 454 | 371 | 287 | 402 | 839 | 1848 | 2740 | 2821 | 2693 | 3036 | 3311 | 3502 | 3568 | 4231 | 5189 | 4862 | 4377 | 3510 | 2681 | 2201 | 2083 | 1667 | 1341 | 58743 |
| Jun-15 | Saturday | 27 | 923 | 547 | 456 | 320 | 356 | 629 | 1296 | 1869 | 2426 | 3001 | 3520 | 3365 | 3103 | 3171 | 3255 | 3279 | 3062 | 2737 | 2512 | 2198 | 1950 | 2018 | 1822 | 1293 | 49108 |
| Jun-15 | Sunday | 28 | 821 | 567 | 505 | 291 | 235 | 372 | 733 | 1050 | 1548 | 2170 | 2906 | 2951 | 3169 | 3386 | 3337 | 3578 | 3244 | 2902 | 2678 | 1976 | 1544 | 1325 | 1009 | 662 | 42959 |
| Jun-15 | Monday | 29 | 449 | 245 | 217 | 260 | 392 | 788 | 1898 | 2733 | 2718 | 2541 | 2681 | 2725 | 2979 | 3206 | 3358 | 4551 | 5399 | 5600 | 4127 | 2625 | 2014 | 1674 | 1163 | 900 | 55243 |
| Jun-15 | Tuesday | 30 | 613 | 362 | 310 | 265 | 358 | 763 | 1895 | 2762 | 2632 | 2476 | 2670 | 2896 | 3013 | 3303 | 4016 | 5276 | 5685 | 5527 | 4347 | 3110 | 1930 | 1704 | 1163 | 886 | 57962 |
| Jul-15 | Wednesday | 1 | 657 | 388 | 274 | 283 | 380 | 791 | 1980 | 2756 | 2727 | 2516 | 2735 | 2824 | 3096 | 3466 | 4099 | 5354 | 5792 | 5250 | 4410 | 2785 | 2312 | 1829 | 1504 | 946 | 59154 |
| Jul-15 | Thursday | 2 | 677 | 387 | 305 | 312 | 387 | 793 | 1837 | 2631 | 2709 | 2817 | 3035 | 3241 | 3483 | 3870 | 4557 | 5399 | 5730 | 5062 | 3896 | 2910 | 2359 | 1935 | 1345 | 954 | 60631 |
| Jul-15 | Friday | 3 | 750 | 401 | 313 | 255 | 319 | 497 | 1046 | 1672 | 1880 | 2167 | 2561 | 2746 | 3101 | 3169 | 3086 | 3520 | 3334 | 3034 | 2756 | 2311 | 1965 | 1922 | 1616 | 1209 | 45630 |
| Jul-15 | Saturday | 4 | 787 | 527 | 518 | 282 | 244 | 379 | 777 | 1166 | 1468 | 1959 | 2402 | 2407 | 2278 | 2289 | 2273 | 2289 | 2288 | 2074 | 2223 | 1887 | 1962 | 1895 | 2438 | 1390 | 38202 |
| Jul-15 | Sunday | 5 | 725 | 431 | 433 | 213 | 253 | 349 | 692 | 1214 | 1696 | 2515 | 3552 | 3809 | 4012 | 3989 | 3789 | 3416 | 3556 | 2959 | 2836 | 2152 | 1685 | 1484 | 1026 | 748 | 47534 |
| Jul-15 | Monday | 6 | 470 | 290 | 247 | 228 | 397 | 804 | 1927 | 2771 | 2936 | 3082 | 3173 | 3201 | 3204 | 3408 | 3882 | 5172 | 5429 | 5586 | 3715 | 2486 | 2062 | 1740 | 1246 | 842 | 58298 |
| Jul-15 | Tuesday | 7 | 556 | 356 | 285 | 268 | 372 | 797 | 1904 | 2780 | 2624 | 2455 | 2546 | 2792 | 2997 | 3063 | 3131 | 5291 | 5609 | 5662 | 3972 | 2519 | 1905 | 1837 | 1317 | 921 | 55959 |
| Jul-15 | Wednesday | 8 | 627 | 375 | 275 | 272 | 350 | 747 | 1907 | 2767 | 2642 | 2499 | 2678 | 2918 | 3039 | 3331 | 4179 | 5272 | 5714 | 5670 | 3997 | 2672 | 2206 | 1836 | 1450 | 1227 | 58650 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Jul-15 | Thursday | 9 | 648 | 438 | 273 | 289 | 357 | 739 | 1867 | 2760 | 2654 | 2603 | 2779 | 3127 | 3149 | 3590 | 4224 | 4532 | 5260 | 5703 | 4425 | 2851 | 2226 | 2033 | 1609 | 1025 | 59161 |
| Jul-15 | Friday | 10 | 669 | 429 | 353 | 325 | 379 | 761 | 1715 | 2717 | 2753 | 2637 | 3004 | 3304 | 3793 | 4011 | 4638 | 5407 | 5567 | 5401 | 3759 | 2719 | 2371 | 2119 | 1759 | 1495 | 62085 |
| Jul-15 | Saturday | 11 | 1003 | 613 | 467 | 323 | 327 | 635 | 1271 | 1805 | 2426 | 2926 | 3453 | 3297 | 3095 | 3129 | 3069 | 3158 | 3244 | 2948 | 2671 | 2474 | 2213 | 2279 | 1766 | 1211 | 49803 |
| Jul-15 | Sunday | 12 | 858 | 548 | 447 | 278 | 216 | 357 | 720 | 1130 | 1462 | 1976 | 2714 | 2959 | 3138 | 3320 | 3356 | 3314 | 3351 | 2885 | 2611 | 2164 | 1871 | 1493 | 1135 | 692 | 42995 |
| Jul-15 | Monday | 13 | 459 | 299 | 235 | 240 | 421 | 778 | 1926 | 2673 | 2740 | 2525 | 2727 | 2780 | 2987 | 3375 | 3792 | 5092 | 5348 | 5605 | 4087 | 2594 | 2034 | 1433 | 1067 | 890 | 56107 |
| Jul-15 | Tuesday | 14 | 593 | 365 | 262 | 255 | 385 | 763 | 1906 | 2592 | 2412 | 2415 | 2669 | 2806 | 2976 | 3321 | 4114 | 5205 | 5573 | 5473 | 4095 | 2717 | 2183 | 1699 | 1156 | 947 | 56882 |
| Jul-15 | Wednesday | 15 | 603 | 380 | 299 | 267 | 343 | 783 | 1869 | 2748 | 2700 | 2550 | 2777 | 3069 | 3199 | 3486 | 4098 | 5286 | 5676 | 5634 | 4228 | 2726 | 2270 | 1830 | 1316 | 984 | 59121 |
| Jul-15 | Thursday | 16 | 692 | 382 | 304 | 263 | 372 | 754 | 1855 | 2744 | 2992 | 2776 | 2957 | 3096 | 3213 | 3479 | 4165 | 5270 | 5493 | 5485 | 4406 | 2688 | 2265 | 1992 | 1442 | 936 | 60021 |
| Jul-15 | Friday | 17 | 691 | 435 | 354 | 339 | 370 | 778 | 1794 | 2556 | 2674 | 2831 | 3002 | 3273 | 3471 | 3682 | 4134 | 4803 | 5036 | 5395 | 4240 | 2848 | 2303 | 2122 | 1776 | 1324 | 60231 |
| Jul-15 | Saturday | 18 | 900 | 593 | 521 | 325 | 329 | 625 | 1192 | 1874 | 2444 | 2942 | 3401 | 3206 | 3089 | 2974 | 3127 | 3154 | 3236 | 3046 | 2729 | 2387 | 2196 | 2349 | 1755 | 1310 | 49704 |
| Jul-15 | Sunday | 19 | 943 | 598 | 534 | 285 | 269 | 341 | 692 | 1110 | 1534 | 2099 | 2945 | 3043 | 3415 | 3641 | 3461 | 3434 | 3052 | 3115 | 2719 | 2014 | 1484 | 1332 | 978 | 662 | 43700 |
| Jul-15 | Monday | 20 | 464 | 280 | 247 | 230 | 370 | 796 | 1896 | 2751 | 2878 | 2703 | 2900 | 2927 | 3007 | 3175 | 3835 | 5038 | 5054 | 5465 | 4299 | 2498 | 2008 | 1660 | 1184 | 878 | 56543 |
| Jul-15 | Tuesday | 21 | 641 | 357 | 292 | 265 | 376 | 755 | 1917 | 2788 | 2645 | 2515 | 2579 | 2826 | 3082 | 3160 | 3902 | 5200 | 5578 | 5065 | 4152 | 2577 | 2193 | 1776 | 1274 | 916 | 56831 |
| Jul-15 | Wednesday | 22 | 657 | 371 | 278 | 256 | 329 | 773 | 1880 | 2821 | 2684 | 2524 | 2632 | 2837 | 2929 | 3359 | 4085 | 5228 | 5279 | 5656 | 4152 | 2692 | 2320 | 1925 | 1420 | 962 | 58049 |
| Jul-15 | Thursday | 23 | 681 | 341 | 293 | 287 | 357 | 736 | 1910 | 2651 | 2912 | 2639 | 2858 | 3062 | 3246 | 3567 | 4263 | 5244 | 5338 | 4405 | 4329 | 3013 | 2142 | 1935 | 1309 | 925 | 58443 |
| Jul-15 | Friday | 24 | 708 | 436 | 352 | 335 | 398 | 796 | 1870 | 2673 | 2618 | 2710 | 3061 | 3393 | 3742 | 3972 | 4688 | 5109 | 5818 | 5277 | 3524 | 2709 | 2137 | 1930 | 1585 | 1244 | 61085 |
| Jul-15 | Saturday | 25 | 890 | 587 | 445 | 292 | 319 | 590 | 1168 | 1801 | 2331 | 2915 | 3433 | 3277 | 3009 | 2967 | 3178 | 3186 | 3102 | 2805 | 2727 | 2402 | 2205 | 2268 | 1700 | 1294 | 48891 |
| Jul-15 | Sunday | 26 | 882 | 579 | 576 | 317 | 224 | 339 | 690 | 1082 | 1445 | 2105 | 2923 | 3061 | 3375 | 3566 | 3305 | 3402 | 3234 | 2879 | 2706 | 2193 | 1899 | 1499 | 1112 | 707 | 44100 |
| Jul-15 | Monday | 27 | 464 | 294 | 237 | 218 | 365 | 808 | 1920 | 2774 | 2682 | 2572 | 2736 | 2779 | 3072 | 3183 | 3872 | 5133 | 4990 | 5773 | 3695 | 2484 | 2011 | 1630 | 1225 | 854 | 55771 |
| Jul-15 | Tuesday | 28 | 603 | 383 | 276 | 271 | 373 | 729 | 1902 | 2719 | 2685 | 2444 | 2515 | 2737 | 3038 | 3208 | 4045 | 5270 | 5583 | 5595 | 3981 | 2764 | 2156 | 1660 | 1261 | 891 | 57089 |
| Jul-15 | Wednesday | 29 | 628 | 376 | 266 | 273 | 348 | 787 | 1824 | 2734 | 2730 | 2430 | 2724 | 2715 | 3170 | 3366 | 4135 | 5209 | 5175 | 5377 | 4760 | 2818 | 2456 | 1777 | 1280 | 940 | 58298 |
| Jul-15 | Thursday | 30 | 666 | 412 | 316 | 271 | 346 | 777 | 1939 | 2773 | 2990 | 2790 | 2935 | 3073 | 3233 | 3456 | 4141 | 5349 | 5405 | 4529 | 4420 | 2871 | 2356 | 2005 | 1364 | 936 | 59353 |
| Jul-15 | Friday | 31 | 679 | 452 | 347 | 294 | 379 | 806 | 1782 | 2567 | 2746 | 2777 | 3158 | 3451 | 3857 | 3959 | 4523 | 5426 | 5836 | 5243 | 3905 | 2881 | 2253 | 1996 | 1573 | 1301 | 62191 |
| Aug-15 | Saturday | 1 | 921 | 590 | 468 | 309 | 334 | 589 | 1222 | 1661 | 2119 | 2712 | 3299 | 3344 | 3301 | 3049 | 3284 | 3071 | 3087 | 2914 | 2547 | 2335 | 2194 | 2161 | 1751 | 1244 | 48506 |
| Aug-15 | Sunday | 2 | 841 | 643 | 551 | 289 | 243 | 337 | 670 | 1022 | 1485 | 2039 | 2748 | 2996 | 3202 | 3326 | 3694 | 3192 | 2750 | 2579 | 2437 | 2010 | 1654 | 1321 | 1022 | 694 | 41745 |
| Aug-15 | Monday | 3 | 409 | 274 | 236 | 216 | 347 | 758 | 1893 | 2687 | 2686 | 2615 | 2845 | 2957 | 3211 | 3071 | 3847 | 5082 | 4895 | 5262 | 4351 | 2440 | 1949 | 1558 | 1129 | 851 | 55569 |
| Aug-15 | Tuesday | 4 | 614 | 383 | 284 | 263 | 357 | 751 | 1843 | 2757 | 2650 | 2441 | 2589 | 2785 | 2865 | 3233 | 3805 | 4712 | 5362 | 5283 | 4421 | 2675 | 2145 | 1799 | 1336 | 928 | 56281 |
| Aug-15 | Wednesday | 5 | 632 | 390 | 278 | 293 | 374 | 803 | 1900 | 2709 | 2580 | 2396 | 2735 | 2875 | 2991 | 3397 | 4114 | 5352 | 5219 | 5162 | 4414 | 2844 | 2203 | 1835 | 1326 | 1143 | 57965 |
| Aug-15 | Thursday | 6 | 684 | 398 | 302 | 278 | 366 | 770 | 1941 | 2742 | 2667 | 2535 | 2772 | 3036 | 3313 | 3598 | 3900 | 4828 | 4961 | 5518 | 4289 | 2624 | 2105 | 1720 | 1285 | 888 | 57520 |
| Aug-15 | Friday | 7 | 679 | 406 | 347 | 281 | 378 | 743 | 1712 | 2623 | 2706 | 2723 | 2905 | 3305 | 3684 | 3946 | 4630 | 5189 | 5618 | 5423 | 3948 | 2906 | 2477 | 2191 | 1870 | 1455 | 62145 |
| Aug-15 | Saturday | 8 | 930 | 601 | 442 | 321 | 355 | 579 | 1238 | 1874 | 2383 | 2789 | 3432 | 3196 | 3038 | 3168 | 3267 | 3417 | 3405 | 3261 | 2933 | 2777 | 2377 | 2316 | 1850 | 1395 | 51344 |
| Aug-15 | Sunday | 9 | 814 | 563 | 508 | 305 | 237 | 328 | 719 | 1093 | 1573 | 2159 | 3072 | 3462 | 3424 | 3667 | 3635 | 3658 | 3677 | 3310 | 2981 | 2430 | 2026 | 1564 | 1108 | 692 | 47005 |
| Aug-15 | Monday | 10 | 439 | 290 | 253 | 253 | 358 | 802 | 1900 | 2799 | 2646 | 2435 | 2831 | 2887 | 2977 | 3226 | 3907 | 5112 | 5678 | 4941 | 4228 | 2622 | 2109 | 1566 | 1131 | 837 | 56227 |
| Aug-15 | Tuesday | 11 | 523 | 381 | 292 | 239 | 354 | 785 | 1923 | 2794 | 2698 | 2419 | 2679 | 2764 | 3033 | 3272 | 4016 | 5030 | 5355 | 5270 | 4284 | 2740 | 2169 | 1697 | 1298 | 887 | 56902 |
| Aug-15 | Wednesday | 12 | 593 | 364 | 310 | 266 | 367 | 806 | 2009 | 3046 | 2771 | 2540 | 2782 | 2869 | 3157 | 3459 | 3929 | 5352 | 5604 | 5465 | 4235 | 2876 | 2281 | 1797 | 1330 | 1065 | 59273 |
| Aug-15 | Thursday | 13 | 637 | 391 | 358 | 266 | 366 | 757 | 1937 | 3065 | 2795 | 2432 | 2695 | 2884 | 3068 | 3572 | 4241 | 5366 | 5781 | 5270 | 4203 | 2686 | 2403 | 1959 | 1545 | 1166 | 59843 |
| Aug-15 | Friday | 14 | 712 | 399 | 343 | 287 | 388 | 730 | 1834 | 2813 | 2755 | 2704 | 3025 | 3391 | 3866 | 4057 | 4614 | 5633 | 5498 | 5478 | 3804 | 2888 | 2379 | 2201 | 1733 | 1616 | 63148 |
| Aug-15 | Saturday | 15 | 879 | 565 | 501 | 264 | 383 | 605 | 1189 | 1812 | 2388 | 2822 | 3261 | 3276 | 3106 | 3194 | 3443 | 3427 | 3405 | 3248 | 2890 | 2558 | 2292 | 2200 | 1699 | 1255 | 50662 |
| Aug-15 | Sunday | 16 | 780 | 604 | 531 | 293 | 228 | 368 | 673 | 1073 | 1473 | 2126 | 2772 | 3001 | 3370 | 3544 | 3548 | 3550 | 3279 | 3240 | 2981 | 2355 | 1827 | 1372 | 909 | 623 | 44520 |
| Aug-15 | Monday | 17 | 432 | 261 | 208 | 233 | 347 | 819 | 2174 | 2619 | 2605 | 2504 | 2599 | 2860 | 3025 | 3345 | 3954 | 5133 | 5551 | 5448 | 3496 | 2424 | 1922 | 1459 | 1059 | 789 | 55266 |
| Aug-15 | Tuesday | 18 | 538 | 361 | 273 | 262 | 338 | 782 | 2051 | 2689 | 2590 | 2313 | 2494 | 2768 | 2872 | 3272 | 3929 | 4449 | 5272 | 5111 | 4167 | 2432 | 1865 | 1413 | 1063 | 817 | 54121 |
| Aug-15 | Wednesday | 19 | 565 | 329 | 274 | 229 | 356 | 789 | 1994 | 2681 | 2591 | 2472 | 2605 | 2805 | 2839 | 3355 | 3997 | 5199 | 5551 | 4910 | 4093 | 2477 | 2019 | 1301 | 1196 | 851 | 55478 |
| Aug-15 | Thursday | 20 | 576 | 369 | 278 | 264 | 344 | 782 | 2053 | 2743 | 2688 | 2404 | 2655 | 2780 | 3048 | 3404 | 4125 | 4428 | 5375 | 5384 | 4304 | 2520 | 2020 | 1651 | 1244 | 886 | 56325 |
| Aug-15 | Friday | 21 | 625 | 408 | 345 | 316 | 383 | 788 | 1966 | 2610 | 2748 | 2669 | 2885 | 3215 | 3594 | 3955 | 4433 | 5400 | 5482 | 4457 | 4361 | 2770 | 2222 | 1934 | 1646 | 1356 | 60568 |
| Aug-15 | Saturday | 22 | 849 | 516 | 392 | 289 | 304 | 521 | 1131 | 1667 | 2115 | 2447 | 2971 | 2877 | 2890 | 3128 | 2989 | 3197 | 3102 | 2999 | 2783 | 2426 | 2017 | 1846 | 1454 | 1177 | 46087 |
| Aug-15 | Sunday | 23 | 727 | 542 | 441 | 231 | 221 | 333 | 644 | 974 | 1345 | 1947 | 2638 | 2870 | 3286 | 3387 | 3428 | 3391 | 3142 | 3002 | 2813 | 2131 | 1561 | 1051 | 871 | 628 | 41604 |
| Aug-15 | Monday | 24 | 398 | 212 | 218 | 232 | 358 | 831 | 2020 | 2757 | 2792 | 2386 | 2591 | 2738 | 2939 | 1904 | 2566 | 5293 | 5175 | 5215 | 4180 | 2539 | 2036 | 1470 | 1035 | 796 | 52681 |
| Aug-15 | Tuesday | 25 | 526 | 317 | 251 | 230 | 375 | 814 | 2069 | 2790 | 2750 | 2378 | 2553 | 2762 | 2890 | 3171 | 3831 | 5210 | 5399 | 5327 | 4320 | 2635 | 2097 | 1598 | 1097 | 844 | 56234 |
| Aug-15 | Wednesday | 26 | 536 | 324 | 291 | 271 | 340 | 808 | 1996 | 2774 | 2723 | 2335 | 2537 | 2712 | 2984 | 3327 | 3973 | 5239 | 5399 | 5426 | 4019 | 2673 | 2332 | 1646 | 1191 | 816 | 56672 |
| Aug-15 | Thursday | 27 | 565 | 339 | 289 | 266 | 339 | 788 | 1994 | 2842 | 2782 | 2682 | 2865 | 3031 | 3071 | 3394 | 4013 | 5342 | 5576 | 4907 | 4525 | 2923 | 2218 | 1735 | 1222 | 891 | 58599 |
| Aug-15 | Friday | 28 | 571 | 413 | 337 | 298 | 382 | 730 | 1863 | 2666 | 2783 | 2533 | 2811 | 3200 | 3689 | 3950 | 4696 | 5590 | 5709 | 5449 | 3836 | 2789 | 2157 | 1810 | 1589 | 1271 | 61122 |
| Aug-15 | Saturday | 29 | 885 | 541 | 411 | 304 | 263 | 548 | 1008 | 1489 | 1831 | 2303 | 2626 | 2861 | 2931 | 3112 | 3223 | 3159 | 3182 | 2861 | 2571 | 2483 | 2179 | 2059 | 1561 | 1187 | 45578 |
| Aug-15 | Sunday | 30 | 748 | 573 | 530 | 276 | 204 | 281 | 611 | 852 | 1182 | 1724 | 2566 | 2740 | 2966 | 3302 | 3355 | 3143 | 2673 | 2404 | 2207 | 1825 | 1372 | 1027 | 823 | 614 | 37998 |
| Aug-15 | Monday | 31 | 359 | 212 | 191 | 223 | 331 | 685 | 1731 | 2205 | 2671 | 2269 | 2548 | 2743 | 2862 | 3047 | 3701 | 4687 | 5106 | 4816 | 4209 | 2509 | 2170 | 1507 | 1044 | 791 | 52617 |
| Sep-15 | Tuesday | 1 | 502 | 364 | 287 | 259 | 342 | 791 | 2046 | 2702 | 2516 | 2243 | 2445 | 2701 | 2806 | 3309 | 3834 | 5149 | 5071 | 5114 | 4661 | 2801 | 2299 | 1721 | 1172 | 803 | 55938 |
| Sep-15 | Wednesday | 2 | 518 | 336 | 280 | 252 | 298 | 771 | 2062 | 2750 | 2537 | 2348 | 2640 | 2758 | 2841 | 3280 | 3992 | 5196 | 5560 | 5600 | 4047 | 2762 | 2372 | 1731 | 1241 | 862 | 57034 |
| Sep-15 | Thursday | 3 | 527 | 348 | 326 | 244 | 360 | 761 | 2030 | 2775 | 2728 | 2545 | 2716 | 3041 | 3310 | 3508 | 4140 | 5300 | 5561 | 5136 | 4437 | 3066 | 2219 | 1633 | 1253 | 856 | 58820 |
| Sep-15 | Friday | 4 | 594 | 361 | 319 | 277 | 371 | 755 | 1868 | 2701 | 2546 | 2486 | 2961 | 3270 | 3857 | 4144 | 4908 | 5271 | 5550 | 4919 | 4151 | 2896 | 2293 | 1790 | 1583 | 1179 | 61050 |
| Sep-15 | Saturday | 5 | 863 | 589 | 481 | 288 | 261 | 489 | 943 | 1442 | 2007 | 2416 | 2666 | 2712 | 2603 | 2736 | 2865 | 2954 | 2938 | 2999 | 2649 | 2373 | 2139 | 1836 | 1703 | 1163 | 44115 |
| Sep-15 | Sunday | 6 | 788 | 560 | 460 | 262 | 170 | 290 | 564 | 894 | 1229 | 1800 | 2241 | 2386 | 2937 | 2969 | 3121 | 3067 | 2807 | 2749 | 2694 | 2022 | 1659 | 1393 | 1127 | 862 | 39051 |
| Sep-15 | Monday | 7 | 549 | 346 | 282 | 161 | 218 | 369 | 785 | 1178 | 1698 | 2388 | 3128 | 3597 | 3506 | 3511 | 3675 | 3695 | 3207 | 2780 | 2388 | 2112 | 1733 | 1243 | 897 | 606 | 44052 |
| Sep-15 | Tuesday | 8 | 347 | 224 | 196 | 218 | 358 | 840 | 2119 | 2929 | 2824 | 2609 | 2797 | 2922 | 3046 | 3365 | 3897 | 5197 | 5303 | 5345 | 4136 | 2698 | 2193 | 1590 | 1104 | 836 | 57093 |
| Sep-15 | Wednesday | 9 | 523 | 334 | 296 | 265 | 348 | 754 | 2040 | 2843 | 2652 | 2399 | 2643 | 2671 | 3034 | 3336 | 3910 | 5264 | 5610 | 5320 | 5075 | 3006 | 2333 | 1698 | 1144 | 801 | 58299 |
| Sep-15 | Thursday | 10 | 513 | 355 | 303 | 267 | 350 | 796 | 2100 | 2648 | 2843 | 2527 | 2716 | 2765 | 3198 | 3493 | 4007 | 4842 | 5248 | 5596 | 4624 | 2974 | 2257 | 1717 | 1218 | 855 | 58212 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sep-15 | Friday | 11 | 603 | 377 | 319 | 310 | 355 | 786 | 1971 | 2676 | 2687 | 2607 | 2930 | 3220 | 3720 | 4172 | 4762 | 5374 | 5638 | 5508 | 4316 | 2968 | 2305 | 1895 | 1586 | 1357 | 62442 |
| Sep-15 | Saturday | 12 | 830 | 522 | 397 | 257 | 345 | 617 | 1075 | 1588 | 1927 | 2325 | 2733 | 2851 | 2990 | 3053 | 2960 | 3035 | 2964 | 2635 | 2438 | 2126 | 1922 | 1997 | 1501 | 1148 | 44236 |
| Sep-15 | Sunday | 13 | 722 | 498 | 451 | 268 | 204 | 318 | 616 | 948 | 1436 | 1961 | 2694 | 2725 | 3144 | 3079 | 3180 | 3333 | 3256 | 2991 | 2771 | 2332 | 1842 | 1220 | 834 | 610 | 41433 |
| Sep-15 | Monday | 14 | 411 | 272 | 208 | 224 | 357 | 821 | 1994 | 2714 | 2720 | 2561 | 2644 | 2696 | 3038 | 3289 | 3715 | 4948 | 5519 | 5285 | 4162 | 2758 | 2080 | 1482 | 1084 | 781 | 55763 |
| Sep-15 | Tuesday | 15 | 540 | 334 | 266 | 263 | 351 | 790 | 2023 | 2775 | 2622 | 2291 | 2566 | 2689 | 2871 | 3345 | 3986 | 5126 | 5648 | 5461 | 3489 | 2930 | 2497 | 1650 | 1119 | 831 | 56463 |
| Sep-15 | Wednesday | 16 | 574 | 344 | 284 | 276 | 336 | 806 | 2048 | 2784 | 2744 | 2539 | 2699 | 2748 | 3001 | 3362 | 4029 | 5331 | 5698 | 5282 | 4262 | 2732 | 2405 | 1638 | 1172 | 803 | 57897 |
| Sep-15 | Thursday | 17 | 606 | 349 | 301 | 244 | 362 | 778 | 2087 | 2697 | 2718 | 2496 | 2639 | 2994 | 3134 | 3342 | 4021 | 5343 | 5672 | 5572 | 4215 | 2857 | 2261 | 1717 | 1228 | 915 | 58548 |
| Sep-15 | Friday | 18 | 612 | 378 | 309 | 277 | 340 | 806 | 1948 | 2637 | 2657 | 2489 | 2845 | 3317 | 3822 | 4182 | 4728 | 5614 | 5454 | 5809 | 3903 | 2853 | 2229 | 1926 | 1801 | 1436 | 62372 |
| Sep-15 | Saturday | 19 | 908 | 547 | 459 | 268 | 311 | 587 | 1091 | 1565 | 2124 | 2461 | 2750 | 2742 | 2951 | 2992 | 3089 | 3108 | 3214 | 2979 | 2663 | 2466 | 2270 | 1987 | 1618 | 1181 | 46331 |
| Sep-15 | Sunday | 20 | 772 | 530 | 459 | 274 | 218 | 312 | 646 | 1000 | 1550 | 2078 | 2902 | 2983 | 3294 | 3513 | 3329 | 3254 | 3084 | 3051 | 2697 | 2288 | 1770 | 1149 | 831 | 582 | 42566 |
| Sep-15 | Monday | 21 | 403 | 231 | 194 | 238 | 333 | 829 | 1985 | 2794 | 2606 | 2595 | 2663 | 2745 | 2932 | 3256 | 3833 | 5392 | 5562 | 5675 | 3720 | 2626 | 1998 | 1464 | 1027 | 723 | 55824 |
| Sep-15 | Tuesday | 22 | 549 | 290 | 254 | 268 | 348 | 841 | 2089 | 2848 | 2622 | 2351 | 2509 | 2688 | 2911 | 3247 | 3801 | 5205 | 5396 | 5560 | 4154 | 2754 | 2174 | 1529 | 1116 | 812 | 56316 |
| Sep-15 | Wednesday | 23 | 556 | 360 | 277 | 237 | 373 | 821 | 2065 | 2849 | 2622 | 2326 | 2515 | 2726 | 2948 | 3320 | 3972 | 5545 | 5457 | 5682 | 3877 | 2700 | 2168 | 1565 | 1162 | 815 | 56938 |
| Sep-15 | Thursday | 24 | 536 | 328 | 282 | 243 | 370 | 823 | 2106 | 2787 | 2679 | 2596 | 2757 | 3017 | 3193 | 3423 | 3918 | 4918 | 5088 | 5198 | 3727 | 2564 | 2050 | 1569 | 1185 | 840 | 56197 |
| Sep-15 | Friday | 25 | 578 | 363 | 313 | 278 | 324 | 741 | 1857 | 2646 | 2633 | 2545 | 2856 | 3232 | 3579 | 4030 | 4795 | 5489 | 5777 | 5690 | 3894 | 2991 | 2182 | 1976 | 1675 | 1332 | 61776 |
| Sep-15 | Saturday | 26 | 890 | 551 | 475 | 297 | 280 | 494 | 1009 | 1605 | 2309 | 2471 | 2742 | 2847 | 2856 | 3086 | 3182 | 3137 | 3115 | 2813 | 2606 | 2391 | 1922 | 2004 | 1718 | 1161 | 45961 |
| Sep-15 | Sunday | 27 | 740 | 508 | 441 | 232 | 234 | 302 | 649 | 1013 | 1503 | 2145 | 3068 | 3014 | 3340 | 3515 | 3389 | 3121 | 3064 | 2842 | 2503 | 2232 | 1514 | 1045 | 893 | 597 | 41904 |
| Sep-15 | Monday | 28 | 401 | 225 | 198 | 212 | 368 | 810 | 2067 | 2738 | 2739 | 2446 | 2670 | 2733 | 2939 | 3101 | 3750 | 4977 | 5558 | 5655 | 3493 | 2583 | 1924 | 1395 | 1044 | 739 | 54765 |
| Sep-15 | Tuesday | 29 | 507 | 297 | 247 | 256 | 364 | 792 | 2015 | 2745 | 2544 | 2430 | 2487 | 2705 | 2895 | 3239 | 2983 | 4441 | 4599 | 4870 | 4460 | 2936 | 2070 | 1512 | 1124 | 812 | 53330 |
| Sep-15 | Wednesday | 30 | 571 | 309 | 261 | 251 | 318 | 768 | 2033 | 2771 | 2662 | 2367 | 2627 | 2820 | 3082 | 3265 | 4056 | 4838 | 3814 | 4543 | 4600 | 2721 | 2185 | 1509 | 1123 | 798 | 54292 |
| Oct-15 | Thursday | 1 | 575 | 358 | 278 | 244 | 352 | 828 | 1991 | 2862 | 2655 | 2616 | 2821 | 2993 | 3261 | 3181 | 4436 | 4651 | 4751 | 4733 | 4031 | 2136 | 1939 | 1387 | 979 | 808 | 54866 |
| Oct-15 | Friday | 2 | 588 | 345 | 277 | 251 | 306 | 645 | 1487 | 2398 | 2531 | 2494 | 2914 | 3429 | 3594 | 3815 | 4363 | 4949 | 4684 | 3918 | 2908 | 1981 | 1486 | 1215 | 1026 | 799 | 52403 |
| Oct-15 | Saturday | 3 | 577 | 347 | 268 | 183 | 167 | 289 | 627 | 839 | 1162 | 1165 | 1438 | 1523 | 1538 | 1483 | 1490 | 1411 | 1238 | 1233 | 1086 | 889 | 644 | 514 | 449 | 349 | 20909 |
| Oct-15 | Sunday | 4 | 241 | 151 | 121 | 96 | 98 | 195 | 409 | 611 | 900 | 1206 | 1773 | 1916 | 1745 | 1597 | 1536 | 1402 | 1396 | 1289 | 1277 | 937 | 681 | 523 | 404 | 311 | 20815 |
| Oct-15 | Monday | 5 | 198 | 124 | 96 | 95 | 148 | 384 | 1090 | 1709 | 1709 | 1720 | 1844 | 1923 | 2136 | 2232 | 2620 | 3146 | 3427 | 3535 | 2326 | 1731 | 1268 | 889 | 789 | 661 | 35800 |
| Oct-15 | Tuesday | 6 | 390 | 260 | 203 | 211 | 301 | 635 | 1646 | 2409 | 2268 | 2295 | 2380 | 2467 | 2547 | 2874 | 3470 | 4656 | 5112 | 5201 | 3953 | 2708 | 1982 | 1369 | 1112 | 772 | 51221 |
| Oct-15 | Wednesday | 7 | 536 | 334 | 275 | 258 | 340 | 748 | 1803 | 2412 | 2497 | 2121 | 2225 | 2504 | 2761 | 3187 | 3833 | 5154 | 5570 | 5366 | 4192 | 3170 | 2360 | 1707 | 1192 | 847 | 55392 |
| Oct-15 | Thursday | 8 | 633 | 367 | 289 | 249 | 355 | 793 | 2007 | 2720 | 2594 | 2531 | 2594 | 2701 | 2881 | 3345 | 4035 | 5346 | 5548 | 4678 | 2631 | 4114 | 2465 | 1741 | 1284 | 860 | 56761 |
| Oct-15 | Friday | 9 | 656 | 406 | 335 | 305 | 361 | 715 | 1747 | 2669 | 2656 | 2410 | 2916 | 3220 | 3637 | 4237 | 4864 | 5524 | 5673 | 5602 | 3939 | 3037 | 2218 | 1903 | 1581 | 1380 | 61991 |
| Oct-15 | Saturday | 10 | 916 | 530 | 503 | 286 | 326 | 483 | 1027 | 1429 | 1883 | 2150 | 2463 | 2672 | 2859 | 2983 | 2846 | 2736 | 2588 | 2606 | 2509 | 2266 | 1847 | 1630 | 1345 | 1031 | 41914 |
| Oct-15 | Sunday | 11 | 721 | 472 | 425 | 244 | 227 | 317 | 636 | 976 | 1416 | 1955 | 2642 | 2664 | 3112 | 3292 | 3227 | 3241 | 3036 | 2854 | 2511 | 2331 | 1539 | 1032 | 858 | 622 | 40350 |
| Oct-15 | Monday | 12 | 429 | 283 | 204 | 196 | 329 | 803 | 1943 | 2802 | 2729 | 2451 | 2578 | 2933 | 2997 | 3305 | 3926 | 4782 | 5278 | 5358 | 3641 | 2555 | 1893 | 1496 | 1092 | 791 | 54794 |
| Oct-15 | Tuesday | 13 | 501 | 281 | 236 | 244 | 352 | 769 | 2083 | 2749 | 2642 | 2393 | 2576 | 2849 | 2964 | 3395 | 4198 | 5302 | 5748 | 5577 | 4220 | 2741 | 1990 | 1557 | 1129 | 815 | 57311 |
| Oct-15 | Wednesday | 14 | 565 | 313 | 236 | 233 | 369 | 772 | 2110 | 2852 | 2704 | 2528 | 2691 | 2801 | 2972 | 3307 | 4072 | 5189 | 5494 | 5468 | 4489 | 2832 | 2331 | 1651 | 1247 | 836 | 58062 |
| Oct-15 | Thursday | 15 | 593 | 342 | 272 | 248 | 394 | 767 | 2020 | 2833 | 2802 | 2467 | 2522 | 2735 | 3088 | 3522 | 4130 | 5169 | 5280 | 5437 | 4647 | 3128 | 2228 | 1749 | 1274 | 966 | 58613 |
| Oct-15 | Friday | 16 | 646 | 432 | 346 | 281 | 372 | 775 | 1921 | 2662 | 2688 | 2744 | 2979 | 3258 | 3832 | 3120 | 3864 | 5268 | 4909 | 5401 | 5039 | 3370 | 2572 | 2417 | 1704 | 1269 | 61869 |
| Oct-15 | Saturday | 17 | 970 | 494 | 455 | 268 | 308 | 533 | 1175 | 1737 | 2112 | 2417 | 2874 | 3097 | 3170 | 3225 | 3126 | 3240 | 3233 | 2932 | 2638 | 2459 | 1948 | 1984 | 1602 | 1255 | 47252 |
| Oct-15 | Sunday | 18 | 798 | 486 | 418 | 240 | 215 | 293 | 625 | 1002 | 1567 | 2146 | 2964 | 3005 | 3241 | 3324 | 3312 | 3482 | 3520 | 3090 | 2720 | 2274 | 1567 | 1051 | 838 | 610 | 42788 |
| Oct-15 | Monday | 19 | 441 | 209 | 191 | 236 | 366 | 840 | 2042 | 2706 | 2703 | 2391 | 2611 | 2779 | 2893 | 3136 | 3820 | 4980 | 4848 | 3906 | 3943 | 2406 | 1849 | 1421 | 1126 | 773 | 52616 |
| Oct-15 | Tuesday | 20 | 479 | 317 | 293 | 254 | 335 | 818 | 1979 | 2812 | 2613 | 2354 | 2523 | 2657 | 2825 | 3361 | 4058 | 4501 | 5180 | 5531 | 4475 | 2926 | 2078 | 1604 | 1212 | 856 | 56041 |
| Oct-15 | Wednesday | 21 | 569 | 313 | 254 | 274 | 341 | 841 | 2001 | 2773 | 2876 | 2421 | 2637 | 2844 | 3134 | 3348 | 4165 | 5278 | 5202 | 4410 | 4191 | 3633 | 2526 | 1649 | 1243 | 800 | 57723 |
| Oct-15 | Thursday | 22 | 553 | 367 | 264 | 262 | 361 | 797 | 2019 | 2740 | 2688 | 2683 | 2911 | 2989 | 3171 | 3594 | 4384 | 5394 | 5381 | 5439 | 4318 | 2960 | 2309 | 1842 | 1525 | 929 | 59880 |
| Oct-15 | Friday | 23 | 591 | 376 | 328 | 269 | 406 | 772 | 1914 | 2632 | 2747 | 2709 | 3038 | 3493 | 3901 | 4283 | 4910 | 5439 | 5491 | 5469 | 4187 | 3040 | 2050 | 1884 | 1694 | 1419 | 63042 |
| Oct-15 | Saturday | 24 | 963 | 502 | 438 | 283 | 309 | 503 | 1120 | 1553 | 2080 | 2302 | 2549 | 2672 | 2875 | 3102 | 3116 | 3225 | 3344 | 2918 | 2844 | 2502 | 1899 | 2005 | 1936 | 1347 | 46387 |
| Oct-15 | Sunday | 25 | 876 | 488 | 444 | 243 | 190 | 301 | 651 | 966 | 1506 | 2048 | 2882 | 2851 | 3305 | 3511 | 3437 | 3458 | 3225 | 2996 | 2701 | 2270 | 1516 | 1036 | 887 | 597 | 42385 |
| Oct-15 | Monday | 26 | 383 | 218 | 190 | 199 | 351 | 853 | 2105 | 2705 | 2575 | 2465 | 2654 | 2805 | 3010 | 3252 | 3864 | 5188 | 5548 | 5101 | 3942 | 2368 | 1796 | 1384 | 1076 | 740 | 54772 |
| Oct-15 | Tuesday | 27 | 519 | 318 | 236 | 209 | 330 | 761 | 2034 | 2589 | 2337 | 2601 | 2780 | 2874 | 2908 | 3101 | 3975 | 4945 | 4529 | 5029 | 4019 | 2466 | 2067 | 1479 | 1135 | 725 | 53966 |
| Oct-15 | Wednesday | 28 | 534 | 338 | 236 | 239 | 338 | 760 | 1961 | 2690 | 2574 | 2418 | 2553 | 2660 | 2918 | 3356 | 3864 | 4370 | 5322 | 5139 | 3991 | 2603 | 2085 | 1485 | 1275 | 863 | 54572 |
| Oct-15 | Thursday | 29 | 573 | 304 | 328 | 231 | 369 | 790 | 1969 | 2825 | 2765 | 2442 | 2654 | 2944 | 3223 | 3564 | 4284 | 5452 | 5562 | 5192 | 4259 | 2961 | 2336 | 1725 | 1261 | 903 | 58916 |
| Oct-15 | Friday | 30 | 613 | 357 | 350 | 263 | 378 | 771 | 1856 | 2617 | 2665 | 2533 | 2892 | 3235 | 3670 | 4320 | 4677 | 5460 | 5509 | 5162 | 3884 | 2909 | 2146 | 1832 | 1822 | 1423 | 61344 |
| Oct-15 | Saturday | 31 | 921 | 498 | 448 | 255 | 308 | 469 | 998 | 1448 | 1827 | 2117 | 2478 | 2630 | 2832 | 2770 | 3074 | 3069 | 3161 | 3196 | 2596 | 2071 | 1666 | 1544 | 1201 | 1090 | 42667 |
| Nov-15 | Sunday | 1 | 802 | 506 | 521 | 421 | 471 | 323 | 651 | 1100 | 1589 | 2090 | 2732 | 3150 | 3398 | 3342 | 3333 | 3147 | 3055 | 2949 | 2550 | 1805 | 1280 | 943 | 677 | 491 | 41326 |
| Nov-15 | Monday | 2 | 319 | 232 | 183 | 194 | 353 | 772 | 2041 | 2802 | 2697 | 2417 | 2574 | 2764 | 3050 | 3232 | 3839 | 4922 | 4772 | 4663 | 4219 | 2510 | 1752 | 1329 | 957 | 768 | 53361 |
| Nov-15 | Tuesday | 3 | 503 | 325 | 257 | 220 | 319 | 690 | 2003 | 2438 | 2553 | 2444 | 2467 | 2579 | 2880 | 3083 | 4138 | 4592 | 5246 | 5418 | 3716 | 2229 | 1743 | 1455 | 1225 | 855 | 53378 |
| Nov-15 | Wednesday | 4 | 519 | 311 | 273 | 242 | 362 | 770 | 1995 | 2715 | 2838 | 2428 | 2701 | 2706 | 3014 | 3403 | 4115 | 5315 | 5527 | 5231 | 4251 | 2501 | 1621 | 1774 | 1180 | 808 | 56600 |
| Nov-15 | Thursday | 5 | 507 | 334 | 253 | 257 | 339 | 757 | 2092 | 2658 | 2725 | 2466 | 2694 | 2912 | 3181 | 3595 | 4487 | 5412 | 5824 | 5488 | 4615 | 2658 | 2041 | 1621 | 1301 | 835 | 59052 |
| Nov-15 | Friday | 6 | 662 | 379 | 321 | 255 | 350 | 751 | 1913 | 2681 | 2629 | 2615 | 2875 | 3322 | 3747 | 4332 | 5125 | 5731 | 5738 | 5409 | 4350 | 2862 | 2092 | 1910 | 1652 | 1194 | 62895 |
| Nov-15 | Saturday | 7 | 830 | 511 | 393 | 274 | 269 | 494 | 1109 | 1657 | 1930 | 2380 | 2801 | 3018 | 3158 | 3306 | 3529 | 3530 | 3394 | 3434 | 3138 | 2292 | 1806 | 1568 | 1480 | 1084 | 47385 |
| Nov-15 | Sunday | 8 | 716 | 498 | 407 | 246 | 221 | 308 | 691 | 1160 | 1852 | 2336 | 3104 | 3086 | 3238 | 3352 | 3202 | 3017 | 2830 | 2760 | 2285 | 1719 | 1263 | 919 | 736 | 523 | 40469 |
| Nov-15 | Monday | 9 | 326 | 235 | 185 | 197 | 309 | 701 | 1859 | 2367 | 2083 | 2360 | 2418 | 2584 | 2811 | 2915 | 3786 | 4533 | 4863 | 5066 | 2978 | 2569 | 1648 | 1329 | 1048 | 776 | 49946 |
| Nov-15 | Tuesday | 10 | 503 | 287 | 231 | 204 | 334 | 781 | 2020 | 2778 | 2605 | 2426 | 2568 | 2654 | 2912 | 3122 | 3998 | 5292 | 5399 | 5261 | 4147 | 2553 | 2004 | 1527 | 1186 | 787 | 55579 |
| Nov-15 | Wednesday | 11 | 543 | 304 | 253 | 225 | 333 | 745 | 2040 | 2648 | 2519 | 2375 | 2497 | 2665 | 3026 | 3288 | 4007 | 4885 | 5158 | 5100 | 3772 | 2548 | 2083 | 1649 | 1205 | 808 | 54676 |
| Nov-15 | Thursday | 12 | 514 | 297 | 245 | 252 | 309 | 740 | 2062 | 2808 | 2700 | 2531 | 2579 | 2762 | 3145 | 3494 | 3544 | 4044 | 5280 | 5523 | 4113 | 2676 | 2187 | 1641 | 1229 | 884 | 55559 |
| Nov-15 | Friday | 13 | 595 | 376 | 300 | 261 | 369 | 715 | 1881 | 2735 | 2730 | 2786 | 3028 | 3269 | 3663 | 4090 | 2366 | 5332 | 5112 | 5273 | 4759 | 2740 | 2198 | 2038 | 1712 | 1261 | 59589 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nov-15 | Saturday | 14 | 839 | 461 | 440 | 246 | 283 | 581 | 1206 | 1924 | 2362 | 2362 | 2510 | 2674 | 2888 | 2880 | 3004 | 3262 | 3269 | 3268 | 2758 | 2251 | 1823 | 1685 | 1712 | 1113 | 45801 |
| Nov-15 | Sunday | 15 | 664 | 507 | 435 | 261 | 222 | 316 | 661 | 967 | 1439 | 1990 | 2594 | 2834 | 3070 | 3243 | 3314 | 3104 | 3211 | 2999 | 2466 | 1858 | 1380 | 1074 | 866 | 556 | 40031 |
| Nov-15 | Monday | 16 | 312 | 238 | 214 | 213 | 351 | 796 | 2012 | 2552 | 2625 | 2416 | 2554 | 2666 | 2940 | 3170 | 3914 | 5042 | 5442 | 5200 | 4169 | 2390 | 1853 | 1361 | 1020 | 765 | 54215 |
| Nov-15 | Tuesday | 17 | 486 | 298 | 263 | 229 | 351 | 789 | 2036 | 2770 | 2639 | 2260 | 2411 | 2622 | 2924 | 3235 | 4060 | 5081 | 5286 | 5377 | 3909 | 2773 | 1992 | 1436 | 1100 | 815 | 55142 |
| Nov-15 | Wednesday | 18 | 505 | 329 | 280 | 236 | 329 | 803 | 1981 | 2744 | 2846 | 2437 | 2759 | 2745 | 3017 | 3471 | 4107 | 5284 | 5532 | 5220 | 3980 | 2826 | 2104 | 1594 | 1209 | 766 | 57104 |
| Nov-15 | Thursday | 19 | 521 | 354 | 284 | 223 | 318 | 736 | 1847 | 2614 | 2619 | 2449 | 2625 | 2837 | 2998 | 3432 | 4092 | 5232 | 5525 | 5290 | 3751 | 2409 | 2085 | 1950 | 1286 | 908 | 56385 |
| Nov-15 | Friday | 20 | 581 | 432 | 324 | 246 | 333 | 755 | 1885 | 2574 | 2704 | 2642 | 2909 | 3330 | 4003 | 4310 | 5117 | 5672 | 5859 | 5330 | 3757 | 3127 | 2092 | 1942 | 1719 | 1245 | 62888 |
| Nov-15 | Saturday | 21 | 831 | 478 | 383 | 286 | 337 | 560 | 1206 | 1843 | 2424 | 2425 | 2496 | 2551 | 2697 | 2990 | 3165 | 3265 | 3056 | 3058 | 2484 | 2105 | 1827 | 1640 | 1388 | 998 | 44493 |
| Nov-15 | Sunday | 22 | 658 | 455 | 459 | 238 | 223 | 356 | 595 | 948 | 1373 | 1839 | 2350 | 2585 | 2826 | 2902 | 2889 | 2819 | 2754 | 2778 | 2491 | 1968 | 1262 | 943 | 850 | 642 | 37203 |
| Nov-15 | Monday | 23 | 341 | 222 | 195 | 208 | 350 | 821 | 1973 | 2711 | 2722 | 2678 | 2817 | 2888 | 3043 | 3333 | 4111 | 4875 | 5417 | 5481 | 4168 | 2459 | 1856 | 1412 | 972 | 815 | 55868 |
| Nov-15 | Tuesday | 24 | 524 | 302 | 243 | 252 | 325 | 744 | 1941 | 2684 | 2603 | 2618 | 2830 | 3124 | 3343 | 3877 | 4653 | 4903 | 5710 | 5574 | 4349 | 2716 | 2049 | 1633 | 1185 | 857 | 59039 |
| Nov-15 | Wednesday | 25 | 624 | 356 | 298 | 274 | 421 | 799 | 1748 | 2542 | 2577 | 2803 | 3223 | 3740 | 4291 | 4581 | 5012 | 4559 | 5463 | 4208 | 2998 | 1963 | 1896 | 1558 | 1261 | 971 | 58166 |
| Nov-15 | Thursday | 26 | 610 | 351 | 247 | 196 | 239 | 324 | 685 | 1020 | 1412 | 2006 | 2303 | 2310 | 2161 | 1838 | 1832 | 1880 | 1888 | 1804 | 1745 | 1722 | 1667 | 1340 | 1158 | 970 | 31708 |
| Nov-15 | Friday | 27 | 785 | 481 | 392 | 246 | 263 | 456 | 836 | 1276 | 1430 | 1866 | 2403 | 2558 | 2809 | 3047 | 3191 | 3563 | 3401 | 3346 | 3046 | 2347 | 1891 | 1745 | 1443 | 1035 | 43856 |
| Nov-15 | Saturday | 28 | 627 | 413 | 380 | 277 | 288 | 499 | 1106 | 1719 | 2301 | 2657 | 2846 | 2871 | 2754 | 2705 | 2734 | 2742 | 2963 | 2856 | 2324 | 2048 | 1646 | 1517 | 1290 | 974 | 42537 |
| Nov-15 | Sunday | 29 | 655 | 486 | 358 | 274 | 303 | 489 | 881 | 1212 | 1807 | 2583 | 3201 | 3088 | 3190 | 3176 | 3128 | 3018 | 2759 | 2844 | 2309 | 1847 | 1342 | 988 | 757 | 541 | 41236 |
| Nov-15 | Monday | 30 | 389 | 237 | 181 | 201 | 356 | 848 | 2053 | 2789 | 2896 | 2521 | 2651 | 2745 | 3065 | 3196 | 3922 | 5029 | 5415 | 5407 | 3710 | 2245 | 1736 | 1474 | 1084 | 749 | 54899 |
| Dec-15 | Tuesday | 1 | 502 | 300 | 247 | 255 | 359 | 753 | 2069 | 2745 | 2722 | 2328 | 2413 | 2610 | 2892 | 3238 | 4061 | 5187 | 5174 | 5087 | 4426 | 2505 | 1949 | 1573 | 1089 | 796 | 55280 |
| Dec-15 | Wednesday | 2 | 531 | 366 | 243 | 237 | 361 | 776 | 1995 | 2722 | 2606 | 2318 | 2548 | 2728 | 3002 | 3249 | 4184 | 4511 | 4813 | 5021 | 4292 | 2502 | 1961 | 1490 | 1036 | 816 | 54308 |
| Dec-15 | Thursday | 3 | 528 | 326 | 261 | 256 | 338 | 741 | 1952 | 2784 | 2312 | 2430 | 2504 | 2753 | 2899 | 3255 | 4221 | 5394 | 5498 | 5320 | 4214 | 2535 | 1668 | 1766 | 1279 | 848 | 56082 |
| Dec-15 | Friday | 4 | 584 | 362 | 332 | 285 | 364 | 770 | 1909 | 2622 | 2650 | 2455 | 2815 | 3014 | 3500 | 3922 | 4492 | 5694 | 5479 | 5134 | 3694 | 2638 | 2122 | 1960 | 1850 | 1341 | 59988 |
| Dec-15 | Saturday | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dec-15 | Sunday | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dec-15 | Monday | 7 | 484 | 248 | 214 | 218 | 348 | 696 | 1598 | 2293 | 2462 | 2470 | 2800 | 2639 | 2812 | 3062 | 3735 | 4891 | 5151 | 5155 | 3753 | 2324 | 1923 | 1523 | 1199 | 1225 | 53223 |
| Dec-15 | Tuesday | 8 | 581 | 341 | 265 | 259 | 332 | 729 | 2054 | 2826 | 2561 | 2346 | 2432 | 2725 | 2912 | 3252 | 4005 | 5081 | 5459 | 5012 | 4181 | 2487 | 2099 | 1543 | 1364 | 784 | 55630 |
| Dec-15 | Wednesday | 9 | 607 | 339 | 258 | 241 | 354 | 758 | 2004 | 2694 | 2771 | 2371 | 2530 | 2772 | 2887 | 3317 | 3769 | 5167 | 5570 | 5295 | 4006 | 2539 | 2051 | 1696 | 1210 | 884 | 56090 |
| Dec-15 | Thursday | 10 | 545 | 312 | 276 | 265 | 341 | 748 | 1948 | 2902 | 2861 | 2627 | 2612 | 2865 | 3053 | 3552 | 4318 | 4899 | 5036 | 5179 | 3974 | 2955 | 2167 | 1889 | 1297 | 900 | 57521 |
| Dec-15 | Friday | 11 | 636 | 393 | 316 | 282 | 338 | 775 | 1857 | 2560 | 2576 | 2397 | 2664 | 3161 | 3510 | 3972 | 4666 | 5272 | 5080 | 5250 | 3544 | 2541 | 2025 | 2071 | 1904 | 1413 | 59203 |
| Dec-15 | Saturday | 12 | 808 | 494 | 440 | 258 | 329 | 484 | 1040 | 1416 | 1807 | 2080 | 2443 | 2704 | 2805 | 3037 | 3310 | 3343 | 3153 | 3287 | 2704 | 2396 | 2176 | 2295 | 1970 | 1420 | 46199 |
| Dec-15 | Sunday | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dec-15 | Monday | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dec-15 | Tuesday | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dec-15 | Wednesday | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dec-15 | Thursday | 17 | 593 | 348 | 286 | 241 | 316 | 659 | 1606 | 2381 | 2312 | 2500 | 2736 | 3046 | 3071 | 3521 | 4324 | 4875 | 5139 | 4700 | 4347 | 3018 | 2095 | 1762 | 1572 | 968 | 56416 |
| Dec-15 | Friday | 18 | 646 | 429 | 283 | 280 | 351 | 680 | 1748 | 2517 | 2612 | 2592 | 2910 | 3165 | 3677 | 4116 | 3522 | 5719 | 5663 | 4933 | 3626 | 2668 | 2139 | 2143 | 2059 | 1404 | 59882 |
| Dec-15 | Saturday | 19 | 899 | 516 | 418 | 259 | 342 | 555 | 1027 | 1517 | 2116 | 2287 | 2749 | 2760 | 2982 | 2982 | 3212 | 3284 | 3271 | 3098 | 2698 | 2290 | 1896 | 1984 | 1968 | 1352 | 46462 |
| Dec-15 | Sunday | 20 | 884 | 503 | 392 | 227 | 217 | 343 | 668 | 845 | 1216 | 1699 | 2321 | 2452 | 2805 | 2992 | 2994 | 2935 | 2706 | 2787 | 2366 | 2007 | 1671 | 1246 | 1051 | 754 | 38081 |
| Dec-15 | Monday | 21 | 456 | 243 | 229 | 220 | 364 | 729 | 1762 | 2414 | 2490 | 2460 | 2767 | 2989 | 3179 | 3722 | 4107 | 5270 | 5562 | 5193 | 4059 | 2527 | 1943 | 1689 | 1372 | 1041 | 56787 |
| Dec-15 | Tuesday | 22 | 593 | 351 | 287 | 284 | 353 | 741 | 1671 | 2406 | 2434 | 2468 | 2799 | 3221 | 3298 | 3427 | 4257 | 5069 | 5354 | 4929 | 3802 | 2400 | 2032 | 1711 | 1537 | 930 | 56354 |
| Dec-15 | Wednesday | 23 | 604 | 366 | 283 | 288 | 375 | 735 | 1569 | 2300 | 2588 | 2808 | 3196 | 3681 | 3776 | 4275 | 4724 | 5231 | 5195 | 4696 | 3300 | 2540 | 2213 | 1829 | 1653 | 1005 | 59230 |
| Dec-15 | Thursday | 24 | 707 | 408 | 323 | 204 | 270 | 488 | 919 | 1458 | 1764 | 2165 | 2807 | 3291 | 3739 | 3532 | 3555 | 3191 | 2784 | 2486 | 2401 | 1861 | 1622 | 1348 | 1041 | 770 | 43134 |
| Dec-15 | Friday | 25 | 496 | 298 | 204 | 148 | 139 | 216 | 426 | 621 | 789 | 1102 | 1442 | 1790 | 1851 | 1926 | 1869 | 1930 | 1870 | 1691 | 1702 | 1442 | 1364 | 1260 | 943 | 749 | 26268 |
| Dec-15 | Saturday | 26 | 417 | 269 | 221 | 149 | 236 | 365 | 631 | 967 | 1467 | 1878 | 2343 | 2515 | 2589 | 2616 | 2569 | 2717 | 2850 | 2661 | 2514 | 2067 | 1741 | 1725 | 1284 | 931 | 37722 |
| Dec-15 | Sunday | 27 | 672 | 418 | 456 | 233 | 244 | 379 | 653 | 899 | 1315 | 1810 | 2286 | 2448 | 2633 | 2695 | 2756 | 2684 | 2633 | 2611 | 2661 | 1835 | 1457 | 1148 | 953 | 626 | 36505 |
| Dec-15 | Monday | 28 | 513 | 253 | 200 | 216 | 332 | 663 | 1434 | 2172 | 2434 | 2480 | 2833 | 3048 | 2959 | 3249 | 3728 | 4515 | 4899 | 4760 | 3185 | 2106 | 1656 | 1371 | 1023 | 759 | 50788 |
| Dec-15 | Tuesday | 29 | 504 | 300 | 255 | 239 | 308 | 632 | 1490 | 2229 | 2276 | 2449 | 2666 | 2864 | 3078 | 3319 | 3823 | 4746 | 5010 | 5172 | 3652 | 2294 | 1742 | 1491 | 1162 | 782 | 52483 |
| Dec-15 | Wednesday | 30 | 536 | 345 | 268 | 251 | 321 | 717 | 1551 | 2231 | 2313 | 2477 | 2819 | 3000 | 3214 | 3547 | 4055 | 4930 | 5068 | 5156 | 3602 | 2338 | 1905 | 1525 | 1198 | 857 | 54224 |
| Dec-15 | Thursday | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

30 Highest Hours of the year
100 Highest Hours of the year

AADT 52900

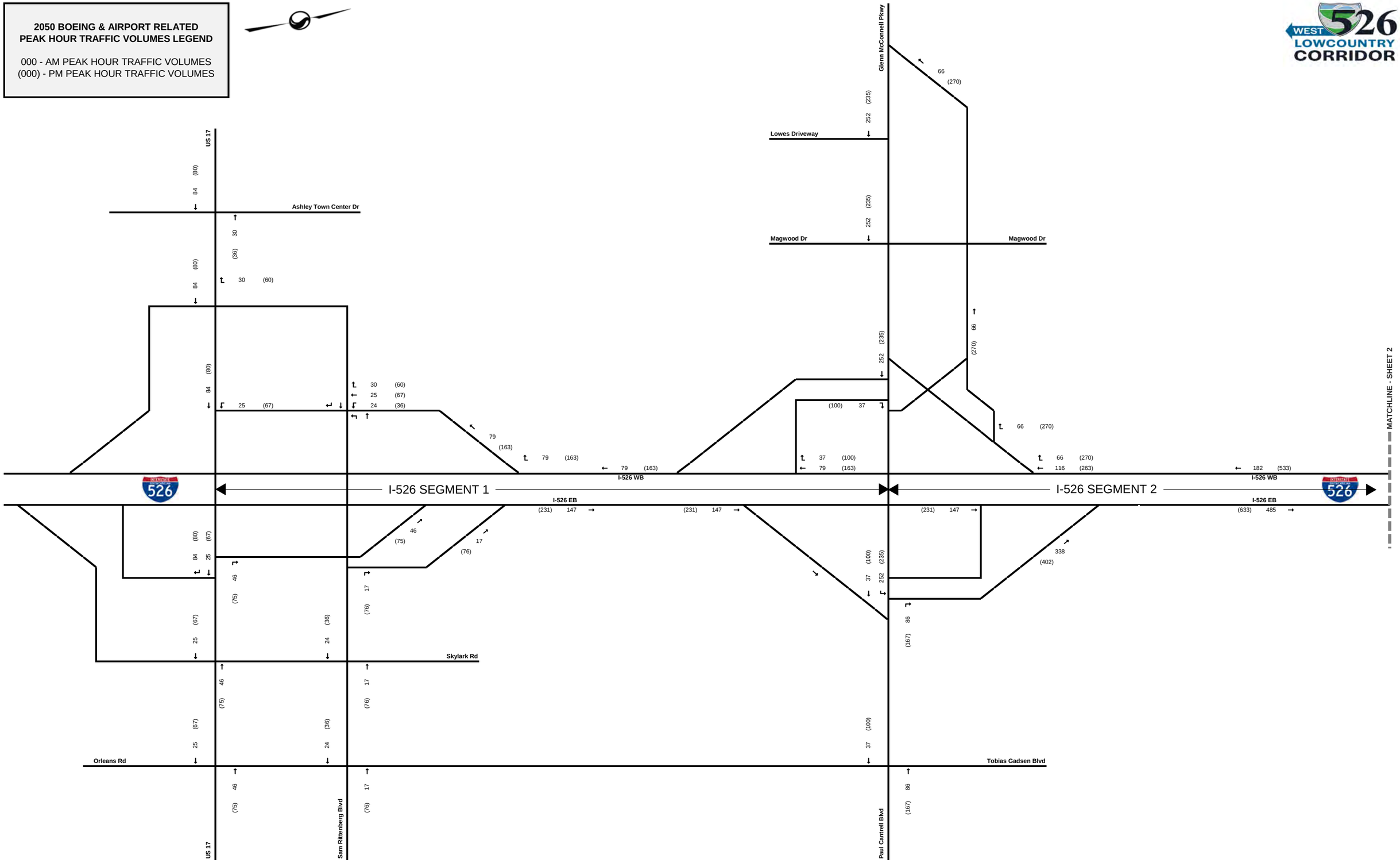
# 3.0 Priority Network Traffic Projections

## 3.1 Airport Connector Road Traffic Volumes

**2050 BOEING & AIRPORT RELATED PEAK HOUR TRAFFIC VOLUMES LEGEND**

000 - AM PEAK HOUR TRAFFIC VOLUMES
(000) - PM PEAK HOUR TRAFFIC VOLUMES

WEST 526 LOWCOUNTRY CORRIDOR




Stantec

2050 BOEING & AIRPORT RELATED TRAFFIC VOLUMES
SHEET 1: I-526 & US 17 AND I-526 & PAUL CANTRELL INTERCHANGES

**2050 BOEING & AIRPORT RELATED PEAK HOUR TRAFFIC VOLUMES LEGEND**

000 - AM PEAK HOUR TRAFFIC VOLUMES
(000) - PM PEAK HOUR TRAFFIC VOLUMES

WEST 526 LOWCOUNTRY CORRIDOR

MATCHLINE - SHEET 1

MATCHLINE - SHEET 3

I-526 SEGMENT 2

I-526 SEGMENT 3

I-526 SEGMENT 4

I-526 WB

I-526 EB

Dorchester Rd

Airport Conn. Rd

Covington Dr

Michaux Pkwy

Bream Rd

Trailwood Dr

W. Montague Ave

Paramount Dr

Faber Place Dr

Faber Place Dr

Leeds Ave

Bridge View Dr

Oscar Johnson Dr

Leeds Ave

Stantec

2050 BOEING & AIRPORT RELATED TRAFFIC VOLUMES
SHEET 2: I-526 & LEEDS AND I-526 & DORCHESTER INTERCHANGES

**2050 BOEING & AIRPORT RELATED PEAK HOUR TRAFFIC VOLUMES LEGEND**

000 - AM PEAK HOUR TRAFFIC VOLUMES
(000) - PM PEAK HOUR TRAFFIC VOLUMES

MATCHLINE - SHEET 6

MATCHLINE - SHEET 2

MATCHLINE - SHEET 4

MATCHLINE - SHEET 5

WEST 526 LOWCOUNTRY CORRIDOR

I-526 SEGMENT 4

I-526 SEGMENT 5

I-526 SEGMENT 5A

I-526 SEGMENT 6

I-26 SEGMENT 5

I-26 SEGMENT 4

I-26 SEGMENT 3

International Blvd

Michaux Pkwy

Boeing Dr

Trailwood Dr

S. Aviation Ave

Core Ave

Remount Rd

W. Montague Ave

Darius Rucker Blvd

Centre Pointe Dr

I-526 WB

I-526 EB

I-26 EB

I-26 WB

I-26 EB CD

I-26 WB CD

I-26 EB to I-526 WB

I-26 EB to I-526 EB

I-526 EB to I-26 EB

I-526 EB CD to I-26 EB

I-526 EB to I-26 WB

I-26 WB to I-526 EB

I-26 WB to I-526 WB

I-26 EB to I-526 EB

I-26 WB to I-526 EB

N. Rhett/Aviation to I-26 EB

I-26 WB to N. Rhett/Aviation

Stantec

2050 BOEING & AIRPORT RELATED TRAFFIC VOLUMES
SHEET 3: I-526 & W. MONTAGUE, I-526 & INTERNATIONAL, I-26 & N. RHETT, AND I-26 & I-526 SYSTEM-TO-SYSTEM INTERCHANGES

**2050 BOEING & AIRPORT RELATED PEAK HOUR TRAFFIC VOLUMES LEGEND**

000 - AM PEAK HOUR TRAFFIC VOLUMES
(000) - PM PEAK HOUR TRAFFIC VOLUMES

WEST 526 LOWCOUNTRY CORRIDOR

MATCHLINE - SHEET 6

N. Rhett Ave

Remount Rd

Harley St

I-526 SEGMENT 9

I-526 WB CD

← 500 (186)

I-526 WB

I-526 SEGMENT 6

I-526 SEGMENT 7

I-526 SEGMENT 8

I-526 EB

(442) 94 →

I-526 EB CD

MATCHLINE - SHEET 3

US 52/US 78/Rivers Ave

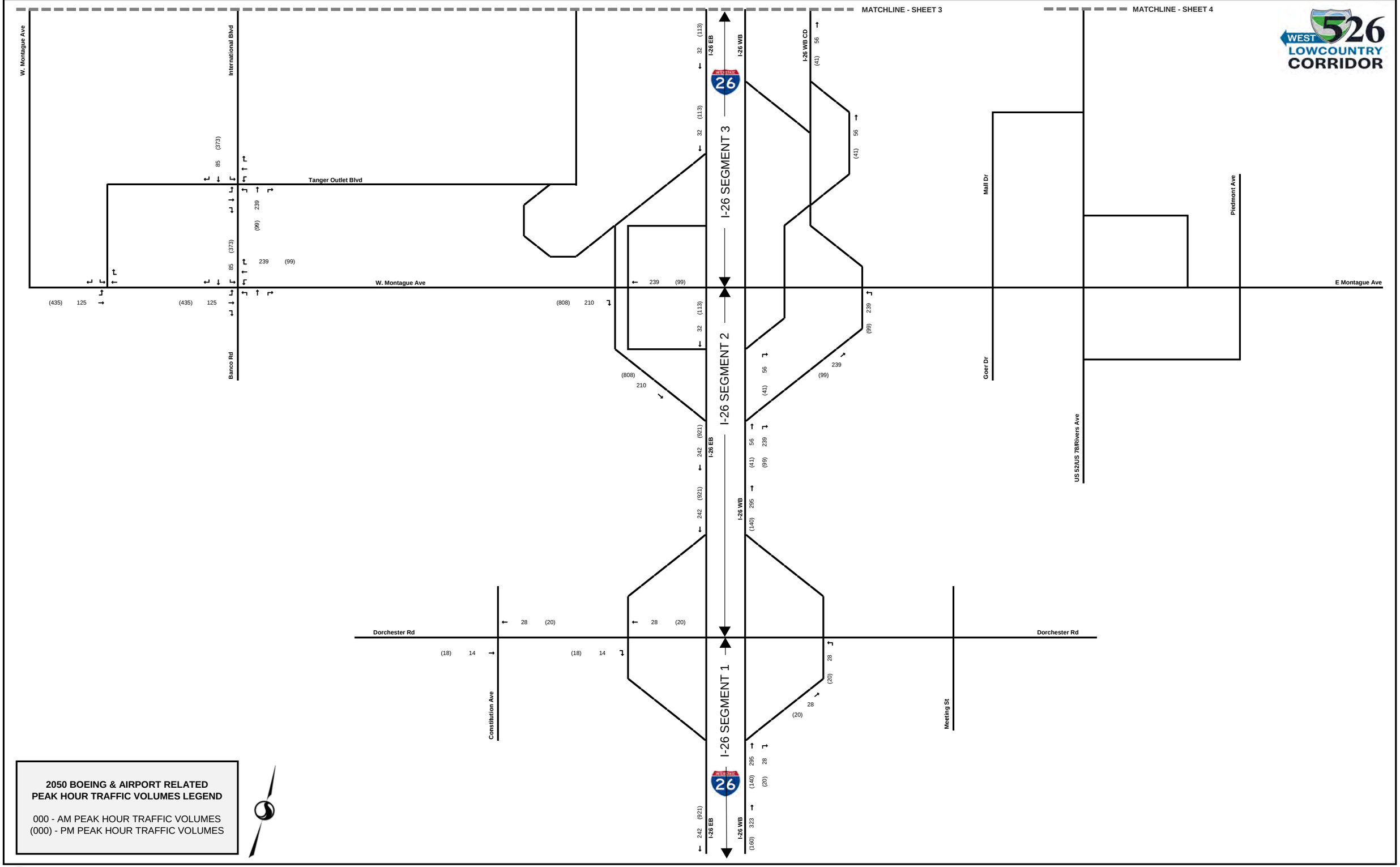
Braddock Ave

Virginia Ave

MATCHLINE - SHEET 5

Stantec

2050 BOEING & AIRPORT RELATED TRAFFIC VOLUMES
SHEET 4: I-526 & RIVERS, I-526 & N. RHETT, AND I-526 & VIRGINIA INTERCHANGES




**2050 BOEING & AIRPORT RELATED PEAK HOUR TRAFFIC VOLUMES LEGEND**

000 - AM PEAK HOUR TRAFFIC VOLUMES
(000) - PM PEAK HOUR TRAFFIC VOLUMES

Stantec

2050 BOEING & AIRPORT RELATED TRAFFIC VOLUMES
SHEET 5: I-26 & MONTAGUE AND I-26 & DORCHESTER INTERCHANGES

**2050 BOEING & AIRPORT RELATED PEAK HOUR TRAFFIC VOLUMES LEGEND**

000 - AM PEAK HOUR TRAFFIC VOLUMES
(000) - PM PEAK HOUR TRAFFIC VOLUMES

WEST 526 LOWCOUNTRY CORRIDOR

I-26 SEGMENT 7

I-26 SEGMENT 6

I-26 SEGMENT 5

Ashley Phosphate Rd

Aviation Ave

Northside Dr

Northwoods Blvd

S. Aviation Ave

Fain St

Core Ave

US 52

US 52/US 78/Rivers Ave

I-26 EB

I-26 WB

I-26 WB CD

I-26 EB CD

MATCHLINE - SHEET 3

MATCHLINE - SHEET 4

Stantec

2050 BOEING & AIRPORT RELATED TRAFFIC VOLUMES
SHEET 6: I-26 & AVIATION, I-26 & ASHLEY PHOSPHATE, AND I-26 & US 52 INTERCHANGES

# 4.0 Preliminary Alternatives Screening

## 4.1 HCS Output

### 4.1.1 Base Year

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Between US 17 & Sam Rittenberg |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: 171001609 | |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 1101 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 293 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 600 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.83 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.8 | mi/h |
| Free-flow speed, FFS | 72.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 600 | pc/h/ln |
| Free-flow speed, FFS | 72.6 | mi/h |
| Average passenger-car speed, S | 75.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 8.0 | pc/mi/ln |
| Level of service, LOS | A | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | US-17 WB On-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 1101 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 45.0 | mph |
| Volume on ramp | 597 | vph |
| Length of first accel/decel lane | 1500 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 226 | vph |
| Position of adjacent Ramp | Downstream | |
| Type of adjacent Ramp | On | |
| Distance to adjacent Ramp | 800 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 1101 | 597 | 226 | vph |
| Peak-hour factor, PHF | 0.94 | 0.86 | 0.81 | |
| Peak 15-min volume, v15 | 293 | 174 | 70 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 1201 | 701 | 282 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 1201 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 1902 | 4600 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ > 2700 pc/h? | | No | |
| Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 | | No | |

If yes, $v_{12A}$ = 1201 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 1902 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 10.6 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.212 | |
| Space mean speed in ramp influence area, | $S_R$ = 56.2 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 56.2 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Btwn US 17 WB Ramp & SC 7 Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 1698 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 452 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 926 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.83 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.8 | mi/h |
| Free-flow speed, FFS | 72.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 926 | pc/h/ln |
| Free-flow speed, FFS | 72.6 | mi/h |
| Average passenger-car speed, S | 75.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 12.3 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | SC 7 WB On-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 1698 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 50.0 | mph |
| Volume on ramp | 226 | vph |
| Length of first accel/decel lane | 1500 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 27 | vph |
| Position of adjacent Ramp | Downstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 4005 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 1698 | 226 | 27 | vph |
| Peak-hour factor, PHF | 0.94 | 0.86 | 0.81 | |
| Peak 15-min volume, v15 | 452 | 66 | 8 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 1852 | 265 | 34 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 1852 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 2117 | 4600 | No |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$/2 No

If yes, $v_{12A}$ = 1852 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 2117 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 12.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.203 | |
| Space mean speed in ramp influence area, | $S_R$ = 56.3 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 56.3 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Between SC 7 & SC 461 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: 171001609 | |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 1924 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 512 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1049 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.83 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.8 | mi/h |
| Free-flow speed, FFS | 72.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1049 | pc/h/ln |
| Free-flow speed, FFS | 72.6 | mi/h |
| Average passenger-car speed, S | 75.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 14.0 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #1 |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Paul Cantrell EB Off-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 1924 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 40.0 | mph |
| Volume on ramp | 27 | vph |
| Length of first accel/decel lane | 335 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 226 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 4060 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 1924 | 27 | 226 | vph |
| Peak-hour factor, PHF | 0.94 | 0.81 | 0.86 | |
| Peak 15-min volume, v15 | 512 | 8 | 66 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 2098 | 34 | 265 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 2098 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 2098 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 2064 | 4600 | No |
| $v_R$ | 34 | 2100 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 2098 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 2098 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 19.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.366

Space mean speed in ramp influence area, $S_R$ = 53.4 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 53.4 mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #1 |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Paul Cantrell EB Off-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 1924 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 27 | vph |
| Length of first accel/decel lane | 335 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 133 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1000 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 1924 | 27 | 133 | vph |
| Peak-hour factor, PHF | 0.94 | 0.81 | 0.84 | |
| Peak 15-min volume, v15 | 512 | 8 | 40 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 2098 | 34 | 160 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 2098 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 2098 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 2064 | 4600 | No |
| $v_R$ | 34 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 2098 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 2098 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 19.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.561

Space mean speed in ramp influence area, $S_R$ = 49.9 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 49.9 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Paul Cantrell EB-WB Off-ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 1897 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 505 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1034 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.83 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.8 | mi/h |
| Free-flow speed, FFS | 72.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1034 | pc/h/ln |
| Free-flow speed, FFS | 72.6 | mi/h |
| Average passenger-car speed, S | 75.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 13.8 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #2 |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Paul Cantrell WB Off-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 1898 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 133 | vph |
| Length of first accel/decel lane | 560 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 2367 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1155 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 1898 | 133 | 2367 | vph |
| Peak-hour factor, PHF | 0.94 | 0.84 | 0.91 | |
| Peak 15-min volume, v15 | 505 | 40 | 650 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 2070 | 160 | 2627 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 2070 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 2070 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 1910 | 4600 | No |
| $v_R$ | 160 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 2070 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 2070 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 17.0 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $D_S$ = 0.572 | |
| Space mean speed in ramp influence area, | $S_R$ = 49.7 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 49.7 | mph |

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #2 |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Paul Cantrell WB Off-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 1898 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 133 | vph |
| Length of first accel/decel lane | 560 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 27 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1000 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 1898 | 133 | 27 | vph |
| Peak-hour factor, PHF | 0.94 | 0.84 | 0.81 | |
| Peak 15-min volume, v15 | 505 | 40 | 8 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 2070 | 160 | 34 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 2070 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 2070 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 1910 | 4600 | No |
| $v_R$ | 160 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 2070 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 2070 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 17.0 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.572

Space mean speed in ramp influence area, $S_R$ = 49.7 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 49.7 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Paul Cantrell Off to On-Ramps |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 1765 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 469 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 962 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.17 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 3.7 | mi/h |
| Free-flow speed, FFS | 71.7 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 962 | pc/h/ln |
| Free-flow speed, FFS | 71.7 | mi/h |
| Average passenger-car speed, S | 70.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 13.7 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #3 |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Paul Cantrell On-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 1765 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 45.0 | mph |
| Volume on ramp | 2367 | vph |
| Length of first accel/decel lane | 775 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 133 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 1055 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 1765 | 2367 | 133 | vph |
| Peak-hour factor, PHF | 0.94 | 0.91 | 0.84 | |
| Peak 15-min volume, v15 | 469 | 650 | 40 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 1925 | 2627 | 160 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 1925 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 4552 | 4600 | No |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 1925 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 4552 | 4600 | No |

## Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 34.9 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.621 | |
| Space mean speed in ramp influence area, | $S_R$ = 48.8 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 48.8 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Paul Cantrell to SC 61 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4132 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1099 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2253 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.67 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.0 | mi/h |
| Free-flow speed, FFS | 70.4 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2253 | pc/h/ln |
| Free-flow speed, FFS | 70.4 | mi/h |
| Average passenger-car speed, S | 57.1 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 39.4 | pc/mi/ln |
| Level of service, LOS | E | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #7 |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | I-526 Off Ramp to Leeds Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4132 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 40.0 | mph |
| Volume on ramp | 874 | vph |
| Length of first accel/decel lane | 345 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 163 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1880 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4132 | 874 | 163 | vph |
| Peak-hour factor, PHF | 0.94 | 0.90 | 0.81 | |
| Peak 15-min volume, v15 | 1099 | 243 | 50 | v |
| Trucks and buses | 5 | 6 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.971 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4506 | 1000 | 203 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 4506 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 4506 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 3506 | 4600 | No |
| $v_R$ | 1000 | 2100 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 4506 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 4506 | 4400 | Yes |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 39.9 pc/mi/ln

Level of service for ramp-freeway junction areas of influence E

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.453

Space mean speed in ramp influence area, $S_R$ = 51.8 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 51.8 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/12/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | South of Leeds Avenue |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3258 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 866 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1776 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.00 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.8 | mi/h |
| Free-flow speed, FFS | 69.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1776 | pc/h/ln |
| Free-flow speed, FFS | 69.6 | mi/h |
| Average passenger-car speed, S | 66.2 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 26.8 | pc/mi/ln |
| Level of service, LOS | D | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Weaving Location: | Between Ramps #8&11 |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 3 | ln |
| Weaving segment length, LS | 1980 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 1557 | 834 | 377 | 152 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 414 | 222 | 100 | 40 | |
| Trucks and buses | 5 | 2 | 3 | 3 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.985 | 0.985 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 1698 | 896 | 407 | 164 | pc/h |

| | | |
|---|---|---|
| Volume ratio, VR | 0.412 | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 2.0 | int/mi |
| Minimum RF lane changes, LCRF | 0 | lc/pc |
| Minimum FR lane changes, LCFR | 0 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 0 | lc/h |
| Weaving lane changes, LCW | 346 | lc/h |
| Non-weaving vehicle index, INW | 737 | |
| Non-weaving lane change, LCNW | 879 | lc/h |
| Total lane changes, LCALL | 1225 | lc/h |

## Weaving and Non-Weaving Speeds

| | |
|---|---|
| Weaving intensity factor, W | 0.155 |

| | | |
|---|---|---|
| Average weaving speed, SW | 54.0 | mi/h |
| Average non-weaving speed, SNW | 54.9 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 54.5 | mi/h |
| Weaving segment density, D | 19.3 | pc/mi/ln |
| Level of service, LOS | B | |
| Weaving segment v/c ratio | 0.547 | |
| Weaving segment flow rate, v | 3088 | veh/h |
| Weaving segment capacity, cW | 5649 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 6813 | 1980 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 1930 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.547 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/13/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | North of Leeds Avenue |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3092 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 822 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1686 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.00 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.8 | mi/h |
| Free-flow speed, FFS | 69.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1686 | pc/h/ln |
| Free-flow speed, FFS | 69.6 | mi/h |
| Average passenger-car speed, S | 67.3 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 25.1 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

Analyst:
Agency/Co.: Stantec
Date Performed: 12/8/2015
Analysis Time Period: AM Peak Period
Freeway/Dir of Travel: I-526 Eastbound
Weaving Location: Between Ramps#13&17
Analysis Year: 2015 Existing Conditions
Description: 171001609

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 3 | ln |
| Weaving segment length, LS | 1515 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 2454 | 514 | 638 | 56 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 653 | 137 | 170 | 15 | |
| Trucks and buses | 5 | 2 | 4 | 4 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.980 | 0.980 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 2676 | 552 | 692 | 61 | pc/h |

Volume ratio, VR 0.312

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 2.0 | int/mi |
| Minimum RF lane changes, LCRF | 0 | lc/pc |
| Minimum FR lane changes, LCFR | 0 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 0 | lc/h |
| Weaving lane changes, LCW | 295 | lc/h |
| Non-weaving vehicle index, INW | 829 | |
| Non-weaving lane change, LCNW | 807 | lc/h |
| Total lane changes, LCALL | 1102 | lc/h |

## Weaving and Non-Weaving Speeds

Weaving intensity factor, W 0.176

| | | |
|---|---|---|
| Average weaving speed, SW | 53.3 | mi/h |
| Average non-weaving speed, SNW | 53.6 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 53.5 | mi/h |
| Weaving segment density, D | 24.8 | pc/mi/ln |
| Level of service, LOS | C | |
| Weaving segment v/c ratio | 0.671 | |
| Weaving segment flow rate, v | 3884 | veh/h |
| Weaving segment capacity, cW | 5789 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 5718 | 1515 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 1978 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.671 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/13/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | South of Montague Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2968 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 789 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1618 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.17 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.2 | mi/h |
| Free-flow speed, FFS | 69.2 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1618 | pc/h/ln |
| Free-flow speed, FFS | 69.2 | mi/h |
| Average passenger-car speed, S | 68.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 23.8 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #19 |
| Agency/Co.: | Stantec |
| Date performed: | 11/13/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | International Blvd WBOff-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2968 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 414 | vph |
| Length of first accel/decel lane | 630 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 694 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 3650 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2968 | 414 | 694 | vph |
| Peak-hour factor, PHF | 0.94 | 0.91 | 0.92 | |
| Peak 15-min volume, v15 | 789 | 114 | 189 | v |
| Trucks and buses | 5 | 3 | 4 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.985 | 0.980 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3236 | 462 | 769 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3236 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3236 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 2774 | 4600 | No |
| $v_R$ | 462 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 3236 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3236 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 26.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.600

Space mean speed in ramp influence area, $S_R$ = 49.2 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 49.2 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #19 |
| Agency/Co.: | Stantec |
| Date performed: | 11/13/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | International Blvd WBOff-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2968 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 414 | vph |
| Length of first accel/decel lane | 630 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 884 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1600 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2968 | 414 | 884 | vph |
| Peak-hour factor, PHF | 0.94 | 0.91 | 0.92 | |
| Peak 15-min volume, v15 | 789 | 114 | 240 | v |
| Trucks and buses | 5 | 3 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.985 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3236 | 462 | 970 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3236 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3236 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 2774 | 4600 | No |
| $v_R$ | 462 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 3236 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3236 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 26.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.600

Space mean speed in ramp influence area, $S_R$ = 49.2 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 49.2 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/13/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | North of International |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2553 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 679 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1392 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1392 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 69.6 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 20.0 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Weaving Location: | Ramps #20, 25, 26 |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 3 | ln |
| Weaving segment length, LS | 1970 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 990 | 395 | 1563 | 489 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 263 | 105 | 416 | 130 | |
| Trucks and buses | 5 | 2 | 4 | 4 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.980 | 0.980 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 1080 | 424 | 1696 | 531 | pc/h |

| | | |
|---|---|---|
| Volume ratio, VR | 0.568 | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 1.0 | int/mi |
| Minimum RF lane changes, LCRF | 0 | lc/pc |
| Minimum FR lane changes, LCFR | 0 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 0 | lc/h |
| Weaving lane changes, LCW | 250 | lc/h |
| Non-weaving vehicle index, INW | 317 | |
| Non-weaving lane change, LCNW | 822 | lc/h |
| Total lane changes, LCALL | 1072 | lc/h |

## Weaving and Non-Weaving Speeds

| | |
|---|---|
| Weaving intensity factor, W | 0.140 |

| | | |
|---|---|---|
| Average weaving speed, SW | 54.5 | mi/h |
| Average non-weaving speed, SNW | 54.0 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 54.3 | mi/h |
| Weaving segment density, D | 22.9 | pc/mi/ln |
| Level of service, LOS | C | |
| Weaving segment v/c ratio | 0.883 | |
| Weaving segment flow rate, v | 3640 | veh/h |
| Weaving segment capacity, cW | 4121 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 8635 | 1970 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 1790 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.883 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/13/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Off-Ramp to I-26 EB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 1386 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 369 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 756 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 756 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 70.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 10.8 | pc/mi/ln |
| Level of service, LOS | A | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #30 |
| Agency/Co.: | Stantec |
| Date performed: | 11/13/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | On Ramp from I-26 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 1386 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 25.0 | mph |
| Volume on ramp | 1140 | vph |
| Length of first accel/decel lane | 545 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 2052 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 1900 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 1386 | 1140 | 2052 | vph |
| Peak-hour factor, PHF | 0.94 | 0.96 | 0.95 | |
| Peak 15-min volume, v15 | 369 | 297 | 540 | v |
| Trucks and buses | 12 | 14 | 4 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.943 | 0.935 | 0.980 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 1563 | 1271 | 2203 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 1563 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 2834 | 4600 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ > 2700 pc/h? | | No | |
| Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 | | No | |

If yes, $v_{12A}$ = 1563 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 2834 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 23.6 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.360 | |
| Space mean speed in ramp influence area, | $S_R$ = 53.5 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 53.5 | mph |

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #30 |
| Agency/Co.: | Stantec |
| Date performed: | 11/13/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | On Ramp from I-26 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 1386 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 25.0 | mph |
| Volume on ramp | 1140 | vph |
| Length of first accel/decel lane | 545 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 529 | vph |
| Position of adjacent Ramp | Downstream | |
| Type of adjacent Ramp | On | |
| Distance to adjacent Ramp | 725 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 1386 | 1140 | 529 | vph |
| Peak-hour factor, PHF | 0.94 | 0.96 | 0.90 | |
| Peak 15-min volume, v15 | 369 | 297 | 147 | v |
| Trucks and buses | 12 | 14 | 11 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.943 | 0.935 | 0.948 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 1563 | 1271 | 620 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 1563 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 2834 | 4600 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 1563 (Equation 13-15, 13-16, 18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 2834 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 23.6 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.360 | |
| Space mean speed in ramp influence area, | $S_R$ = 53.5 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | S = 53.5 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/13/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | North of I-526 On-Ramp/I-26 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2526 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 672 | v |
| Trucks and buses | 12 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.943 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1424 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1424 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 69.4 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 20.5 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

Analyst:
Agency/Co.: Stantec
Date Performed: 12/8/2015
Analysis Time Period: AM Peak Period
Freeway/Dir of Travel: I-526 Eastbound
Weaving Location: Between Ramps #27&36
Analysis Year: 2015 Existing Conditions
Description: 171001609

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 3 | ln |
| Weaving segment length, LS | 1600 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 2336 | 529 | 189 | 0 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 621 | 141 | 50 | 0 | |
| Trucks and buses | 12 | 11 | 4 | 11 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.943 | 0.948 | 0.980 | 0.948 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 2634 | 594 | 205 | 0 | pc/h |

Volume ratio, VR 0.233

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 1.5 | int/mi |
| Minimum RF lane changes, LCRF | 0 | lc/pc |
| Minimum FR lane changes, LCFR | 0 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 0 | lc/h |
| Weaving lane changes, LCW | 263 | lc/h |
| Non-weaving vehicle index, INW | 632 | |
| Non-weaving lane change, LCNW | 832 | lc/h |
| Total lane changes, LCALL | 1095 | lc/h |

## Weaving and Non-Weaving Speeds

Weaving intensity factor, W 0.168

| | | |
|---|---|---|
| Average weaving speed, SW | 53.5 | mi/h |
| Average non-weaving speed, SNW | 54.5 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 54.3 | mi/h |
| Weaving segment density, D | 21.1 | pc/mi/ln |
| Level of service, LOS | C | |
| Weaving segment v/c ratio | 0.558 | |
| Weaving segment flow rate, v | 3239 | veh/h |
| Weaving segment capacity, cW | 5802 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 4874 | 1600 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 2050 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.558 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | South of Rivers Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2865 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 762 | v |
| Trucks and buses | 12 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.943 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1615 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1615 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 68.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 23.7 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #37 |
| Agency/Co.: | Stantec |
| Date performed: | 11/13/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | North of Rivers Avenue |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2865 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 144 | vph |
| Length of first accel/decel lane | 750 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 189 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1475 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2865 | 144 | 189 | vph |
| Peak-hour factor, PHF | 0.94 | 0.89 | 0.92 | |
| Peak 15-min volume, v15 | 762 | 40 | 51 | v |
| Trucks and buses | 12 | 4 | 4 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.943 | 0.980 | 0.980 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3231 | 165 | 210 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3231 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3231 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 3066 | 4600 | No |
| $v_R$ | 165 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 3231 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3231 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 25.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.573

Space mean speed in ramp influence area, $S_R$ = 49.7 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 49.7 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #37 |
| Agency/Co.: | Stantec |
| Date performed: | 11/13/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | North of Rivers Avenue |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2865 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 144 | vph |
| Length of first accel/decel lane | 750 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 690 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 930 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2865 | 144 | 690 | vph |
| Peak-hour factor, PHF | 0.94 | 0.89 | 0.86 | |
| Peak 15-min volume, v15 | 762 | 40 | 201 | v |
| Trucks and buses | 12 | 6 | 4 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.943 | 0.971 | 0.980 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3231 | 167 | 818 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3231 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3231 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 3064 | 4600 | No |
| $v_R$ | 167 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 3231 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3231 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 25.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.573

Space mean speed in ramp influence area, $S_R$ = 49.7 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 49.7 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/16/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | I-526 EB North of Rivers Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2721 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 724 | v |
| Trucks and buses | 12 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.943 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1534 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.83 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.3 | mi/h |
| Free-flow speed, FFS | 70.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1534 | pc/h/ln |
| Free-flow speed, FFS | 70.1 | mi/h |
| Average passenger-car speed, S | 68.7 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 22.3 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #38, 39 |
| Agency/Co.: | Stantec |
| Date performed: | 11/16/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Rivers Ave On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2721 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 40.0 | mph |
| Volume on ramp | 690 | vph |
| Length of first accel/decel lane | 785 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 370 | vph |
| Position of adjacent Ramp | Downstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 4990 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2721 | 690 | 370 | vph |
| Peak-hour factor, PHF | 0.94 | 0.86 | 0.76 | |
| Peak 15-min volume, v15 | 724 | 201 | 122 | v |
| Trucks and buses | 12 | 6 | 9 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.943 | 0.971 | 0.957 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3068 | 826 | 509 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 3068 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 3894 | 4600 | No |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$/2 No

If yes, $v_{12A}$ = 3068 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 3894 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 30.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

Intermediate speed variable, $M_S$ = 0.450

Space mean speed in ramp influence area, $S_R$ = 51.9 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 51.9 mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #38, 39 |
| Agency/Co.: | Stantec |
| Date performed: | 11/16/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Rivers Ave On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2721 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 40.0 | mph |
| Volume on ramp | 690 | vph |
| Length of first accel/decel lane | 785 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 144 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 900 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2721 | 690 | 144 | vph |
| Peak-hour factor, PHF | 0.94 | 0.86 | 0.89 | |
| Peak 15-min volume, v15 | 724 | 201 | 40 | v |
| Trucks and buses | 12 | 6 | 4 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.943 | 0.971 | 0.980 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3068 | 826 | 165 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 3068 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 3894 | 4600 | No |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$/2 No

If yes, $v_{12A}$ = 3068 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 3894 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 30.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

Intermediate speed variable, $M_S$ = 0.450

Space mean speed in ramp influence area, $S_R$ = 51.9 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, S = 51.9 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/16/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Between Rivers and N Rhett |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3412 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 907 | v |
| Trucks and buses | 12 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.943 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1924 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.83 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.3 | mi/h |
| Free-flow speed, FFS | 70.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1924 | pc/h/ln |
| Free-flow speed, FFS | 70.1 | mi/h |
| Average passenger-car speed, S | 63.9 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 30.1 | pc/mi/ln |
| Level of service, LOS | D | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #44 |
| Agency/Co.: | Stantec |
| Date performed: | 11/16/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Off-Ramp to N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 3412 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 45.0 | mph |
| Volume on ramp | 370 | vph |
| Length of first accel/decel lane | 215 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 690 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 4990 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 3412 | 370 | 690 | vph |
| Peak-hour factor, PHF | 0.94 | 0.76 | 0.86 | |
| Peak 15-min volume, v15 | 907 | 122 | 201 | v |
| Trucks and buses | 12 | 9 | 6 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.943 | 0.957 | 0.971 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3848 | 509 | 826 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3848 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3848 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 3339 | 4600 | No |
| $v_R$ | 509 | 2100 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 3848 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3848 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 35.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence E

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.344

Space mean speed in ramp influence area, $S_R$ = 53.8 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, S = 53.8 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #44 |
| Agency/Co.: | Stantec |
| Date performed: | 11/16/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Off-Ramp to N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 3412 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 45.0 | mph |
| Volume on ramp | 370 | vph |
| Length of first accel/decel lane | 215 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 1424 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1940 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 3412 | 370 | 1424 | vph |
| Peak-hour factor, PHF | 0.94 | 0.76 | 0.88 | |
| Peak 15-min volume, v15 | 907 | 122 | 405 | v |
| Trucks and buses | 12 | 9 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.943 | 0.957 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3848 | 509 | 1634 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3848 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3848 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 3339 | 4600 | No |
| $v_R$ | 509 | 2100 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$/2 No

If yes, $v_{12A}$ = 3848 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3848 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 35.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence E

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.344

Space mean speed in ramp influence area, $S_R$ = 53.8 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 53.8 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/16/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | West of N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3042 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 809 | v |
| Trucks and buses | 12 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.943 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1715 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.67 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.0 | mi/h |
| Free-flow speed, FFS | 70.4 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1715 | pc/h/ln |
| Free-flow speed, FFS | 70.4 | mi/h |
| Average passenger-car speed, S | 66.9 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 25.6 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #45 |
| Agency/Co.: | Stantec |
| Date performed: | 11/16/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | NRhett On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 3042 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 25.0 | mph |
| Volume on ramp | 1424 | vph |
| Length of first accel/decel lane | 1090 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 370 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 1950 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 3042 | 1424 | 370 | vph |
| Peak-hour factor, PHF | 0.94 | 0.88 | 0.76 | |
| Peak 15-min volume, v15 | 809 | 405 | 122 | v |
| Trucks and buses | 12 | 2 | 9 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.943 | 0.990 | 0.957 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3430 | 1634 | 509 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 3430 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 5064 | 4600 | Yes |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 3430 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 5064 | 4600 | Yes |

## Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 37.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.884 | |
| Space mean speed in ramp influence area, | $S_R$ = 44.1 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 44.1 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/16/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | East of N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4466 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1188 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1623 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.50 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 4.5 | mi/h |
| Free-flow speed, FFS | 70.9 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1623 | pc/h/ln |
| Free-flow speed, FFS | 70.9 | mi/h |
| Average passenger-car speed, S | 67.9 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 23.9 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Between US 17 & Sam Rittenberg |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: 171001609 | |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 600 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 160 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 327 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.83 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.8 | mi/h |
| Free-flow speed, FFS | 72.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 327 | pc/h/ln |
| Free-flow speed, FFS | 72.6 | mi/h |
| Average passenger-car speed, S | 75.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 4.4 | pc/mi/ln |
| Level of service, LOS | A | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | US-17 WB On-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 600 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 45.0 | mph |
| Volume on ramp | 567 | vph |
| Length of first accel/decel lane | 1500 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 568 | vph |
| Position of adjacent Ramp | Downstream | |
| Type of adjacent Ramp | On | |
| Distance to adjacent Ramp | 800 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 600 | 567 | 568 | vph |
| Peak-hour factor, PHF | 0.94 | 0.86 | 0.81 | |
| Peak 15-min volume, v15 | 160 | 165 | 175 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 654 | 666 | 708 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 654 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 1320 | 4600 | No |

$v_3$ or $v_{av34}$ 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 654 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 1320 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 6.1 pc/mi/ln

Level of service for ramp-freeway junction areas of influence A

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.201 | |
| Space mean speed in ramp influence area, | $S_R$ = 56.4 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | S = 56.4 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Btwn US 17 WB Ramp & SC 7 Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 1167 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 310 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 636 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.83 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.8 | mi/h |
| Free-flow speed, FFS | 72.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 636 | pc/h/ln |
| Free-flow speed, FFS | 72.6 | mi/h |
| Average passenger-car speed, S | 75.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 8.5 | pc/mi/ln |
| Level of service, LOS | A | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | SC 7 WB On-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 1167 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 50.0 | mph |
| Volume on ramp | 568 | vph |
| Length of first accel/decel lane | 1500 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 34 | vph |
| Position of adjacent Ramp | Downstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 4005 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 1167 | 568 | 34 | vph |
| Peak-hour factor, PHF | 0.94 | 0.86 | 0.81 | |
| Peak 15-min volume, v15 | 310 | 165 | 10 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 1273 | 667 | 42 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 1273 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 1940 | 4600 | No |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$/2 No

If yes, $v_{12A}$ = 1273 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 1940 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 10.9 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.198 | |
| Space mean speed in ramp influence area, | $S_R$ = 56.4 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 56.4 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Between SC 7 & SC 461 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: 171001609 | |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 1735 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 461 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 946 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.83 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.8 | mi/h |
| Free-flow speed, FFS | 72.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 946 | pc/h/ln |
| Free-flow speed, FFS | 72.6 | mi/h |
| Average passenger-car speed, S | 75.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 12.6 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #1 |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Paul Cantrell EB Off-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 1735 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 40.0 | mph |
| Volume on ramp | 34 | vph |
| Length of first accel/decel lane | 335 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 568 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 4060 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 1735 | 34 | 568 | vph |
| Peak-hour factor, PHF | 0.94 | 0.81 | 0.86 | |
| Peak 15-min volume, v15 | 461 | 10 | 165 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 1892 | 42 | 667 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 1892 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 1892 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 1850 | 4600 | No |
| $v_R$ | 42 | 2100 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 1892 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 1892 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 17.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.367

Space mean speed in ramp influence area, $S_R$ = 53.4 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 53.4 mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #1 |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Paul Cantrell EB Off-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 1735 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 34 | vph |
| Length of first accel/decel lane | 335 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 491 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1000 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 1735 | 34 | 491 | vph |
| Peak-hour factor, PHF | 0.94 | 0.81 | 0.84 | |
| Peak 15-min volume, v15 | 461 | 10 | 146 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 1892 | 42 | 590 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 1892 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 1892 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 1850 | 4600 | No |
| $v_R$ | 42 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 1892 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 1892 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 17.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.562

Space mean speed in ramp influence area, $S_R$ = 49.9 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 49.9 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Paul Cantrell EB-WB Off-ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 1701 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 452 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 927 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.83 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.8 | mi/h |
| Free-flow speed, FFS | 72.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 927 | pc/h/ln |
| Free-flow speed, FFS | 72.6 | mi/h |
| Average passenger-car speed, S | 75.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 12.4 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #2 |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Paul Cantrell WB Off-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 1701 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 491 | vph |
| Length of first accel/decel lane | 560 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 1669 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1155 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 1701 | 491 | 1669 | vph |
| Peak-hour factor, PHF | 0.94 | 0.84 | 0.91 | |
| Peak 15-min volume, v15 | 452 | 146 | 459 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 1855 | 590 | 1852 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 1855 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 1855 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 1265 | 4600 | No |
| $v_R$ | 590 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 1855 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 1855 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 15.2 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.611

Space mean speed in ramp influence area, $S_R$ = 49.0 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 49.0 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #2 |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Paul Cantrell WB Off-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 1701 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 491 | vph |
| Length of first accel/decel lane | 560 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 34 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1000 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 1701 | 491 | 34 | vph |
| Peak-hour factor, PHF | 0.94 | 0.84 | 0.81 | |
| Peak 15-min volume, v15 | 452 | 146 | 10 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 1855 | 590 | 42 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 1855 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 1855 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 1265 | 4600 | No |
| $v_R$ | 590 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 1855 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 1855 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 15.2 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.611

Space mean speed in ramp influence area, $S_R$ = 49.0 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 49.0 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Paul Cantrell Off to On-Ramps |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 1210 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 322 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 660 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.17 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 3.7 | mi/h |
| Free-flow speed, FFS | 71.7 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 660 | pc/h/ln |
| Free-flow speed, FFS | 71.7 | mi/h |
| Average passenger-car speed, S | 70.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 9.4 | pc/mi/ln |
| Level of service, LOS | A | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #3 |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Paul Cantrell On-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 1210 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 45.0 | mph |
| Volume on ramp | 1669 | vph |
| Length of first accel/decel lane | 775 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 491 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 1055 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 1210 | 1669 | 491 | vph |
| Peak-hour factor, PHF | 0.94 | 0.91 | 0.84 | |
| Peak 15-min volume, v15 | 322 | 459 | 146 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 1319 | 1852 | 590 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 1319 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 3171 | 4600 | No |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 1319 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 3171 | 4600 | No |

## Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 24.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.344 | |
| Space mean speed in ramp influence area, | $S_R$ = 53.8 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 53.8 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Paul Cantrell to SC 61 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2878 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 765 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1569 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.67 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.0 | mi/h |
| Free-flow speed, FFS | 70.4 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1569 | pc/h/ln |
| Free-flow speed, FFS | 70.4 | mi/h |
| Average passenger-car speed, S | 68.4 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 22.9 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #7 |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | I-526 Off Ramp to Leeds Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2878 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 40.0 | mph |
| Volume on ramp | 302 | vph |
| Length of first accel/decel lane | 345 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 1669 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1880 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2878 | 302 | 1669 | vph |
| Peak-hour factor, PHF | 0.94 | 0.90 | 0.81 | |
| Peak 15-min volume, v15 | 765 | 84 | 515 | v |
| Trucks and buses | 5 | 12 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.943 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3138 | 356 | 2081 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3138 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3138 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 2782 | 4600 | No |
| $v_R$ | 356 | 2100 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 3138 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3138 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 28.1 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.395

Space mean speed in ramp influence area, $S_R$ = 52.9 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 52.9 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/12/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | South of Leeds Avenue |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2576 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 685 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1404 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.00 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.8 | mi/h |
| Free-flow speed, FFS | 69.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1404 | pc/h/ln |
| Free-flow speed, FFS | 69.6 | mi/h |
| Average passenger-car speed, S | 69.5 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 20.2 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Weaving Location: | Between Ramps #8&11 |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 3 | ln |
| Weaving segment length, LS | 1980 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 2293 | 611 | 283 | 245 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 610 | 163 | 75 | 65 | |
| Trucks and buses | 5 | 2 | 3 | 3 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.985 | 0.985 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 2500 | 657 | 306 | 265 | pc/h |

| | | |
|---|---|---|
| Volume ratio, VR | 0.258 | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 2.0 | int/mi |
| Minimum RF lane changes, LCRF | 0 | lc/pc |
| Minimum FR lane changes, LCFR | 0 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 0 | lc/h |
| Weaving lane changes, LCW | 346 | lc/h |
| Non-weaving vehicle index, INW | 1095 | |
| Non-weaving lane change, LCNW | 1065 | lc/h |
| Total lane changes, LCALL | 1411 | lc/h |

## Weaving and Non-Weaving Speeds

| | |
|---|---|
| Weaving intensity factor, W | 0.173 |

| | | |
|---|---|---|
| Average weaving speed, SW | 53.4 | mi/h |
| Average non-weaving speed, SNW | 54.0 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 53.9 | mi/h |
| Weaving segment density, D | 23.1 | pc/mi/ln |
| Level of service, LOS | C | |
| Weaving segment v/c ratio | 0.604 | |
| Weaving segment flow rate, v | 3638 | veh/h |
| Weaving segment capacity, cW | 6023 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 5141 | 1980 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 2058 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.604 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/13/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | North of Leeds Avenue |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2905 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 773 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1584 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.00 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.8 | mi/h |
| Free-flow speed, FFS | 69.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1584 | pc/h/ln |
| Free-flow speed, FFS | 69.6 | mi/h |
| Average passenger-car speed, S | 68.3 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 23.2 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Weaving Location: | Between Ramps#13&17 |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 3 | ln |
| Weaving segment length, LS | 1515 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 2147 | 745 | 758 | 134 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 571 | 198 | 202 | 36 | |
| Trucks and buses | 5 | 2 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | 0.990 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 2341 | 800 | 814 | 144 | pc/h |

| | | |
|---|---|---|
| Volume ratio, VR | 0.394 | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 2.0 | int/mi |
| Minimum RF lane changes, LCRF | 0 | lc/pc |
| Minimum FR lane changes, LCFR | 0 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 0 | lc/h |
| Weaving lane changes, LCW | 295 | lc/h |
| Non-weaving vehicle index, INW | 753 | |
| Non-weaving lane change, LCNW | 755 | lc/h |
| Total lane changes, LCALL | 1050 | lc/h |

## Weaving and Non-Weaving Speeds

| | |
|---|---|
| Weaving intensity factor, W | 0.169 |

| | | |
|---|---|---|
| Average weaving speed, SW | 53.5 | mi/h |
| Average non-weaving speed, SNW | 53.4 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 53.5 | mi/h |
| Weaving segment density, D | 25.6 | pc/mi/ln |
| Level of service, LOS | C | |
| Weaving segment v/c ratio | 0.715 | |
| Weaving segment flow rate, v | 4000 | veh/h |
| Weaving segment capacity, cW | 5590 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 6611 | 1515 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 1910 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.715 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/13/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | South of Montague Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2892 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 769 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1577 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.17 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.2 | mi/h |
| Free-flow speed, FFS | 69.2 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1577 | pc/h/ln |
| Free-flow speed, FFS | 69.2 | mi/h |
| Average passenger-car speed, S | 68.4 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 23.1 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #19 |
| Agency/Co.: | Stantec |
| Date performed: | 11/13/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | International Blvd WBOff-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2892 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 576 | vph |
| Length of first accel/decel lane | 630 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 892 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 3650 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2892 | 576 | 892 | vph |
| Peak-hour factor, PHF | 0.94 | 0.91 | 0.92 | |
| Peak 15-min volume, v15 | 769 | 158 | 242 | v |
| Trucks and buses | 5 | 3 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.985 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3154 | 642 | 979 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3154 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3154 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 2512 | 4600 | No |
| $v_R$ | 642 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 3154 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3154 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 25.7 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.616

Space mean speed in ramp influence area, $S_R$ = 48.9 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 48.9 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #19 |
| Agency/Co.: | Stantec |
| Date performed: | 11/13/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | International Blvd WBOff-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2892 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 576 | vph |
| Length of first accel/decel lane | 630 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 1338 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1600 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2892 | 576 | 1338 | vph |
| Peak-hour factor, PHF | 0.94 | 0.91 | 0.92 | |
| Peak 15-min volume, v15 | 769 | 158 | 364 | v |
| Trucks and buses | 5 | 3 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.985 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3154 | 642 | 1469 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3154 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3154 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 2512 | 4600 | No |
| $v_R$ | 642 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 3154 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3154 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 25.7 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.616

Space mean speed in ramp influence area, $S_R$ = 48.9 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 48.9 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/13/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | North of International |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2316 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 616 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1263 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1263 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 70.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 18.1 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Weaving Location: | Ramps #20, 25, 26 |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 3 | ln |
| Weaving segment length, LS | 1970 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 946 | 595 | 1370 | 743 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 252 | 158 | 364 | 198 | |
| Trucks and buses | 5 | 4 | 4 | 4 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | 0.980 | 0.980 | 0.980 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 1032 | 646 | 1487 | 806 | pc/h |

Volume ratio, VR 0.537

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 1.0 | int/mi |
| Minimum RF lane changes, LCRF | 0 | lc/pc |
| Minimum FR lane changes, LCFR | 0 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 0 | lc/h |
| Weaving lane changes, LCW | 250 | lc/h |
| Non-weaving vehicle index, INW | 362 | |
| Non-weaving lane change, LCNW | 869 | lc/h |
| Total lane changes, LCALL | 1119 | lc/h |

## Weaving and Non-Weaving Speeds

Weaving intensity factor, W 0.145

| | | |
|---|---|---|
| Average weaving speed, SW | 54.3 | mi/h |
| Average non-weaving speed, SNW | 53.6 | mi/h |

**Weaving Segment Speed, Density, Level of Service and Capacity**

| | | |
|---|---|---|
| Weaving segment speed, S | 54.0 | mi/h |
| Weaving segment density, D | 24.5 | pc/mi/ln |
| Level of service, LOS | C | |
| Weaving segment v/c ratio | 0.889 | |
| Weaving segment flow rate, v | 3875 | veh/h |
| Weaving segment capacity, cW | 4359 | veh/h |

**Limitations on Weaving Segments**

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 8264 | 1970 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 1819 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.889 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/13/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Off-Ramp to I-26 EB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 1542 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 410 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 841 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 841 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 70.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 12.0 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #30 |
| Agency/Co.: | Stantec |
| Date performed: | 11/13/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | On Ramp from I-26 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 1542 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 25.0 | mph |
| Volume on ramp | 1227 | vph |
| Length of first accel/decel lane | 545 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 2113 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 1900 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 1542 | 1227 | 2113 | vph |
| Peak-hour factor, PHF | 0.94 | 0.96 | 0.95 | |
| Peak 15-min volume, v15 | 410 | 320 | 556 | v |
| Trucks and buses | 7 | 9 | 4 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.957 | 0.980 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 1698 | 1336 | 2269 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 1698 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 3034 | 4600 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ > 2700 pc/h? | | No | |
| Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 | | No | |

If yes, $v_{12A}$ = 1698 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 3034 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 25.1 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.375 | |
| Space mean speed in ramp influence area, | $S_R$ = 53.3 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 53.3 | mph |

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #30 |
| Agency/Co.: | Stantec |
| Date performed: | 11/13/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | On Ramp from I-26 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 1542 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 25.0 | mph |
| Volume on ramp | 1227 | vph |
| Length of first accel/decel lane | 545 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 511 | vph |
| Position of adjacent Ramp | Downstream | |
| Type of adjacent Ramp | On | |
| Distance to adjacent Ramp | 725 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 1542 | 1227 | 511 | vph |
| Peak-hour factor, PHF | 0.94 | 0.96 | 0.90 | |
| Peak 15-min volume, v15 | 410 | 320 | 142 | v |
| Trucks and buses | 7 | 9 | 6 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.957 | 0.971 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 1698 | 1336 | 585 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 1698 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 3034 | 4600 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ > 2700 pc/h? | | No | |
| Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 | | No | |

If yes, $v_{12A}$ = 1698 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 3034 | 4600 | No |

## Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 25.1 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.375 | |
| Space mean speed in ramp influence area, | $S_R$ = 53.3 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 53.3 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/13/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | North of I-526 On-Ramp/I-26 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3280 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 872 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1806 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1806 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 65.7 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 27.5 | pc/mi/ln |
| Level of service, LOS | D | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Weaving Location: | Between Ramps #27&36 |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 3 | ln |
| Weaving segment length, LS | 1600 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 2575 | 511 | 194 | 0 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 685 | 136 | 52 | 0 | |
| Trucks and buses | 7 | 6 | 3 | 6 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | 0.971 | 0.985 | 0.971 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 2835 | 560 | 209 | 0 | pc/h |

| | | |
|---|---|---|
| Volume ratio, VR | 0.213 | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 1.5 | int/mi |
| Minimum RF lane changes, LCRF | 0 | lc/pc |
| Minimum FR lane changes, LCFR | 0 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 0 | lc/h |
| Weaving lane changes, LCW | 263 | lc/h |
| Non-weaving vehicle index, INW | 680 | |
| Non-weaving lane change, LCNW | 873 | lc/h |
| Total lane changes, LCALL | 1136 | lc/h |

## Weaving and Non-Weaving Speeds

| | |
|---|---|
| Weaving intensity factor, W | 0.172 |

| | | |
|---|---|---|
| Average weaving speed, SW | 53.4 | mi/h |
| Average non-weaving speed, SNW | 54.2 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 54.0 | mi/h |
| Weaving segment density, D | 22.2 | pc/mi/ln |
| Level of service, LOS | C | |
| Weaving segment v/c ratio | 0.582 | |
| Weaving segment flow rate, v | 3483 | veh/h |
| Weaving segment capacity, cW | 5986 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 4673 | 1600 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 2065 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.582 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | South of Rivers Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3086 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 821 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1699 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1699 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 67.1 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 25.3 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #37 |
| Agency/Co.: | Stantec |
| Date performed: | 11/13/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | North of Rivers Avenue |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 3086 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 495 | vph |
| Length of first accel/decel lane | 750 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 194 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1475 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 3086 | 495 | 194 | vph |
| Peak-hour factor, PHF | 0.94 | 0.89 | 0.92 | |
| Peak 15-min volume, v15 | 821 | 139 | 53 | v |
| Trucks and buses | 7 | 3 | 3 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.985 | 0.985 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3398 | 565 | 214 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3398 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3398 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 2833 | 4600 | No |
| $v_R$ | 565 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 3398 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3398 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 26.7 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.609

Space mean speed in ramp influence area, $S_R$ = 49.0 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 49.0 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #37 |
| Agency/Co.: | Stantec |
| Date performed: | 11/13/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | North of Rivers Avenue |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 3086 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 495 | vph |
| Length of first accel/decel lane | 750 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 466 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 930 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 3086 | 495 | 466 | vph |
| Peak-hour factor, PHF | 0.94 | 0.89 | 0.86 | |
| Peak 15-min volume, v15 | 821 | 139 | 135 | v |
| Trucks and buses | 7 | 3 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.985 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3398 | 565 | 547 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3398 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3398 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 2833 | 4600 | No |
| $v_R$ | 565 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 3398 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3398 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 26.7 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.609

Space mean speed in ramp influence area, $S_R$ = 49.0 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 49.0 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/16/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | I-526 EB North of Rivers Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2591 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 689 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1426 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.83 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.3 | mi/h |
| Free-flow speed, FFS | 70.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1426 | pc/h/ln |
| Free-flow speed, FFS | 70.1 | mi/h |
| Average passenger-car speed, S | 69.4 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 20.5 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #38, 39 |
| Agency/Co.: | Stantec |
| Date performed: | 11/16/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Rivers Ave On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2591 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 40.0 | mph |
| Volume on ramp | 466 | vph |
| Length of first accel/decel lane | 785 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 493 | vph |
| Position of adjacent Ramp | Downstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 4990 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2591 | 466 | 493 | vph |
| Peak-hour factor, PHF | 0.94 | 0.86 | 0.76 | |
| Peak 15-min volume, v15 | 689 | 135 | 162 | v |
| Trucks and buses | 7 | 2 | 6 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.971 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 2853 | 547 | 668 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 2853 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 3400 | 4600 | No |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 2853 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 3400 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 26.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.375 | |
| Space mean speed in ramp influence area, | $S_R$ = 53.2 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 53.2 | mph |

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #38, 39 |
| Agency/Co.: | Stantec |
| Date performed: | 11/16/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Rivers Ave On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2591 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 40.0 | mph |
| Volume on ramp | 466 | vph |
| Length of first accel/decel lane | 785 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 495 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 900 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2591 | 466 | 495 | vph |
| Peak-hour factor, PHF | 0.94 | 0.86 | 0.89 | |
| Peak 15-min volume, v15 | 689 | 135 | 139 | v |
| Trucks and buses | 7 | 2 | 3 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.985 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 2853 | 547 | 565 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 2853 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 3400 | 4600 | No |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 2853 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 3400 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 26.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $M_S$ = 0.375

Space mean speed in ramp influence area, $S_R$ = 53.2 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 53.2 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/16/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Between Rivers and N Rhett |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3057 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 813 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1683 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.83 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.3 | mi/h |
| Free-flow speed, FFS | 70.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1683 | pc/h/ln |
| Free-flow speed, FFS | 70.1 | mi/h |
| Average passenger-car speed, S | 67.3 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 25.0 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #44 |
| Agency/Co.: | Stantec |
| Date performed: | 11/16/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Off-Ramp to N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 3057 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 45.0 | mph |
| Volume on ramp | 493 | vph |
| Length of first accel/decel lane | 215 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 466 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 4990 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 3057 | 493 | 466 | vph |
| Peak-hour factor, PHF | 0.94 | 0.76 | 0.86 | |
| Peak 15-min volume, v15 | 813 | 162 | 135 | v |
| Trucks and buses | 7 | 6 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.971 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3366 | 668 | 547 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3366 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3366 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 2698 | 4600 | No |
| $v_R$ | 668 | 2100 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 3366 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3366 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_R - 0.009 L_D$ = 31.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.358

Space mean speed in ramp influence area, $S_R$ = 53.6 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 53.6 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #44 |
| Agency/Co.: | Stantec |
| Date performed: | 11/16/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Off-Ramp to N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 3057 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 45.0 | mph |
| Volume on ramp | 493 | vph |
| Length of first accel/decel lane | 215 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 770 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1940 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 3057 | 493 | 770 | vph |
| Peak-hour factor, PHF | 0.94 | 0.76 | 0.88 | |
| Peak 15-min volume, v15 | 813 | 162 | 219 | v |
| Trucks and buses | 7 | 6 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.971 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3366 | 668 | 884 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3366 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3366 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 2698 | 4600 | No |
| $v_R$ | 668 | 2100 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 3366 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3366 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D_D = 4.252 + 0.0086 v_R - 0.009 L_{12}$ = 31.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.358

Space mean speed in ramp influence area, $S_R$ = 53.6 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 53.6 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/16/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | West of N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2564 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 682 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1412 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.67 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.0 | mi/h |
| Free-flow speed, FFS | 70.4 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1412 | pc/h/ln |
| Free-flow speed, FFS | 70.4 | mi/h |
| Average passenger-car speed, S | 69.5 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 20.3 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #45 |
| Agency/Co.: | Stantec |
| Date performed: | 11/16/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | NRhett On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2564 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 25.0 | mph |
| Volume on ramp | 770 | vph |
| Length of first accel/decel lane | 1090 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 493 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 1950 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2564 | 770 | 493 | vph |
| Peak-hour factor, PHF | 0.94 | 0.88 | 0.76 | |
| Peak 15-min volume, v15 | 682 | 219 | 162 | v |
| Trucks and buses | 7 | 2 | 6 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.971 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 2823 | 884 | 668 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 2823 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 3707 | 4600 | No |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 2823 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 3707 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 27.1 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.425 | |
| Space mean speed in ramp influence area, | $S_R$ = 52.3 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 52.3 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/16/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | East of N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3333 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 886 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1223 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.50 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 4.5 | mi/h |
| Free-flow speed, FFS | 70.9 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1223 | pc/h/ln |
| Free-flow speed, FFS | 70.9 | mi/h |
| Average passenger-car speed, S | 70.0 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 17.5 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | East of N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3736 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 994 | v |
| Trucks and buses | 9 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.957 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1384 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.67 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.0 | mi/h |
| Free-flow speed, FFS | 70.4 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1384 | pc/h/ln |
| Free-flow speed, FFS | 70.4 | mi/h |
| Average passenger-car speed, S | 69.6 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 19.9 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #46 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | I-526 WB Off-Ramp to NRhett |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 3736 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 1204 | vph |
| Length of first accel/decel lane | 1400 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 659 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1600 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 3736 | 1204 | 659 | vph |
| Peak-hour factor, PHF | 0.94 | 0.93 | 0.93 | |
| Peak 15-min volume, v15 | 994 | 324 | 177 | v |
| Trucks and buses | 9 | 8 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.957 | 0.962 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4153 | 1346 | 716 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 4153 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 4153 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 2807 | 4600 | No |
| $v_R$ | 1346 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 4153 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 4153 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 27.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.679

Space mean speed in ramp influence area, $S_R$ = 47.8 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 47.8 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/17/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between On/Off-Ramp to NRhett |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2533 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 674 | v |
| Trucks and buses | 9 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.957 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1408 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.00 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.8 | mi/h |
| Free-flow speed, FFS | 69.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1408 | pc/h/ln |
| Free-flow speed, FFS | 69.6 | mi/h |
| Average passenger-car speed, S | 69.5 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 20.3 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #48 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | NRhett On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2533 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 45.0 | mph |
| Volume on ramp | 659 | vph |
| Length of first accel/decel lane | 600 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 275 | vph |
| Position of adjacent Ramp | Downstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 4900 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2533 | 659 | 275 | vph |
| Peak-hour factor, PHF | 0.94 | 0.93 | 0.85 | |
| Peak 15-min volume, v15 | 674 | 177 | 81 | v |
| Trucks and buses | 9 | 2 | 4 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.957 | 0.990 | 0.980 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 2816 | 716 | 330 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 2816 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 3532 | 4600 | No |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 2816 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 3532 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 28.9 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.400 | |
| Space mean speed in ramp influence area, | $S_R$ = 52.8 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 52.8 | mph |

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #48 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | NRhett On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2533 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 45.0 | mph |
| Volume on ramp | 659 | vph |
| Length of first accel/decel lane | 600 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 1204 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 1600 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2533 | 659 | 1204 | vph |
| Peak-hour factor, PHF | 0.94 | 0.93 | 0.93 | |
| Peak 15-min volume, v15 | 674 | 177 | 324 | v |
| Trucks and buses | 9 | 2 | 8 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.957 | 0.990 | 0.962 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 2816 | 716 | 1346 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 2816 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 3532 | 4600 | No |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 2816 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 3532 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 28.9 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.400 | |
| Space mean speed in ramp influence area, | $S_R$ = 52.8 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 52.8 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/17/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | West of N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3192 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 849 | v |
| Trucks and buses | 9 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.957 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1774 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.00 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.8 | mi/h |
| Free-flow speed, FFS | 69.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1774 | pc/h/ln |
| Free-flow speed, FFS | 69.6 | mi/h |
| Average passenger-car speed, S | 66.2 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 26.8 | pc/mi/ln |
| Level of service, LOS | D | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #40 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Off-Ramp to Rivers NB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 55.0 | mph |
| Volume on freeway | 3192 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 40.0 | mph |
| Volume on ramp | 275 | vph |
| Length of first accel/decel lane | 650 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 659 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 4900 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 3192 | 275 | 659 | vph |
| Peak-hour factor, PHF | 0.94 | 0.85 | 0.93 | |
| Peak 15-min volume, v15 | 849 | 81 | 177 | v |
| Trucks and buses | 9 | 4 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.957 | 0.980 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3549 | 330 | 716 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3549 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3549 | 4500 | No |
| $v_{FO} = v_F - v_R$ | 3219 | 4500 | No |
| $v_R$ | 330 | 2100 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 3549 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3549 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 28.9 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.393

Space mean speed in ramp influence area, $S_R$ = 49.9 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 49.9 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #40 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Off-Ramp to Rivers NB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 55.0 | mph |
| Volume on freeway | 3192 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 40.0 | mph |
| Volume on ramp | 275 | vph |
| Length of first accel/decel lane | 600 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 208 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1340 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 3192 | 275 | 208 | vph |
| Peak-hour factor, PHF | 0.94 | 0.85 | 0.93 | |
| Peak 15-min volume, v15 | 849 | 81 | 56 | v |
| Trucks and buses | 9 | 4 | 4 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.957 | 0.980 | 0.980 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3549 | 330 | 228 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3549 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3549 | 4500 | No |
| $v_{FO} = v_F - v_R$ | 3219 | 4500 | No |
| $v_R$ | 330 | 2100 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 3549 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3549 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 29.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.393

Space mean speed in ramp influence area, $S_R$ = 49.9 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 49.9 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/17/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between On/Off Ramp to Rivers |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2918 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 776 | v |
| Trucks and buses | 9 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.957 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1622 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1622 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 67.9 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 23.9 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #41 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Off-Ramp to Rivers NB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2918 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 208 | vph |
| Length of first accel/decel lane | 650 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 275 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1400 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2918 | 208 | 275 | vph |
| Peak-hour factor, PHF | 0.94 | 0.77 | 0.85 | |
| Peak 15-min volume, v15 | 776 | 68 | 81 | v |
| Trucks and buses | 9 | 4 | 4 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.957 | 0.980 | 0.980 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3244 | 276 | 330 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3244 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3244 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 2968 | 4600 | No |
| $v_R$ | 276 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 3244 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3244 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 26.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.583

Space mean speed in ramp influence area, $S_R$ = 49.5 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 49.5 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #41 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Off-Ramp to Rivers NB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2918 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 208 | vph |
| Length of first accel/decel lane | 650 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 1036 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 880 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2918 | 208 | 1036 | vph |
| Peak-hour factor, PHF | 0.94 | 0.77 | 0.94 | |
| Peak 15-min volume, v15 | 776 | 68 | 276 | v |
| Trucks and buses | 9 | 4 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.957 | 0.980 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3244 | 276 | 1113 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3244 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3244 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 2968 | 4600 | No |
| $v_R$ | 276 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 3244 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3244 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 26.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.583

Space mean speed in ramp influence area, $S_R$ = 49.5 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 49.5 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/17/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Rivers On-Ramp to Off-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2710 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 721 | v |
| Trucks and buses | 9 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.957 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1506 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1506 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 68.9 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 21.9 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

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## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Weaving Location: | Ramps #35, 42, 43 |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 3 | ln |
| Weaving segment length, LS | 730 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 1253 | 1036 | 1457 | 0 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 333 | 276 | 388 | 0 | |
| Trucks and buses | 9 | 2 | 7 | 7 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.957 | 0.990 | 0.966 | 0.966 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 1393 | 1113 | 1604 | 0 | pc/h |

| | | |
|---|---|---|
| Volume ratio, VR | 0.661 | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 1.5 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | | lc/h |
| Weaving lane changes, LCW | | lc/h |
| Non-weaving vehicle index, INW | | |
| Non-weaving lane change, LCNW | | lc/h |
| Total lane changes, LCALL | | lc/h |

## Weaving and Non-Weaving Speeds

Weaving intensity factor, W

| | | |
|---|---|---|
| Average weaving speed, SW | | mi/h |
| Average non-weaving speed, SNW | | mi/h |

## Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | | mi/h |
| Weaving segment density, D | | pc/mi/ln |
| Level of service, LOS | F | |
| Weaving segment v/c ratio | 1.132 | |
| Weaving segment flow rate, v | 3934 | veh/h |
| Weaving segment capacity, cW | 3474 | veh/h |

## Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 9769 | 730 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 1608 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 1.132 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
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## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/20/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between I-26 On/Off Ramps |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2289 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 609 | v |
| Trucks and buses | 9 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.957 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1272 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.50 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 7.0 | mi/h |
| Free-flow speed, FFS | 68.4 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1272 | pc/h/ln |
| Free-flow speed, FFS | 68.4 | mi/h |
| Average passenger-car speed, S | 69.9 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 18.2 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

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## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Weaving Location: | Between Ramps #31&34 |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 3 | ln |
| Weaving segment length, LS | 550 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 1346 | 287 | 943 | 0 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 358 | 76 | 251 | 0 | |
| Trucks and buses | 12 | 4 | 3 | 4 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.943 | 0.980 | 0.985 | 0.980 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 1518 | 311 | 1018 | 0 | pc/h |

| | | |
|---|---|---|
| Volume ratio, VR | 0.467 | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 2.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 1329 | lc/h |
| Weaving lane changes, LCW | 1463 | lc/h |
| Non-weaving vehicle index, INW | 167 | |
| Non-weaving lane change, LCNW | 33 | lc/h |
| Total lane changes, LCALL | 1496 | lc/h |

## Weaving and Non-Weaving Speeds

| | |
|---|---|
| Weaving intensity factor, W | 0.498 |

| | | |
|---|---|---|
| Average weaving speed, SW | 45.0 | mi/h |
| Average non-weaving speed, SNW | 45.9 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 45.5 | mi/h |
| Weaving segment density, D | 20.9 | pc/mi/ln |
| Level of service, LOS | C | |
| Weaving segment v/c ratio | 0.554 | |
| Weaving segment flow rate, v | 2686 | veh/h |
| Weaving segment capacity, cW | 4850 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 7441 | 550 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 1773 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.554 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
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## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between I-26 EB Off-Ramps |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 1633 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 434 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 890 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.67 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 7.3 | mi/h |
| Free-flow speed, FFS | 68.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 890 | pc/h/ln |
| Free-flow speed, FFS | 68.1 | mi/h |
| Average passenger-car speed, S | 70.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 12.7 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

# HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 1/8/2016 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 WB |
| Weaving Location: | Between Ramp #21 and 33 |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 3 | ln |
| Weaving segment length, LS | 1500 | ft |
| Freeway free-flow speed, FFS | 65 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2350 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 1223 | 1293 | 410 | 580 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 325 | 344 | 109 | 154 | |
| Trucks and buses | 5 | 8 | 5 | 8 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | 0.962 | 0.976 | 0.962 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 1334 | 1431 | 447 | 642 | pc/h |

| | | |
|---|---|---|
| Volume ratio, VR | 0.487 | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 2.7 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 1878 | lc/h |
| Weaving lane changes, LCW | 2224 | lc/h |
| Non-weaving vehicle index, INW | 800 | |
| Non-weaving lane change, LCNW | 642 | lc/h |
| Total lane changes, LCALL | 2866 | lc/h |

## Weaving and Non-Weaving Speeds

| | | |
|---|---|---|
| Weaving intensity factor, W | 0.377 | |

| | | |
|---|---|---|
| Average weaving speed, SW | 51.3 | mi/h |
| Average non-weaving speed, SNW | 45.3 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 48.1 | mi/h |
| Weaving segment density, D | 26.7 | pc/mi/ln |
| Level of service, LOS | C | |
| Weaving segment v/c ratio | 0.783 | |
| Weaving segment flow rate, v | 3760 | veh/h |
| Weaving segment capacity, cW | 4805 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 7678 | 1500 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2350 | 1877 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.783 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between I-26 and International |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2516 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 669 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1372 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.83 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 7.7 | mi/h |
| Free-flow speed, FFS | 67.7 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1372 | pc/h/ln |
| Free-flow speed, FFS | 67.7 | mi/h |
| Average passenger-car speed, S | 69.7 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 19.7 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #22 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Int. Blvd. On-Ramp to I-526 WB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2516 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 50.0 | mph |
| Volume on ramp | 580 | vph |
| Length of first accel/decel lane | 815 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 391 | vph |
| Position of adjacent Ramp | Downstream | |
| Type of adjacent Ramp | On | |
| Distance to adjacent Ramp | 3090 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2516 | 580 | 391 | vph |
| Peak-hour factor, PHF | 0.94 | 0.91 | 0.92 | |
| Peak 15-min volume, v15 | 669 | 159 | 106 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 2744 | 644 | 429 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 2744 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 3388 | 4600 | No |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 2744 (Equation 13-15, 13-16, 18, or 19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 3388 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 26.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.355 | |
| Space mean speed in ramp influence area, | $S_R$ = 53.6 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 53.6 | mph |

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Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #22 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Int. Blvd. On-Ramp to I-526 WB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2516 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 50.0 | mph |
| Volume on ramp | 580 | vph |
| Length of first accel/decel lane | 815 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 990 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 2710 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2516 | 580 | 990 | vph |
| Peak-hour factor, PHF | 0.94 | 0.91 | 0.86 | |
| Peak 15-min volume, v15 | 669 | 159 | 288 | v |
| Trucks and buses | 5 | 2 | 5 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.976 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 2744 | 644 | 1180 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 2744 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 3388 | 4600 | No |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 2744 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 3388 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 26.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.355 | |
| Space mean speed in ramp influence area, | $S_R$ = 53.6 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 53.6 | mph |

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E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between Intl. Blvd & Montague |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3096 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 823 | v |
| Trucks and buses | 2 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.990 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1663 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1663 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 67.5 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 24.6 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #23 |
| Agency/Co.: | Stantec |
| Date performed: | 1/8/2016 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 WB |
| Junction: | CD North of Montague Avenue |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 55.0 | mph |
| Volume on freeway | 776 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 35.0 | mph |
| Volume on ramp | 580 | vph |
| Length of first accel/decel lane | 500 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | No | |
| Volume on adjacent ramp | | vph |
| Position of adjacent ramp | | |
| Type of adjacent ramp | | |
| Distance to adjacent ramp | | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 776 | 580 | | vph |
| Peak-hour factor, PHF | 0.91 | 0.82 | | |
| Peak 15-min volume, v15 | 213 | 177 | | v |
| Trucks and buses | 2 | 2 | | % |
| Recreational vehicles | 0 | 0 | | % |
| Terrain type: | Level | Level | | |
| Grade | 0.00 % | 0.00 % | % | |
| Length | 0.00 mi | 0.00 mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | | |

| | | | |
|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | |
| Flow rate, vp | 861 | 714 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 861 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 861 | 4500 | No |
| $v_{FO} = v_F - v_R$ | 147 | 4500 | No |
| $v_R$ | 714 | 2000 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 861 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 861 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 7.2 pc/mi/ln

Level of service for ramp-freeway junction areas of influence A

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $D_S$ = 0.492 | |
| Space mean speed in ramp influence area, | $S_R$ = 48.6 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 48.6 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between Montague & Dorchester |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 196 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 52 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 107 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | - | ft |
| Right-side lateral clearance | - | ft |
| Total ramp density, TRD | - | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Measured | |
| FFS or BFFS | 55.0 | mi/h |
| Lane width adjustment, fLW | - | mi/h |
| Lateral clearance adjustment, fLC | - | mi/h |
| TRD adjustment | - | mi/h |
| Free-flow speed, FFS | 55.0 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 107 | pc/h/ln |
| Free-flow speed, FFS | 55.0 | mi/h |
| Average passenger-car speed, S | 55.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 1.9 | pc/mi/ln |
| Level of service, LOS | A | |

Overall results are not computed when free-flow speed is less than 55 mph.

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Phone: Fax:
E-mail:

## Operational Analysis

Analyst:
Agency/Co.: Stantec
Date Performed: 12/8/2015
Analysis Time Period: AM Peak Period
Freeway/Dir of Travel: I-526 Westbound
Weaving Location: Between Ramps#14&24
Analysis Year: 2015 Existing Conditions
Description: 171001609

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 3 | ln |
| Weaving segment length, LS | 945 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 2459 | 342 | 637 | 49 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 654 | 91 | 169 | 13 | |
| Trucks and buses | 5 | 2 | 8 | 8 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.962 | 0.962 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 2681 | 367 | 705 | 54 | pc/h |

Volume ratio, VR 0.282

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 2.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 1072 | lc/h |
| Weaving lane changes, LCW | 1287 | lc/h |
| Non-weaving vehicle index, INW | 517 | |
| Non-weaving lane change, LCNW | 498 | lc/h |
| Total lane changes, LCALL | 1785 | lc/h |

## Weaving and Non-Weaving Speeds

Weaving intensity factor, W 0.373

| | | |
|---|---|---|
| Average weaving speed, SW | 47.8 | mi/h |
| Average non-weaving speed, SNW | 46.2 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 46.6 | mi/h |
| Weaving segment density, D | 27.2 | pc/mi/ln |
| Level of service, LOS | C | |
| Weaving segment v/c ratio | 0.647 | |
| Weaving segment flow rate, v | 3715 | veh/h |
| Weaving segment capacity, cW | 5737 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 5387 | 945 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 1960 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.647 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
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## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between On/Off Ramps to Dorch. |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2801 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 745 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1527 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1527 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 68.8 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 22.2 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

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## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Weaving Location: | Between Ramps#9&16 |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 3 | ln |
| Weaving segment length, LS | 1730 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 2186 | 248 | 615 | 369 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 581 | 66 | 164 | 98 | |
| Trucks and buses | 5 | 2 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | 0.990 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 2384 | 266 | 661 | 396 | pc/h |

| | | |
|---|---|---|
| Volume ratio, VR | 0.250 | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 2.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 927 | lc/h |
| Weaving lane changes, LCW | 1247 | lc/h |
| Non-weaving vehicle index, INW | 962 | |
| Non-weaving lane change, LCNW | 933 | lc/h |
| Total lane changes, LCALL | 2180 | lc/h |

## Weaving and Non-Weaving Speeds

| | |
|---|---|
| Weaving intensity factor, W | 0.271 |

| | | |
|---|---|---|
| Average weaving speed, SW | 50.4 | mi/h |
| Average non-weaving speed, SNW | 47.4 | mi/h |

**Weaving Segment Speed, Density, Level of Service and Capacity**

| | | |
|---|---|---|
| Weaving segment speed, S | 48.1 | mi/h |
| Weaving segment density, D | 25.7 | pc/mi/ln |
| Level of service, LOS | C | |
| Weaving segment v/c ratio | 0.604 | |
| Weaving segment flow rate, v | 3617 | veh/h |
| Weaving segment capacity, cW | 5988 | veh/h |

**Limitations on Weaving Segments**

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 5054 | 1730 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 2046 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.604 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 1/8/2016 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 WB |
| From/To: | North of Leeds Avenue |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2434 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 647 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1327 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.83 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.3 | mi/h |
| Free-flow speed, FFS | 70.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1327 | pc/h/ln |
| Free-flow speed, FFS | 70.1 | mi/h |
| Average passenger-car speed, S | 69.8 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 19.0 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #10 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Leeds On-Ramp to I-526 WB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2434 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 40.0 | mph |
| Volume on ramp | 234 | vph |
| Length of first accel/decel lane | 660 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 984 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 2120 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2434 | 234 | 984 | vph |
| Peak-hour factor, PHF | 0.94 | 0.88 | 0.92 | |
| Peak 15-min volume, v15 | 647 | 66 | 267 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 2654 | 269 | 1080 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 2654 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 2923 | 4600 | No |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 2654 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 2923 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 24.0 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.341 | |
| Space mean speed in ramp influence area, | $S_R$ = 53.9 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | S = 53.9 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between Paul Cantrell & Leeds |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: 171001609 | |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2667 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 709 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1454 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.50 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 4.5 | mi/h |
| Free-flow speed, FFS | 70.9 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1454 | pc/h/ln |
| Free-flow speed, FFS | 70.9 | mi/h |
| Average passenger-car speed, S | 69.3 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 21.0 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #4 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | I-526 Off-Ramp to Paul Cantrel |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2667 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 50.0 | mph |
| Volume on ramp | 994 | vph |
| Length of first accel/decel lane | 570 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 566 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1800 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2667 | 994 | 566 | vph |
| Peak-hour factor, PHF | 0.94 | 0.92 | 0.85 | |
| Peak 15-min volume, v15 | 709 | 270 | 166 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 2908 | 1091 | 673 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 2908 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 2908 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 1817 | 4600 | No |
| $v_R$ | 1091 | 2100 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 2908 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 2908 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 24.1 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.331

Space mean speed in ramp influence area, $S_R$ = 54.0 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, S = 54.0 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Btwn I-526 Off-Ramps to P.Cant |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 1674 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 445 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 913 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.17 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 3.7 | mi/h |
| Free-flow speed, FFS | 71.7 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 913 | pc/h/ln |
| Free-flow speed, FFS | 71.7 | mi/h |
| Average passenger-car speed, S | 70.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 13.0 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #5 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Off-Ramp Loop to P Cantrell |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 1674 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 566 | vph |
| Length of first accel/decel lane | 400 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 253 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1230 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 1674 | 566 | 253 | vph |
| Peak-hour factor, PHF | 0.94 | 0.85 | 0.82 | |
| Peak 15-min volume, v15 | 445 | 166 | 77 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 1825 | 673 | 312 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 1825 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 1825 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 1152 | 4600 | No |
| $v_R$ | 673 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 1825 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 1825 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 16.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.619

Space mean speed in ramp influence area, $S_R$ = 48.9 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 48.9 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #5 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Off-Ramp Loop to P Cantrell |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 1674 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 566 | vph |
| Length of first accel/decel lane | 400 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 994 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1800 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 1674 | 566 | 994 | vph |
| Peak-hour factor, PHF | 0.94 | 0.85 | 0.92 | |
| Peak 15-min volume, v15 | 445 | 166 | 270 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 1825 | 673 | 1091 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 1825 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 1825 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 1152 | 4600 | No |
| $v_R$ | 673 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 1825 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 1825 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_R - 0.009 L_D$ = 16.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.619

Space mean speed in ramp influence area, $S_R$ = 48.9 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 48.9 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | AM Peak Hour |
| Freeway/Direction: | I-526 Westbound |
| From/To: | South of Paul Cantrell |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 1108 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 295 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 604 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.00 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 3.2 | mi/h |
| Free-flow speed, FFS | 72.2 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 604 | pc/h/ln |
| Free-flow speed, FFS | 72.2 | mi/h |
| Average passenger-car speed, S | 70.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 8.6 | pc/mi/ln |
| Level of service, LOS | A | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #6 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Paul Cantrell On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 1108 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 40.0 | mph |
| Volume on ramp | 253 | vph |
| Length of first accel/decel lane | 650 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 566 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 1230 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 1108 | 253 | 566 | vph |
| Peak-hour factor, PHF | 0.94 | 0.82 | 0.85 | |
| Peak 15-min volume, v15 | 295 | 77 | 166 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 1208 | 312 | 673 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 1208 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 1520 | 4600 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 1208 (Equation 13-15, 13-16, 18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 1520 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 13.1 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.287 | |
| Space mean speed in ramp influence area, | $S_R$ = 54.8 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 54.8 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | South of Savage Road |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 1361 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 362 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 742 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.67 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.3 | mi/h |
| Free-flow speed, FFS | 73.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 742 | pc/h/ln |
| Free-flow speed, FFS | 73.1 | mi/h |
| Average passenger-car speed, S | 75.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 9.9 | pc/mi/ln |
| Level of service, LOS | A | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | North of US 17 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 430 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 114 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 156 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.67 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.3 | mi/h |
| Free-flow speed, FFS | 73.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 156 | pc/h/ln |
| Free-flow speed, FFS | 73.1 | mi/h |
| Average passenger-car speed, S | 75.0 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 2.1 | pc/mi/ln |
| Level of service, LOS | A | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | East of N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 5208 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1385 | v |
| Trucks and buses | 13 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.939 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1967 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.67 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.0 | mi/h |
| Free-flow speed, FFS | 70.4 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1967 | pc/h/ln |
| Free-flow speed, FFS | 70.4 | mi/h |
| Average passenger-car speed, S | 63.2 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 31.1 | pc/mi/ln |
| Level of service, LOS | D | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #46 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | I-526 WB Off-Ramp to NRhett |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 5208 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 1292 | vph |
| Length of first accel/decel lane | 1400 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 554 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1600 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 5208 | 1292 | 554 | vph |
| Peak-hour factor, PHF | 0.94 | 0.93 | 0.88 | |
| Peak 15-min volume, v15 | 1385 | 347 | 157 | v |
| Trucks and buses | 13 | 7 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.939 | 0.966 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5901 | 1438 | 636 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 5901 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5901 | 4600 | Yes |
| $v_{FO} = v_F - v_R$ | 4463 | 4600 | No |
| $v_R$ | 1438 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 5901 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 5901 | 4400 | Yes |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 42.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $D_S$ = 0.687 | |
| Space mean speed in ramp influence area, | $S_R$ = 47.6 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 47.6 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/17/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between On/Off-Ramp to NRhett |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3916 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1041 | v |
| Trucks and buses | 13 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.939 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2218 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.00 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.8 | mi/h |
| Free-flow speed, FFS | 69.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2218 | pc/h/ln |
| Free-flow speed, FFS | 69.6 | mi/h |
| Average passenger-car speed, S | 58.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 38.3 | pc/mi/ln |
| Level of service, LOS | E | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #48 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | NRhett On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 3916 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 45.0 | mph |
| Volume on ramp | 554 | vph |
| Length of first accel/decel lane | 600 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 367 | vph |
| Position of adjacent Ramp | Downstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 4900 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 3916 | 554 | 367 | vph |
| Peak-hour factor, PHF | 0.94 | 0.88 | 0.91 | |
| Peak 15-min volume, v15 | 1041 | 157 | 101 | v |
| Trucks and buses | 13 | 2 | 5 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.939 | 0.990 | 0.976 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4437 | 636 | 413 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 4437 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 5073 | 4600 | Yes |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 4437 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 5073 | 4600 | Yes |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 41.0 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.890 | |
| Space mean speed in ramp influence area, | $S_R$ = 44.0 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 44.0 | mph |

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #48 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | NRhett On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 3916 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 45.0 | mph |
| Volume on ramp | 554 | vph |
| Length of first accel/decel lane | 600 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 1292 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 1600 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 3916 | 554 | 1292 | vph |
| Peak-hour factor, PHF | 0.94 | 0.88 | 0.93 | |
| Peak 15-min volume, v15 | 1041 | 157 | 347 | v |
| Trucks and buses | 13 | 2 | 7 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.939 | 0.990 | 0.966 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4437 | 636 | 1438 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 4437 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 5073 | 4600 | Yes |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 4437 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 5073 | 4600 | Yes |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 41.0 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $M_S$ = 0.890

Space mean speed in ramp influence area, $S_R$ = 44.0 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 44.0 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/17/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | West of N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4470 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1189 | v |
| Trucks and buses | 13 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.939 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2532 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.00 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.8 | mi/h |
| Free-flow speed, FFS | 69.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2532 | pc/h/ln |
| Free-flow speed, FFS | 69.6 | mi/h |
| Average passenger-car speed, S | 49.4 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 51.2 | pc/mi/ln |
| Level of service, LOS | F | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #40 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Off-Ramp to Rivers NB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 55.0 | mph |
| Volume on freeway | 4470 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 40.0 | mph |
| Volume on ramp | 367 | vph |
| Length of first accel/decel lane | 650 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 554 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 4900 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4470 | 367 | 554 | vph |
| Peak-hour factor, PHF | 0.94 | 0.91 | 0.88 | |
| Peak 15-min volume, v15 | 1189 | 101 | 157 | v |
| Trucks and buses | 13 | 5 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.939 | 0.976 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5064 | 413 | 636 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 5064 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5064 | 4500 | Yes |
| $v_{FO} = v_F - v_R$ | 4651 | 4500 | Yes |
| $v_R$ | 413 | 2100 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 5064 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 5064 | 4400 | Yes |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 42.0 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.400

Space mean speed in ramp influence area, $S_R$ = 49.8 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 49.8 mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #40 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Off-Ramp to Rivers NB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 55.0 | mph |
| Volume on freeway | 4470 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 40.0 | mph |
| Volume on ramp | 367 | vph |
| Length of first accel/decel lane | 600 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 90 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1340 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4470 | 367 | 90 | vph |
| Peak-hour factor, PHF | 0.94 | 0.91 | 0.47 | |
| Peak 15-min volume, v15 | 1189 | 101 | 48 | v |
| Trucks and buses | 13 | 5 | 5 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.939 | 0.976 | 0.976 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5064 | 413 | 196 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 5064 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5064 | 4500 | Yes |
| $v_{FO} = v_F - v_R$ | 4651 | 4500 | Yes |
| $v_R$ | 413 | 2100 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 5064 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 5064 | 4400 | Yes |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 42.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $D_S$ = 0.400 | |
| Space mean speed in ramp influence area, | $S_R$ = 49.8 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 49.8 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/17/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between On/Off Ramp to Rivers |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4103 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1091 | v |
| Trucks and buses | 13 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.939 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2324 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2324 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 55.3 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 42.0 | pc/mi/ln |
| Level of service, LOS | E | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #41 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Off-Ramp to Rivers NB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4103 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 90 | vph |
| Length of first accel/decel lane | 650 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 367 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1400 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4103 | 90 | 367 | vph |
| Peak-hour factor, PHF | 0.94 | 0.47 | 0.91 | |
| Peak 15-min volume, v15 | 1091 | 48 | 101 | v |
| Trucks and buses | 13 | 5 | 5 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.939 | 0.976 | 0.976 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4649 | 196 | 413 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 4649 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 4649 | 4600 | Yes |
| $v_{FO} = v_F - v_R$ | 4453 | 4600 | No |
| $v_R$ | 196 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 4649 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 4649 | 4400 | Yes |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 38.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.576

Space mean speed in ramp influence area, $S_R$ = 49.6 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 49.6 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #41 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Off-Ramp to Rivers NB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4103 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 90 | vph |
| Length of first accel/decel lane | 650 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 523 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 880 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4103 | 90 | 523 | vph |
| Peak-hour factor, PHF | 0.94 | 0.47 | 0.91 | |
| Peak 15-min volume, v15 | 1091 | 48 | 144 | v |
| Trucks and buses | 13 | 5 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.939 | 0.976 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4649 | 196 | 580 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 4649 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 4649 | 4600 | Yes |
| $v_{FO} = v_F - v_R$ | 4453 | 4600 | No |
| $v_R$ | 196 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 4649 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 4649 | 4400 | Yes |

## Level of Service Determination (if not F)

Density, $D_D = 4.252 + 0.0086 v_R - 0.009 L_{12}$ = 38.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.576

Space mean speed in ramp influence area, $S_R$ = 49.6 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 49.6 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/17/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Rivers On-Ramp to Off-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4013 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1067 | v |
| Trucks and buses | 13 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.939 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2273 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2273 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 56.6 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 40.1 | pc/mi/ln |
| Level of service, LOS | E | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Weaving Location: | Ramps #35, 42, 43 |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 3 | ln |
| Weaving segment length, LS | 730 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 2352 | 523 | 1660 | 0 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 626 | 139 | 441 | 0 | |
| Trucks and buses | 13 | 2 | 7 | 7 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.939 | 0.990 | 0.966 | 0.966 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 2665 | 562 | 1828 | 0 | pc/h |

| | | |
|---|---|---|
| Volume ratio, VR | 0.473 | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 1.5 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 2390 | lc/h |
| Weaving lane changes, LCW | 2541 | lc/h |
| Non-weaving vehicle index, INW | 292 | |
| Non-weaving lane change, LCNW | 367 | lc/h |
| Total lane changes, LCALL | 2908 | lc/h |

## Weaving and Non-Weaving Speeds

| | | |
|---|---|---|
| Weaving intensity factor, W | 0.673 | |

| | | |
|---|---|---|
| Average weaving speed, SW | 41.9 | mi/h |
| Average non-weaving speed, SNW | 34.7 | mi/h |

**Weaving Segment Speed, Density, Level of Service and Capacity**

| | | |
|---|---|---|
| Weaving segment speed, S | 37.8 | mi/h |
| Weaving segment density, D | 44.6 | pc/mi/ln |
| Level of service, LOS | E | |
| Weaving segment v/c ratio | 0.996 | |
| Weaving segment flow rate, v | 4747 | veh/h |
| Weaving segment capacity, cW | 4766 | veh/h |

**Limitations on Weaving Segments**

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 7510 | 730 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 1781 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.996 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/20/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between I-26 On/Off Ramps |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2875 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 765 | v |
| Trucks and buses | 13 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.939 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1629 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.50 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 7.0 | mi/h |
| Free-flow speed, FFS | 68.4 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1629 | pc/h/ln |
| Free-flow speed, FFS | 68.4 | mi/h |
| Average passenger-car speed, S | 67.9 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 24.0 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Weaving Location: | Between Ramps #31&34 |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 3 | ln |
| Weaving segment length, LS | 550 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 2202 | 374 | 673 | 0 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 586 | 99 | 179 | 0 | |
| Trucks and buses | 13 | 3 | 5 | 5 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.939 | 0.985 | 0.976 | 0.976 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 2495 | 404 | 734 | 0 | pc/h |
| Volume ratio, VR | | 0.313 | | | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 2.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 1138 | lc/h |
| Weaving lane changes, LCW | 1272 | lc/h |
| Non-weaving vehicle index, INW | 274 | |
| Non-weaving lane change, LCNW | 234 | lc/h |
| Total lane changes, LCALL | 1506 | lc/h |

## Weaving and Non-Weaving Speeds

| | |
|---|---|
| Weaving intensity factor, W | 0.500 |

| | | |
|---|---|---|
| Average weaving speed, SW | 45.0 | mi/h |
| Average non-weaving speed, SNW | 46.0 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 45.7 | mi/h |
| Weaving segment density, D | 26.5 | pc/mi/ln |
| Level of service, LOS | C | |
| Weaving segment v/c ratio | 0.636 | |
| Weaving segment flow rate, v | 3412 | veh/h |
| Weaving segment capacity, cW | 5363 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 5726 | 550 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 1904 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.636 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between I-26 EB Off-Ramps |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2577 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 685 | v |
| Trucks and buses | 13 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.939 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1460 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.67 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 7.3 | mi/h |
| Free-flow speed, FFS | 68.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1460 | pc/h/ln |
| Free-flow speed, FFS | 68.1 | mi/h |
| Average passenger-car speed, S | 69.2 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 21.1 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 1/8/2016 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 WB |
| Weaving Location: | Between Ramp #21 and 33 |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 3 | ln |
| Weaving segment length, LS | 3126 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 2072 | 807 | 505 | 736 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 551 | 215 | 134 | 196 | |
| Trucks and buses | 5 | 2 | 4 | 4 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.980 | 0.980 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 2259 | 867 | 548 | 799 | pc/h |

| | | |
|---|---|---|
| Volume ratio, VR | 0.316 | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 1.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 1415 | lc/h |
| Weaving lane changes, LCW | 1740 | lc/h |
| Non-weaving vehicle index, INW | 956 | |
| Non-weaving lane change, LCNW | 1746 | lc/h |
| Total lane changes, LCALL | 3486 | lc/h |

## Weaving and Non-Weaving Speeds

| | |
|---|---|
| Weaving intensity factor, W | 0.246 |

| | | |
|---|---|---|
| Average weaving speed, SW | 51.1 | mi/h |
| Average non-weaving speed, SNW | 42.7 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 45.0 | mi/h |
| Weaving segment density, D | 33.1 | pc/mi/ln |
| Level of service, LOS | D | |
| Weaving segment v/c ratio | 0.711 | |
| Weaving segment flow rate, v | 4364 | veh/h |
| Weaving segment capacity, cW | 6140 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 5760 | 3126 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 2098 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.711 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between I-26 and International |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2879 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 766 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1570 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.83 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 7.7 | mi/h |
| Free-flow speed, FFS | 67.7 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1570 | pc/h/ln |
| Free-flow speed, FFS | 67.7 | mi/h |
| Average passenger-car speed, S | 68.4 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 22.9 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #22 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Int. Blvd. On-Ramp to I-526 WB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2879 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 50.0 | mph |
| Volume on ramp | 564 | vph |
| Length of first accel/decel lane | 815 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 364 | vph |
| Position of adjacent Ramp | Downstream | |
| Type of adjacent Ramp | On | |
| Distance to adjacent Ramp | 3090 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2879 | 564 | 364 | vph |
| Peak-hour factor, PHF | 0.94 | 0.91 | 0.84 | |
| Peak 15-min volume, v15 | 766 | 155 | 108 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3139 | 626 | 438 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 3139 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 3765 | 4600 | No |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 3139 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 3765 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 29.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.408 | |
| Space mean speed in ramp influence area, | $S_R$ = 52.7 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 52.7 | mph |

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #22 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Int. Blvd. On-Ramp to I-526 WB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2879 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 50.0 | mph |
| Volume on ramp | 564 | vph |
| Length of first accel/decel lane | 815 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 1241 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 2710 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2879 | 564 | 1241 | vph |
| Peak-hour factor, PHF | 0.94 | 0.91 | 0.90 | |
| Peak 15-min volume, v15 | 766 | 155 | 345 | v |
| Trucks and buses | 5 | 2 | 4 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.980 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3139 | 626 | 1406 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 3139 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 3765 | 4600 | No |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 3139 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 3765 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 29.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.408 | |
| Space mean speed in ramp influence area, | $S_R$ = 52.7 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | S = 52.7 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between Intl. Blvd & Montague |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3443 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 916 | v |
| Trucks and buses | 2 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.990 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1850 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1850 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 65.1 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 28.4 | pc/mi/ln |
| Level of service, LOS | D | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #23 |
| Agency/Co.: | Stantec |
| Date performed: | 1/8/2016 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 WB |
| Junction: | North of Montague Avenue |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 55.0 | mph |
| Volume on freeway | 909 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 35.0 | mph |
| Volume on ramp | 564 | vph |
| Length of first accel/decel lane | 500 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | No | |
| Volume on adjacent ramp | | vph |
| Position of adjacent ramp | | |
| Type of adjacent ramp | | |
| Distance to adjacent ramp | | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 909 | 564 | | vph |
| Peak-hour factor, PHF | 0.91 | 0.90 | | |
| Peak 15-min volume, v15 | 250 | 157 | | v |
| Trucks and buses | 2 | 5 | | % |
| Recreational vehicles | 0 | 0 | | % |
| Terrain type: | Level | Level | | |
| Grade | 0.00 % | 0.00 % | % | |
| Length | 0.00 mi | 0.00 mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | | |

| | | | |
|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.990 | 0.976 | |
| Driver population factor, fP | 1.00 | 1.00 | |
| Flow rate, vp | 1009 | 642 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 1009 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 1009 | 4500 | No |
| $v_{FO} = v_F - v_R$ | 367 | 4500 | No |
| $v_R$ | 642 | 2000 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 1009 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 1009 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_R - 0.009 L_D$ = 8.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence A

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.486

Space mean speed in ramp influence area, $S_R$ = 48.7 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 48.7 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between Montague & Dorchester |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 345 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 92 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 188 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | - | ft |
| Right-side lateral clearance | - | ft |
| Total ramp density, TRD | - | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Measured | |
| FFS or BFFS | 55.0 | mi/h |
| Lane width adjustment, fLW | - | mi/h |
| Lateral clearance adjustment, fLC | - | mi/h |
| TRD adjustment | - | mi/h |
| Free-flow speed, FFS | 55.0 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 188 | pc/h/ln |
| Free-flow speed, FFS | 55.0 | mi/h |
| Average passenger-car speed, S | 55.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 3.4 | pc/mi/ln |
| Level of service, LOS | A | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

Analyst:
Agency/Co.: Stantec
Date Performed: 12/8/2015
Analysis Time Period: PM Peak Period
Freeway/Dir of Travel: I-526 Westbound
Weaving Location: Between Ramps#14&24
Analysis Year: 2015 Existing Conditions
Description: 171001609

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 3 | ln |
| Weaving segment length, LS | 945 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 3008 | 513 | 69 | 139 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 800 | 136 | 18 | 37 | |
| Trucks and buses | 5 | 2 | 6 | 6 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.971 | 0.971 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 3280 | 551 | 76 | 152 | pc/h |

Volume ratio, VR 0.154

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 2.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 627 | lc/h |
| Weaving lane changes, LCW | 842 | lc/h |
| Non-weaving vehicle index, INW | 649 | |
| Non-weaving lane change, LCNW | 641 | lc/h |
| Total lane changes, LCALL | 1483 | lc/h |

## Weaving and Non-Weaving Speeds

Weaving intensity factor, W 0.322

| | | |
|---|---|---|
| Average weaving speed, SW | 49.0 | mi/h |
| Average non-weaving speed, SNW | 49.0 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 49.0 | mi/h |
| Weaving segment density, D | 27.6 | pc/mi/ln |
| Level of service, LOS | C | |
| Weaving segment v/c ratio | 0.657 | |
| Weaving segment flow rate, v | 3960 | veh/h |
| Weaving segment capacity, cW | 6029 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 4076 | 945 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 2060 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.657 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between On/Off Ramps to Dorch. |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3359 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 893 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1831 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1831 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 65.4 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 28.0 | pc/mi/ln |
| Level of service, LOS | D | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

Analyst:
Agency/Co.: Stantec
Date Performed: 12/8/2015
Analysis Time Period: PM Peak Period
Freeway/Dir of Travel: I-526 Westbound
Weaving Location: Between Ramps#9&16
Analysis Year: 2015 Existing Conditions
Description: 171001609

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 3 | ln |
| Weaving segment length, LS | 1730 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 3290 | 513 | 69 | 139 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 875 | 136 | 18 | 37 | |
| Trucks and buses | 5 | 2 | 6 | 6 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.971 | 0.971 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 3588 | 551 | 76 | 152 | pc/h |

Volume ratio, VR 0.144

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 2.0 | int/mi |
| Minimum RF lane changes, LCRF | 0 | lc/pc |
| Minimum FR lane changes, LCFR | 0 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 0 | lc/h |
| Weaving lane changes, LCW | 320 | lc/h |
| Non-weaving vehicle index, INW | 1294 | |
| Non-weaving lane change, LCNW | 1130 | lc/h |
| Total lane changes, LCALL | 1450 | lc/h |

## Weaving and Non-Weaving Speeds

Weaving intensity factor, W 0.197

| | | |
|---|---|---|
| Average weaving speed, SW | 52.6 | mi/h |
| Average non-weaving speed, SNW | 53.0 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 53.0 | mi/h |
| Weaving segment density, D | 27.5 | pc/mi/ln |
| Level of service, LOS | C | |
| Weaving segment v/c ratio | 0.684 | |
| Weaving segment flow rate, v | 4261 | veh/h |
| Weaving segment capacity, cW | 6231 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 3967 | 1730 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 2129 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.684 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 1/8/2016 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 WB |
| From/To: | North of Leeds Avenue |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3804 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1012 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2074 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.83 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.3 | mi/h |
| Free-flow speed, FFS | 70.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2074 | pc/h/ln |
| Free-flow speed, FFS | 70.1 | mi/h |
| Average passenger-car speed, S | 61.1 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 33.9 | pc/mi/ln |
| Level of service, LOS | D | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #10 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Leeds On-Ramp to I-526 WB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 3804 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 40.0 | mph |
| Volume on ramp | 849 | vph |
| Length of first accel/decel lane | 660 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 208 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 2120 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 3804 | 849 | 208 | vph |
| Peak-hour factor, PHF | 0.94 | 0.83 | 0.79 | |
| Peak 15-min volume, v15 | 1012 | 256 | 66 | v |
| Trucks and buses | 5 | 2 | 6 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.971 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4148 | 1033 | 271 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 4148 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 5181 | 4600 | Yes |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 4148 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 5181 | 4600 | Yes |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 41.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.962 | |
| Space mean speed in ramp influence area, | $S_R$ = 42.7 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 42.7 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between Paul Cantrell & Leeds |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: 171001609 | |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4653 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1238 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2537 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.50 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 4.5 | mi/h |
| Free-flow speed, FFS | 70.9 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2537 | pc/h/ln |
| Free-flow speed, FFS | 70.9 | mi/h |
| Average passenger-car speed, S | 49.3 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 51.5 | pc/mi/ln |
| Level of service, LOS | F | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #4 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | I-526 Off-Ramp to Paul Cantrel |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4653 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 50.0 | mph |
| Volume on ramp | 1782 | vph |
| Length of first accel/decel lane | 570 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 660 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1800 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4653 | 1782 | 660 | vph |
| Peak-hour factor, PHF | 0.94 | 0.97 | 0.94 | |
| Peak 15-min volume, v15 | 1238 | 459 | 176 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5074 | 1855 | 709 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 5074 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5074 | 4600 | Yes |
| $v_{FO} = v_F - v_R$ | 3219 | 4600 | No |
| $v_R$ | 1855 | 2100 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 5074 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 5074 | 4400 | Yes |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 42.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.400

Space mean speed in ramp influence area, $S_R$ = 52.8 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 52.8 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Btwn I-526 Off-Ramps to P.Cant |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2870 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 763 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1565 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.17 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 3.7 | mi/h |
| Free-flow speed, FFS | 71.7 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1565 | pc/h/ln |
| Free-flow speed, FFS | 71.7 | mi/h |
| Average passenger-car speed, S | 68.5 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 22.9 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #5 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Off-Ramp Loop to P Cantrell |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2870 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 660 | vph |
| Length of first accel/decel lane | 400 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 187 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1230 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2870 | 660 | 187 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.78 | |
| Peak 15-min volume, v15 | 763 | 176 | 60 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3130 | 709 | 242 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3130 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3130 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 2421 | 4600 | No |
| $v_R$ | 709 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 3130 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3130 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 27.6 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.622

Space mean speed in ramp influence area, $S_R$ = 48.8 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 48.8 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #5 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Off-Ramp Loop to P Cantrell |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2870 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 660 | vph |
| Length of first accel/decel lane | 400 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 1782 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1800 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2870 | 660 | 1782 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.97 | |
| Peak 15-min volume, v15 | 763 | 176 | 459 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3130 | 709 | 1855 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3130 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3130 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 2421 | 4600 | No |
| $v_R$ | 709 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 3130 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3130 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 27.6 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.622

Space mean speed in ramp influence area, $S_R$ = 48.8 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 48.8 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | PM Peak Hour |
| Freeway/Direction: | I-526 Westbound |
| From/To: | South of Paul Cantrell |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2210 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 588 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1205 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.00 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 3.2 | mi/h |
| Free-flow speed, FFS | 72.2 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1205 | pc/h/ln |
| Free-flow speed, FFS | 72.2 | mi/h |
| Average passenger-car speed, S | 70.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 17.2 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #6 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Paul Cantrell On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2210 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 40.0 | mph |
| Volume on ramp | 187 | vph |
| Length of first accel/decel lane | 650 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 660 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 1230 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2210 | 187 | 660 | vph |
| Peak-hour factor, PHF | 0.94 | 0.78 | 0.94 | |
| Peak 15-min volume, v15 | 588 | 60 | 176 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 2410 | 242 | 709 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 2410 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 2652 | 4600 | No |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 2410 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 2652 | 4600 | No |

## Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 22.0 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.324 | |
| Space mean speed in ramp influence area, | $S_R$ = 54.2 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 54.2 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | South of Savage Road |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2397 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 638 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1307 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.67 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.3 | mi/h |
| Free-flow speed, FFS | 73.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1307 | pc/h/ln |
| Free-flow speed, FFS | 73.1 | mi/h |
| Average passenger-car speed, S | 74.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 17.7 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | North of US 17 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2015 Existing Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 1029 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 274 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 374 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.67 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.3 | mi/h |
| Free-flow speed, FFS | 73.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 374 | pc/h/ln |
| Free-flow speed, FFS | 73.1 | mi/h |
| Average passenger-car speed, S | 75.0 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 5.0 | pc/mi/ln |
| Level of service, LOS | A | |

Overall results are not computed when free-flow speed is less than 55 mph.

### 4.1.2 Design Year No Build

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Between US 17 & Sam Rittenberg |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: 171001609 | |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 1610 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 428 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 886 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.83 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.8 | mi/h |
| Free-flow speed, FFS | 72.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 886 | pc/h/ln |
| Free-flow speed, FFS | 72.6 | mi/h |
| Average passenger-car speed, S | 75.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 11.8 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | US-17 WB On-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 1610 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 45.0 | mph |
| Volume on ramp | 873 | vph |
| Length of first accel/decel lane | 1500 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 380 | vph |
| Position of adjacent Ramp | Downstream | |
| Type of adjacent Ramp | On | |
| Distance to adjacent Ramp | 800 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 1610 | 873 | 380 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 428 | 232 | 101 | v |
| Trucks and buses | 7 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 1773 | 938 | 408 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 1773 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 2711 | 4600 | No |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$/2 No

If yes, $v_{12A}$ = 1773 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 2711 | 4600 | No |

## Level of Service Determination (if not F)

$$D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A = 16.8 \text{ pc/mi/ln}$$

Level of service for ramp-freeway junction areas of influence B

## Speed Estimation

Intermediate speed variable, $M_S$ = 0.245

Space mean speed in ramp influence area, $S_R$ = 55.6 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, S = 55.6 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Btwn US 17 WB Ramp & SC 7 Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2483 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 660 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1367 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.83 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.8 | mi/h |
| Free-flow speed, FFS | 72.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1367 | pc/h/ln |
| Free-flow speed, FFS | 72.6 | mi/h |
| Average passenger-car speed, S | 73.5 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 18.6 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | SC 7 WB On-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2483 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 50.0 | mph |
| Volume on ramp | 380 | vph |
| Length of first accel/decel lane | 1500 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 36 | vph |
| Position of adjacent Ramp | Downstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 4005 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2483 | 380 | 36 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 660 | 101 | 10 | v |
| Trucks and buses | 7 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 2734 | 408 | 39 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 2734 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 3142 | 4600 | No |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 2734 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 3142 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 20.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.261 | |
| Space mean speed in ramp influence area, | $S_R$ = 55.3 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 55.3 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Between SC 7 & SC 461 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: 171001609 | |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2863 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 761 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1576 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.83 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.8 | mi/h |
| Free-flow speed, FFS | 72.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1576 | pc/h/ln |
| Free-flow speed, FFS | 72.6 | mi/h |
| Average passenger-car speed, S | 71.3 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 22.1 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #1 |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Paul Cantrell EB Off-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2863 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 40.0 | mph |
| Volume on ramp | 36 | vph |
| Length of first accel/decel lane | 335 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 380 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 4060 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2863 | 36 | 380 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 761 | 10 | 101 | v |
| Trucks and buses | 7 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3152 | 39 | 408 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3152 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3152 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 3113 | 4600 | No |
| $v_R$ | 39 | 2100 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 3152 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3152 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 28.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.367

Space mean speed in ramp influence area, $S_R$ = 53.4 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 53.4 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #1 |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Paul Cantrell EB Off-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2863 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 36 | vph |
| Length of first accel/decel lane | 335 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 208 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1000 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2863 | 36 | 208 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 761 | 10 | 55 | v |
| Trucks and buses | 7 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3152 | 39 | 223 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3152 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3152 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 3113 | 4600 | No |
| $v_R$ | 39 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 3152 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3152 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 28.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.562

Space mean speed in ramp influence area, $S_R$ = 49.9 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 49.9 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Paul Cantrell EB-WB Off-ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2827 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 752 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1556 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.83 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.8 | mi/h |
| Free-flow speed, FFS | 72.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1556 | pc/h/ln |
| Free-flow speed, FFS | 72.6 | mi/h |
| Average passenger-car speed, S | 71.6 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 21.7 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #2 |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Paul Cantrell WB Off-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2827 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 208 | vph |
| Length of first accel/decel lane | 560 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 3788 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1155 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2827 | 208 | 3788 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 752 | 55 | 1007 | v |
| Trucks and buses | 7 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3113 | 223 | 4070 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3113 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3113 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 2890 | 4600 | No |
| $v_R$ | 223 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 3113 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3113 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 26.0 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.578

Space mean speed in ramp influence area, $S_R$ = 49.6 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 49.6 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #2 |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Paul Cantrell WB Off-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2827 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 208 | vph |
| Length of first accel/decel lane | 560 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 36 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1000 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2827 | 208 | 36 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 752 | 55 | 10 | v |
| Trucks and buses | 7 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3113 | 223 | 39 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3113 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3113 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 2890 | 4600 | No |
| $v_R$ | 223 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$/2 No

If yes, $v_{12A}$ = 3113 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3113 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 26.0 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.578

Space mean speed in ramp influence area, $S_R$ = 49.6 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 49.6 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Paul Cantrell Off to On-Ramps |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2619 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 697 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1442 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.17 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 3.7 | mi/h |
| Free-flow speed, FFS | 71.7 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1442 | pc/h/ln |
| Free-flow speed, FFS | 71.7 | mi/h |
| Average passenger-car speed, S | 69.3 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 20.8 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #3 |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Paul Cantrell On-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2619 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 45.0 | mph |
| Volume on ramp | 3788 | vph |
| Length of first accel/decel lane | 775 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 208 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 1055 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2619 | 3788 | 208 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 697 | 1007 | 55 | v |
| Trucks and buses | 7 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 2884 | 4070 | 223 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 2884 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 6954 | 4600 | Yes |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 2884 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 6954 | 4600 | Yes |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 53.0 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $M_S$ = 4.336

Space mean speed in ramp influence area, $S_R$ = -18.0 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, S = mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Paul Cantrell to SC 61 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 6407 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1704 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 3527 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.67 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.0 | mi/h |
| Free-flow speed, FFS | 70.4 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 3527 | pc/h/ln |
| Free-flow speed, FFS | 70.4 | mi/h |
| Average passenger-car speed, S | 7.2 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 490.8 | pc/mi/ln |
| Level of service, LOS | F | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #7 |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | I-526 Off Ramp to Leeds Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 6407 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 40.0 | mph |
| Volume on ramp | 1273 | vph |
| Length of first accel/decel lane | 345 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 261 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1880 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 6407 | 1273 | 261 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1704 | 339 | 69 | v |
| Trucks and buses | 7 | 6 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.971 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 7055 | 1395 | 280 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 7055 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 7055 | 4600 | Yes |
| $v_{FO} = v_F - v_R$ | 5660 | 4600 | Yes |
| $v_R$ | 1395 | 2100 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 7055 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 7055 | 4400 | Yes |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 61.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.489

Space mean speed in ramp influence area, $S_R$ = 51.2 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 51.2 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/12/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | South of Leeds Avenue |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 5134 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1365 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2826 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.00 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.8 | mi/h |
| Free-flow speed, FFS | 69.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2826 | pc/h/ln |
| Free-flow speed, FFS | 69.6 | mi/h |
| Average passenger-car speed, S | 39.3 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 71.9 | pc/mi/ln |
| Level of service, LOS | F | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Weaving Location: | Between Ramps #8&11 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 3 | ln |
| Weaving segment length, LS | 1980 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 4576 | 187 | 348 | 74 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1217 | 50 | 93 | 20 | |
| Trucks and buses | 7 | 2 | 3 | 3 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.985 | 0.985 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 5038 | 201 | 376 | 80 | pc/h |

| | | |
|---|---|---|
| Volume ratio, VR | 0.101 | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 2.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 577 | lc/h |
| Weaving lane changes, LCW | 923 | lc/h |
| Non-weaving vehicle index, INW | 2027 | |
| Non-weaving lane change, LCNW | 2830 | lc/h |
| Total lane changes, LCALL | 3753 | lc/h |

## Weaving and Non-Weaving Speeds

| | | |
|---|---|---|
| Weaving intensity factor, W | 0.374 | |

| | | |
|---|---|---|
| Average weaving speed, SW | 47.7 | mi/h |
| Average non-weaving speed, SNW | 46.7 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 46.8 | mi/h |
| Weaving segment density, D | 40.5 | pc/mi/ln |
| Level of service, LOS | E | |
| Weaving segment v/c ratio | 0.871 | |
| Weaving segment flow rate, v | 5503 | veh/h |
| Weaving segment capacity, cW | 6319 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 3552 | 1980 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 2180 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.871 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/13/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | North of Leeds Avenue |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4967 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1321 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2734 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.00 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.8 | mi/h |
| Free-flow speed, FFS | 69.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2734 | pc/h/ln |
| Free-flow speed, FFS | 69.6 | mi/h |
| Average passenger-car speed, S | 42.7 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 64.0 | pc/mi/ln |
| Level of service, LOS | F | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Weaving Location: | Between Ramps#13&17 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 3 | ln |
| Weaving segment length, LS | 1515 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 3940 | 844 | 823 | 65 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1048 | 224 | 219 | 17 | |
| Trucks and buses | 7 | 2 | 4 | 4 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.980 | 0.980 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 4338 | 907 | 893 | 71 | pc/h |

| | | |
|---|---|---|
| Volume ratio, VR | 0.290 | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 2.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | | lc/h |
| Weaving lane changes, LCW | | lc/h |
| Non-weaving vehicle index, INW | | |
| Non-weaving lane change, LCNW | | lc/h |
| Total lane changes, LCALL | | lc/h |

## Weaving and Non-Weaving Speeds

Weaving intensity factor, W

| | | |
|---|---|---|
| Average weaving speed, SW | | mi/h |
| Average non-weaving speed, SNW | | mi/h |

## Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | | mi/h |
| Weaving segment density, D | | pc/mi/ln |
| Level of service, LOS | F | |
| Weaving segment v/c ratio | 1.036 | |
| Weaving segment flow rate, v | 6000 | veh/h |
| Weaving segment capacity, cW | 5788 | veh/h |

## Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 5476 | 1515 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 1997 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 1.036 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/13/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | South of Montague Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4989 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1327 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2747 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.17 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.2 | mi/h |
| Free-flow speed, FFS | 69.2 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2747 | pc/h/ln |
| Free-flow speed, FFS | 69.2 | mi/h |
| Average passenger-car speed, S | 42.2 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 65.0 | pc/mi/ln |
| Level of service, LOS | F | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #19 |
| Agency/Co.: | Stantec |
| Date performed: | 11/13/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | International Blvd WBOff-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4986 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 852 | vph |
| Length of first accel/decel lane | 630 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 890 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 3650 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4986 | 852 | 890 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1326 | 227 | 237 | v |
| Trucks and buses | 7 | 3 | 4 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.985 | 0.980 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5490 | 920 | 966 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 5490 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5490 | 4600 | Yes |
| $v_{FO} = v_F - v_R$ | 4570 | 4600 | No |
| $v_R$ | 920 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 5490 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 5490 | 4400 | Yes |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 45.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.641

Space mean speed in ramp influence area, $S_R$ = 48.5 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 48.5 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #19 |
| Agency/Co.: | Stantec |
| Date performed: | 11/13/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | International Blvd WBOff-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4986 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 852 | vph |
| Length of first accel/decel lane | 630 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 1342 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1600 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4986 | 852 | 1342 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1326 | 227 | 357 | v |
| Trucks and buses | 7 | 3 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.985 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5490 | 920 | 1442 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 5490 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5490 | 4600 | Yes |
| $v_{FO} = v_F - v_R$ | 4570 | 4600 | No |
| $v_R$ | 920 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 5490 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 5490 | 4400 | Yes |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 45.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.641

Space mean speed in ramp influence area, $S_R$ = 48.5 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 48.5 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/13/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | North of International |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4134 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1099 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2276 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2276 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 56.6 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 40.2 | pc/mi/ln |
| Level of service, LOS | E | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Weaving Location: | Ramps #20, 25, 26 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 3 | ln |
| Weaving segment length, LS | 1970 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 2074 | 687 | 2060 | 702 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 552 | 183 | 548 | 187 | |
| Trucks and buses | 7 | 2 | 7 | 7 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.966 | 0.966 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 2284 | 738 | 2268 | 773 | pc/h |

| | | |
|---|---|---|
| Volume ratio, VR | 0.496 | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 1.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | | lc/h |
| Weaving lane changes, LCW | | lc/h |
| Non-weaving vehicle index, INW | | |
| Non-weaving lane change, LCNW | | lc/h |
| Total lane changes, LCALL | | lc/h |

## Weaving and Non-Weaving Speeds

Weaving intensity factor, W

| | | |
|---|---|---|
| Average weaving speed, SW | | mi/h |
| Average non-weaving speed, SNW | | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | | mi/h |
| Weaving segment density, D | | pc/mi/ln |
| Level of service, LOS | F | |
| Weaving segment v/c ratio | 1.253 | |
| Weaving segment flow rate, v | 5858 | veh/h |
| Weaving segment capacity, cW | 4677 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 7777 | 1970 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 1856 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 1.253 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/13/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Off-Ramp to I-26 EB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2704 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 719 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1489 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1489 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 69.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 21.6 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #30 |
| Agency/Co.: | Stantec |
| Date performed: | 11/13/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | On Ramp from I-26 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2704 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 25.0 | mph |
| Volume on ramp | 1459 | vph |
| Length of first accel/decel lane | 545 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 2772 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 1900 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2704 | 1459 | 2772 | vph |
| Peak-hour factor, PHF | 0.94 | 0.96 | 0.95 | |
| Peak 15-min volume, v15 | 719 | 380 | 729 | v |
| Trucks and buses | 9 | 15 | 7 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.957 | 0.930 | 0.966 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3006 | 1634 | 3020 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 3006 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 4640 | 4600 | Yes |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 3006 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 4640 | 4600 | Yes |

## Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 37.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.698 | |
| Space mean speed in ramp influence area, | $S_R$ = 47.4 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 47.4 | mph |

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #30 |
| Agency/Co.: | Stantec |
| Date performed: | 11/13/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | On Ramp from I-26 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2704 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 25.0 | mph |
| Volume on ramp | 1459 | vph |
| Length of first accel/decel lane | 545 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 677 | vph |
| Position of adjacent Ramp | Downstream | |
| Type of adjacent Ramp | On | |
| Distance to adjacent Ramp | 725 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2704 | 1459 | 677 | vph |
| Peak-hour factor, PHF | 0.94 | 0.96 | 0.90 | |
| Peak 15-min volume, v15 | 719 | 380 | 188 | v |
| Trucks and buses | 9 | 15 | 15 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.957 | 0.930 | 0.930 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3006 | 1634 | 809 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 3006 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 4640 | 4600 | Yes |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 3006 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 4640 | 4600 | Yes |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 37.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.698 | |
| Space mean speed in ramp influence area, | $S_R$ = 47.4 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 47.4 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/13/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | North of I-526 On-Ramp/I-26 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: 171001609 | |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4163 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1107 | v |
| Trucks and buses | 9 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.957 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2314 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2314 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 55.6 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 41.6 | pc/mi/ln |
| Level of service, LOS | E | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Weaving Location: | Between Ramps #27&36 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 3 | ln |
| Weaving segment length, LS | 1600 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 3924 | 677 | 296 | 0 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1044 | 180 | 79 | 0 | |
| Trucks and buses | 9 | 15 | 4 | 15 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.957 | 0.930 | 0.980 | 0.930 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 4362 | 774 | 321 | 0 | pc/h |

| | | |
|---|---|---|
| Volume ratio, VR | 0.201 | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 1.5 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 1095 | lc/h |
| Weaving lane changes, LCW | 1358 | lc/h |
| Non-weaving vehicle index, INW | 1047 | |
| Non-weaving lane change, LCNW | 1188 | lc/h |
| Total lane changes, LCALL | 2546 | lc/h |

## Weaving and Non-Weaving Speeds

| | | |
|---|---|---|
| Weaving intensity factor, W | 0.326 | |

| | | |
|---|---|---|
| Average weaving speed, SW | 48.9 | mi/h |
| Average non-weaving speed, SNW | 43.4 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 44.4 | mi/h |
| Weaving segment density, D | 41.0 | pc/mi/ln |
| Level of service, LOS | E | |
| Weaving segment v/c ratio | 0.877 | |
| Weaving segment flow rate, v | 5223 | veh/h |
| Weaving segment capacity, cW | 5957 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 4543 | 1600 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 2075 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.877 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | South of Rivers Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4544 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1209 | v |
| Trucks and buses | 9 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.957 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2526 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2526 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 49.6 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 50.9 | pc/mi/ln |
| Level of service, LOS | F | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #37 |
| Agency/Co.: | Stantec |
| Date performed: | 11/13/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | North of Rivers Avenue |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4544 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 199 | vph |
| Length of first accel/decel lane | 750 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 296 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1475 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4544 | 199 | 296 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1209 | 53 | 79 | v |
| Trucks and buses | 9 | 4 | 4 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.957 | 0.980 | 0.980 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5052 | 216 | 321 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 5052 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5052 | 4600 | Yes |
| $v_{FO} = v_F - v_R$ | 4836 | 4600 | Yes |
| $v_R$ | 216 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 5052 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 5052 | 4400 | Yes |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 40.9 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.577

Space mean speed in ramp influence area, $S_R$ = 49.6 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 49.6 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #37 |
| Agency/Co.: | Stantec |
| Date performed: | 11/13/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | North of Rivers Avenue |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Build Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4544 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 199 | vph |
| Length of first accel/decel lane | 750 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 937 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 930 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4544 | 199 | 937 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1209 | 53 | 249 | v |
| Trucks and buses | 9 | 4 | 6 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.957 | 0.980 | 0.971 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5052 | 216 | 1027 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 5052 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5052 | 4600 | Yes |
| $v_{FO} = v_F - v_R$ | 4836 | 4600 | Yes |
| $v_R$ | 216 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 5052 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 5052 | 4400 | Yes |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 40.9 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.577

Space mean speed in ramp influence area, $S_R$ = 49.6 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 49.6 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/16/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | I-526 EB North of Rivers Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4345 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1156 | v |
| Trucks and buses | 9 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.957 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2415 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.83 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.3 | mi/h |
| Free-flow speed, FFS | 70.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2415 | pc/h/ln |
| Free-flow speed, FFS | 70.1 | mi/h |
| Average passenger-car speed, S | 52.9 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 45.7 | pc/mi/ln |
| Level of service, LOS | F | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #38, 39 |
| Agency/Co.: | Stantec |
| Date performed: | 11/16/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Rivers Ave On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4345 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 40.0 | mph |
| Volume on ramp | 937 | vph |
| Length of first accel/decel lane | 785 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 475 | vph |
| Position of adjacent Ramp | Downstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 4990 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4345 | 937 | 475 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1156 | 249 | 126 | v |
| Trucks and buses | 9 | 6 | 9 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.957 | 0.971 | 0.957 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4830 | 1027 | 528 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 4830 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 5857 | 4600 | Yes |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 4830 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 5857 | 4600 | Yes |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 45.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 1.622 | |
| Space mean speed in ramp influence area, | $S_R$ = 30.8 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 30.8 | mph |

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #38, 39 |
| Agency/Co.: | Stantec |
| Date performed: | 11/16/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Rivers Ave On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4345 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 40.0 | mph |
| Volume on ramp | 937 | vph |
| Length of first accel/decel lane | 785 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 199 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 900 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4345 | 937 | 199 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1156 | 249 | 53 | v |
| Trucks and buses | 9 | 6 | 4 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.957 | 0.971 | 0.980 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4830 | 1027 | 216 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 4830 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 5857 | 4600 | Yes |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 4830 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 5857 | 4600 | Yes |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 45.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 1.622 | |
| Space mean speed in ramp influence area, | $S_R$ = 30.8 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 30.8 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/16/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Between Rivers and N Rhett |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 5282 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1405 | v |
| Trucks and buses | 9 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.957 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2936 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.83 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.3 | mi/h |
| Free-flow speed, FFS | 70.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2936 | pc/h/ln |
| Free-flow speed, FFS | 70.1 | mi/h |
| Average passenger-car speed, S | 35.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 83.8 | pc/mi/ln |
| Level of service, LOS | F | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #44 |
| Agency/Co.: | Stantec |
| Date performed: | 11/16/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Off-Ramp to N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 5282 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 45.0 | mph |
| Volume on ramp | 475 | vph |
| Length of first accel/decel lane | 215 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 937 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 4990 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 5282 | 475 | 937 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1405 | 126 | 249 | v |
| Trucks and buses | 9 | 9 | 6 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.957 | 0.957 | 0.971 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5872 | 528 | 1027 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 5872 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5872 | 4600 | Yes |
| $v_{FO} = v_F - v_R$ | 5344 | 4600 | Yes |
| $v_R$ | 528 | 2100 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 5872 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 5872 | 4400 | Yes |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 52.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $D_S$ = 0.346 | |
| Space mean speed in ramp influence area, | $S_R$ = 53.8 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 53.8 | mph |

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #44 |
| Agency/Co.: | Stantec |
| Date performed: | 11/16/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Off-Ramp to N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 5282 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 45.0 | mph |
| Volume on ramp | 475 | vph |
| Length of first accel/decel lane | 215 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 1934 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1940 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 5282 | 475 | 1934 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1405 | 126 | 514 | v |
| Trucks and buses | 9 | 9 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.957 | 0.957 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5872 | 528 | 2078 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 5872 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5872 | 4600 | Yes |
| $v_{FO} = v_F - v_R$ | 5344 | 4600 | Yes |
| $v_R$ | 528 | 2100 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 5872 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 5872 | 4400 | Yes |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_R - 0.009 L_{12}$ = 52.8 pc/mi/ln $D$

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.346

Space mean speed in ramp influence area, $S_R$ = 53.8 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 53.8 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/16/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | West of N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4807 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1278 | v |
| Trucks and buses | 9 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.957 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2672 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.67 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.0 | mi/h |
| Free-flow speed, FFS | 70.4 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2672 | pc/h/ln |
| Free-flow speed, FFS | 70.4 | mi/h |
| Average passenger-car speed, S | 44.9 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 59.6 | pc/mi/ln |
| Level of service, LOS | F | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #45 |
| Agency/Co.: | Stantec |
| Date performed: | 11/16/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | NRhett On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4807 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 25.0 | mph |
| Volume on ramp | 1934 | vph |
| Length of first accel/decel lane | 1090 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 475 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 1950 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4807 | 1934 | 475 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1278 | 514 | 126 | v |
| Trucks and buses | 9 | 2 | 9 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.957 | 0.990 | 0.957 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5344 | 2078 | 528 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 5344 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 7422 | 4600 | Yes |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 5344 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 7422 | 4600 | Yes |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 55.6 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $M_S$ = 6.789

Space mean speed in ramp influence area, $S_R$ = -62.2 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, S = mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/16/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | East of N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 6741 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1793 | v |
| Trucks and buses | 9 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.957 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2498 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.50 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 4.5 | mi/h |
| Free-flow speed, FFS | 70.9 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2498 | pc/h/ln |
| Free-flow speed, FFS | 70.9 | mi/h |
| Average passenger-car speed, S | 50.5 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 49.5 | pc/mi/ln |
| Level of service, LOS | F | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Between US 17 & Sam Rittenberg |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: 171001609 | |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 1083 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 288 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 590 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.83 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.8 | mi/h |
| Free-flow speed, FFS | 72.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 590 | pc/h/ln |
| Free-flow speed, FFS | 72.6 | mi/h |
| Average passenger-car speed, S | 75.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 7.9 | pc/mi/ln |
| Level of service, LOS | A | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | US-17 WB On-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 1083 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 45.0 | mph |
| Volume on ramp | 976 | vph |
| Length of first accel/decel lane | 1500 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 978 | vph |
| Position of adjacent Ramp | Downstream | |
| Type of adjacent Ramp | On | |
| Distance to adjacent Ramp | 800 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 1083 | 976 | 978 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 288 | 260 | 260 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 1181 | 1049 | 1051 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 1181 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 2230 | 4600 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ > 2700 pc/h? | | No | |
| Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 | | No | |

If yes, $v_{12A}$ = 1181 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 2230 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 13.0 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.222 | |
| Space mean speed in ramp influence area, | $S_R$ = 56.0 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 56.0 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Btwn US 17 WB Ramp & SC 7 Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2059 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 548 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1123 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.83 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.8 | mi/h |
| Free-flow speed, FFS | 72.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1123 | pc/h/ln |
| Free-flow speed, FFS | 72.6 | mi/h |
| Average passenger-car speed, S | 74.8 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 15.0 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | SC 7 WB On-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2059 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 50.0 | mph |
| Volume on ramp | 978 | vph |
| Length of first accel/decel lane | 1500 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 46 | vph |
| Position of adjacent Ramp | Downstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 4005 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2059 | 978 | 46 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 548 | 260 | 12 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 2245 | 1051 | 49 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 2245 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 3296 | 4600 | No |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 2245 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 3296 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 21.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.276 | |
| Space mean speed in ramp influence area, | $S_R$ = 55.0 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | S = 55.0 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Between SC 7 & SC 461 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Opening Year Conditions |
| Description: 171001609 | |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3037 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 808 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1656 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.83 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.8 | mi/h |
| Free-flow speed, FFS | 72.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1656 | pc/h/ln |
| Free-flow speed, FFS | 72.6 | mi/h |
| Average passenger-car speed, S | 70.2 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 23.6 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #1 |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Paul Cantrell EB Off-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 3037 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 40.0 | mph |
| Volume on ramp | 46 | vph |
| Length of first accel/decel lane | 335 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 978 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 4060 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 3037 | 46 | 978 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 808 | 12 | 260 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3312 | 49 | 1051 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3312 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3312 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 3263 | 4600 | No |
| $v_R$ | 49 | 2100 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 3312 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3312 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 29.7 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.367

Space mean speed in ramp influence area, $S_R$ = 53.4 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 53.4 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #1 |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Paul Cantrell EB Off-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 3037 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 46 | vph |
| Length of first accel/decel lane | 335 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 765 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1000 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 3037 | 46 | 765 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 808 | 12 | 203 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3312 | 49 | 822 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3312 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3312 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 3263 | 4600 | No |
| $v_R$ | 49 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 3312 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3312 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 29.7 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.562

Space mean speed in ramp influence area, $S_R$ = 49.9 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 49.9 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Paul Cantrell EB-WB Off-ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2991 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 795 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1631 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.83 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.8 | mi/h |
| Free-flow speed, FFS | 72.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1631 | pc/h/ln |
| Free-flow speed, FFS | 72.6 | mi/h |
| Average passenger-car speed, S | 70.6 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 23.1 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #2 |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Paul Cantrell WB Off-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2991 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 765 | vph |
| Length of first accel/decel lane | 560 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 2581 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1155 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2991 | 765 | 2581 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 795 | 203 | 686 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3261 | 822 | 2773 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3261 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3261 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 2439 | 4600 | No |
| $v_R$ | 822 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 3261 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3261 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D_D = 4.252 + 0.0086 v_R - 0.009 L_{12}$ = 27.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.632

Space mean speed in ramp influence area, $S_R$ = 48.6 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 48.6 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #2 |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Paul Cantrell WB Off-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2991 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 765 | vph |
| Length of first accel/decel lane | 560 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 46 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1000 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2991 | 765 | 46 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 795 | 203 | 12 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3261 | 822 | 49 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3261 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3261 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 2439 | 4600 | No |
| $v_R$ | 822 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 3261 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3261 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D_D = 4.252 + 0.0086 v_R - 0.009 L_{12}$ = 27.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.632

Space mean speed in ramp influence area, $S_R$ = 48.6 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 48.6 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Paul Cantrell Off to On-Ramps |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2226 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 592 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1214 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.17 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 3.7 | mi/h |
| Free-flow speed, FFS | 71.7 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1214 | pc/h/ln |
| Free-flow speed, FFS | 71.7 | mi/h |
| Average passenger-car speed, S | 70.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 17.3 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #3 |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Paul Cantrell On-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2226 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 45.0 | mph |
| Volume on ramp | 2581 | vph |
| Length of first accel/decel lane | 775 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 765 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 1055 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2226 | 2581 | 765 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 592 | 686 | 203 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 2427 | 2773 | 822 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 2427 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 5200 | 4600 | Yes |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 2427 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 5200 | 4600 | Yes |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 39.9 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.958 | |
| Space mean speed in ramp influence area, | $S_R$ = 42.8 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 42.8 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Paul Cantrell to SC 61 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: 171001609 | |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4807 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1278 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2621 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.67 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.0 | mi/h |
| Free-flow speed, FFS | 70.4 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2621 | pc/h/ln |
| Free-flow speed, FFS | 70.4 | mi/h |
| Average passenger-car speed, S | 46.6 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 56.3 | pc/mi/ln |
| Level of service, LOS | F | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #7 |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | I-526 Off Ramp to Leeds Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4807 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 40.0 | mph |
| Volume on ramp | 440 | vph |
| Length of first accel/decel lane | 345 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 2581 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1880 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4807 | 440 | 2581 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1278 | 117 | 686 | v |
| Trucks and buses | 5 | 12 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.943 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5242 | 496 | 2773 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 5242 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5242 | 4600 | Yes |
| $v_{FO} = v_F - v_R$ | 4746 | 4600 | Yes |
| $v_R$ | 496 | 2100 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 5242 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 5242 | 4400 | Yes |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 46.2 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.408

Space mean speed in ramp influence area, $S_R$ = 52.7 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 52.7 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/12/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | South of Leeds Avenue |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4367 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1161 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2381 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.00 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.8 | mi/h |
| Free-flow speed, FFS | 69.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2381 | pc/h/ln |
| Free-flow speed, FFS | 69.6 | mi/h |
| Average passenger-car speed, S | 53.8 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 44.2 | pc/mi/ln |
| Level of service, LOS | E | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Weaving Location: | Between Ramps #8&11 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 3 | ln |
| Weaving segment length, LS | 1980 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 4020 | 1003 | 372 | 304 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1069 | 267 | 99 | 81 | |
| Trucks and buses | 5 | 2 | 3 | 3 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.985 | 0.985 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 4384 | 1078 | 402 | 328 | pc/h |

| | | |
|---|---|---|
| Volume ratio, VR | 0.239 | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 2.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 1480 | lc/h |
| Weaving lane changes, LCW | 1826 | lc/h |
| Non-weaving vehicle index, INW | 1866 | |
| Non-weaving lane change, LCNW | 2575 | lc/h |
| Total lane changes, LCALL | 4401 | lc/h |

## Weaving and Non-Weaving Speeds

| | |
|---|---|
| Weaving intensity factor, W | 0.424 |

| | | |
|---|---|---|
| Average weaving speed, SW | 46.6 | mi/h |
| Average non-weaving speed, SNW | 39.4 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 40.9 | mi/h |
| Weaving segment density, D | 50.4 | pc/mi/ln |
| Level of service, LOS | E | |
| Weaving segment v/c ratio | 0.995 | |
| Weaving segment flow rate, v | 6041 | veh/h |
| Weaving segment capacity, cW | 6070 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 4939 | 1980 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 2074 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.995 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/13/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | North of Leeds Avenue |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 5001 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1330 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2727 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.00 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.8 | mi/h |
| Free-flow speed, FFS | 69.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2727 | pc/h/ln |
| Free-flow speed, FFS | 69.6 | mi/h |
| Average passenger-car speed, S | 43.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 63.5 | pc/mi/ln |
| Level of service, LOS | F | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Weaving Location: | Between Ramps#13&17 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 3 | ln |
| Weaving segment length, LS | 1515 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 3431 | 998 | 1592 | 331 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 913 | 265 | 423 | 88 | |
| Trucks and buses | 5 | 2 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | 0.990 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 3741 | 1072 | 1711 | 356 | pc/h |
| Volume ratio, VR | | 0.405 | | | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 2.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | | lc/h |
| Weaving lane changes, LCW | | lc/h |
| Non-weaving vehicle index, INW | | |
| Non-weaving lane change, LCNW | | lc/h |
| Total lane changes, LCALL | | lc/h |

## Weaving and Non-Weaving Speeds

Weaving intensity factor, W

| | | |
|---|---|---|
| Average weaving speed, SW | | mi/h |
| Average non-weaving speed, SNW | | mi/h |

## Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | | mi/h |
| Weaving segment density, D | | pc/mi/ln |
| Level of service, LOS | F | |
| Weaving segment v/c ratio | 1.206 | |
| Weaving segment flow rate, v | 6713 | veh/h |
| Weaving segment capacity, cW | 5564 | veh/h |

## Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 6732 | 1515 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 1901 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 1.206 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/13/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | South of Montague Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4410 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1173 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2404 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.17 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.2 | mi/h |
| Free-flow speed, FFS | 69.2 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2404 | pc/h/ln |
| Free-flow speed, FFS | 69.2 | mi/h |
| Average passenger-car speed, S | 53.2 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 45.2 | pc/mi/ln |
| Level of service, LOS | F | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #19 |
| Agency/Co.: | Stantec |
| Date performed: | 11/13/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | International Blvd WBOff-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4410 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 795 | vph |
| Length of first accel/decel lane | 630 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 1925 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 3650 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4410 | 795 | 1925 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1173 | 211 | 512 | v |
| Trucks and buses | 5 | 3 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.985 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4809 | 858 | 2068 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 4809 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 4809 | 4600 | Yes |
| $v_{FO} = v_F - v_R$ | 3951 | 4600 | No |
| $v_R$ | 858 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 4809 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 4809 | 4400 | Yes |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_R - 0.009 L_D$ = 39.9 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.635

Space mean speed in ramp influence area, $S_R$ = 48.6 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 48.6 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #19 |
| Agency/Co.: | Stantec |
| Date performed: | 11/13/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | International Blvd WBOff-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4410 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 795 | vph |
| Length of first accel/decel lane | 630 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 2572 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1600 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4410 | 795 | 2572 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1173 | 211 | 684 | v |
| Trucks and buses | 5 | 3 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.985 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4809 | 858 | 2764 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 4809 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 4809 | 4600 | Yes |
| $v_{FO} = v_F - v_R$ | 3951 | 4600 | No |
| $v_R$ | 858 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 4809 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 4809 | 4400 | Yes |

## Level of Service Determination (if not F)

Density, $D_D = 4.252 + 0.0086 v_R - 0.009 L_{12}$ = 39.9 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.635

Space mean speed in ramp influence area, $S_R$ = 48.6 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 48.6 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/13/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | North of International |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3615 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 961 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1971 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1971 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 63.1 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 31.2 | pc/mi/ln |
| Level of service, LOS | D | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

Analyst:
Agency/Co.: Stantec
Date Performed: 12/8/2015
Analysis Time Period: PM Peak Period
Freeway/Dir of Travel: I-526 Eastbound
Weaving Location: Ramps #20, 25, 26
Analysis Year: 2043 Future Year Conditions
Description: 171001609

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 3 | ln |
| Weaving segment length, LS | 1970 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 1839 | 1124 | 1774 | 1303 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 489 | 299 | 472 | 347 | |
| Trucks and buses | 5 | 2 | 4 | 4 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.980 | 0.980 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 2005 | 1208 | 1925 | 1414 | pc/h |
| Volume ratio, VR | | 0.478 | | | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 1.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | | lc/h |
| Weaving lane changes, LCW | | lc/h |
| Non-weaving vehicle index, INW | | |
| Non-weaving lane change, LCNW | | lc/h |
| Total lane changes, LCALL | | lc/h |

## Weaving and Non-Weaving Speeds

Weaving intensity factor, W

| | | |
|---|---|---|
| Average weaving speed, SW | | mi/h |
| Average non-weaving speed, SNW | | mi/h |

## Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | | mi/h |
| Weaving segment density, D | | pc/mi/ln |
| Level of service, LOS | F | |
| Weaving segment v/c ratio | 1.305 | |
| Weaving segment flow rate, v | 6393 | veh/h |
| Weaving segment capacity, cW | 4897 | veh/h |

## Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 7572 | 1970 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 1871 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 1.305 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/13/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Off-Ramp to I-26 EB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3030 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 806 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1652 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1652 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 67.6 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 24.4 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #30 |
| Agency/Co.: | Stantec |
| Date performed: | 11/13/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | On Ramp from I-26 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 3030 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 25.0 | mph |
| Volume on ramp | 1571 | vph |
| Length of first accel/decel lane | 545 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 3157 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 1900 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 3030 | 1571 | 3157 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 806 | 418 | 840 | v |
| Trucks and buses | 6 | 16 | 4 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.971 | 0.926 | 0.980 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3320 | 1805 | 3426 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 3320 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 5125 | 4600 | Yes |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 3320 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 5125 | 4600 | Yes |

## Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 41.2 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $M_S$ = 0.950

Space mean speed in ramp influence area, $S_R$ = 42.9 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 42.9 mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #30 |
| Agency/Co.: | Stantec |
| Date performed: | 11/13/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | On Ramp from I-26 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 3030 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 25.0 | mph |
| Volume on ramp | 1571 | vph |
| Length of first accel/decel lane | 545 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 654 | vph |
| Position of adjacent Ramp | Downstream | |
| Type of adjacent Ramp | On | |
| Distance to adjacent Ramp | 725 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 3030 | 1571 | 654 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 806 | 418 | 174 | v |
| Trucks and buses | 6 | 16 | 7 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.971 | 0.926 | 0.966 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3320 | 1805 | 720 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 3320 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 5125 | 4600 | Yes |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 3320 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 5125 | 4600 | Yes |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 41.2 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.950 | |
| Space mean speed in ramp influence area, | $S_R$ = 42.9 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 42.9 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/13/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | North of I-526 On-Ramp/I-26 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: 171001609 | |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4601 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1224 | v |
| Trucks and buses | 6 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.971 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2521 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2521 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 49.8 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 50.7 | pc/mi/ln |
| Level of service, LOS | F | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Weaving Location: | Between Ramps #27&36 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 3 | ln |
| Weaving segment length, LS | 1600 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 4222 | 654 | 312 | 0 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1123 | 174 | 83 | 0 | |
| Trucks and buses | 6 | 7 | 3 | 7 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.971 | 0.966 | 0.985 | 0.966 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 4626 | 720 | 337 | 0 | pc/h |

| | | |
|---|---|---|
| Volume ratio, VR | 0.186 | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 1.5 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 1057 | lc/h |
| Weaving lane changes, LCW | 1320 | lc/h |
| Non-weaving vehicle index, INW | 1110 | |
| Non-weaving lane change, LCNW | 1242 | lc/h |
| Total lane changes, LCALL | 2562 | lc/h |

## Weaving and Non-Weaving Speeds

| | | |
|---|---|---|
| Weaving intensity factor, W | 0.328 | |

| | | |
|---|---|---|
| Average weaving speed, SW | 48.9 | mi/h |
| Average non-weaving speed, SNW | 43.3 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 44.2 | mi/h |
| Weaving segment density, D | 42.8 | pc/mi/ln |
| Level of service, LOS | E | |
| Weaving segment v/c ratio | 0.908 | |
| Weaving segment flow rate, v | 5518 | veh/h |
| Weaving segment capacity, cW | 6076 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 4393 | 1600 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 2086 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.908 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | South of Rivers Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4942 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1314 | v |
| Trucks and buses | 6 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.971 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2708 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2708 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 43.6 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 62.1 | pc/mi/ln |
| Level of service, LOS | F | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #37 |
| Agency/Co.: | Stantec |
| Date performed: | 11/13/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | North of Rivers Avenue |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4942 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 711 | vph |
| Length of first accel/decel lane | 750 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 313 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1475 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4942 | 711 | 313 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1314 | 189 | 83 | v |
| Trucks and buses | 6 | 3 | 3 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.971 | 0.985 | 0.985 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5415 | 768 | 338 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 5415 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5415 | 4600 | Yes |
| $v_{FO} = v_F - v_R$ | 4647 | 4600 | Yes |
| $v_R$ | 768 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 5415 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 5415 | 4400 | Yes |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 44.1 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.627

Space mean speed in ramp influence area, $S_R$ = 48.7 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 48.7 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #37 |
| Agency/Co.: | Stantec |
| Date performed: | 11/13/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | North of Rivers Avenue |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4942 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 711 | vph |
| Length of first accel/decel lane | 750 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 633 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 930 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4942 | 711 | 633 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1314 | 189 | 168 | v |
| Trucks and buses | 6 | 3 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.971 | 0.985 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5415 | 768 | 680 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 5415 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5415 | 4600 | Yes |
| $v_{FO} = v_F - v_R$ | 4647 | 4600 | Yes |
| $v_R$ | 768 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 5415 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 5415 | 4400 | Yes |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 44.1 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.627

Space mean speed in ramp influence area, $S_R$ = 48.7 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 48.7 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/16/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | I-526 EB North of Rivers Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4231 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1125 | v |
| Trucks and buses | 6 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.971 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2318 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.83 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.3 | mi/h |
| Free-flow speed, FFS | 70.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2318 | pc/h/ln |
| Free-flow speed, FFS | 70.1 | mi/h |
| Average passenger-car speed, S | 55.5 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 41.8 | pc/mi/ln |
| Level of service, LOS | E | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #38, 39 |
| Agency/Co.: | Stantec |
| Date performed: | 11/16/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Rivers Ave On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4231 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 40.0 | mph |
| Volume on ramp | 633 | vph |
| Length of first accel/decel lane | 785 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 649 | vph |
| Position of adjacent Ramp | Downstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 4990 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4231 | 633 | 649 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1125 | 168 | 173 | v |
| Trucks and buses | 6 | 2 | 6 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.971 | 0.990 | 0.971 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4636 | 680 | 711 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 4636 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 5316 | 4600 | Yes |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 4636 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 5316 | 4600 | Yes |

## Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 41.7 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $M_S$ = 1.052

Space mean speed in ramp influence area, $S_R$ = 41.1 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, S = 41.1 mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #38, 39 |
| Agency/Co.: | Stantec |
| Date performed: | 11/16/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Rivers Ave On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4231 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 40.0 | mph |
| Volume on ramp | 633 | vph |
| Length of first accel/decel lane | 785 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 711 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 900 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4231 | 633 | 711 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1125 | 168 | 189 | v |
| Trucks and buses | 6 | 2 | 3 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.971 | 0.990 | 0.985 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4636 | 680 | 768 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 4636 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 5316 | 4600 | Yes |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 4636 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 5316 | 4600 | Yes |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 41.7 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $M_S$ = 1.052

Space mean speed in ramp influence area, $S_R$ = 41.1 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 41.1 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/16/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Between Rivers and N Rhett |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4864 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1294 | v |
| Trucks and buses | 6 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.971 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2665 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.83 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.3 | mi/h |
| Free-flow speed, FFS | 70.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2665 | pc/h/ln |
| Free-flow speed, FFS | 70.1 | mi/h |
| Average passenger-car speed, S | 45.1 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 59.1 | pc/mi/ln |
| Level of service, LOS | F | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #44 |
| Agency/Co.: | Stantec |
| Date performed: | 11/16/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Off-Ramp to N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4864 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 45.0 | mph |
| Volume on ramp | 649 | vph |
| Length of first accel/decel lane | 215 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 633 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 4990 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4864 | 649 | 633 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1294 | 173 | 168 | v |
| Trucks and buses | 6 | 6 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.971 | 0.971 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5330 | 711 | 680 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 5330 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5330 | 4600 | Yes |
| $v_{FO} = v_F - v_R$ | 4619 | 4600 | Yes |
| $v_R$ | 711 | 2100 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 5330 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 5330 | 4400 | Yes |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 48.2 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.362

Space mean speed in ramp influence area, $S_R$ = 53.5 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 53.5 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #44 |
| Agency/Co.: | Stantec |
| Date performed: | 11/16/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Off-Ramp to N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4864 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 45.0 | mph |
| Volume on ramp | 649 | vph |
| Length of first accel/decel lane | 215 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 986 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1940 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4864 | 649 | 986 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1294 | 173 | 262 | v |
| Trucks and buses | 6 | 6 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.971 | 0.971 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5330 | 711 | 1059 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 5330 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5330 | 4600 | Yes |
| $v_{FO} = v_F - v_R$ | 4619 | 4600 | Yes |
| $v_R$ | 711 | 2100 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 5330 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 5330 | 4400 | Yes |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 48.2 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.362

Space mean speed in ramp influence area, $S_R$ = 53.5 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 53.5 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/16/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | West of N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4215 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1121 | v |
| Trucks and buses | 6 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.971 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2309 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.67 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.0 | mi/h |
| Free-flow speed, FFS | 70.4 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2309 | pc/h/ln |
| Free-flow speed, FFS | 70.4 | mi/h |
| Average passenger-car speed, S | 55.7 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 41.4 | pc/mi/ln |
| Level of service, LOS | E | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #45 |
| Agency/Co.: | Stantec |
| Date performed: | 11/16/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | NRhett On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4215 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 25.0 | mph |
| Volume on ramp | 986 | vph |
| Length of first accel/decel lane | 1090 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 649 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 1950 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4215 | 986 | 649 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1121 | 262 | 173 | v |
| Trucks and buses | 6 | 2 | 6 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.971 | 0.990 | 0.971 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4619 | 1059 | 711 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 4619 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 5678 | 4600 | Yes |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 4619 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 5678 | 4600 | Yes |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 42.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $M_S$ = 1.407

Space mean speed in ramp influence area, $S_R$ = 34.7 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 34.7 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/16/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | East of N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 5201 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1383 | v |
| Trucks and buses | 6 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.971 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1900 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.50 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 4.5 | mi/h |
| Free-flow speed, FFS | 70.9 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1900 | pc/h/ln |
| Free-flow speed, FFS | 70.9 | mi/h |
| Average passenger-car speed, S | 64.3 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 29.5 | pc/mi/ln |
| Level of service, LOS | D | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | East of N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 5728 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1523 | v |
| Trucks and buses | 13 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.939 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2163 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.67 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.0 | mi/h |
| Free-flow speed, FFS | 70.4 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2163 | pc/h/ln |
| Free-flow speed, FFS | 70.4 | mi/h |
| Average passenger-car speed, S | 59.2 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 36.5 | pc/mi/ln |
| Level of service, LOS | E | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #46 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | I-526 WB Off-Ramp to NRhett |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 5728 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 1865 | vph |
| Length of first accel/decel lane | 1400 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 941 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1600 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 5728 | 1865 | 941 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1523 | 496 | 250 | v |
| Trucks and buses | 13 | 8 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.939 | 0.962 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 6490 | 2063 | 1011 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 6490 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 6490 | 4600 | Yes |
| $v_{FO} = v_F - v_R$ | 4427 | 4600 | No |
| $v_R$ | 2063 | 1900 | Yes |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 6490 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 6490 | 4400 | Yes |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 47.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $D_S$ = 0.744 | |
| Space mean speed in ramp influence area, | $S_R$ = 46.6 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | S = 46.6 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/17/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between On/Off-Ramp to NRhett |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3863 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1027 | v |
| Trucks and buses | 13 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.939 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2188 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.00 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.8 | mi/h |
| Free-flow speed, FFS | 69.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2188 | pc/h/ln |
| Free-flow speed, FFS | 69.6 | mi/h |
| Average passenger-car speed, S | 58.7 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 37.3 | pc/mi/ln |
| Level of service, LOS | E | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #48 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | NRhett On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 3863 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 45.0 | mph |
| Volume on ramp | 941 | vph |
| Length of first accel/decel lane | 600 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 381 | vph |
| Position of adjacent Ramp | Downstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 4900 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 3863 | 941 | 381 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1027 | 250 | 101 | v |
| Trucks and buses | 13 | 2 | 4 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.939 | 0.990 | 0.980 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4377 | 1011 | 413 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 4377 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 5388 | 4600 | Yes |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 4377 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 5388 | 4600 | Yes |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 43.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $M_S$ = 1.120

Space mean speed in ramp influence area, $S_R$ = 39.8 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 39.8 mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #48 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | NRhett On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 3863 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 45.0 | mph |
| Volume on ramp | 941 | vph |
| Length of first accel/decel lane | 600 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 1865 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 1600 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 3863 | 941 | 1865 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1027 | 250 | 496 | v |
| Trucks and buses | 13 | 2 | 8 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.939 | 0.990 | 0.962 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4377 | 1011 | 2063 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 4377 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 5388 | 4600 | Yes |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 4377 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 5388 | 4600 | Yes |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 43.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 1.120 | |
| Space mean speed in ramp influence area, | $S_R$ = 39.8 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 39.8 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/17/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | West of N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4804 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1278 | v |
| Trucks and buses | 13 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.939 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2721 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.00 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.8 | mi/h |
| Free-flow speed, FFS | 69.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2721 | pc/h/ln |
| Free-flow speed, FFS | 69.6 | mi/h |
| Average passenger-car speed, S | 43.2 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 63.0 | pc/mi/ln |
| Level of service, LOS | F | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #40 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Off-Ramp to Rivers NB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 55.0 | mph |
| Volume on freeway | 4804 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 40.0 | mph |
| Volume on ramp | 381 | vph |
| Length of first accel/decel lane | 650 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 941 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 4900 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4804 | 381 | 941 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1278 | 101 | 250 | v |
| Trucks and buses | 13 | 4 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.939 | 0.980 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5443 | 413 | 1011 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 5443 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5443 | 4500 | Yes |
| $v_{FO} = v_F - v_R$ | 5030 | 4500 | Yes |
| $v_R$ | 413 | 2100 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 5443 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 5443 | 4400 | Yes |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 45.2 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.400

Space mean speed in ramp influence area, $S_R$ = 49.8 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 49.8 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #40 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Off-Ramp to Rivers NB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 55.0 | mph |
| Volume on freeway | 4804 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 40.0 | mph |
| Volume on ramp | 381 | vph |
| Length of first accel/decel lane | 600 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 324 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1340 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4804 | 381 | 324 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1278 | 101 | 86 | v |
| Trucks and buses | 13 | 4 | 4 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.939 | 0.980 | 0.980 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5443 | 413 | 352 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 5443 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5443 | 4500 | Yes |
| $v_{FO} = v_F - v_R$ | 5030 | 4500 | Yes |
| $v_R$ | 413 | 2100 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 5443 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 5443 | 4400 | Yes |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 45.7 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $D_S$ = 0.400 | |
| Space mean speed in ramp influence area, | $S_R$ = 49.8 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 49.8 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/17/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between On/Off Ramp to Rivers |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: 171001609 | |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4423 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1176 | v |
| Trucks and buses | 13 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.939 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2506 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2506 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 50.2 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 49.9 | pc/mi/ln |
| Level of service, LOS | F | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #41 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Off-Ramp to Rivers NB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4423 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 324 | vph |
| Length of first accel/decel lane | 650 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 381 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1400 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4423 | 324 | 381 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1176 | 86 | 101 | v |
| Trucks and buses | 13 | 4 | 4 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.939 | 0.980 | 0.980 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5011 | 352 | 413 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 5011 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5011 | 4600 | Yes |
| $v_{FO} = v_F - v_R$ | 4659 | 4600 | Yes |
| $v_R$ | 352 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 5011 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 5011 | 4400 | Yes |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 41.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.590

Space mean speed in ramp influence area, $S_R$ = 49.4 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 49.4 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #41 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Off-Ramp to Rivers NB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4423 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 324 | vph |
| Length of first accel/decel lane | 650 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 1326 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 880 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4423 | 324 | 1326 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1176 | 86 | 353 | v |
| Trucks and buses | 13 | 4 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.939 | 0.980 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5011 | 352 | 1425 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 5011 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5011 | 4600 | Yes |
| $v_{FO} = v_F - v_R$ | 4659 | 4600 | Yes |
| $v_R$ | 352 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 5011 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 5011 | 4400 | Yes |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 41.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.590

Space mean speed in ramp influence area, $S_R$ = 49.4 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 49.4 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/17/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Rivers On-Ramp to Off-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4099 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1090 | v |
| Trucks and buses | 13 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.939 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2322 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2322 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 55.4 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 41.9 | pc/mi/ln |
| Level of service, LOS | E | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Weaving Location: | Ramps #35, 42, 43 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 3 | ln |
| Weaving segment length, LS | 730 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 2137 | 1406 | 1959 | 0 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 568 | 374 | 521 | 0 | |
| Trucks and buses | 13 | 2 | 9 | 9 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.939 | 0.990 | 0.957 | 0.957 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 2421 | 1511 | 2178 | 0 | pc/h |

Volume ratio, VR 0.604

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 1.5 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | | lc/h |
| Weaving lane changes, LCW | | lc/h |
| Non-weaving vehicle index, INW | | |
| Non-weaving lane change, LCNW | | lc/h |
| Total lane changes, LCALL | | lc/h |

## Weaving and Non-Weaving Speeds

Weaving intensity factor, W

| | | |
|---|---|---|
| Average weaving speed, SW | | mi/h |
| Average non-weaving speed, SNW | | mi/h |

## Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | | mi/h |
| Weaving segment density, D | | pc/mi/ln |
| Level of service, LOS | F | |
| Weaving segment v/c ratio | 1.537 | |
| Weaving segment flow rate, v | 5738 | veh/h |
| Weaving segment capacity, cW | 3732 | veh/h |

## Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 9064 | 730 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 1662 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 1.537 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/20/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between I-26 On/Off Ramps |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3547 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 943 | v |
| Trucks and buses | 13 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.939 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2009 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.50 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 7.0 | mi/h |
| Free-flow speed, FFS | 68.4 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2009 | pc/h/ln |
| Free-flow speed, FFS | 68.4 | mi/h |
| Average passenger-car speed, S | 62.4 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 32.2 | pc/mi/ln |
| Level of service, LOS | D | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Weaving Location: | Between Ramps #31&34 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 3 | ln |
| Weaving segment length, LS | 550 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 2336 | 473 | 1207 | 0 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 621 | 126 | 321 | 0 | |
| Trucks and buses | 13 | 8 | 4 | 8 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.939 | 0.962 | 0.980 | 0.962 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 2647 | 523 | 1310 | 0 | pc/h |

Volume ratio, VR 0.409

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 2.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 1833 | lc/h |
| Weaving lane changes, LCW | 1967 | lc/h |
| Non-weaving vehicle index, INW | 291 | |
| Non-weaving lane change, LCNW | 266 | lc/h |
| Total lane changes, LCALL | 2233 | lc/h |

## Weaving and Non-Weaving Speeds

Weaving intensity factor, W 0.683

| | | |
|---|---|---|
| Average weaving speed, SW | 41.7 | mi/h |
| Average non-weaving speed, SNW | 39.6 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 40.5 | mi/h |
| Weaving segment density, D | 36.9 | pc/mi/ln |
| Level of service, LOS | E | |
| Weaving segment v/c ratio | 0.819 | |
| Weaving segment flow rate, v | 4207 | veh/h |
| Weaving segment capacity, cW | 5135 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 6784 | 550 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 1823 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.819 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between I-26 EB Off-Ramps |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: 171001609 | |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2814 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 748 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1534 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.67 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 7.3 | mi/h |
| Free-flow speed, FFS | 68.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1534 | pc/h/ln |
| Free-flow speed, FFS | 68.1 | mi/h |
| Average passenger-car speed, S | 68.7 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 22.3 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 1/8/2016 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 WB |
| Weaving Location: | Between Ramp #21 and 33 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 3 | ln |
| Weaving segment length, LS | 1500 | ft |
| Freeway free-flow speed, FFS | 65 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2350 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 1869 | 2560 | 940 | 680 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 497 | 681 | 250 | 181 | |
| Trucks and buses | 5 | 2 | 5 | 5 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.976 | 0.976 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 2038 | 2751 | 1025 | 741 | pc/h |

| | | |
|---|---|---|
| Volume ratio, VR | 0.576 | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 1.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | | lc/h |
| Weaving lane changes, LCW | | lc/h |
| Non-weaving vehicle index, INW | | |
| Non-weaving lane change, LCNW | | lc/h |
| Total lane changes, LCALL | | lc/h |

## Weaving and Non-Weaving Speeds

Weaving intensity factor, W

| | | |
|---|---|---|
| Average weaving speed, SW | | mi/h |
| Average non-weaving speed, SNW | | mi/h |

## Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | | mi/h |
| Weaving segment density, D | | pc/mi/ln |
| Level of service, LOS | F | |
| Weaving segment v/c ratio | 1.573 | |
| Weaving segment flow rate, v | 6396 | veh/h |
| Weaving segment capacity, cW | 4065 | veh/h |

## Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 8729 | 1500 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2350 | 1797 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 1.573 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between I-26 and International |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4006 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1065 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2184 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.83 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 7.7 | mi/h |
| Free-flow speed, FFS | 67.7 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2184 | pc/h/ln |
| Free-flow speed, FFS | 67.7 | mi/h |
| Average passenger-car speed, S | 58.8 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 37.2 | pc/mi/ln |
| Level of service, LOS | E | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #22 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Int. Blvd. On-Ramp to I-526 WB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4006 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 50.0 | mph |
| Volume on ramp | 928 | vph |
| Length of first accel/decel lane | 815 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 588 | vph |
| Position of adjacent Ramp | Downstream | |
| Type of adjacent Ramp | On | |
| Distance to adjacent Ramp | 3090 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4006 | 928 | 588 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1065 | 247 | 156 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4368 | 997 | 632 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 4368 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 5365 | 4600 | Yes |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 4368 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 5365 | 4600 | Yes |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 41.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 1.073 | |
| Space mean speed in ramp influence area, | $S_R$ = 40.7 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 40.7 | mph |

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #22 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Int. Blvd. On-Ramp to I-526 WB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4006 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 50.0 | mph |
| Volume on ramp | 928 | vph |
| Length of first accel/decel lane | 815 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 2036 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 2710 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4006 | 928 | 2036 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1065 | 247 | 541 | v |
| Trucks and buses | 5 | 2 | 5 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.976 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4368 | 997 | 2220 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 4368 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 5365 | 4600 | Yes |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 4368 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 5365 | 4600 | Yes |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 41.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 1.073 | |
| Space mean speed in ramp influence area, | $S_R$ = 40.7 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 40.7 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | CD Btwn. Intl. Blvd & Montague |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2022 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 538 | v |
| Trucks and buses | 2 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.990 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1086 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | - | ft |
| Right-side lateral clearance | - | ft |
| Total ramp density, TRD | - | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Measured | |
| FFS or BFFS | 55.0 | mi/h |
| Lane width adjustment, fLW | - | mi/h |
| Lateral clearance adjustment, fLC | - | mi/h |
| TRD adjustment | - | mi/h |
| Free-flow speed, FFS | 55.0 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1086 | pc/h/ln |
| Free-flow speed, FFS | 55.0 | mi/h |
| Average passenger-car speed, S | 55.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 19.7 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #23 |
| Agency/Co.: | Stantec |
| Date performed: | 1/8/2016 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 WB |
| Junction: | North of Montague Avenue |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 55.0 | mph |
| Volume on freeway | 2022 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 35.0 | mph |
| Volume on ramp | 928 | vph |
| Length of first accel/decel lane | 500 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | No | |
| Volume on adjacent ramp | | vph |
| Position of adjacent ramp | | |
| Type of adjacent ramp | | |
| Distance to adjacent ramp | | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2022 | 928 | | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | | |
| Peak 15-min volume, v15 | 538 | 247 | | v |
| Trucks and buses | 2 | 2 | | % |
| Recreational vehicles | 0 | 0 | | % |
| Terrain type: | Level | Level | | |
| Grade | 0.00 % | 0.00 % | | % |
| Length | 0.00 mi | 0.00 mi | | mi |
| Trucks and buses PCE, ET | 1.5 | 1.5 | | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | | |

| | | | |
|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | |
| Flow rate, vp | 2173 | 997 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 2173 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 2173 | 4500 | No |
| $v_{FO} = v_F - v_R$ | 1176 | 4500 | No |
| $v_R$ | 997 | 2000 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 2173 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 2173 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 18.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.518

Space mean speed in ramp influence area, $S_R$ = 48.3 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 48.3 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between Montague & Dorchester |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4934 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1312 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2690 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.50 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 1.8 | mi/h |
| Free-flow speed, FFS | 73.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2690 | pc/h/ln |
| Free-flow speed, FFS | 73.6 | mi/h |
| Average passenger-car speed, S | 43.4 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 62.0 | pc/mi/ln |
| Level of service, LOS | F | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Weaving Location: | Between Ramps#14&24 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 3 | ln |
| Weaving segment length, LS | 945 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 4125 | 521 | 811 | 134 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1097 | 139 | 216 | 36 | |
| Trucks and buses | 5 | 2 | 8 | 8 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.962 | 0.962 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 4498 | 560 | 897 | 148 | pc/h |

| | | |
|---|---|---|
| Volume ratio, VR | 0.239 | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 2.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | | lc/h |
| Weaving lane changes, LCW | | lc/h |
| Non-weaving vehicle index, INW | | |
| Non-weaving lane change, LCNW | | lc/h |
| Total lane changes, LCALL | | lc/h |

## Weaving and Non-Weaving Speeds

Weaving intensity factor, W

| | | |
|---|---|---|
| Average weaving speed, SW | | mi/h |
| Average non-weaving speed, SNW | | mi/h |

## Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | | mi/h |
| Weaving segment density, D | | pc/mi/ln |
| Level of service, LOS | F | |
| Weaving segment v/c ratio | 1.020 | |
| Weaving segment flow rate, v | 5955 | veh/h |
| Weaving segment capacity, cW | 5839 | veh/h |

## Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 4936 | 945 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 1995 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 1.020 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between On/Off Ramps to Dorch. |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4636 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1233 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2528 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2528 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 49.5 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 51.0 | pc/mi/ln |
| Level of service, LOS | F | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Weaving Location: | Between Ramps#9&16 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 3 | ln |
| Weaving segment length, LS | 1730 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 3604 | 392 | 1042 | 545 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 959 | 104 | 277 | 145 | |
| Trucks and buses | 5 | 2 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | 0.990 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 3930 | 421 | 1120 | 586 | pc/h |

| | | |
|---|---|---|
| Volume ratio, VR | 0.254 | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 2.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 1541 | lc/h |
| Weaving lane changes, LCW | 1861 | lc/h |
| Non-weaving vehicle index, INW | 1563 | |
| Non-weaving lane change, LCNW | 1858 | lc/h |
| Total lane changes, LCALL | 3719 | lc/h |

## Weaving and Non-Weaving Speeds

| | |
|---|---|
| Weaving intensity factor, W | 0.413 |

| | | |
|---|---|---|
| Average weaving speed, SW | 46.8 | mi/h |
| Average non-weaving speed, SNW | 39.2 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 40.9 | mi/h |
| Weaving segment density, D | 49.4 | pc/mi/ln |
| Level of service, LOS | E | |
| Weaving segment v/c ratio | 0.989 | |
| Weaving segment flow rate, v | 5910 | veh/h |
| Weaving segment capacity, cW | 5977 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 5100 | 1730 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 2042 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.989 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 1/8/2016 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 WB |
| From/To: | North of Leeds Avenue |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3999 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1064 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2180 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.83 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.3 | mi/h |
| Free-flow speed, FFS | 70.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2180 | pc/h/ln |
| Free-flow speed, FFS | 70.1 | mi/h |
| Average passenger-car speed, S | 58.9 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 37.0 | pc/mi/ln |
| Level of service, LOS | E | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #10 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Leeds On-Ramp to I-526 WB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 3999 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 40.0 | mph |
| Volume on ramp | 359 | vph |
| Length of first accel/decel lane | 660 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 1599 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 2120 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 3999 | 359 | 1599 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1064 | 95 | 425 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4361 | 386 | 1718 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 4361 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 4747 | 4600 | Yes |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 4361 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 4747 | 4600 | Yes |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 38.2 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $M_S$ = 0.718

Space mean speed in ramp influence area, $S_R$ = 47.1 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 47.1 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between Paul Cantrell & Leeds |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Build Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4358 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1159 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2376 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.50 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 4.5 | mi/h |
| Free-flow speed, FFS | 70.9 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2376 | pc/h/ln |
| Free-flow speed, FFS | 70.9 | mi/h |
| Average passenger-car speed, S | 54.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 44.0 | pc/mi/ln |
| Level of service, LOS | E | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #4 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | I-526 Off-Ramp to Paul Cantrel |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4358 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 50.0 | mph |
| Volume on ramp | 1572 | vph |
| Length of first accel/decel lane | 570 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 767 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1800 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4358 | 1572 | 767 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1159 | 418 | 204 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4752 | 1689 | 824 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 4752 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 4752 | 4600 | Yes |
| $v_{FO} = v_F - v_R$ | 3063 | 4600 | No |
| $v_R$ | 1689 | 2100 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 4752 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 4752 | 4400 | Yes |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 40.0 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.385

Space mean speed in ramp influence area, $S_R$ = 53.1 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 53.1 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Btwn I-526 Off-Ramps to P.Cant |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2786 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 741 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1519 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.17 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 3.7 | mi/h |
| Free-flow speed, FFS | 71.7 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1519 | pc/h/ln |
| Free-flow speed, FFS | 71.7 | mi/h |
| Average passenger-car speed, S | 68.8 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 22.1 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #5 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Off-Ramp Loop to P Cantrell |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2786 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 767 | vph |
| Length of first accel/decel lane | 400 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 424 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1230 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2786 | 767 | 424 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 741 | 204 | 113 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3038 | 824 | 456 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3038 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3038 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 2214 | 4600 | No |
| $v_R$ | 824 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 3038 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3038 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 26.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.632

Space mean speed in ramp influence area, $S_R$ = 48.6 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 48.6 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #5 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Off-Ramp Loop to P Cantrell |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2786 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 767 | vph |
| Length of first accel/decel lane | 400 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 1572 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1800 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2786 | 767 | 1572 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 741 | 204 | 418 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3038 | 824 | 1689 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3038 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3038 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 2214 | 4600 | No |
| $v_R$ | 824 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 3038 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3038 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 26.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.632

Space mean speed in ramp influence area, $S_R$ = 48.6 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 48.6 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | AM Peak Hour |
| Freeway/Direction: | I-526 Westbound |
| From/To: | South of Paul Cantrell |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2019 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 537 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1101 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.00 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 3.2 | mi/h |
| Free-flow speed, FFS | 72.2 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1101 | pc/h/ln |
| Free-flow speed, FFS | 72.2 | mi/h |
| Average passenger-car speed, S | 70.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 15.7 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #6 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Paul Cantrell On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2019 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 40.0 | mph |
| Volume on ramp | 424 | vph |
| Length of first accel/decel lane | 650 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 767 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 1230 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2019 | 424 | 767 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 537 | 113 | 204 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 2202 | 456 | 824 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 2202 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 2658 | 4600 | No |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$/2 No

If yes, $v_{12A}$ = 2202 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 2658 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 21.9 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.325 | |
| Space mean speed in ramp influence area, | $S_R$ = 54.2 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 54.2 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | South of Savage Road |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2443 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 650 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1332 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.67 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.3 | mi/h |
| Free-flow speed, FFS | 73.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1332 | pc/h/ln |
| Free-flow speed, FFS | 73.1 | mi/h |
| Average passenger-car speed, S | 73.8 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 18.1 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | North of US 17 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 788 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 210 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 430 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.67 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.3 | mi/h |
| Free-flow speed, FFS | 73.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 430 | pc/h/ln |
| Free-flow speed, FFS | 73.1 | mi/h |
| Average passenger-car speed, S | 75.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 5.7 | pc/mi/ln |
| Level of service, LOS | A | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | East of N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 7783 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 2070 | v |
| Trucks and buses | 11 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.948 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2912 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.67 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.0 | mi/h |
| Free-flow speed, FFS | 70.4 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2912 | pc/h/ln |
| Free-flow speed, FFS | 70.4 | mi/h |
| Average passenger-car speed, S | 36.0 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 80.9 | pc/mi/ln |
| Level of service, LOS | F | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #46 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | I-526 WB Off-Ramp to NRhett |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 7783 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 2001 | vph |
| Length of first accel/decel lane | 1400 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 760 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1600 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 7783 | 2001 | 760 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 2070 | 532 | 202 | v |
| Trucks and buses | 11 | 7 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.948 | 0.966 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 8735 | 2203 | 817 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 8735 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 8735 | 4600 | Yes |
| $v_{FO} = v_F - v_R$ | 6532 | 4600 | Yes |
| $v_R$ | 2203 | 1900 | Yes |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 8735 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 8735 | 4400 | Yes |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 66.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.756

Space mean speed in ramp influence area, $S_R$ = 46.4 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 46.4 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/17/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between On/Off-Ramp to NRhett |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 5782 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1538 | v |
| Trucks and buses | 11 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.948 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 3245 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.00 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.8 | mi/h |
| Free-flow speed, FFS | 69.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 3245 | pc/h/ln |
| Free-flow speed, FFS | 69.6 | mi/h |
| Average passenger-car speed, S | 21.5 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 151.0 | pc/mi/ln |
| Level of service, LOS | F | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #48 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | NRhett On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 5782 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 45.0 | mph |
| Volume on ramp | 760 | vph |
| Length of first accel/decel lane | 600 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 511 | vph |
| Position of adjacent Ramp | Downstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 4900 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 5782 | 760 | 511 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1538 | 202 | 136 | v |
| Trucks and buses | 11 | 2 | 5 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.948 | 0.990 | 0.976 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 6489 | 817 | 557 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 6489 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 7306 | 4600 | Yes |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 6489 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 7306 | 4600 | Yes |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 58.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $M_S$ = 6.075

Space mean speed in ramp influence area, $S_R$ = -49.3 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, S = mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #48 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | NRhett On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 5782 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 45.0 | mph |
| Volume on ramp | 760 | vph |
| Length of first accel/decel lane | 600 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 2001 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 1600 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 5782 | 760 | 2001 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1538 | 202 | 532 | v |
| Trucks and buses | 11 | 2 | 7 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.948 | 0.990 | 0.966 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 6489 | 817 | 2203 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 6489 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 7306 | 4600 | Yes |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 6489 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 7306 | 4600 | Yes |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 58.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $M_S$ = 6.075

Space mean speed in ramp influence area, $S_R$ = -49.3 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, S = mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/17/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | West of N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 6542 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1740 | v |
| Trucks and buses | 11 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.948 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 3671 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.00 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.8 | mi/h |
| Free-flow speed, FFS | 69.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 3671 | pc/h/ln |
| Free-flow speed, FFS | 69.6 | mi/h |
| Average passenger-car speed, S | | mi/h |
| Number of lanes, N | 2 | |
| Density, D | | pc/mi/ln |
| Level of service, LOS | F | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #40 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Off-Ramp to Rivers NB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 55.0 | mph |
| Volume on freeway | 6542 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 40.0 | mph |
| Volume on ramp | 511 | vph |
| Length of first accel/decel lane | 650 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 760 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 4900 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 6542 | 511 | 760 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1740 | 136 | 202 | v |
| Trucks and buses | 11 | 5 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.948 | 0.976 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 7342 | 557 | 817 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 7342 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 7342 | 4500 | Yes |
| $v_{FO} = v_F - v_R$ | 6785 | 4500 | Yes |
| $v_R$ | 557 | 2100 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 7342 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 7342 | 4400 | Yes |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 61.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.413

Space mean speed in ramp influence area, $S_R$ = 49.6 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 49.6 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #40 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Off-Ramp to Rivers NB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 55.0 | mph |
| Volume on freeway | 6542 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 40.0 | mph |
| Volume on ramp | 511 | vph |
| Length of first accel/decel lane | 600 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 140 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1340 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 6542 | 511 | 140 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1740 | 136 | 37 | v |
| Trucks and buses | 11 | 5 | 5 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.948 | 0.976 | 0.976 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 7342 | 557 | 153 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 7342 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 7342 | 4500 | Yes |
| $v_{FO} = v_F - v_R$ | 6785 | 4500 | Yes |
| $v_R$ | 557 | 2100 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 7342 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 7342 | 4400 | Yes |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_R - 0.009 L_D$ = 62.0 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.413

Space mean speed in ramp influence area, $S_R$ = 49.6 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 49.6 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/17/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between On/Off Ramp to Rivers |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 6031 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1604 | v |
| Trucks and buses | 11 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.948 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 3384 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 3384 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 14.7 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 230.7 | pc/mi/ln |
| Level of service, LOS | F | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #41 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Off-Ramp to Rivers NB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 6031 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 140 | vph |
| Length of first accel/decel lane | 650 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 511 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1400 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | | Ramp | | Adjacent Ramp | | |
|---|---|---|---|---|---|---|---|
| Volume, V (vph) | 6031 | | 140 | | 511 | | vph |
| Peak-hour factor, PHF | 0.94 | | 0.94 | | 0.94 | | |
| Peak 15-min volume, v15 | 1604 | | 37 | | 136 | | v |
| Trucks and buses | 11 | | 5 | | 5 | | % |
| Recreational vehicles | 0 | | 0 | | 0 | | % |
| Terrain type: | Level | | Level | | Level | | |
| Grade | 0.00 | % | 0.00 | % | 0.00 | % | |
| Length | 0.00 | mi | 0.00 | mi | 0.00 | mi | |
| Trucks and buses PCE, ET | 1.5 | | 1.5 | | 1.5 | | |
| Recreational vehicle PCE, ER | 1.2 | | 1.2 | | 1.2 | | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.948 | 0.976 | 0.976 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 6769 | 153 | 557 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 6769 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 6769 | 4600 | Yes |
| $v_{FO} = v_F - v_R$ | 6616 | 4600 | Yes |
| $v_R$ | 153 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 6769 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 6769 | 4400 | Yes |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 56.6 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.572

Space mean speed in ramp influence area, $S_R$ = 49.7 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 49.7 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #41 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Off-Ramp to Rivers NB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 6031 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 140 | vph |
| Length of first accel/decel lane | 650 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 585 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 880 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 6031 | 140 | 585 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1604 | 37 | 156 | v |
| Trucks and buses | 11 | 5 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.948 | 0.976 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 6769 | 153 | 629 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 6769 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 6769 | 4600 | Yes |
| $v_{FO} = v_F - v_R$ | 6616 | 4600 | Yes |
| $v_R$ | 153 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 6769 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 6769 | 4400 | Yes |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 56.6 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.572

Space mean speed in ramp influence area, $S_R$ = 49.7 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 49.7 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/17/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Rivers On-Ramp to Off-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: 171001609 | |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 5891 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1567 | v |
| Trucks and buses | 11 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.948 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 3306 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 3306 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 18.6 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 178.2 | pc/mi/ln |
| Level of service, LOS | F | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Weaving Location: | Ramps #29, 42, 43 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 3 | ln |
| Weaving segment length, LS | 730 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 3660 | 585 | 2232 | 0 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 973 | 156 | 594 | 0 | |
| Trucks and buses | 11 | 2 | 12 | 12 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.948 | 0.990 | 0.943 | 0.943 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 4108 | 629 | 2517 | 0 | pc/h |

| | | |
|---|---|---|
| Volume ratio, VR | 0.434 | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 1.5 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | | lc/h |
| Weaving lane changes, LCW | | lc/h |
| Non-weaving vehicle index, INW | | |
| Non-weaving lane change, LCNW | | lc/h |
| Total lane changes, LCALL | | lc/h |

## Weaving and Non-Weaving Speeds

Weaving intensity factor, W

| | | |
|---|---|---|
| Average weaving speed, SW | | mi/h |
| Average non-weaving speed, SNW | | mi/h |

## Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | | mi/h |
| Weaving segment density, D | | pc/mi/ln |
| Level of service, LOS | F | |
| Weaving segment v/c ratio | 1.331 | |
| Weaving segment flow rate, v | 6876 | veh/h |
| Weaving segment capacity, cW | 5164 | veh/h |

## Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 7062 | 730 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 1816 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 1.331 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/20/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between I-26 On/Off Ramps |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4244 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1129 | v |
| Trucks and buses | 11 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.948 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2382 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.50 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 7.0 | mi/h |
| Free-flow speed, FFS | 68.4 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2382 | pc/h/ln |
| Free-flow speed, FFS | 68.4 | mi/h |
| Average passenger-car speed, S | 53.8 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 44.3 | pc/mi/ln |
| Level of service, LOS | E | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Weaving Location: | Between Ramps #31&32 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 3 | ln |
| Weaving segment length, LS | 550 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 3384 | 571 | 861 | 0 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 900 | 152 | 229 | 0 | |
| Trucks and buses | 11 | 3 | 5 | 5 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.948 | 0.985 | 0.976 | 0.976 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 3798 | 617 | 939 | 0 | pc/h |
| Volume ratio, VR | | 0.291 | | | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 2.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 1556 | lc/h |
| Weaving lane changes, LCW | 1690 | lc/h |
| Non-weaving vehicle index, INW | 418 | |
| Non-weaving lane change, LCNW | 503 | lc/h |
| Total lane changes, LCALL | 2193 | lc/h |

## Weaving and Non-Weaving Speeds

| | |
|---|---|
| Weaving intensity factor, W | 0.673 |

| | | |
|---|---|---|
| Average weaving speed, SW | 41.9 | mi/h |
| Average non-weaving speed, SNW | 40.2 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 40.7 | mi/h |
| Weaving segment density, D | 43.8 | pc/mi/ln |
| Level of service, LOS | E | |
| Weaving segment v/c ratio | 0.928 | |
| Weaving segment flow rate, v | 5075 | veh/h |
| Weaving segment capacity, cW | 5468 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 5484 | 550 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 1923 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.928 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between I-26 EB Off-Ramps |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3954 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1052 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2177 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.67 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 7.3 | mi/h |
| Free-flow speed, FFS | 68.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2177 | pc/h/ln |
| Free-flow speed, FFS | 68.1 | mi/h |
| Average passenger-car speed, S | 58.9 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 36.9 | pc/mi/ln |
| Level of service, LOS | E | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 1/8/2016 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 WB |
| Weaving Location: | Between Ramp #21 and 30 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 3 | ln |
| Weaving segment length, LS | 3126 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 3321 | 1287 | 634 | 1074 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 883 | 342 | 169 | 286 | |
| Trucks and buses | 7 | 2 | 4 | 4 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.980 | 0.980 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 3657 | 1383 | 688 | 1165 | pc/h |
| Volume ratio, VR | | 0.300 | | | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 1.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | | lc/h |
| Weaving lane changes, LCW | | lc/h |
| Non-weaving vehicle index, INW | | |
| Non-weaving lane change, LCNW | | lc/h |
| Total lane changes, LCALL | | lc/h |

## Weaving and Non-Weaving Speeds

Weaving intensity factor, W

| | | |
|---|---|---|
| Average weaving speed, SW | | mi/h |
| Average non-weaving speed, SNW | | mi/h |

## Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | | mi/h |
| Weaving segment density, D | | pc/mi/ln |
| Level of service, LOS | F | |
| Weaving segment v/c ratio | 1.088 | |
| Weaving segment flow rate, v | 6660 | veh/h |
| Weaving segment capacity, cW | 6122 | veh/h |

## Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 5589 | 3126 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 2112 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 1.088 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between I-26 and International |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4608 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1226 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2537 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.83 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 7.7 | mi/h |
| Free-flow speed, FFS | 67.7 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2537 | pc/h/ln |
| Free-flow speed, FFS | 67.7 | mi/h |
| Average passenger-car speed, S | 49.3 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 51.5 | pc/mi/ln |
| Level of service, LOS | F | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #22 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Int. Blvd. On-Ramp to I-526 WB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4608 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 50.0 | mph |
| Volume on ramp | 1134 | vph |
| Length of first accel/decel lane | 815 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 555 | vph |
| Position of adjacent Ramp | Downstream | |
| Type of adjacent Ramp | On | |
| Distance to adjacent Ramp | 3090 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4608 | 1134 | 555 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1226 | 302 | 148 | v |
| Trucks and buses | 7 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5074 | 1218 | 596 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 5074 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 6292 | 4600 | Yes |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 5074 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 6292 | 4600 | Yes |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 48.9 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 2.346 | |
| Space mean speed in ramp influence area, | $S_R$ = 17.8 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 17.8 | mph |

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #22 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Int. Blvd. On-Ramp to I-526 WB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4608 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 50.0 | mph |
| Volume on ramp | 1134 | vph |
| Length of first accel/decel lane | 815 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 1714 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 2710 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4608 | 1134 | 1714 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1226 | 302 | 456 | v |
| Trucks and buses | 7 | 2 | 4 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.980 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5074 | 1218 | 1860 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 5074 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 6292 | 4600 | Yes |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 5074 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 6292 | 4600 | Yes |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 48.9 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 2.346 | |
| Space mean speed in ramp influence area, | $S_R$ = 17.8 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 17.8 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | CD Btwn. Intl. Blvd & Montague |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3313 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 881 | v |
| Trucks and buses | 2 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.990 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1780 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | - | ft |
| Right-side lateral clearance | - | ft |
| Total ramp density, TRD | - | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Measured | |
| FFS or BFFS | 55.0 | mi/h |
| Lane width adjustment, fLW | - | mi/h |
| Lateral clearance adjustment, fLC | - | mi/h |
| TRD adjustment | - | mi/h |
| Free-flow speed, FFS | 55.0 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1780 | pc/h/ln |
| Free-flow speed, FFS | 55.0 | mi/h |
| Average passenger-car speed, S | 55.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 32.4 | pc/mi/ln |
| Level of service, LOS | D | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #23 |
| Agency/Co.: | Stantec |
| Date performed: | 1/8/2016 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 WB |
| Junction: | North of Montague Avenue |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 55.0 | mph |
| Volume on freeway | 3313 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 35.0 | mph |
| Volume on ramp | 2007 | vph |
| Length of first accel/decel lane | 500 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | No | |
| Volume on adjacent ramp | | vph |
| Position of adjacent ramp | | |
| Type of adjacent ramp | | |
| Distance to adjacent ramp | | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 3313 | 2007 | | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | | |
| Peak 15-min volume, v15 | 881 | 534 | | v |
| Trucks and buses | 2 | 2 | | % |
| Recreational vehicles | 0 | 0 | | % |
| Terrain type: | Level | Level | | |
| Grade | 0.00 % | 0.00 % | % | |
| Length | 0.00 mi | 0.00 mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | | |

| | | | |
|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | |
| Flow rate, vp | 3560 | 2156 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3560 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3560 | 4500 | No |
| $v_{FO} = v_F - v_R$ | 1404 | 4500 | No |
| $v_R$ | 2156 | 2000 | Yes |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 3560 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3560 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 30.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.622

Space mean speed in ramp influence area, $S_R$ = 46.9 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 46.9 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between Montague & Dorchester |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 5742 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1527 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 3161 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.50 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 1.8 | mi/h |
| Free-flow speed, FFS | 73.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 3161 | pc/h/ln |
| Free-flow speed, FFS | 73.6 | mi/h |
| Average passenger-car speed, S | 23.3 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 135.6 | pc/mi/ln |
| Level of service, LOS | F | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Weaving Location: | Between Ramps#14&24 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 3 | ln |
| Weaving segment length, LS | 945 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 5177 | 532 | 558 | 15 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1377 | 141 | 148 | 4 | |
| Trucks and buses | 7 | 2 | 6 | 6 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.971 | 0.971 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 5700 | 572 | 611 | 16 | pc/h |

Volume ratio, VR 0.171

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 2.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | | lc/h |
| Weaving lane changes, LCW | | lc/h |
| Non-weaving vehicle index, INW | | |
| Non-weaving lane change, LCNW | | lc/h |
| Total lane changes, LCALL | | lc/h |

## Weaving and Non-Weaving Speeds

Weaving intensity factor, W

| | | |
|---|---|---|
| Average weaving speed, SW | | mi/h |
| Average non-weaving speed, SNW | | mi/h |

## Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | | mi/h |
| Weaving segment density, D | | pc/mi/ln |
| Level of service, LOS | F | |
| Weaving segment v/c ratio | 1.123 | |
| Weaving segment flow rate, v | 6666 | veh/h |
| Weaving segment capacity, cW | 5933 | veh/h |

## Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 4247 | 945 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 2047 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 1.123 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between On/Off Ramps to Dorch. |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 5697 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1515 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 3136 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 3136 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 26.5 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 118.2 | pc/mi/ln |
| Level of service, LOS | F | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Weaving Location: | Between Ramps#9&16 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 3 | ln |
| Weaving segment length, LS | 1730 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 5546 | 817 | 163 | 173 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1475 | 217 | 43 | 46 | |
| Trucks and buses | 7 | 2 | 6 | 6 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.971 | 0.971 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 6107 | 878 | 179 | 190 | pc/h |

| | | |
|---|---|---|
| Volume ratio, VR | 0.144 | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 2.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | | lc/h |
| Weaving lane changes, LCW | | lc/h |
| Non-weaving vehicle index, INW | | |
| Non-weaving lane change, LCNW | | lc/h |
| Total lane changes, LCALL | | lc/h |

## Weaving and Non-Weaving Speeds

Weaving intensity factor, W

| | | |
|---|---|---|
| Average weaving speed, SW | | mi/h |
| Average non-weaving speed, SNW | | mi/h |

## Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | | mi/h |
| Weaving segment density, D | | pc/mi/ln |
| Level of service, LOS | F | |
| Weaving segment v/c ratio | 1.151 | |
| Weaving segment flow rate, v | 7106 | veh/h |
| Weaving segment capacity, cW | 6171 | veh/h |

## Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 3969 | 1730 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 2129 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 1.151 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 1/8/2016 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 WB |
| From/To: | North of Leeds Avenue |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 6367 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1693 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 3505 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.83 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.3 | mi/h |
| Free-flow speed, FFS | 70.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 3505 | pc/h/ln |
| Free-flow speed, FFS | 70.1 | mi/h |
| Average passenger-car speed, S | 8.4 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 418.8 | pc/mi/ln |
| Level of service, LOS | F | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #10 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Leeds On-Ramp to I-526 WB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 6367 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 40.0 | mph |
| Volume on ramp | 1303 | vph |
| Length of first accel/decel lane | 660 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 349 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 2120 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 6367 | 1303 | 349 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1693 | 347 | 93 | v |
| Trucks and buses | 7 | 2 | 6 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.971 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 7010 | 1400 | 382 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 7010 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 8410 | 4600 | Yes |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 7010 (Equation 13-15, 13-16, 18, or 19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 8410 | 4600 | Yes |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 66.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $M_S$ = 17.786

Space mean speed in ramp influence area, $S_R$ = -260.1 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, S = mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between Paul Cantrell & Leeds |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: 171001609 | |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 7670 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 2040 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 4223 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.50 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 4.5 | mi/h |
| Free-flow speed, FFS | 70.9 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 4223 | pc/h/ln |
| Free-flow speed, FFS | 70.9 | mi/h |
| Average passenger-car speed, S | | mi/h |
| Number of lanes, N | 2 | |
| Density, D | | pc/mi/ln |
| Level of service, LOS | F | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #4 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | I-526 Off-Ramp to Paul Cantrel |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 7670 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 50.0 | mph |
| Volume on ramp | 2883 | vph |
| Length of first accel/decel lane | 570 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 887 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1800 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 7670 | 2883 | 887 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 2040 | 767 | 236 | v |
| Trucks and buses | 7 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 8445 | 3098 | 953 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 8445 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 8445 | 4600 | Yes |
| $v_{FO} = v_F - v_R$ | 5347 | 4600 | Yes |
| $v_R$ | 3098 | 2100 | Yes |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 8445 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 8445 | 4400 | Yes |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 71.7 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.512

Space mean speed in ramp influence area, $S_R$ = 50.8 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 50.8 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Btwn I-526 Off-Ramps to P.Cant |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: 171001609 | |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4787 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1273 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2635 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.17 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 3.7 | mi/h |
| Free-flow speed, FFS | 71.7 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2635 | pc/h/ln |
| Free-flow speed, FFS | 71.7 | mi/h |
| Average passenger-car speed, S | 46.1 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 57.1 | pc/mi/ln |
| Level of service, LOS | F | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #5 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Off-Ramp Loop to P Cantrell |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4787 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 887 | vph |
| Length of first accel/decel lane | 400 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 314 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1230 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4787 | 887 | 314 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1273 | 236 | 84 | v |
| Trucks and buses | 7 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5271 | 953 | 337 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 5271 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5271 | 4600 | Yes |
| $v_{FO} = v_F - v_R$ | 4318 | 4600 | No |
| $v_R$ | 953 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 5271 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 5271 | 4400 | Yes |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 46.0 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.644

Space mean speed in ramp influence area, $S_R$ = 48.4 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 48.4 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #5 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Off-Ramp Loop to P Cantrell |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4787 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 887 | vph |
| Length of first accel/decel lane | 400 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 2883 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1800 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4787 | 887 | 2883 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1273 | 236 | 767 | v |
| Trucks and buses | 7 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5271 | 953 | 3098 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 5271 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5271 | 4600 | Yes |
| $v_{FO} = v_F - v_R$ | 4318 | 4600 | No |
| $v_R$ | 953 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 5271 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 5271 | 4400 | Yes |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\ v_R - 0.009\ L_D$ = 46.0 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $D_S$ = 0.644 | |
| Space mean speed in ramp influence area, | $S_R$ = 48.4 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 48.4 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | PM Peak Hour |
| Freeway/Direction: | I-526 Westbound |
| From/To: | South of Paul Cantrell |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3900 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1037 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2147 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.00 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 3.2 | mi/h |
| Free-flow speed, FFS | 72.2 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2147 | pc/h/ln |
| Free-flow speed, FFS | 72.2 | mi/h |
| Average passenger-car speed, S | 59.6 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 36.0 | pc/mi/ln |
| Level of service, LOS | E | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #6 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Paul Cantrell On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 3900 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 40.0 | mph |
| Volume on ramp | 314 | vph |
| Length of first accel/decel lane | 650 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 887 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 1230 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 3900 | 314 | 887 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1037 | 84 | 236 | v |
| Trucks and buses | 7 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4294 | 337 | 953 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 4294 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 4631 | 4600 | Yes |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 4294 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 4631 | 4600 | Yes |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 37.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.669 | |
| Space mean speed in ramp influence area, | $S_R$ = 48.0 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 48.0 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | South of Savage Road |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4214 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1121 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2320 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.67 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.3 | mi/h |
| Free-flow speed, FFS | 73.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2320 | pc/h/ln |
| Free-flow speed, FFS | 73.1 | mi/h |
| Average passenger-car speed, S | 55.7 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 41.6 | pc/mi/ln |
| Level of service, LOS | E | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | North of US 17 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 1786 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 475 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 655 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.67 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.3 | mi/h |
| Free-flow speed, FFS | 73.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 655 | pc/h/ln |
| Free-flow speed, FFS | 73.1 | mi/h |
| Average passenger-car speed, S | 75.0 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 8.7 | pc/mi/ln |
| Level of service, LOS | A | |

Overall results are not computed when free-flow speed is less than 55 mph.

### 4.1.3 Design Year Build Mainline Cross-Section Alternatives

#### 4.1.3.1 6-Lane Cross-Section

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Between US 17 & Sam Rittenberg |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: 171001609 | |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 1610 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 428 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 886 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.83 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.8 | mi/h |
| Free-flow speed, FFS | 72.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 886 | pc/h/ln |
| Free-flow speed, FFS | 72.6 | mi/h |
| Average passenger-car speed, S | 75.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 11.8 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | US-17 WB On-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 1610 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 45.0 | mph |
| Volume on ramp | 873 | vph |
| Length of first accel/decel lane | 1500 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 380 | vph |
| Position of adjacent Ramp | Downstream | |
| Type of adjacent Ramp | On | |
| Distance to adjacent Ramp | 800 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 1610 | 873 | 380 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 428 | 232 | 101 | v |
| Trucks and buses | 7 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 1773 | 938 | 408 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 1773 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 2711 | 4600 | No |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$/2 No

If yes, $v_{12A}$ = 1773 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 2711 | 4600 | No |

## Level of Service Determination (if not F)

$$D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A = 16.8 \text{ pc/mi/ln}$$

Level of service for ramp-freeway junction areas of influence B

## Speed Estimation

Intermediate speed variable, $M_S$ = 0.245

Space mean speed in ramp influence area, $S_R$ = 55.6 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, S = 55.6 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Btwn US 17 WB Ramp & SC 7 Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2483 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 660 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1367 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.83 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.8 | mi/h |
| Free-flow speed, FFS | 72.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1367 | pc/h/ln |
| Free-flow speed, FFS | 72.6 | mi/h |
| Average passenger-car speed, S | 73.5 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 18.6 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | SC 7 WB On-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2483 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 50.0 | mph |
| Volume on ramp | 380 | vph |
| Length of first accel/decel lane | 1500 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 36 | vph |
| Position of adjacent Ramp | Downstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 4005 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2483 | 380 | 36 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 660 | 101 | 10 | v |
| Trucks and buses | 7 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 2734 | 408 | 39 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 2734 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 3142 | 4600 | No |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 2734 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 3142 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 20.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.261 | |
| Space mean speed in ramp influence area, | $S_R$ = 55.3 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 55.3 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Between SC 7 & SC 461 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2863 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 761 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1051 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.83 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.8 | mi/h |
| Free-flow speed, FFS | 72.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1051 | pc/h/ln |
| Free-flow speed, FFS | 72.6 | mi/h |
| Average passenger-car speed, S | 75.0 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 14.0 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #1 |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Paul Cantrell EB Off-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2863 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 40.0 | mph |
| Volume on ramp | 36 | vph |
| Length of first accel/decel lane | 335 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 380 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 4060 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2863 | 36 | 380 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 761 | 10 | 101 | v |
| Trucks and buses | 7 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3152 | 39 | 408 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = 2903.25 (Equation 13-12 or 13-13)

$P_{FD}$ = 0.679 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 2154 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3152 | 6900 | No |
| $v_{FO} = v_F - v_R$ | 3113 | 6900 | No |
| $v_R$ | 39 | 2100 | No |
| $v_3$ or $v_{av34}$ | 998 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 2154 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 2154 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_R - 0.009 L_{12}$ = 19.8 pc/mi/ln $D$

Level of service for ramp-freeway junction areas of influence B

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.367

Space mean speed in ramp influence area, $S_R$ = 53.4 mph

Space mean speed in outer lanes, $S_0$ = 65.8 mph

Space mean speed for all vehicles, $S$ = 56.8 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #1 |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Paul Cantrell EB Off-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2863 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 36 | vph |
| Length of first accel/decel lane | 335 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 208 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1000 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2863 | 36 | 208 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 761 | 10 | 55 | v |
| Trucks and buses | 7 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3152 | 39 | 223 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = 215.58 (Equation 13-12 or 13-13)

$P_{FD}$ = 0.679 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 2154 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3152 | 6900 | No |
| $v_{FO} = v_F - v_R$ | 3113 | 6900 | No |
| $v_R$ | 39 | 1900 | No |
| $v_3$ or $v_{av34}$ | 998 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 2154 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 2154 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_R - 0.009 L_{12}$ = 19.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.562

Space mean speed in ramp influence area, $S_R$ = 49.9 mph

Space mean speed in outer lanes, $S_0$ = 65.8 mph

Space mean speed for all vehicles, $S$ = 54.0 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Paul Cantrell EB-WB Off-ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2827 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 752 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1038 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.83 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.8 | mi/h |
| Free-flow speed, FFS | 72.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1038 | pc/h/ln |
| Free-flow speed, FFS | 72.6 | mi/h |
| Average passenger-car speed, S | 75.0 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 13.8 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #2 |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Paul Cantrell WB Off-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2827 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 208 | vph |
| Length of first accel/decel lane | 560 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 3788 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1155 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2827 | 208 | 3788 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 752 | 55 | 1007 | v |
| Trucks and buses | 7 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3113 | 223 | 4070 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.672 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 2165 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3113 | 6900 | No |
| $v_{FO} = v_F - v_R$ | 2890 | 6900 | No |
| $v_R$ | 223 | 1900 | No |
| $v_3$ or $v_{av34}$ | 948 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 2165 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 2165 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 17.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $D_S$ = 0.578 | |
| Space mean speed in ramp influence area, | $S_R$ = 49.6 | mph |
| Space mean speed in outer lanes, | $S_0$ = 65.8 | mph |
| Space mean speed for all vehicles, | $S$ = 53.6 | mph |

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #2 |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Paul Cantrell WB Off-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2827 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 208 | vph |
| Length of first accel/decel lane | 560 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 36 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1000 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2827 | 208 | 36 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 752 | 55 | 10 | v |
| Trucks and buses | 7 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3113 | 223 | 39 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.672 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 2165 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3113 | 6900 | No |
| $v_{FO} = v_F - v_R$ | 2890 | 6900 | No |
| $v_R$ | 223 | 1900 | No |
| $v_3$ or $v_{av34}$ | 948 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 2165 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 2165 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 17.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.578

Space mean speed in ramp influence area, $S_R$ = 49.6 mph

Space mean speed in outer lanes, $S_0$ = 65.8 mph

Space mean speed for all vehicles, $S$ = 53.6 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Paul Cantrell Off to On-Ramps |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2619 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 697 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 961 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.17 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 3.7 | mi/h |
| Free-flow speed, FFS | 71.7 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 961 | pc/h/ln |
| Free-flow speed, FFS | 71.7 | mi/h |
| Average passenger-car speed, S | 70.0 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 13.7 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #3 |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Paul Cantrell On-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2619 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 45.0 | mph |
| Volume on ramp | 3788 | vph |
| Length of first accel/decel lane | 775 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 208 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 1055 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2619 | 3788 | 208 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 697 | 1007 | 55 | v |
| Trucks and buses | 7 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 2884 | 4070 | 223 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = 1783.66 (Equation 13-6 or 13-7)

$P_{FM}$ = 0.553 Using Equation 2

$v_{12} = v_F (P_{FM})$ = 1595 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 6954 | 6900 | Yes |
| $v_3$ or $v_{av34}$ | 1289 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 Yes

If yes, $v_{12A}$ = 1648 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 5718 | 4600 | Yes |

## Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 43.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $M_S$ = 1.438

Space mean speed in ramp influence area, $S_R$ = 34.1 mph

Space mean speed in outer lanes, $S_0$ = 57.4 mph

Space mean speed for all vehicles, $S$ = 36.8 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Paul Cantrell to SC 61 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 6407 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1704 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2352 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.67 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.0 | mi/h |
| Free-flow speed, FFS | 70.4 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2352 | pc/h/ln |
| Free-flow speed, FFS | 70.4 | mi/h |
| Average passenger-car speed, S | 54.6 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 43.1 | pc/mi/ln |
| Level of service, LOS | E | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #7 |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | I-526 Off Ramp to Leeds Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 6407 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 40.0 | mph |
| Volume on ramp | 1273 | vph |
| Length of first accel/decel lane | 345 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 261 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1880 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 6407 | 1273 | 261 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1704 | 339 | 69 | v |
| Trucks and buses | 7 | 6 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.971 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 7055 | 1395 | 280 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.519 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 4335 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 7055 | 6900 | Yes |
| $v_{FO} = v_F - v_R$ | 5660 | 6900 | No |
| $v_R$ | 1395 | 2100 | No |
| $v_3$ or $v_{av34}$ | 2720 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | Yes | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 4355 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 4355 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 38.6 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $D_S$ = 0.489 | |
| Space mean speed in ramp influence area, | $S_R$ = 51.2 | mph |
| Space mean speed in outer lanes, | $S_0$ = 59.2 | mph |
| Space mean speed for all vehicles, | $S$ = 54.0 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/12/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | South of Leeds Avenue |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 5134 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1365 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1884 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.00 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.8 | mi/h |
| Free-flow speed, FFS | 69.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1884 | pc/h/ln |
| Free-flow speed, FFS | 69.6 | mi/h |
| Average passenger-car speed, S | 64.6 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 29.2 | pc/mi/ln |
| Level of service, LOS | D | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Weaving Location: | Between Ramps #8&11 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 4 | ln |
| Weaving segment length, LS | 1980 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 4576 | 187 | 348 | 74 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1217 | 50 | 93 | 20 | |
| Trucks and buses | 7 | 2 | 3 | 3 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.985 | 0.985 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 5038 | 201 | 376 | 80 | pc/h |

| | | |
|---|---|---|
| Volume ratio, VR | 0.101 | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 2.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 577 | lc/h |
| Weaving lane changes, LCW | 1193 | lc/h |
| Non-weaving vehicle index, INW | 2027 | |
| Non-weaving lane change, LCNW | 2830 | lc/h |
| Total lane changes, LCALL | 4023 | lc/h |

## Weaving and Non-Weaving Speeds

| | |
|---|---|
| Weaving intensity factor, W | 0.395 |

| | | |
|---|---|---|
| Average weaving speed, SW | 47.2 | mi/h |
| Average non-weaving speed, SNW | 49.0 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 48.8 | mi/h |
| Weaving segment density, D | 29.2 | pc/mi/ln |
| Level of service, LOS | D | |
| Weaving segment v/c ratio | 0.653 | |
| Weaving segment flow rate, v | 5503 | veh/h |
| Weaving segment capacity, cW | 8425 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 3552 | 1980 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 2180 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.653 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/13/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | North of Leeds Avenue |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4967 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1321 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1823 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.00 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.8 | mi/h |
| Free-flow speed, FFS | 69.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1823 | pc/h/ln |
| Free-flow speed, FFS | 69.6 | mi/h |
| Average passenger-car speed, S | 65.5 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 27.8 | pc/mi/ln |
| Level of service, LOS | D | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Weaving Location: | Between Ramps#13&17 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 4 | ln |
| Weaving segment length, LS | 1515 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 3940 | 844 | 823 | 65 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1048 | 224 | 219 | 17 | |
| Trucks and buses | 7 | 2 | 4 | 4 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.980 | 0.980 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 4338 | 907 | 893 | 71 | pc/h |

| | | |
|---|---|---|
| Volume ratio, VR | 0.290 | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 2.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 1800 | lc/h |
| Weaving lane changes, LCW | 2324 | lc/h |
| Non-weaving vehicle index, INW | 1336 | |
| Non-weaving lane change, LCNW | 1054 | lc/h |
| Total lane changes, LCALL | 3378 | lc/h |

## Weaving and Non-Weaving Speeds

| | |
|---|---|
| Weaving intensity factor, W | 0.425 |

| | | |
|---|---|---|
| Average weaving speed, SW | 46.6 | mi/h |
| Average non-weaving speed, SNW | 39.6 | mi/h |

**Weaving Segment Speed, Density, Level of Service and Capacity**

| | | |
|---|---|---|
| Weaving segment speed, S | 41.4 | mi/h |
| Weaving segment density, D | 37.5 | pc/mi/ln |
| Level of service, LOS | E | |
| Weaving segment v/c ratio | 0.777 | |
| Weaving segment flow rate, v | 6000 | veh/h |
| Weaving segment capacity, cW | 7718 | veh/h |

**Limitations on Weaving Segments**

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 5476 | 1515 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 1997 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.777 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/13/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | South of Montague Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4986 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1326 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1830 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.17 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.2 | mi/h |
| Free-flow speed, FFS | 69.2 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1830 | pc/h/ln |
| Free-flow speed, FFS | 69.2 | mi/h |
| Average passenger-car speed, S | 65.4 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 28.0 | pc/mi/ln |
| Level of service, LOS | D | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #19 |
| Agency/Co.: | Stantec |
| Date performed: | 11/13/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | International Blvd WBOff-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4986 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 852 | vph |
| Length of first accel/decel lane | 630 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 890 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 3650 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4986 | 852 | 890 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1326 | 227 | 237 | v |
| Trucks and buses | 7 | 3 | 4 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.985 | 0.980 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5490 | 920 | 966 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.580 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3573 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5490 | 6900 | No |
| $v_{FO} = v_F - v_R$ | 4570 | 6900 | No |
| $v_R$ | 920 | 1900 | No |
| $v_3$ or $v_{av34}$ | 1917 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$/2 No

If yes, $v_{12A}$ = 3573 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3573 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_R - 0.009 L_{12}$ = 29.3 pc/mi/ln $D$

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.641

Space mean speed in ramp influence area, $S_R$ = 48.5 mph

Space mean speed in outer lanes, $S_0$ = 62.2 mph

Space mean speed for all vehicles, $S$ = 52.5 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #19 |
| Agency/Co.: | Stantec |
| Date performed: | 11/13/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | International Blvd WBOff-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4986 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 852 | vph |
| Length of first accel/decel lane | 630 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 1342 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1600 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4986 | 852 | 1342 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1326 | 227 | 357 | v |
| Trucks and buses | 7 | 3 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.985 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5490 | 920 | 1442 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.580 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3573 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5490 | 6900 | No |
| $v_{FO} = v_F - v_R$ | 4570 | 6900 | No |
| $v_R$ | 920 | 1900 | No |
| $v_3$ or $v_{av34}$ | 1917 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$/2 No

If yes, $v_{12A}$ = 3573 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3573 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 29.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.641

Space mean speed in ramp influence area, $S_R$ = 48.5 mph

Space mean speed in outer lanes, $S_0$ = 62.2 mph

Space mean speed for all vehicles, $S$ = 52.5 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/13/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | North of International |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4134 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1099 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1517 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1517 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 68.8 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 22.0 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Weaving Location: | Ramps #20, 25, 26 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 4 | ln |
| Weaving segment length, LS | 1970 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 2074 | 687 | 2060 | 702 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 552 | 183 | 548 | 187 | |
| Trucks and buses | 7 | 2 | 7 | 7 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.966 | 0.966 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 2284 | 738 | 2268 | 773 | pc/h |

| | | |
|---|---|---|
| Volume ratio, VR | 0.496 | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 1.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | | lc/h |
| Weaving lane changes, LCW | | lc/h |
| Non-weaving vehicle index, INW | | |
| Non-weaving lane change, LCNW | | lc/h |
| Total lane changes, LCALL | | lc/h |

## Weaving and Non-Weaving Speeds

Weaving intensity factor, W

| | | |
|---|---|---|
| Average weaving speed, SW | | mi/h |
| Average non-weaving speed, SNW | | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | | mi/h |
| Weaving segment density, D | | pc/mi/ln |
| Level of service, LOS | F | |
| Weaving segment v/c ratio | 1.253 | |
| Weaving segment flow rate, v | 5858 | veh/h |
| Weaving segment capacity, cW | 4677 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 7777 | 1970 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 1856 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 1.253 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/13/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Off-Ramp to I-26 EB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2704 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 719 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 992 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 992 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 70.0 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 14.2 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #30 |
| Agency/Co.: | Stantec |
| Date performed: | 11/13/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | On Ramp from I-26 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2704 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 25.0 | mph |
| Volume on ramp | 1459 | vph |
| Length of first accel/decel lane | 545 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 2772 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 1900 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2704 | 1459 | 2772 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 719 | 388 | 737 | v |
| Trucks and buses | 9 | 15 | 7 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.957 | 0.930 | 0.966 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3006 | 1669 | 3052 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = 147.43 (Equation 13-6 or 13-7)

$P_{FM}$ = 0.593 Using Equation 1

$v_{12} = v_F (P_{FM})$ = 1782 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 4675 | 6900 | No |
| $v_3$ or $v_{av34}$ | 1224 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 Yes

If yes, $v_{12A}$ = 1782 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 3451 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 28.2 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.417 | |
| Space mean speed in ramp influence area, | $S_R$ = 52.5 | mph |
| Space mean speed in outer lanes, | $S_0$ = 57.4 | mph |
| Space mean speed for all vehicles, | $S$ = 53.7 | mph |

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #30 |
| Agency/Co.: | Stantec |
| Date performed: | 11/13/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | On Ramp from I-26 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2704 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 25.0 | mph |
| Volume on ramp | 1459 | vph |
| Length of first accel/decel lane | 545 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 677 | vph |
| Position of adjacent Ramp | Downstream | |
| Type of adjacent Ramp | On | |
| Distance to adjacent Ramp | 725 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2704 | 1459 | 677 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 719 | 388 | 180 | v |
| Trucks and buses | 9 | 15 | 15 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.957 | 0.930 | 0.930 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3006 | 1669 | 774 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 0.593 Using Equation 1

$v_{12} = v_F (P_{FM})$ = 1782 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 4675 | 6900 | No |
| $v_3$ or $v_{av34}$ | 1224 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 Yes

If yes, $v_{12A}$ = 1782 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 3451 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 28.2 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.417 | |
| Space mean speed in ramp influence area, | $S_R$ = 52.5 | mph |
| Space mean speed in outer lanes, | $S_0$ = 57.4 | mph |
| Space mean speed for all vehicles, | $S$ = 53.7 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/13/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | North of I-526 On-Ramp/I-26 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: 171001609 | |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4163 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1107 | v |
| Trucks and buses | 9 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.957 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1543 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1543 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 68.6 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 22.5 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

Analyst:
Agency/Co.: Stantec
Date Performed: 12/8/2015
Analysis Time Period: AM Peak Period
Freeway/Dir of Travel: I-526 Eastbound
Weaving Location: Between Ramps #27&36
Analysis Year: 2043 Future Year Conditions
Description: 171001609

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 4 | ln |
| Weaving segment length, LS | 1600 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 3924 | 677 | 296 | 0 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1044 | 180 | 79 | 0 | |
| Trucks and buses | 9 | 15 | 4 | 15 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.957 | 0.930 | 0.980 | 0.930 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 4362 | 774 | 321 | 0 | pc/h |

Volume ratio, VR 0.201

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 1.5 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 1095 | lc/h |
| Weaving lane changes, LCW | 1563 | lc/h |
| Non-weaving vehicle index, INW | 1047 | |
| Non-weaving lane change, LCNW | 995 | lc/h |
| Total lane changes, LCALL | 2558 | lc/h |

## Weaving and Non-Weaving Speeds

Weaving intensity factor, W 0.327

| | | |
|---|---|---|
| Average weaving speed, SW | 48.9 | mi/h |
| Average non-weaving speed, SNW | 45.6 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 46.2 | mi/h |
| Weaving segment density, D | 29.5 | pc/mi/ln |
| Level of service, LOS | D | |
| Weaving segment v/c ratio | 0.657 | |
| Weaving segment flow rate, v | 5223 | veh/h |
| Weaving segment capacity, cW | 7943 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 4543 | 1600 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 2075 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.657 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | South of Rivers Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4544 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1209 | v |
| Trucks and buses | 9 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.957 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1684 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1684 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 67.3 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 25.0 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #37 |
| Agency/Co.: | Stantec |
| Date performed: | 11/13/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | North of Rivers Avenue |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4544 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 199 | vph |
| Length of first accel/decel lane | 750 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 296 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1475 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4544 | 199 | 296 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1209 | 53 | 79 | v |
| Trucks and buses | 9 | 4 | 4 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.957 | 0.980 | 0.980 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5052 | 216 | 321 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.624 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3233 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5052 | 6900 | No |
| $v_{FO} = v_F - v_R$ | 4836 | 6900 | No |
| $v_R$ | 216 | 1900 | No |
| $v_3$ or $v_{av34}$ | 1819 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 3233 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3233 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 25.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $D_S$ = 0.577 | |
| Space mean speed in ramp influence area, | $S_R$ = 49.6 | mph |
| Space mean speed in outer lanes, | $S_0$ = 62.6 | mph |
| Space mean speed for all vehicles, | $S$ = 53.6 | mph |

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #37 |
| Agency/Co.: | Stantec |
| Date performed: | 11/13/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | North of Rivers Avenue |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Build Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4544 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 199 | vph |
| Length of first accel/decel lane | 750 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 937 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 930 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4544 | 199 | 937 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1209 | 53 | 249 | v |
| Trucks and buses | 9 | 4 | 6 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.957 | 0.980 | 0.971 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5052 | 216 | 1027 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.624 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3233 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5052 | 6900 | No |
| $v_{FO} = v_F - v_R$ | 4836 | 6900 | No |
| $v_R$ | 216 | 1900 | No |
| $v_3$ or $v_{av34}$ | 1819 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 3233 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3233 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_R - 0.009 L_D$ = 25.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.577

Space mean speed in ramp influence area, $S_R$ = 49.6 mph

Space mean speed in outer lanes, $S_0$ = 62.6 mph

Space mean speed for all vehicles, $S$ = 53.6 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/16/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | I-526 EB North of Rivers Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4345 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1156 | v |
| Trucks and buses | 9 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.957 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1610 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.83 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.3 | mi/h |
| Free-flow speed, FFS | 70.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1610 | pc/h/ln |
| Free-flow speed, FFS | 70.1 | mi/h |
| Average passenger-car speed, S | 68.1 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 23.7 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #38, 39 |
| Agency/Co.: | Stantec |
| Date performed: | 11/16/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Rivers Ave On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4345 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 40.0 | mph |
| Volume on ramp | 937 | vph |
| Length of first accel/decel lane | 785 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 475 | vph |
| Position of adjacent Ramp | Downstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 4990 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4345 | 937 | 475 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1156 | 249 | 126 | v |
| Trucks and buses | 9 | 6 | 9 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.957 | 0.971 | 0.957 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4830 | 1027 | 528 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = 2727.34 (Equation 13-6 or 13-7)

$P_{FM}$ = 0.599 Using Equation 1

$v_{12} = v_F (P_{FM})$ = 2895 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 5857 | 6900 | No |
| $v_3$ or $v_{av34}$ | 1935 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 Yes

If yes, $v_{12A}$ = 2895 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 3922 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 30.7 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.455 | |
| Space mean speed in ramp influence area, | $S_R$ = 51.8 | mph |
| Space mean speed in outer lanes, | $S_0$ = 54.8 | mph |
| Space mean speed for all vehicles, | $S$ = 52.8 | mph |

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #38, 39 |
| Agency/Co.: | Stantec |
| Date performed: | 11/16/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Rivers Ave On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4345 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 40.0 | mph |
| Volume on ramp | 937 | vph |
| Length of first accel/decel lane | 785 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 199 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 900 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4345 | 937 | 199 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1156 | 249 | 53 | v |
| Trucks and buses | 9 | 6 | 4 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.957 | 0.971 | 0.980 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4830 | 1027 | 216 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = 1291.74 (Equation 13-6 or 13-7)

$P_{FM}$ = 0.575 Using Equation 2

$v_{12} = v_F (P_{FM})$ = 2776 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 5857 | 6900 | No |
| $v_3$ or $v_{av34}$ | 2054 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 Yes

If yes, $v_{12A}$ = 2776 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 3803 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 29.7 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.433 | |
| Space mean speed in ramp influence area, | $S_R$ = 52.2 | mph |
| Space mean speed in outer lanes, | $S_0$ = 54.4 | mph |
| Space mean speed for all vehicles, | $S$ = 53.0 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/16/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Between Rivers and N Rhett |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 5282 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1405 | v |
| Trucks and buses | 9 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.957 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1957 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.83 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.3 | mi/h |
| Free-flow speed, FFS | 70.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1957 | pc/h/ln |
| Free-flow speed, FFS | 70.1 | mi/h |
| Average passenger-car speed, S | 63.4 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 30.9 | pc/mi/ln |
| Level of service, LOS | D | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #44 |
| Agency/Co.: | Stantec |
| Date performed: | 11/16/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Off-Ramp to N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 5282 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 45.0 | mph |
| Volume on ramp | 475 | vph |
| Length of first accel/decel lane | 215 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 937 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 4990 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 5282 | 475 | 937 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1405 | 126 | 249 | v |
| Trucks and buses | 9 | 9 | 6 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.957 | 0.957 | 0.971 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5872 | 528 | 1027 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = 6189.43 (Equation 13-12 or 13-13)

$P_{FD}$ = 0.589 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3675 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5872 | 6900 | No |
| $v_{FO} = v_F - v_R$ | 5344 | 6900 | No |
| $v_R$ | 528 | 2100 | No |
| $v_3$ or $v_{av34}$ | 2197 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 3675 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3675 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 33.9 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.346

Space mean speed in ramp influence area, $S_R$ = 53.8 mph

Space mean speed in outer lanes, $S_0$ = 61.2 mph

Space mean speed for all vehicles, $S$ = 56.3 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #44 |
| Agency/Co.: | Stantec |
| Date performed: | 11/16/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Off-Ramp to N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 5282 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 45.0 | mph |
| Volume on ramp | 475 | vph |
| Length of first accel/decel lane | 215 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 1934 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1940 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 5282 | 475 | 1934 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1405 | 126 | 514 | v |
| Trucks and buses | 9 | 9 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.957 | 0.957 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5872 | 528 | 2078 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.589 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3675 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5872 | 6900 | No |
| $v_{FO} = v_F - v_R$ | 5344 | 6900 | No |
| $v_R$ | 528 | 2100 | No |
| $v_3$ or $v_{av34}$ | 2197 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 3675 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3675 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 33.9 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.346

Space mean speed in ramp influence area, $S_R$ = 53.8 mph

Space mean speed in outer lanes, $S_0$ = 61.2 mph

Space mean speed for all vehicles, $S$ = 56.3 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/16/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | West of N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4807 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1278 | v |
| Trucks and buses | 9 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.957 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1781 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.67 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.0 | mi/h |
| Free-flow speed, FFS | 70.4 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1781 | pc/h/ln |
| Free-flow speed, FFS | 70.4 | mi/h |
| Average passenger-car speed, S | 66.1 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 27.0 | pc/mi/ln |
| Level of service, LOS | D | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #45 |
| Agency/Co.: | Stantec |
| Date performed: | 11/16/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | NRhett On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4807 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 25.0 | mph |
| Volume on ramp | 1934 | vph |
| Length of first accel/decel lane | 1090 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 475 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 1950 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4807 | 1934 | 475 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1278 | 514 | 126 | v |
| Trucks and buses | 9 | 2 | 9 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.957 | 0.990 | 0.957 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5344 | 2078 | 528 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = 977.27 (Equation 13-6 or 13-7)

$P_{FM}$ = 0.608 Using Equation 1

$v_{12} = v_F (P_{FM})$ = 3249 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 7422 | 6900 | Yes |
| $v_3$ or $v_{av34}$ | 2095 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 Yes

If yes, $v_{12A}$ = 3249 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 5327 | 4600 | Yes |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 39.2 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 1.069 | |
| Space mean speed in ramp influence area, | $S_R$ = 40.8 | mph |
| Space mean speed in outer lanes, | $S_0$ = 54.3 | mph |
| Space mean speed for all vehicles, | $S$ = 43.8 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/16/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | East of N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 6741 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1793 | v |
| Trucks and buses | 9 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.957 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2498 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.50 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 4.5 | mi/h |
| Free-flow speed, FFS | 70.9 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2498 | pc/h/ln |
| Free-flow speed, FFS | 70.9 | mi/h |
| Average passenger-car speed, S | 50.5 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 49.5 | pc/mi/ln |
| Level of service, LOS | F | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Between US 17 & Sam Rittenberg |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: 171001609 | |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 1083 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 288 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 590 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.83 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.8 | mi/h |
| Free-flow speed, FFS | 72.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 590 | pc/h/ln |
| Free-flow speed, FFS | 72.6 | mi/h |
| Average passenger-car speed, S | 75.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 7.9 | pc/mi/ln |
| Level of service, LOS | A | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | US-17 WB On-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 1083 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 45.0 | mph |
| Volume on ramp | 976 | vph |
| Length of first accel/decel lane | 1500 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 978 | vph |
| Position of adjacent Ramp | Downstream | |
| Type of adjacent Ramp | On | |
| Distance to adjacent Ramp | 800 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 1083 | 976 | 978 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 288 | 260 | 260 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 1181 | 1049 | 1051 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 1181 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 2230 | 4600 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ > 2700 pc/h? | | No | |
| Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 | | No | |

If yes, $v_{12A}$ = 1181 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 2230 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 13.0 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.222 | |
| Space mean speed in ramp influence area, | $S_R$ = 56.0 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 56.0 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Btwn US 17 WB Ramp & SC 7 Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2059 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 548 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1123 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.83 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.8 | mi/h |
| Free-flow speed, FFS | 72.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1123 | pc/h/ln |
| Free-flow speed, FFS | 72.6 | mi/h |
| Average passenger-car speed, S | 74.8 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 15.0 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | SC 7 WB On-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2059 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 50.0 | mph |
| Volume on ramp | 978 | vph |
| Length of first accel/decel lane | 1500 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 46 | vph |
| Position of adjacent Ramp | Downstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 4005 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2059 | 978 | 46 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 548 | 260 | 12 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 2245 | 1051 | 49 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 2245 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 3296 | 4600 | No |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 2245 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 3296 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 21.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.276 | |
| Space mean speed in ramp influence area, | $S_R$ = 55.0 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | S = 55.0 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Between SC 7 & SC 461 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Opening Year Conditions |
| Description: 171001609 | |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3037 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 808 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1104 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.83 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.8 | mi/h |
| Free-flow speed, FFS | 72.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1104 | pc/h/ln |
| Free-flow speed, FFS | 72.6 | mi/h |
| Average passenger-car speed, S | 74.9 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 14.7 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #1 |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Paul Cantrell EB Off-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 3037 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 40.0 | mph |
| Volume on ramp | 46 | vph |
| Length of first accel/decel lane | 335 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 978 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 4060 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 3037 | 46 | 978 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 808 | 12 | 260 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3312 | 49 | 1051 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = 7326.49 (Equation 13-12 or 13-13)

$P_{FD}$ = 0.675 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 2251 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3312 | 6900 | No |
| $v_{FO} = v_F - v_R$ | 3263 | 6900 | No |
| $v_R$ | 49 | 2100 | No |
| $v_3$ or $v_{av34}$ | 1061 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 2251 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 2251 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 20.6 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.367

Space mean speed in ramp influence area, $S_R$ = 53.4 mph

Space mean speed in outer lanes, $S_0$ = 65.6 mph

Space mean speed for all vehicles, $S$ = 56.8 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #1 |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Paul Cantrell EB Off-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 3037 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 46 | vph |
| Length of first accel/decel lane | 335 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 765 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1000 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 3037 | 46 | 765 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 808 | 12 | 203 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3312 | 49 | 822 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = 801.51 (Equation 13-12 or 13-13)

$P_{FD}$ = 0.675 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 2251 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3312 | 6900 | No |
| $v_{FO} = v_F - v_R$ | 3263 | 6900 | No |
| $v_R$ | 49 | 1900 | No |
| $v_3$ or $v_{av34}$ | 1061 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 2251 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 2251 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 20.6 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.562

Space mean speed in ramp influence area, $S_R$ = 49.9 mph

Space mean speed in outer lanes, $S_0$ = 65.6 mph

Space mean speed for all vehicles, $S$ = 54.0 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Paul Cantrell EB-WB Off-ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2991 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 795 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1087 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.83 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.8 | mi/h |
| Free-flow speed, FFS | 72.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1087 | pc/h/ln |
| Free-flow speed, FFS | 72.6 | mi/h |
| Average passenger-car speed, S | 74.9 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 14.5 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #2 |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Paul Cantrell WB Off-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2991 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 765 | vph |
| Length of first accel/decel lane | 560 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 2581 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1155 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2991 | 765 | 2581 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 795 | 203 | 686 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3261 | 822 | 2773 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.641 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 2385 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3261 | 6900 | No |
| $v_{FO} = v_F - v_R$ | 2439 | 6900 | No |
| $v_R$ | 822 | 1900 | No |
| $v_3$ or $v_{av34}$ | 876 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 2385 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 2385 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 19.7 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.632

Space mean speed in ramp influence area, $S_R$ = 48.6 mph

Space mean speed in outer lanes, $S_0$ = 65.8 mph

Space mean speed for all vehicles, $S$ = 52.3 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #2 |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Paul Cantrell WB Off-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2991 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 765 | vph |
| Length of first accel/decel lane | 560 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 46 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1000 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2991 | 765 | 46 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 795 | 203 | 12 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3261 | 822 | 49 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.641 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 2385 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3261 | 6900 | No |
| $v_{FO} = v_F - v_R$ | 2439 | 6900 | No |
| $v_R$ | 822 | 1900 | No |
| $v_3$ or $v_{av34}$ | 876 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 2385 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 2385 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 19.7 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $D_S$ = 0.632 | |
| Space mean speed in ramp influence area, | $S_R$ = 48.6 | mph |
| Space mean speed in outer lanes, | $S_0$ = 65.8 | mph |
| Space mean speed for all vehicles, | $S$ = 52.3 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Paul Cantrell Off to On-Ramps |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2226 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 592 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 809 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.17 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 3.7 | mi/h |
| Free-flow speed, FFS | 71.7 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 809 | pc/h/ln |
| Free-flow speed, FFS | 71.7 | mi/h |
| Average passenger-car speed, S | 70.0 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 11.6 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #3 |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Paul Cantrell On-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2226 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 45.0 | mph |
| Volume on ramp | 2581 | vph |
| Length of first accel/decel lane | 775 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 765 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 1055 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2226 | 2581 | 765 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 592 | 686 | 203 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 2427 | 2773 | 822 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = 1408.30 (Equation 13-6 or 13-7)

$P_{FM}$ = 0.577 Using Equation 2

$v_{12} = v_F (P_{FM})$ = 1400 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 5200 | 6900 | No |
| $v_3$ or $v_{av34}$ | 1027 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 Yes

If yes, $v_{12A}$ = 1400 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 4173 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 31.9 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.504 | |
| Space mean speed in ramp influence area, | $S_R$ = 50.9 | mph |
| Space mean speed in outer lanes, | $S_0$ = 58.1 | mph |
| Space mean speed for all vehicles, | $S$ = 52.2 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Paul Cantrell to SC 61 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: 171001609 | |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4807 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1278 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1747 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.67 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.0 | mi/h |
| Free-flow speed, FFS | 70.4 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1747 | pc/h/ln |
| Free-flow speed, FFS | 70.4 | mi/h |
| Average passenger-car speed, S | 66.5 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 26.3 | pc/mi/ln |
| Level of service, LOS | D | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #7 |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | I-526 Off Ramp to Leeds Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4807 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 40.0 | mph |
| Volume on ramp | 440 | vph |
| Length of first accel/decel lane | 345 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 2581 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1880 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4807 | 440 | 2581 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1278 | 117 | 686 | v |
| Trucks and buses | 5 | 12 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.943 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5242 | 496 | 2773 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = 18021.71 Equation 13-12 or 13-13)

$P_{FD}$ = 0.606 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3373 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5242 | 6900 | No |
| $v_{FO} = v_F - v_R$ | 4746 | 6900 | No |
| $v_R$ | 496 | 2100 | No |
| $v_3$ or $v_{av34}$ | 1869 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 3373 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3373 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 30.2 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.408

Space mean speed in ramp influence area, $S_R$ = 52.7 mph

Space mean speed in outer lanes, $S_0$ = 62.4 mph

Space mean speed for all vehicles, S = 55.8 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/12/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | South of Leeds Avenue |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4367 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1161 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1587 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.00 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.8 | mi/h |
| Free-flow speed, FFS | 69.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1587 | pc/h/ln |
| Free-flow speed, FFS | 69.6 | mi/h |
| Average passenger-car speed, S | 68.3 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 23.2 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Weaving Location: | Between Ramps #8&11 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 4 | ln |
| Weaving segment length, LS | 1980 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 4020 | 1003 | 372 | 304 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1069 | 267 | 99 | 81 | |
| Trucks and buses | 5 | 2 | 3 | 3 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.985 | 0.985 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 4384 | 1078 | 402 | 328 | pc/h |

| | | |
|---|---|---|
| Volume ratio, VR | 0.239 | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 2.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 1480 | lc/h |
| Weaving lane changes, LCW | 2096 | lc/h |
| Non-weaving vehicle index, INW | 1866 | |
| Non-weaving lane change, LCNW | 2550 | lc/h |
| Total lane changes, LCALL | 4646 | lc/h |

## Weaving and Non-Weaving Speeds

| | |
|---|---|
| Weaving intensity factor, W | 0.443 |

| | | |
|---|---|---|
| Average weaving speed, SW | 46.2 | mi/h |
| Average non-weaving speed, SNW | 41.9 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 42.9 | mi/h |
| Weaving segment density, D | 36.1 | pc/mi/ln |
| Level of service, LOS | E | |
| Weaving segment v/c ratio | 0.746 | |
| Weaving segment flow rate, v | 6041 | veh/h |
| Weaving segment capacity, cW | 8094 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 4939 | 1980 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 2074 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.746 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/13/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | North of Leeds Avenue |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 5001 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1330 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1818 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.00 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.8 | mi/h |
| Free-flow speed, FFS | 69.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1818 | pc/h/ln |
| Free-flow speed, FFS | 69.6 | mi/h |
| Average passenger-car speed, S | 65.6 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 27.7 | pc/mi/ln |
| Level of service, LOS | D | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Weaving Location: | Between Ramps#13&17 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 4 | ln |
| Weaving segment length, LS | 1515 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 3431 | 998 | 1592 | 331 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 913 | 265 | 423 | 88 | |
| Trucks and buses | 5 | 2 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | 0.990 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 3741 | 1072 | 1711 | 356 | pc/h |
| Volume ratio, VR | | 0.405 | | | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 2.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | | lc/h |
| Weaving lane changes, LCW | | lc/h |
| Non-weaving vehicle index, INW | | |
| Non-weaving lane change, LCNW | | lc/h |
| Total lane changes, LCALL | | lc/h |

## Weaving and Non-Weaving Speeds

Weaving intensity factor, W

| | | |
|---|---|---|
| Average weaving speed, SW | | mi/h |
| Average non-weaving speed, SNW | | mi/h |

## Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | | mi/h |
| Weaving segment density, D | | pc/mi/ln |
| Level of service, LOS | F | |
| Weaving segment v/c ratio | 1.160 | |
| Weaving segment flow rate, v | 6713 | veh/h |
| Weaving segment capacity, cW | 5788 | veh/h |

## Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 6732 | 1515 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 1901 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 1.160 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/13/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | South of Montague Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4410 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1173 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1603 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.17 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.2 | mi/h |
| Free-flow speed, FFS | 69.2 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1603 | pc/h/ln |
| Free-flow speed, FFS | 69.2 | mi/h |
| Average passenger-car speed, S | 68.1 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 23.5 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #19 |
| Agency/Co.: | Stantec |
| Date performed: | 11/13/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | International Blvd WBOff-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4410 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 795 | vph |
| Length of first accel/decel lane | 630 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 1925 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 3650 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4410 | 795 | 1925 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1173 | 211 | 512 | v |
| Trucks and buses | 5 | 3 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.985 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4809 | 858 | 2068 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.600 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3230 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 4809 | 6900 | No |
| $v_{FO} = v_F - v_R$ | 3951 | 6900 | No |
| $v_R$ | 858 | 1900 | No |
| $v_3$ or $v_{av34}$ | 1579 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 3230 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3230 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 26.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.635

Space mean speed in ramp influence area, $S_R$ = 48.6 mph

Space mean speed in outer lanes, $S_0$ = 63.6 mph

Space mean speed for all vehicles, $S$ = 52.6 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #19 |
| Agency/Co.: | Stantec |
| Date performed: | 11/13/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | International Blvd WBOff-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4410 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 795 | vph |
| Length of first accel/decel lane | 630 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 2572 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1600 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4410 | 795 | 2572 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1173 | 211 | 684 | v |
| Trucks and buses | 5 | 3 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.985 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4809 | 858 | 2764 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.600 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3230 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 4809 | 6900 | No |
| $v_{FO} = v_F - v_R$ | 3951 | 6900 | No |
| $v_R$ | 858 | 1900 | No |
| $v_3$ or $v_{av34}$ | 1579 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 3230 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3230 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 26.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.635

Space mean speed in ramp influence area, $S_R$ = 48.6 mph

Space mean speed in outer lanes, $S_0$ = 63.6 mph

Space mean speed for all vehicles, $S$ = 52.6 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/13/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | North of International |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3615 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 961 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1314 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1314 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 69.8 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 18.8 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Weaving Location: | Ramps #20, 25, 26 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 4 | ln |
| Weaving segment length, LS | 1970 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 1839 | 1124 | 1774 | 1303 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 489 | 299 | 472 | 347 | |
| Trucks and buses | 5 | 2 | 4 | 4 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.980 | 0.980 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 2005 | 1208 | 1925 | 1414 | pc/h |
| Volume ratio, VR | | 0.478 | | | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 1.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | | lc/h |
| Weaving lane changes, LCW | | lc/h |
| Non-weaving vehicle index, INW | | |
| Non-weaving lane change, LCNW | | lc/h |
| Total lane changes, LCALL | | lc/h |

## Weaving and Non-Weaving Speeds

Weaving intensity factor, W

| | | |
|---|---|---|
| Average weaving speed, SW | | mi/h |
| Average non-weaving speed, SNW | | mi/h |

## Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | | mi/h |
| Weaving segment density, D | | pc/mi/ln |
| Level of service, LOS | F | |
| Weaving segment v/c ratio | 1.305 | |
| Weaving segment flow rate, v | 6393 | veh/h |
| Weaving segment capacity, cW | 4897 | veh/h |

## Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 7572 | 1970 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 1871 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 1.305 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/13/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Off-Ramp to I-26 EB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3030 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 806 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1101 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1101 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 70.0 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 15.7 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #30 |
| Agency/Co.: | Stantec |
| Date performed: | 11/13/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | On Ramp from I-26 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 3030 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 25.0 | mph |
| Volume on ramp | 1571 | vph |
| Length of first accel/decel lane | 545 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 3157 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 1900 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 3030 | 1571 | 3157 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 806 | 418 | 840 | v |
| Trucks and buses | 6 | 16 | 4 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.971 | 0.926 | 0.980 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3320 | 1805 | 3426 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = 243.73 (Equation 13-6 or 13-7)

$P_{FM}$ = 0.593 Using Equation 1

$v_{12} = v_F (P_{FM})$ = 1968 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 5125 | 6900 | No |
| $v_3$ or $v_{av34}$ | 1352 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 Yes

If yes, $v_{12A}$ = 1968 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 3773 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 30.7 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.463 | |
| Space mean speed in ramp influence area, | $S_R$ = 51.7 | mph |
| Space mean speed in outer lanes, | $S_0$ = 56.9 | mph |
| Space mean speed for all vehicles, | $S$ = 53.0 | mph |

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #30 |
| Agency/Co.: | Stantec |
| Date performed: | 11/13/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | On Ramp from I-26 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 3030 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 25.0 | mph |
| Volume on ramp | 1571 | vph |
| Length of first accel/decel lane | 545 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 654 | vph |
| Position of adjacent Ramp | Downstream | |
| Type of adjacent Ramp | On | |
| Distance to adjacent Ramp | 725 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 3030 | 1571 | 654 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 806 | 418 | 174 | v |
| Trucks and buses | 6 | 16 | 7 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.971 | 0.926 | 0.966 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3320 | 1805 | 720 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 0.593 Using Equation 1

$v_{12} = v_F (P_{FM})$ = 1968 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 5125 | 6900 | No |
| $v_3$ or $v_{av34}$ | 1352 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 Yes

If yes, $v_{12A}$ = 1968 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 3773 | 4600 | No |

## Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 30.7 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.463 | |
| Space mean speed in ramp influence area, | $S_R$ = 51.7 | mph |
| Space mean speed in outer lanes, | $S_0$ = 56.9 | mph |
| Space mean speed for all vehicles, | $S$ = 53.0 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/13/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | North of I-526 On-Ramp/I-26 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: 171001609 | |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4601 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1224 | v |
| Trucks and buses | 6 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.971 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1681 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1681 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 67.3 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 25.0 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Weaving Location: | Between Ramps #27&36 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 4 | ln |
| Weaving segment length, LS | 1600 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 4222 | 654 | 312 | 0 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1123 | 174 | 83 | 0 | |
| Trucks and buses | 6 | 7 | 3 | 7 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.971 | 0.966 | 0.985 | 0.966 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 4626 | 720 | 337 | 0 | pc/h |

| | | |
|---|---|---|
| Volume ratio, VR | 0.186 | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 1.5 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 1057 | lc/h |
| Weaving lane changes, LCW | 1525 | lc/h |
| Non-weaving vehicle index, INW | 1110 | |
| Non-weaving lane change, LCNW | 1050 | lc/h |
| Total lane changes, LCALL | 2575 | lc/h |

## Weaving and Non-Weaving Speeds

| | |
|---|---|
| Weaving intensity factor, W | 0.329 |

| | | |
|---|---|---|
| Average weaving speed, SW | 48.9 | mi/h |
| Average non-weaving speed, SNW | 45.6 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 46.1 | mi/h |
| Weaving segment density, D | 30.8 | pc/mi/ln |
| Level of service, LOS | D | |
| Weaving segment v/c ratio | 0.681 | |
| Weaving segment flow rate, v | 5518 | veh/h |
| Weaving segment capacity, cW | 8101 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 4393 | 1600 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 2086 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.681 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | South of Rivers Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4942 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1314 | v |
| Trucks and buses | 6 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.971 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1805 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1805 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 65.8 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 27.5 | pc/mi/ln |
| Level of service, LOS | D | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #37 |
| Agency/Co.: | Stantec |
| Date performed: | 11/13/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | North of Rivers Avenue |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4942 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 711 | vph |
| Length of first accel/decel lane | 750 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 313 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1475 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4942 | 711 | 313 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1314 | 189 | 83 | v |
| Trucks and buses | 6 | 3 | 3 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.971 | 0.985 | 0.985 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5415 | 768 | 338 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.589 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3506 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5415 | 6900 | No |
| $v_{FO} = v_F - v_R$ | 4647 | 6900 | No |
| $v_R$ | 768 | 1900 | No |
| $v_3$ or $v_{av34}$ | 1909 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$/2 No

If yes, $v_{12A}$ = 3506 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3506 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 27.7 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.627

Space mean speed in ramp influence area, $S_R$ = 48.7 mph

Space mean speed in outer lanes, $S_0$ = 62.3 mph

Space mean speed for all vehicles, $S$ = 52.8 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #37 |
| Agency/Co.: | Stantec |
| Date performed: | 11/13/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | North of Rivers Avenue |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4942 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 711 | vph |
| Length of first accel/decel lane | 750 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 633 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 930 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4942 | 711 | 633 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1314 | 189 | 168 | v |
| Trucks and buses | 6 | 3 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.971 | 0.985 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5415 | 768 | 680 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.589 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3506 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5415 | 6900 | No |
| $v_{FO} = v_F - v_R$ | 4647 | 6900 | No |
| $v_R$ | 768 | 1900 | No |
| $v_3$ or $v_{av34}$ | 1909 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$/2 No

If yes, $v_{12A}$ = 3506 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3506 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 27.7 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.627

Space mean speed in ramp influence area, $S_R$ = 48.7 mph

Space mean speed in outer lanes, $S_0$ = 62.3 mph

Space mean speed for all vehicles, $S$ = 52.8 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/16/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | I-526 EB North of Rivers Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4231 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1125 | v |
| Trucks and buses | 6 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.971 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1545 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.83 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.3 | mi/h |
| Free-flow speed, FFS | 70.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1545 | pc/h/ln |
| Free-flow speed, FFS | 70.1 | mi/h |
| Average passenger-car speed, S | 68.6 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 22.5 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #38, 39 |
| Agency/Co.: | Stantec |
| Date performed: | 11/16/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Rivers Ave On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4231 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 40.0 | mph |
| Volume on ramp | 633 | vph |
| Length of first accel/decel lane | 785 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 649 | vph |
| Position of adjacent Ramp | Downstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 4990 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4231 | 633 | 649 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1125 | 168 | 173 | v |
| Trucks and buses | 6 | 2 | 6 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.971 | 0.990 | 0.971 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4636 | 680 | 711 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = 3672.62 (Equation 13-6 or 13-7)

$P_{FM}$ = 0.599 Using Equation 1

$v_{12} = v_F (P_{FM})$ = 2779 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 5316 | 6900 | No |
| $v_3$ or $v_{av34}$ | 1857 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | Yes | |

If yes, $v_{12A}$ = 2779 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 3459 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 27.2 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $M_S$ = 0.382

Space mean speed in ramp influence area, $S_R$ = 53.1 mph

Space mean speed in outer lanes, $S_0$ = 55.1 mph

Space mean speed for all vehicles, $S$ = 53.8 mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #38, 39 |
| Agency/Co.: | Stantec |
| Date performed: | 11/16/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Rivers Ave On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4231 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 40.0 | mph |
| Volume on ramp | 633 | vph |
| Length of first accel/decel lane | 785 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 711 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 900 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4231 | 633 | 711 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1125 | 168 | 189 | v |
| Trucks and buses | 6 | 2 | 3 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.971 | 0.990 | 0.985 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4636 | 680 | 768 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = 1175.96 (Equation 13-6 or 13-7)

$P_{FM}$ = 0.582 Using Equation 2

$v_{12} = v_F (P_{FM})$ = 2698 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 5316 | 6900 | No |
| $v_3$ or $v_{av34}$ | 1938 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 Yes

If yes, $v_{12A}$ = 2698 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 3378 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 26.6 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.373 | |
| Space mean speed in ramp influence area, | $S_R$ = 53.3 | mph |
| Space mean speed in outer lanes, | $S_0$ = 54.8 | mph |
| Space mean speed for all vehicles, | $S$ = 53.8 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/16/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Between Rivers and N Rhett |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: 171001609 | |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4864 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1294 | v |
| Trucks and buses | 6 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.971 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1777 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.83 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.3 | mi/h |
| Free-flow speed, FFS | 70.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1777 | pc/h/ln |
| Free-flow speed, FFS | 70.1 | mi/h |
| Average passenger-car speed, S | 66.1 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 26.9 | pc/mi/ln |
| Level of service, LOS | D | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #44 |
| Agency/Co.: | Stantec |
| Date performed: | 11/16/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Off-Ramp to N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4864 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 45.0 | mph |
| Volume on ramp | 649 | vph |
| Length of first accel/decel lane | 215 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 633 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 4990 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4864 | 649 | 633 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1294 | 173 | 168 | v |
| Trucks and buses | 6 | 6 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.971 | 0.971 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5330 | 711 | 680 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = 4872.67 (Equation 13-12 or 13-13)

$P_{FD}$ = 0.594 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3455 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5330 | 6900 | No |
| $v_{FO} = v_F - v_R$ | 4619 | 6900 | No |
| $v_R$ | 711 | 2100 | No |
| $v_3$ or $v_{av34}$ | 1875 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 3455 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3455 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 32.0 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.362

Space mean speed in ramp influence area, $S_R$ = 53.5 mph

Space mean speed in outer lanes, $S_0$ = 62.4 mph

Space mean speed for all vehicles, $S$ = 56.3 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #44 |
| Agency/Co.: | Stantec |
| Date performed: | 11/16/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Off-Ramp to N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4864 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 45.0 | mph |
| Volume on ramp | 649 | vph |
| Length of first accel/decel lane | 215 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 986 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1940 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4864 | 649 | 986 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1294 | 173 | 262 | v |
| Trucks and buses | 6 | 6 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.971 | 0.971 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5330 | 711 | 1059 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.594 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3455 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5330 | 6900 | No |
| $v_{FO} = v_F - v_R$ | 4619 | 6900 | No |
| $v_R$ | 711 | 2100 | No |
| $v_3$ or $v_{av34}$ | 1875 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 3455 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3455 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 32.0 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $D_S$ = 0.362 | |
| Space mean speed in ramp influence area, | $S_R$ = 53.5 | mph |
| Space mean speed in outer lanes, | $S_0$ = 62.4 | mph |
| Space mean speed for all vehicles, | $S$ = 56.3 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/16/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | West of N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4215 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1121 | v |
| Trucks and buses | 6 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.971 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1540 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.67 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.0 | mi/h |
| Free-flow speed, FFS | 70.4 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1540 | pc/h/ln |
| Free-flow speed, FFS | 70.4 | mi/h |
| Average passenger-car speed, S | 68.7 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 22.4 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #45 |
| Agency/Co.: | Stantec |
| Date performed: | 11/16/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | NRhett On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4215 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 25.0 | mph |
| Volume on ramp | 986 | vph |
| Length of first accel/decel lane | 1090 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 649 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 1950 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4215 | 986 | 649 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1121 | 262 | 173 | v |
| Trucks and buses | 6 | 2 | 6 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.971 | 0.990 | 0.971 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4619 | 1059 | 711 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = 604.05 (Equation 13-6 or 13-7)

$P_{FM}$ = 0.608 Using Equation 1

$v_{12} = v_F (P_{FM})$ = 2808 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 5678 | 6900 | No |
| $v_3$ or $v_{av34}$ | 1811 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 Yes

If yes, $v_{12A}$ = 2808 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 3867 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 28.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

Intermediate speed variable, $M_S$ = 0.453

Space mean speed in ramp influence area, $S_R$ = 51.8 mph

Space mean speed in outer lanes, $S_0$ = 55.3 mph

Space mean speed for all vehicles, S = 52.9 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/16/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | East of N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 5201 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1383 | v |
| Trucks and buses | 6 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.971 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1900 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.50 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 4.5 | mi/h |
| Free-flow speed, FFS | 70.9 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1900 | pc/h/ln |
| Free-flow speed, FFS | 70.9 | mi/h |
| Average passenger-car speed, S | 64.3 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 29.5 | pc/mi/ln |
| Level of service, LOS | D | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | East of N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 5728 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1523 | v |
| Trucks and buses | 13 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.939 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2163 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.67 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.0 | mi/h |
| Free-flow speed, FFS | 70.4 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2163 | pc/h/ln |
| Free-flow speed, FFS | 70.4 | mi/h |
| Average passenger-car speed, S | 59.2 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 36.5 | pc/mi/ln |
| Level of service, LOS | E | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #46 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | I-526 WB Off-Ramp to NRhett |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 5728 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 1865 | vph |
| Length of first accel/decel lane | 1400 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 941 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1600 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 5728 | 1865 | 941 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1523 | 496 | 250 | v |
| Trucks and buses | 13 | 8 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.939 | 0.962 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 6490 | 2063 | 1011 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.503 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 4289 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 6490 | 6900 | No |
| $v_{FO} = v_F - v_R$ | 4427 | 6900 | No |
| $v_R$ | 2063 | 1900 | Yes |
| $v_3$ or $v_{av34}$ | 2201 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 4289 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 4289 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 28.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.744

Space mean speed in ramp influence area, $S_R$ = 46.6 mph

Space mean speed in outer lanes, $S_0$ = 61.1 mph

Space mean speed for all vehicles, $S$ = 50.7 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/17/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between On/Off-Ramp to NRhett |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3863 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1027 | v |
| Trucks and buses | 13 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.939 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1459 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.00 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.8 | mi/h |
| Free-flow speed, FFS | 69.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1459 | pc/h/ln |
| Free-flow speed, FFS | 69.6 | mi/h |
| Average passenger-car speed, S | 69.2 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 21.1 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #48 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | NRhett On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 3863 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 45.0 | mph |
| Volume on ramp | 941 | vph |
| Length of first accel/decel lane | 600 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 381 | vph |
| Position of adjacent Ramp | Downstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 4900 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 3863 | 941 | 381 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1027 | 250 | 101 | v |
| Trucks and buses | 13 | 2 | 4 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.939 | 0.990 | 0.980 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4377 | 1011 | 413 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = 2376.29 (Equation 13-6 or 13-7)

$P_{FM}$ = 0.594 Using Equation 1

$v_{12} = v_F (P_{FM})$ = 2601 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 5388 | 6900 | No |
| $v_3$ or $v_{av34}$ | 1776 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 Yes

If yes, $v_{12A}$ = 2601 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 3612 | 4600 | No |

## Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 29.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.411 | |
| Space mean speed in ramp influence area, | $S_R$ = 52.6 | mph |
| Space mean speed in outer lanes, | $S_0$ = 55.4 | mph |
| Space mean speed for all vehicles, | $S$ = 53.5 | mph |

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #48 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | NRhett On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 3863 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 45.0 | mph |
| Volume on ramp | 941 | vph |
| Length of first accel/decel lane | 600 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 1865 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 1600 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 3863 | 941 | 1865 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1027 | 250 | 496 | v |
| Trucks and buses | 13 | 2 | 8 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.939 | 0.990 | 0.962 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4377 | 1011 | 2063 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = 1370.83 (Equation 13-6 or 13-7)

$P_{FM}$ = 0.594 Using Equation 1

$v_{12} = v_F (P_{FM})$ = 2601 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 5388 | 6900 | No |
| $v_3$ or $v_{av34}$ | 1776 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 Yes

If yes, $v_{12A}$ = 2601 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 3612 | 4600 | No |

## Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 29.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.411 | |
| Space mean speed in ramp influence area, | $S_R$ = 52.6 | mph |
| Space mean speed in outer lanes, | $S_0$ = 55.4 | mph |
| Space mean speed for all vehicles, | $S$ = 53.5 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/17/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | West of N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4804 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1278 | v |
| Trucks and buses | 13 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.939 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1814 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.00 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.8 | mi/h |
| Free-flow speed, FFS | 69.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1814 | pc/h/ln |
| Free-flow speed, FFS | 69.6 | mi/h |
| Average passenger-car speed, S | 65.6 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 27.6 | pc/mi/ln |
| Level of service, LOS | D | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #40 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Off-Ramp to Rivers NB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 55.0 | mph |
| Volume on freeway | 4804 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 40.0 | mph |
| Volume on ramp | 381 | vph |
| Length of first accel/decel lane | 650 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 941 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 4900 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4804 | 381 | 941 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1278 | 101 | 250 | v |
| Trucks and buses | 13 | 4 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.939 | 0.980 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5443 | 413 | 1011 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = 6134.67 (Equation 13-12 or 13-13)

$P_{FD}$ = 0.605 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3456 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5443 | 6750 | No |
| $v_{FO} = v_F - v_R$ | 5030 | 6750 | No |
| $v_R$ | 413 | 2100 | No |
| $v_3$ or $v_{av34}$ | 1987 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 3456 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3456 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 28.1 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.400

Space mean speed in ramp influence area, $S_R$ = 49.8 mph

Space mean speed in outer lanes, $S_0$ = 56.5 mph

Space mean speed for all vehicles, $S$ = 52.0 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #40 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Off-Ramp to Rivers NB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 55.0 | mph |
| Volume on freeway | 4804 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 40.0 | mph |
| Volume on ramp | 381 | vph |
| Length of first accel/decel lane | 600 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 324 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1340 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4804 | 381 | 324 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1278 | 101 | 86 | v |
| Trucks and buses | 13 | 4 | 4 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.939 | 0.980 | 0.980 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5443 | 413 | 352 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = 427.79 (Equation 13-12 or 13-13)

$P_{FD}$ = 0.605 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3456 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5443 | 6750 | No |
| $v_{FO} = v_F - v_R$ | 5030 | 6750 | No |
| $v_R$ | 413 | 2100 | No |
| $v_3$ or $v_{av34}$ | 1987 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 3456 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3456 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 28.6 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.400

Space mean speed in ramp influence area, $S_R$ = 49.8 mph

Space mean speed in outer lanes, $S_0$ = 56.5 mph

Space mean speed for all vehicles, $S$ = 52.0 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/17/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between On/Off Ramp to Rivers |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4423 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1176 | v |
| Trucks and buses | 13 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.939 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1670 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1670 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 67.4 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 24.8 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #41 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Off-Ramp to Rivers NB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4423 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 324 | vph |
| Length of first accel/decel lane | 650 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 381 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1400 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4423 | 324 | 381 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1176 | 86 | 101 | v |
| Trucks and buses | 13 | 4 | 4 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.939 | 0.980 | 0.980 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5011 | 352 | 413 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.619 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3234 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5011 | 6900 | No |
| $v_{FO} = v_F - v_R$ | 4659 | 6900 | No |
| $v_R$ | 352 | 1900 | No |
| $v_3$ or $v_{av34}$ | 1777 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 3234 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3234 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 26.2 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.590

Space mean speed in ramp influence area, $S_R$ = 49.4 mph

Space mean speed in outer lanes, $S_0$ = 62.8 mph

Space mean speed for all vehicles, $S$ = 53.4 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #41 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Off-Ramp to Rivers NB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4423 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 324 | vph |
| Length of first accel/decel lane | 650 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 1407 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 880 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4423 | 324 | 1407 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1176 | 86 | 374 | v |
| Trucks and buses | 13 | 4 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.939 | 0.980 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5011 | 352 | 1512 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.619 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3234 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5011 | 6900 | No |
| $v_{FO} = v_F - v_R$ | 4659 | 6900 | No |
| $v_R$ | 352 | 1900 | No |
| $v_3$ or $v_{av34}$ | 1777 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 3234 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3234 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 26.2 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.590

Space mean speed in ramp influence area, $S_R$ = 49.4 mph

Space mean speed in outer lanes, $S_0$ = 62.8 mph

Space mean speed for all vehicles, $S$ = 53.4 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/17/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Rivers On-Ramp to Off-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4099 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1090 | v |
| Trucks and buses | 13 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.939 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1548 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1548 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 68.6 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 22.6 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Weaving Location: | Ramps #35, 42, 43 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 4 | ln |
| Weaving segment length, LS | 730 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 2137 | 1406 | 1959 | 0 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 568 | 374 | 521 | 0 | |
| Trucks and buses | 13 | 2 | 9 | 9 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.939 | 0.990 | 0.957 | 0.957 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 2421 | 1511 | 2178 | 0 | pc/h |
| Volume ratio, VR | | 0.604 | | | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 1.5 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | | lc/h |
| Weaving lane changes, LCW | | lc/h |
| Non-weaving vehicle index, INW | | |
| Non-weaving lane change, LCNW | | lc/h |
| Total lane changes, LCALL | | lc/h |

## Weaving and Non-Weaving Speeds

Weaving intensity factor, W

| | | |
|---|---|---|
| Average weaving speed, SW | | mi/h |
| Average non-weaving speed, SNW | | mi/h |

## Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | | mi/h |
| Weaving segment density, D | | pc/mi/ln |
| Level of service, LOS | F | |
| Weaving segment v/c ratio | 1.537 | |
| Weaving segment flow rate, v | 5738 | veh/h |
| Weaving segment capacity, cW | 3732 | veh/h |

## Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 9064 | 730 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 1662 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 1.537 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/20/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between I-26 On/Off Ramps |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3547 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 943 | v |
| Trucks and buses | 13 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.939 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1340 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.50 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 7.0 | mi/h |
| Free-flow speed, FFS | 68.4 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1340 | pc/h/ln |
| Free-flow speed, FFS | 68.4 | mi/h |
| Average passenger-car speed, S | 69.8 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 19.2 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Weaving Location: | Between Ramps #31&34 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 4 | ln |
| Weaving segment length, LS | 550 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 2336 | 473 | 1207 | 0 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 621 | 126 | 321 | 0 | |
| Trucks and buses | 13 | 8 | 4 | 8 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.939 | 0.962 | 0.980 | 0.962 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 2647 | 523 | 1310 | 0 | pc/h |

Volume ratio, VR 0.409

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 2.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 1833 | lc/h |
| Weaving lane changes, LCW | 2071 | lc/h |
| Non-weaving vehicle index, INW | 291 | |
| Non-weaving lane change, LCNW | 73 | lc/h |
| Total lane changes, LCALL | 2144 | lc/h |

## Weaving and Non-Weaving Speeds

Weaving intensity factor, W 0.661

| | | |
|---|---|---|
| Average weaving speed, SW | 42.1 | mi/h |
| Average non-weaving speed, SNW | 41.4 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 41.7 | mi/h |
| Weaving segment density, D | 26.9 | pc/mi/ln |
| Level of service, LOS | C | |
| Weaving segment v/c ratio | 0.764 | |
| Weaving segment flow rate, v | 4207 | veh/h |
| Weaving segment capacity, cW | 5508 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 6784 | 550 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 1823 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.764 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between I-26 EB Off-Ramps |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2814 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 748 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1023 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.67 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 7.3 | mi/h |
| Free-flow speed, FFS | 68.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1023 | pc/h/ln |
| Free-flow speed, FFS | 68.1 | mi/h |
| Average passenger-car speed, S | 70.0 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 14.6 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 1/8/2016 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 WB |
| Weaving Location: | Between Ramp #21 and 33 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 4 | ln |
| Weaving segment length, LS | 1500 | ft |
| Freeway free-flow speed, FFS | 65 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2350 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 1869 | 2560 | 940 | 680 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 497 | 681 | 250 | 181 | |
| Trucks and buses | 5 | 2 | 5 | 5 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.976 | 0.976 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 2038 | 2751 | 1025 | 741 | pc/h |

| | | |
|---|---|---|
| Volume ratio, VR | 0.576 | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 1.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | | lc/h |
| Weaving lane changes, LCW | | lc/h |
| Non-weaving vehicle index, INW | | |
| Non-weaving lane change, LCNW | | lc/h |
| Total lane changes, LCALL | | lc/h |

## Weaving and Non-Weaving Speeds

Weaving intensity factor, W

| | | |
|---|---|---|
| Average weaving speed, SW | | mi/h |
| Average non-weaving speed, SNW | | mi/h |

## Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | | mi/h |
| Weaving segment density, D | | pc/mi/ln |
| Level of service, LOS | F | |
| Weaving segment v/c ratio | 1.573 | |
| Weaving segment flow rate, v | 6396 | veh/h |
| Weaving segment capacity, cW | 4065 | veh/h |

## Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 8729 | 1500 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2350 | 1797 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 1.573 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between I-26 and International |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4006 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1065 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1456 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.83 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 7.7 | mi/h |
| Free-flow speed, FFS | 67.7 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1456 | pc/h/ln |
| Free-flow speed, FFS | 67.7 | mi/h |
| Average passenger-car speed, S | 69.2 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 21.0 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #22 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Int. Blvd. On-Ramp to I-526 WB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4006 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 50.0 | mph |
| Volume on ramp | 928 | vph |
| Length of first accel/decel lane | 815 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 588 | vph |
| Position of adjacent Ramp | Downstream | |
| Type of adjacent Ramp | On | |
| Distance to adjacent Ramp | 3090 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4006 | 928 | 588 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1065 | 247 | 156 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4368 | 997 | 632 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 0.600 Using Equation 1

$v_{12} = v_F (P_{FM})$ = 2622 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 5365 | 6900 | No |
| $v_3$ or $v_{av34}$ | 1746 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 Yes

If yes, $v_{12A}$ = 2622 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 3619 | 4600 | No |

## Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 28.1 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.385 | |
| Space mean speed in ramp influence area, | $S_R$ = 53.1 | mph |
| Space mean speed in outer lanes, | $S_0$ = 55.5 | mph |
| Space mean speed for all vehicles, | $S$ = 53.8 | mph |

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #22 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Int. Blvd. On-Ramp to I-526 WB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4006 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 50.0 | mph |
| Volume on ramp | 928 | vph |
| Length of first accel/decel lane | 815 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 2036 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 2710 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4006 | 928 | 2036 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1065 | 247 | 541 | v |
| Trucks and buses | 5 | 2 | 5 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.976 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4368 | 997 | 2220 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = 1722.97 (Equation 13-6 or 13-7)

$P_{FM}$ = 0.600 Using Equation 1

$v_{12} = v_F (P_{FM})$ = 2622 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 5365 | 6900 | No |
| $v_3$ or $v_{av34}$ | 1746 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 Yes

If yes, $v_{12A}$ = 2622 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 3619 | 4600 | No |

## Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 28.1 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.385 | |
| Space mean speed in ramp influence area, | $S_R$ = 53.1 | mph |
| Space mean speed in outer lanes, | $S_0$ = 55.5 | mph |
| Space mean speed for all vehicles, | $S$ = 53.8 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | CD Btwn. Intl. Blvd & Montague |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 1769 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 470 | v |
| Trucks and buses | 2 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.990 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 950 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | - | ft |
| Right-side lateral clearance | - | ft |
| Total ramp density, TRD | - | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Measured | |
| FFS or BFFS | 55.0 | mi/h |
| Lane width adjustment, fLW | - | mi/h |
| Lateral clearance adjustment, fLC | - | mi/h |
| TRD adjustment | - | mi/h |
| Free-flow speed, FFS | 55.0 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 950 | pc/h/ln |
| Free-flow speed, FFS | 55.0 | mi/h |
| Average passenger-car speed, S | 55.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 17.3 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #23 |
| Agency/Co.: | Stantec |
| Date performed: | 1/8/2016 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 WB |
| Junction: | CD North of Montague Avenue |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 55.0 | mph |
| Volume on freeway | 1769 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 35.0 | mph |
| Volume on ramp | 928 | vph |
| Length of first accel/decel lane | 500 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | No | |
| Volume on adjacent ramp | | vph |
| Position of adjacent ramp | | |
| Type of adjacent ramp | | |
| Distance to adjacent ramp | | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 1769 | 928 | | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | | |
| Peak 15-min volume, v15 | 470 | 247 | | v |
| Trucks and buses | 2 | 2 | | % |
| Recreational vehicles | 0 | 0 | | % |
| Terrain type: | Level | Level | | |
| Grade | 0.00 % | 0.00 % | % | |
| Length | 0.00 mi | 0.00 mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | | |

| | | | |
|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | |
| Flow rate, vp | 1901 | 997 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 1901 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 1901 | 4500 | No |
| $v_{FO} = v_F - v_R$ | 904 | 4500 | No |
| $v_R$ | 997 | 2000 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$/2 No

If yes, $v_{12A}$ = 1901 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 1901 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 16.1 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $D_S$ = 0.518 | |
| Space mean speed in ramp influence area, | $S_R$ = 48.3 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 48.3 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between Montague & Dorchester |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4934 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1312 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1793 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.50 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 1.8 | mi/h |
| Free-flow speed, FFS | 73.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1793 | pc/h/ln |
| Free-flow speed, FFS | 73.6 | mi/h |
| Average passenger-car speed, S | 68.0 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 26.4 | pc/mi/ln |
| Level of service, LOS | D | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Weaving Location: | Between Ramps#14&24 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 4 | ln |
| Weaving segment length, LS | 945 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 4125 | 521 | 811 | 134 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1097 | 139 | 216 | 36 | |
| Trucks and buses | 5 | 2 | 8 | 8 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.962 | 0.962 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 4498 | 560 | 897 | 148 | pc/h |

| | | |
|---|---|---|
| Volume ratio, VR | 0.239 | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 2.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 1457 | lc/h |
| Weaving lane changes, LCW | 1839 | lc/h |
| Non-weaving vehicle index, INW | 878 | |
| Non-weaving lane change, LCNW | 699 | lc/h |
| Total lane changes, LCALL | 2538 | lc/h |

## Weaving and Non-Weaving Speeds

| | |
|---|---|
| Weaving intensity factor, W | 0.493 |

| | | |
|---|---|---|
| Average weaving speed, SW | 45.1 | mi/h |
| Average non-weaving speed, SNW | 42.2 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 42.9 | mi/h |
| Weaving segment density, D | 35.6 | pc/mi/ln |
| Level of service, LOS | E | |
| Weaving segment v/c ratio | 0.765 | |
| Weaving segment flow rate, v | 5955 | veh/h |
| Weaving segment capacity, cW | 7785 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 4936 | 945 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 1995 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.765 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between On/Off Ramps to Dorch. |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4636 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1233 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1685 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1685 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 67.3 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 25.0 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

Analyst:
Agency/Co.: Stantec
Date Performed: 12/8/2015
Analysis Time Period: AM Peak Period
Freeway/Dir of Travel: I-526 Westbound
Weaving Location: Between Ramps#9&16
Analysis Year: 2043 Future Year Conditions
Description: 171001609

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 4 | ln |
| Weaving segment length, LS | 1730 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 3604 | 392 | 1042 | 545 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 959 | 104 | 277 | 145 | |
| Trucks and buses | 5 | 2 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | 0.990 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 3930 | 421 | 1120 | 586 | pc/h |

Volume ratio, VR 0.254

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 2.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 1541 | lc/h |
| Weaving lane changes, LCW | 2109 | lc/h |
| Non-weaving vehicle index, INW | 1563 | |
| Non-weaving lane change, LCNW | 1743 | lc/h |
| Total lane changes, LCALL | 3852 | lc/h |

## Weaving and Non-Weaving Speeds

Weaving intensity factor, W 0.425

| | | |
|---|---|---|
| Average weaving speed, SW | 46.6 | mi/h |
| Average non-weaving speed, SNW | 41.6 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 42.8 | mi/h |
| Weaving segment density, D | 35.4 | pc/mi/ln |
| Level of service, LOS | E | |
| Weaving segment v/c ratio | 0.742 | |
| Weaving segment flow rate, v | 5910 | veh/h |
| Weaving segment capacity, cW | 7969 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 5100 | 1730 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 2042 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.742 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 1/8/2016 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 WB |
| From/To: | North of Leeds Avenue |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3999 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1064 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1454 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.83 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.3 | mi/h |
| Free-flow speed, FFS | 70.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1454 | pc/h/ln |
| Free-flow speed, FFS | 70.1 | mi/h |
| Average passenger-car speed, S | 69.3 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 21.0 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #10 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Leeds On-Ramp to I-526 WB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 3999 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 40.0 | mph |
| Volume on ramp | 359 | vph |
| Length of first accel/decel lane | 660 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 1599 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 2120 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 3999 | 359 | 1599 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1064 | 95 | 425 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4361 | 386 | 1718 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = 998.70 (Equation 13-6 or 13-7)

$P_{FM}$ = 0.596 Using Equation 1

$v_{12} = v_F (P_{FM})$ = 2599 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 4747 | 6900 | No |
| $v_3$ or $v_{av34}$ | 1762 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 Yes

If yes, $v_{12A}$ = 2599 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 2985 | 4600 | No |

## Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 24.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.345 | |
| Space mean speed in ramp influence area, | $S_R$ = 53.8 | mph |
| Space mean speed in outer lanes, | $S_0$ = 55.5 | mph |
| Space mean speed for all vehicles, | $S$ = 54.4 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between Paul Cantrell & Leeds |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Build Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4358 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1159 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1584 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.50 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 4.5 | mi/h |
| Free-flow speed, FFS | 70.9 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1584 | pc/h/ln |
| Free-flow speed, FFS | 70.9 | mi/h |
| Average passenger-car speed, S | 68.3 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 23.2 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #4 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | I-526 Off-Ramp to Paul Cantrel |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4358 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 50.0 | mph |
| Volume on ramp | 1572 | vph |
| Length of first accel/decel lane | 570 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 767 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1800 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4358 | 1572 | 767 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1159 | 418 | 204 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4752 | 1689 | 824 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = 2202.19 (Equation 13-12 or 13-13)

$P_{FD}$ = 0.573 Using Equation 7

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3444 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 4752 | 6900 | No |
| $v_{FO} = v_F - v_R$ | 3063 | 6900 | No |
| $v_R$ | 1689 | 2100 | No |
| $v_3$ or $v_{av34}$ | 1308 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 3444 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3444 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 28.7 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.385

Space mean speed in ramp influence area, $S_R$ = 53.1 mph

Space mean speed in outer lanes, $S_0$ = 64.6 mph

Space mean speed for all vehicles, $S$ = 55.8 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Btwn I-526 Off-Ramps to P.Cant |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2786 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 741 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1013 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.17 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 3.7 | mi/h |
| Free-flow speed, FFS | 71.7 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1013 | pc/h/ln |
| Free-flow speed, FFS | 71.7 | mi/h |
| Average passenger-car speed, S | 70.0 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 14.5 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #5 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Off-Ramp Loop to P Cantrell |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2786 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 767 | vph |
| Length of first accel/decel lane | 400 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 424 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1230 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2786 | 767 | 424 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 741 | 204 | 113 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3038 | 824 | 456 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.646 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 2255 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3038 | 6900 | No |
| $v_{FO} = v_F - v_R$ | 2214 | 6900 | No |
| $v_R$ | 824 | 1900 | No |
| $v_3$ or $v_{av34}$ | 783 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$/2 No

If yes, $v_{12A}$ = 2255 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 2255 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 20.0+ pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $D_S$ = 0.632 | |
| Space mean speed in ramp influence area, | $S_R$ = 48.6 | mph |
| Space mean speed in outer lanes, | $S_0$ = 65.8 | mph |
| Space mean speed for all vehicles, | $S$ = 52.1 | mph |

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #5 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Off-Ramp Loop to P Cantrell |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2786 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 767 | vph |
| Length of first accel/decel lane | 400 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 1572 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1800 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2786 | 767 | 1572 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 741 | 204 | 418 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3038 | 824 | 1689 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.646 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 2255 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3038 | 6900 | No |
| $v_{FO} = v_F - v_R$ | 2214 | 6900 | No |
| $v_R$ | 824 | 1900 | No |
| $v_3$ or $v_{av34}$ | 783 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 2255 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 2255 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_R - 0.009 L_D$ = 20.0+ pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.632

Space mean speed in ramp influence area, $S_R$ = 48.6 mph

Space mean speed in outer lanes, $S_0$ = 65.8 mph

Space mean speed for all vehicles, $S$ = 52.1 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | AM Peak Hour |
| Freeway/Direction: | I-526 Westbound |
| From/To: | South of Paul Cantrell |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2019 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 537 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 734 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.00 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 3.2 | mi/h |
| Free-flow speed, FFS | 72.2 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 734 | pc/h/ln |
| Free-flow speed, FFS | 72.2 | mi/h |
| Average passenger-car speed, S | 70.0 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 10.5 | pc/mi/ln |
| Level of service, LOS | A | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #6 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Paul Cantrell On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2019 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 40.0 | mph |
| Volume on ramp | 424 | vph |
| Length of first accel/decel lane | 650 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 767 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 1230 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2019 | 424 | 767 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 537 | 113 | 204 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 2202 | 456 | 824 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = 547.21 (Equation 13-6 or 13-7)

$P_{FM}$ = 0.596 Using Equation 1

$v_{12} = v_F (P_{FM})$ = 1312 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 2658 | 6900 | No |
| $v_3$ or $v_{av34}$ | 890 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | Yes | |

If yes, $v_{12A}$ = 1312 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 1768 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 15.0 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.292 | |
| Space mean speed in ramp influence area, | $S_R$ = 54.7 | mph |
| Space mean speed in outer lanes, | $S_0$ = 58.6 | mph |
| Space mean speed for all vehicles, | $S$ = 56.0 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | South of Savage Road |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2443 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 650 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 888 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.67 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.3 | mi/h |
| Free-flow speed, FFS | 73.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 888 | pc/h/ln |
| Free-flow speed, FFS | 73.1 | mi/h |
| Average passenger-car speed, S | 75.0 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 11.8 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | North of US 17 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 788 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 210 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 430 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.67 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.3 | mi/h |
| Free-flow speed, FFS | 73.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 430 | pc/h/ln |
| Free-flow speed, FFS | 73.1 | mi/h |
| Average passenger-car speed, S | 75.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 5.7 | pc/mi/ln |
| Level of service, LOS | A | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | East of N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 7783 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 2070 | v |
| Trucks and buses | 11 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.948 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2912 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.67 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.0 | mi/h |
| Free-flow speed, FFS | 70.4 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2912 | pc/h/ln |
| Free-flow speed, FFS | 70.4 | mi/h |
| Average passenger-car speed, S | 36.0 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 80.9 | pc/mi/ln |
| Level of service, LOS | F | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #46 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | I-526 WB Off-Ramp to NRhett |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 7783 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 2001 | vph |
| Length of first accel/decel lane | 1400 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 760 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1600 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 7783 | 2001 | 760 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 2070 | 532 | 202 | v |
| Trucks and buses | 11 | 7 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.948 | 0.966 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 8735 | 2203 | 817 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.440 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 5079 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 8735 | 6900 | Yes |
| $v_{FO} = v_F - v_R$ | 6532 | 6900 | No |
| $v_R$ | 2203 | 1900 | Yes |
| $v_3$ or $v_{av34}$ | 3656 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | Yes | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 6035 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 6035 | 4400 | Yes |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_R - 0.009 L_D$ = 43.6 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.756

Space mean speed in ramp influence area, $S_R$ = 46.4 mph

Space mean speed in outer lanes, $S_0$ = 59.2 mph

Space mean speed for all vehicles, $S$ = 49.7 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/17/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between On/Off-Ramp to NRhett |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 5782 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1538 | v |
| Trucks and buses | 11 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.948 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2163 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.00 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.8 | mi/h |
| Free-flow speed, FFS | 69.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2163 | pc/h/ln |
| Free-flow speed, FFS | 69.6 | mi/h |
| Average passenger-car speed, S | 59.2 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 36.5 | pc/mi/ln |
| Level of service, LOS | E | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #48 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | NRhett On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 5782 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 45.0 | mph |
| Volume on ramp | 760 | vph |
| Length of first accel/decel lane | 600 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 511 | vph |
| Position of adjacent Ramp | Downstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 4900 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 5782 | 760 | 511 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1538 | 202 | 136 | v |
| Trucks and buses | 11 | 2 | 5 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.948 | 0.990 | 0.976 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 6489 | 817 | 557 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = 3204.83 (Equation 13-6 or 13-7)

$P_{FM}$ = 0.594 Using Equation 1

$v_{12} = v_F (P_{FM})$ = 3856 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 7306 | 6900 | Yes |
| $v_3$ or $v_{av34}$ | 2633 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 Yes

If yes, $v_{12A}$ = 3856 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 4673 | 4600 | Yes |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 37.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.684 | |
| Space mean speed in ramp influence area, | $S_R$ = 47.7 | mph |
| Space mean speed in outer lanes, | $S_0$ = 51.5 | mph |
| Space mean speed for all vehicles, | $S$ = 49.0 | mph |

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #48 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | NRhett On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 5782 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 45.0 | mph |
| Volume on ramp | 760 | vph |
| Length of first accel/decel lane | 600 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 2001 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 1600 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 5782 | 760 | 2001 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1538 | 202 | 532 | v |
| Trucks and buses | 11 | 2 | 7 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.948 | 0.990 | 0.966 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 6489 | 817 | 2203 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = 1781.28 (Equation 13-6 or 13-7)

$P_{FM}$ = 0.583 Using Equation 2

$v_{12} = v_F (P_{FM})$ = 3781 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 7306 | 6900 | Yes |

$v_3$ or $v_{av34}$ 2708 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? Yes

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 Yes

If yes, $v_{12A}$ = 3789 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 4606 | 4600 | Yes |

## Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 37.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.657 | |
| Space mean speed in ramp influence area, | $S_R$ = 48.2 | mph |
| Space mean speed in outer lanes, | $S_0$ = 51.1 | mph |
| Space mean speed for all vehicles, | $S$ = 49.2 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 9/23/16 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | East of Rivers |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 6542 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1740 | v |
| Trucks and buses | 11 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.948 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2447 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.00 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.8 | mi/h |
| Free-flow speed, FFS | 69.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2447 | pc/h/ln |
| Free-flow speed, FFS | 69.6 | mi/h |
| Average passenger-car speed, S | 52.0 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 47.1 | pc/mi/ln |
| Level of service, LOS | F | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #40 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Off-Ramp to Rivers NB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 55.0 | mph |
| Volume on freeway | 6542 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 40.0 | mph |
| Volume on ramp | 511 | vph |
| Length of first accel/decel lane | 650 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 760 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 4900 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 6542 | 511 | 760 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1740 | 136 | 202 | v |
| Trucks and buses | 11 | 5 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.948 | 0.976 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 7342 | 557 | 817 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = 4136.00 (Equation 13-12 or 13-13)

$P_{FD}$ = 0.551 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 4294 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 7342 | 6750 | Yes |
| $v_{FO} = v_F - v_R$ | 6785 | 6750 | Yes |
| $v_R$ | 557 | 2100 | No |
| $v_3$ or $v_{av34}$ | 3048 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | Yes | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 4642 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 4642 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_R - 0.009 L_D$ = 38.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.413

Space mean speed in ramp influence area, $S_R$ = 49.6 mph

Space mean speed in outer lanes, $S_0$ = 53.7 mph

Space mean speed for all vehicles, $S$ = 51.1 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #40 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Off-Ramp to Rivers NB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 55.0 | mph |
| Volume on freeway | 6542 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 40.0 | mph |
| Volume on ramp | 511 | vph |
| Length of first accel/decel lane | 600 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 140 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1340 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 6542 | 511 | 140 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1740 | 136 | 37 | v |
| Trucks and buses | 11 | 5 | 5 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.948 | 0.976 | 0.976 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 7342 | 557 | 153 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = 215.88 (Equation 13-12 or 13-13)

$P_{FD}$ = 0.551 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 4294 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 7342 | 6750 | Yes |
| $v_{FO} = v_F - v_R$ | 6785 | 6750 | Yes |
| $v_R$ | 557 | 2100 | No |
| $v_3$ or $v_{av34}$ | 3048 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | Yes | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 4642 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 4642 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_R - 0.009 L_D$ = 38.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.413

Space mean speed in ramp influence area, $S_R$ = 49.6 mph

Space mean speed in outer lanes, $S_0$ = 53.7 mph

Space mean speed for all vehicles, $S$ = 51.1 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/17/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between On/Off Ramp to Rivers |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 6031 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1604 | v |
| Trucks and buses | 11 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.948 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2256 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2256 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 57.1 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 39.5 | pc/mi/ln |
| Level of service, LOS | E | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #41 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Off-Ramp to Rivers NB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 6031 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 140 | vph |
| Length of first accel/decel lane | 650 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 511 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1400 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 6031 | 140 | 511 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1604 | 37 | 136 | v |
| Trucks and buses | 11 | 5 | 5 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.948 | 0.976 | 0.976 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 6769 | 153 | 557 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.584 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 4015 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 6769 | 6900 | No |
| $v_{FO} = v_F - v_R$ | 6616 | 6900 | No |
| $v_R$ | 153 | 1900 | No |
| $v_3$ or $v_{av34}$ | 2754 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | Yes | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 4069 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 4069 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 33.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.572

Space mean speed in ramp influence area, $S_R$ = 49.7 mph

Space mean speed in outer lanes, $S_0$ = 59.2 mph

Space mean speed for all vehicles, $S$ = 53.1 mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #41 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Off-Ramp to Rivers NB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 6031 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 140 | vph |
| Length of first accel/decel lane | 650 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 585 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 880 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 6031 | 140 | 585 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1604 | 37 | 156 | v |
| Trucks and buses | 11 | 5 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.948 | 0.976 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 6769 | 153 | 629 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.584 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 4015 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 6769 | 6900 | No |
| $v_{FO} = v_F - v_R$ | 6616 | 6900 | No |
| $v_R$ | 153 | 1900 | No |
| $v_3$ or $v_{av34}$ | 2754 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | Yes | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 4069 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 4069 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 33.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.572

Space mean speed in ramp influence area, $S_R$ = 49.7 mph

Space mean speed in outer lanes, $S_0$ = 59.2 mph

Space mean speed for all vehicles, $S$ = 53.1 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/17/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Rivers On-Ramp to Off-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: 171001609 | |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 5891 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1567 | v |
| Trucks and buses | 11 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.948 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2204 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2204 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 58.3 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 37.8 | pc/mi/ln |
| Level of service, LOS | E | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Weaving Location: | Ramps #29, 42, 43 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 4 | ln |
| Weaving segment length, LS | 730 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 3660 | 585 | 2232 | 0 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 973 | 156 | 594 | 0 | |
| Trucks and buses | 11 | 2 | 12 | 12 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.948 | 0.990 | 0.943 | 0.943 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 4108 | 629 | 2517 | 0 | pc/h |
| Volume ratio, VR | | 0.434 | | | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 1.5 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | | lc/h |
| Weaving lane changes, LCW | | lc/h |
| Non-weaving vehicle index, INW | | |
| Non-weaving lane change, LCNW | | lc/h |
| Total lane changes, LCALL | | lc/h |

## Weaving and Non-Weaving Speeds

Weaving intensity factor, W

| | | |
|---|---|---|
| Average weaving speed, SW | | mi/h |
| Average non-weaving speed, SNW | | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | | mi/h |
| Weaving segment density, D | | pc/mi/ln |
| Level of service, LOS | F | |
| Weaving segment v/c ratio | 1.311 | |
| Weaving segment flow rate, v | 6876 | veh/h |
| Weaving segment capacity, cW | 5245 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 7062 | 730 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 1816 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 1.311 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/20/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between I-26 On/Off Ramps |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4244 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1129 | v |
| Trucks and buses | 11 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.948 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1588 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.50 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 7.0 | mi/h |
| Free-flow speed, FFS | 68.4 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1588 | pc/h/ln |
| Free-flow speed, FFS | 68.4 | mi/h |
| Average passenger-car speed, S | 68.3 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 23.3 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Weaving Location: | Between Ramps #31&32 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 4 | ln |
| Weaving segment length, LS | 550 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 3384 | 571 | 861 | 0 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 900 | 152 | 229 | 0 | |
| Trucks and buses | 11 | 3 | 5 | 5 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.948 | 0.985 | 0.976 | 0.976 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 3798 | 617 | 939 | 0 | pc/h |

| | | |
|---|---|---|
| Volume ratio, VR | 0.291 | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 2.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 1556 | lc/h |
| Weaving lane changes, LCW | 1794 | lc/h |
| Non-weaving vehicle index, INW | 418 | |
| Non-weaving lane change, LCNW | 310 | lc/h |
| Total lane changes, LCALL | 2104 | lc/h |

## Weaving and Non-Weaving Speeds

| | |
|---|---|
| Weaving intensity factor, W | 0.651 |

| | | |
|---|---|---|
| Average weaving speed, SW | 42.2 | mi/h |
| Average non-weaving speed, SNW | 42.4 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 42.3 | mi/h |
| Weaving segment density, D | 31.6 | pc/mi/ln |
| Level of service, LOS | D | |
| Weaving segment v/c ratio | 0.696 | |
| Weaving segment flow rate, v | 5075 | veh/h |
| Weaving segment capacity, cW | 7291 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 5484 | 550 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 1923 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.696 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between I-26 EB Off-Ramps |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: 171001609 | |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3954 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1052 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1451 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.67 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 7.3 | mi/h |
| Free-flow speed, FFS | 68.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1451 | pc/h/ln |
| Free-flow speed, FFS | 68.1 | mi/h |
| Average passenger-car speed, S | 69.3 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 20.9 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 1/8/2016 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 WB |
| Weaving Location: | Between Ramp #21 and 30 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 4 | ln |
| Weaving segment length, LS | 3126 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 3321 | 1287 | 634 | 1074 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 883 | 342 | 169 | 286 | |
| Trucks and buses | 7 | 2 | 4 | 4 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.980 | 0.980 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 3657 | 1383 | 688 | 1165 | pc/h |
| Volume ratio, VR | | 0.300 | | | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 1.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 2071 | lc/h |
| Weaving lane changes, LCW | 2649 | lc/h |
| Non-weaving vehicle index, INW | 1507 | |
| Non-weaving lane change, LCNW | 2187 | lc/h |
| Total lane changes, LCALL | 4836 | lc/h |

## Weaving and Non-Weaving Speeds

| | |
|---|---|
| Weaving intensity factor, W | 0.319 |

| | | |
|---|---|---|
| Average weaving speed, SW | 49.1 | mi/h |
| Average non-weaving speed, SNW | 36.8 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 39.8 | mi/h |
| Weaving segment density, D | 43.3 | pc/mi/ln |
| Level of service, LOS | E | |
| Weaving segment v/c ratio | 0.863 | |
| Weaving segment flow rate, v | 6660 | veh/h |
| Weaving segment capacity, cW | 7718 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 5589 | 3126 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 2112 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.863 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between I-26 and International |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4608 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1226 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1691 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.83 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 7.7 | mi/h |
| Free-flow speed, FFS | 67.7 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1691 | pc/h/ln |
| Free-flow speed, FFS | 67.7 | mi/h |
| Average passenger-car speed, S | 67.2 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 25.2 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #22 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Int. Blvd. On-Ramp to I-526 WB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4608 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 50.0 | mph |
| Volume on ramp | 1134 | vph |
| Length of first accel/decel lane | 815 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 555 | vph |
| Position of adjacent Ramp | Downstream | |
| Type of adjacent Ramp | On | |
| Distance to adjacent Ramp | 3090 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4608 | 1134 | 555 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1226 | 302 | 148 | v |
| Trucks and buses | 7 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5074 | 1218 | 596 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 0.600 Using Equation 1

$v_{12} = v_F (P_{FM})$ = 3046 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 6292 | 6900 | No |
| $v_3$ or $v_{av34}$ | 2028 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 Yes

If yes, $v_{12A}$ = 3046 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 4264 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 33.1 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.517 | |
| Space mean speed in ramp influence area, | $S_R$ = 50.7 | mph |
| Space mean speed in outer lanes, | $S_0$ = 54.5 | mph |
| Space mean speed for all vehicles, | $S$ = 51.9 | mph |

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #22 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Int. Blvd. On-Ramp to I-526 WB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4608 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 50.0 | mph |
| Volume on ramp | 1134 | vph |
| Length of first accel/decel lane | 815 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 1714 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 2710 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4608 | 1134 | 1714 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1226 | 302 | 456 | v |
| Trucks and buses | 7 | 2 | 4 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.980 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5074 | 1218 | 1860 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = 1921.35 (Equation 13-6 or 13-7)

$P_{FM}$ = 0.600 Using Equation 1

$v_{12} = v_F (P_{FM})$ = 3046 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 6292 | 6900 | No |
| $v_3$ or $v_{av34}$ | 2028 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | Yes | |

If yes, $v_{12A}$ = 3046 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 4264 | 4600 | No |

## Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 33.1 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.517 | |
| Space mean speed in ramp influence area, | $S_R$ = 50.7 | mph |
| Space mean speed in outer lanes, | $S_0$ = 54.5 | mph |
| Space mean speed for all vehicles, | $S$ = 51.9 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | CD Btwn. Int. Blvd & Montague |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: 171001609 | |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2861 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 761 | v |
| Trucks and buses | 2 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.990 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1537 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | - | ft |
| Right-side lateral clearance | - | ft |
| Total ramp density, TRD | - | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Measured | |
| FFS or BFFS | 55.0 | mi/h |
| Lane width adjustment, fLW | - | mi/h |
| Lateral clearance adjustment, fLC | - | mi/h |
| TRD adjustment | - | mi/h |
| Free-flow speed, FFS | 55.0 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1537 | pc/h/ln |
| Free-flow speed, FFS | 55.0 | mi/h |
| Average passenger-car speed, S | 55.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 27.9 | pc/mi/ln |
| Level of service, LOS | D | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #23 |
| Agency/Co.: | Stantec |
| Date performed: | 1/8/2016 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 WB |
| Junction: | CD North of Montague Avenue |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 55.0 | mph |
| Volume on freeway | 2861 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 35.0 | mph |
| Volume on ramp | 1134 | vph |
| Length of first accel/decel lane | 500 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | No | |
| Volume on adjacent ramp | | vph |
| Position of adjacent ramp | | |
| Type of adjacent ramp | | |
| Distance to adjacent ramp | | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2861 | 1134 | | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | | |
| Peak 15-min volume, v15 | 761 | 302 | | v |
| Trucks and buses | 2 | 2 | | % |
| Recreational vehicles | 0 | 0 | | % |
| Terrain type: | Level | Level | | |
| Grade | 0.00 % | 0.00 % | % | |
| Length | 0.00 mi | 0.00 mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | | |

| | | | |
|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | |
| Flow rate, vp | 3074 | 1218 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3074 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3074 | 4500 | No |
| $v_{FO} = v_F - v_R$ | 1856 | 4500 | No |
| $v_R$ | 1218 | 2000 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 3074 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3074 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D_D = 4.252 + 0.0086 v_R - 0.009 L_{12}$ = 26.2 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.538

Space mean speed in ramp influence area, $S_R$ = 48.0 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 48.0 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between Montague & Dorchester |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 5742 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1527 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2107 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.50 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 1.8 | mi/h |
| Free-flow speed, FFS | 73.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2107 | pc/h/ln |
| Free-flow speed, FFS | 73.6 | mi/h |
| Average passenger-car speed, S | 61.4 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 34.3 | pc/mi/ln |
| Level of service, LOS | D | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

Analyst:
Agency/Co.: Stantec
Date Performed: 12/8/2015
Analysis Time Period: PM Peak Period
Freeway/Dir of Travel: I-526 Westbound
Weaving Location: Between Ramps#14&24
Analysis Year: 2043 Future Year Conditions
Description: 171001609

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 4 | ln |
| Weaving segment length, LS | 945 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 5177 | 532 | 558 | 15 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1377 | 141 | 148 | 4 | |
| Trucks and buses | 7 | 2 | 6 | 6 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.971 | 0.971 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 5700 | 572 | 611 | 16 | pc/h |

Volume ratio, VR 0.171

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 2.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 1183 | lc/h |
| Weaving lane changes, LCW | 1565 | lc/h |
| Non-weaving vehicle index, INW | 1080 | |
| Non-weaving lane change, LCNW | 919 | lc/h |
| Total lane changes, LCALL | 2484 | lc/h |

## Weaving and Non-Weaving Speeds

Weaving intensity factor, W 0.484

| | | |
|---|---|---|
| Average weaving speed, SW | 45.3 | mi/h |
| Average non-weaving speed, SNW | 43.2 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 43.6 | mi/h |
| Weaving segment density, D | 39.6 | pc/mi/ln |
| Level of service, LOS | E | |
| Weaving segment v/c ratio | 0.843 | |
| Weaving segment flow rate, v | 6666 | veh/h |
| Weaving segment capacity, cW | 7911 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 4247 | 945 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 2047 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.843 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between On/Off Ramps to Dorch. |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 5697 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1515 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2091 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2091 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 60.8 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 34.4 | pc/mi/ln |
| Level of service, LOS | D | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Weaving Location: | Between Ramps#9&16 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 4 | ln |
| Weaving segment length, LS | 1730 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 5546 | 817 | 163 | 173 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1475 | 217 | 43 | 46 | |
| Trucks and buses | 7 | 2 | 6 | 6 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.971 | 0.971 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 6107 | 878 | 179 | 190 | pc/h |

| | | |
|---|---|---|
| Volume ratio, VR | 0.144 | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 2.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 1057 | lc/h |
| Weaving lane changes, LCW | 1625 | lc/h |
| Non-weaving vehicle index, INW | 2179 | |
| Non-weaving lane change, LCNW | 3093 | lc/h |
| Total lane changes, LCALL | 4718 | lc/h |

## Weaving and Non-Weaving Speeds

| | |
|---|---|
| Weaving intensity factor, W | 0.499 |

| | | |
|---|---|---|
| Average weaving speed, SW | 45.0 | mi/h |
| Average non-weaving speed, SNW | 43.6 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 43.8 | mi/h |
| Weaving segment density, D | 42.0 | pc/mi/ln |
| Level of service, LOS | E | |
| Weaving segment v/c ratio | 0.864 | |
| Weaving segment flow rate, v | 7106 | veh/h |
| Weaving segment capacity, cW | 8228 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 3969 | 1730 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 2129 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.864 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 1/8/2016 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 WB |
| From/To: | North of Leeds Avenue |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 6367 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1693 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2337 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.83 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.3 | mi/h |
| Free-flow speed, FFS | 70.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2337 | pc/h/ln |
| Free-flow speed, FFS | 70.1 | mi/h |
| Average passenger-car speed, S | 55.0 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 42.5 | pc/mi/ln |
| Level of service, LOS | E | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #10 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Leeds On-Ramp to I-526 WB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 6367 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 40.0 | mph |
| Volume on ramp | 1303 | vph |
| Length of first accel/decel lane | 660 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 349 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 2120 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 6367 | 1303 | 349 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1693 | 347 | 93 | v |
| Trucks and buses | 7 | 2 | 6 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.971 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 7010 | 1400 | 382 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = 1782.58 (Equation 13-6 or 13-7)

$P_{FM}$ = 0.596 Using Equation 1

$v_{12} = v_F (P_{FM})$ = 4178 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 8410 | 6900 | Yes |
| $v_3$ or $v_{av34}$ | 2832 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? Yes

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 Yes

If yes, $v_{12A}$ = 4310 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 5710 | 4600 | Yes |

## Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 45.2 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $M_S$ = 1.445

Space mean speed in ramp influence area, $S_R$ = 34.0 mph

Space mean speed in outer lanes, $S_0$ = 51.1 mph

Space mean speed for all vehicles, S = 38.1 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between Paul Cantrell & Leeds |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: 171001609 | |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 7670 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 2040 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2815 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.50 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 4.5 | mi/h |
| Free-flow speed, FFS | 70.9 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2815 | pc/h/ln |
| Free-flow speed, FFS | 70.9 | mi/h |
| Average passenger-car speed, S | 39.7 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 70.8 | pc/mi/ln |
| Level of service, LOS | F | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #4 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | I-526 Off-Ramp to Paul Cantrel |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 7670 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 50.0 | mph |
| Volume on ramp | 2883 | vph |
| Length of first accel/decel lane | 570 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 887 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1800 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 7670 | 2883 | 887 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 2040 | 767 | 236 | v |
| Trucks and buses | 7 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 8445 | 3098 | 953 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = -3605.33 Equation 13-12 or 13-13)

$P_{FD}$ = 0.406 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 5271 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 8445 | 6900 | Yes |
| $v_{FO} = v_F - v_R$ | 5347 | 6900 | No |
| $v_R$ | 3098 | 2100 | Yes |
| $v_3$ or $v_{av34}$ | 3174 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | Yes | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 5745 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 5745 | 4400 | Yes |

## Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\ v_{12} - 0.009\ L_D$ = 48.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.512

Space mean speed in ramp influence area, $S_R$ = 50.8 mph

Space mean speed in outer lanes, $S_0$ = 59.2 mph

Space mean speed for all vehicles, $S$ = 53.2 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Btwn I-526 Off-Ramps to P.Cant |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4787 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1273 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1757 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.17 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 3.7 | mi/h |
| Free-flow speed, FFS | 71.7 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1757 | pc/h/ln |
| Free-flow speed, FFS | 71.7 | mi/h |
| Average passenger-car speed, S | 66.4 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 26.5 | pc/mi/ln |
| Level of service, LOS | D | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #5 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Off-Ramp Loop to P Cantrell |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4787 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 887 | vph |
| Length of first accel/decel lane | 400 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 314 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1230 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4787 | 887 | 314 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1273 | 236 | 84 | v |
| Trucks and buses | 7 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5271 | 953 | 337 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.584 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3476 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5271 | 6900 | No |
| $v_{FO} = v_F - v_R$ | 4318 | 6900 | No |
| $v_R$ | 953 | 1900 | No |
| $v_3$ or $v_{av34}$ | 1795 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$/2 No

If yes, $v_{12A}$ = 3476 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3476 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 30.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.644

Space mean speed in ramp influence area, $S_R$ = 48.4 mph

Space mean speed in outer lanes, $S_0$ = 62.7 mph

Space mean speed for all vehicles, $S$ = 52.5 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #5 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Off-Ramp Loop to P Cantrell |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4787 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 887 | vph |
| Length of first accel/decel lane | 400 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 2883 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1800 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4787 | 887 | 2883 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1273 | 236 | 767 | v |
| Trucks and buses | 7 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5271 | 953 | 3098 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.584 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3476 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5271 | 6900 | No |
| $v_{FO} = v_F - v_R$ | 4318 | 6900 | No |
| $v_R$ | 953 | 1900 | No |
| $v_3$ or $v_{av34}$ | 1795 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 3476 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3476 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 30.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.644

Space mean speed in ramp influence area, $S_R$ = 48.4 mph

Space mean speed in outer lanes, $S_0$ = 62.7 mph

Space mean speed for all vehicles, $S$ = 52.5 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | PM Peak Hour |
| Freeway/Direction: | I-526 Westbound |
| From/To: | South of Paul Cantrell |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3900 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1037 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1431 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.00 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 3.2 | mi/h |
| Free-flow speed, FFS | 72.2 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1431 | pc/h/ln |
| Free-flow speed, FFS | 72.2 | mi/h |
| Average passenger-car speed, S | 69.4 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 20.6 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #6 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Paul Cantrell On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 3900 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 40.0 | mph |
| Volume on ramp | 314 | vph |
| Length of first accel/decel lane | 650 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 887 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 1230 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 3900 | 314 | 887 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1037 | 84 | 236 | v |
| Trucks and buses | 7 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4294 | 337 | 953 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = 969.43 (Equation 13-6 or 13-7)

$P_{FM}$ = 0.596 Using Equation 1

$v_{12} = v_F (P_{FM})$ = 2558 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 4631 | 6900 | No |
| $v_3$ or $v_{av34}$ | 1736 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 Yes

If yes, $v_{12A}$ = 2558 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 2895 | 4600 | No |

## Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 23.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.340 | |
| Space mean speed in ramp influence area, | $S_R$ = 53.9 | mph |
| Space mean speed in outer lanes, | $S_0$ = 55.6 | mph |
| Space mean speed for all vehicles, | $S$ = 54.5 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | South of Savage Road |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4214 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1121 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1547 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.67 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.3 | mi/h |
| Free-flow speed, FFS | 73.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1547 | pc/h/ln |
| Free-flow speed, FFS | 73.1 | mi/h |
| Average passenger-car speed, S | 71.7 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 21.6 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | North of US 17 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 1786 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 475 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 983 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.67 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.3 | mi/h |
| Free-flow speed, FFS | 73.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 983 | pc/h/ln |
| Free-flow speed, FFS | 73.1 | mi/h |
| Average passenger-car speed, S | 75.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 13.1 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

#### 4.1.3.2 8-Lane Cross-Section

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Between US 17 & Sam Rittenberg |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: 171001609 | |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 1610 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 428 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 886 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.83 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.8 | mi/h |
| Free-flow speed, FFS | 72.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 886 | pc/h/ln |
| Free-flow speed, FFS | 72.6 | mi/h |
| Average passenger-car speed, S | 75.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 11.8 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | US-17 WB On-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 1610 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 45.0 | mph |
| Volume on ramp | 873 | vph |
| Length of first accel/decel lane | 1500 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 380 | vph |
| Position of adjacent Ramp | Downstream | |
| Type of adjacent Ramp | On | |
| Distance to adjacent Ramp | 800 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 1610 | 873 | 380 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 428 | 232 | 101 | v |
| Trucks and buses | 7 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 1773 | 938 | 408 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 1773 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 2711 | 4600 | No |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$/2 No

If yes, $v_{12A}$ = 1773 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 2711 | 4600 | No |

## Level of Service Determination (if not F)

$$D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A = 16.8 \text{ pc/mi/ln}$$

Level of service for ramp-freeway junction areas of influence B

## Speed Estimation

Intermediate speed variable, $M_S$ = 0.245

Space mean speed in ramp influence area, $S_R$ = 55.6 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, S = 55.6 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Btwn US 17 WB Ramp & SC 7 Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2483 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 660 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1367 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.83 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.8 | mi/h |
| Free-flow speed, FFS | 72.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1367 | pc/h/ln |
| Free-flow speed, FFS | 72.6 | mi/h |
| Average passenger-car speed, S | 73.5 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 18.6 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | SC 7 WB On-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2483 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 50.0 | mph |
| Volume on ramp | 380 | vph |
| Length of first accel/decel lane | 1500 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 36 | vph |
| Position of adjacent Ramp | Downstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 4005 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2483 | 380 | 36 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 660 | 101 | 10 | v |
| Trucks and buses | 7 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 2734 | 408 | 39 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 2734 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 3142 | 4600 | No |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 2734 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 3142 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 20.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.261 | |
| Space mean speed in ramp influence area, | $S_R$ = 55.3 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 55.3 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Between SC 7 & SC 461 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: 171001609 | |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2863 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 761 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1576 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.83 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.8 | mi/h |
| Free-flow speed, FFS | 72.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1576 | pc/h/ln |
| Free-flow speed, FFS | 72.6 | mi/h |
| Average passenger-car speed, S | 71.3 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 22.1 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #1 |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Paul Cantrell EB Off-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2863 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 40.0 | mph |
| Volume on ramp | 36 | vph |
| Length of first accel/decel lane | 335 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 380 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 4060 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2863 | 36 | 380 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 761 | 10 | 101 | v |
| Trucks and buses | 7 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3152 | 39 | 408 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = 2903.25 (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3152 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3152 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 3113 | 4600 | No |
| $v_R$ | 39 | 2100 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 3152 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3152 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_R - 0.009 L_{12}$ = 28.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.367

Space mean speed in ramp influence area, $S_R$ = 53.4 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 53.4 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #1 |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Paul Cantrell EB Off-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2863 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 36 | vph |
| Length of first accel/decel lane | 335 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 208 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1000 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2863 | 36 | 208 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 761 | 10 | 55 | v |
| Trucks and buses | 7 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3152 | 39 | 223 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = 215.58 (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3152 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3152 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 3113 | 4600 | No |
| $v_R$ | 39 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 3152 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3152 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 28.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.562

Space mean speed in ramp influence area, $S_R$ = 49.9 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 49.9 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Paul Cantrell EB-WB Off-ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2827 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 752 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1556 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.83 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.8 | mi/h |
| Free-flow speed, FFS | 72.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1556 | pc/h/ln |
| Free-flow speed, FFS | 72.6 | mi/h |
| Average passenger-car speed, S | 71.6 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 21.7 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #2 |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Paul Cantrell WB Off-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2827 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 208 | vph |
| Length of first accel/decel lane | 560 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 3788 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1155 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2827 | 208 | 3788 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 752 | 55 | 1007 | v |
| Trucks and buses | 7 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3113 | 223 | 4070 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3113 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3113 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 2890 | 4600 | No |
| $v_R$ | 223 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 3113 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3113 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 26.0 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.578

Space mean speed in ramp influence area, $S_R$ = 49.6 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 49.6 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #2 |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Paul Cantrell WB Off-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2827 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 208 | vph |
| Length of first accel/decel lane | 560 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 36 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1000 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2827 | 208 | 36 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 752 | 55 | 10 | v |
| Trucks and buses | 7 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3113 | 223 | 39 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3113 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3113 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 2890 | 4600 | No |
| $v_R$ | 223 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$/2 No

If yes, $v_{12A}$ = 3113 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3113 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 26.0 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.578

Space mean speed in ramp influence area, $S_R$ = 49.6 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 49.6 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Paul Cantrell Off to On-Ramps |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2619 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 697 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1442 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.17 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 3.7 | mi/h |
| Free-flow speed, FFS | 71.7 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1442 | pc/h/ln |
| Free-flow speed, FFS | 71.7 | mi/h |
| Average passenger-car speed, S | 69.3 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 20.8 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #3 |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Paul Cantrell On-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2619 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 45.0 | mph |
| Volume on ramp | 3788 | vph |
| Length of first accel/decel lane | 775 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 208 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 1055 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2619 | 3788 | 208 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 697 | 1007 | 55 | v |
| Trucks and buses | 7 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 2884 | 4070 | 223 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = -0.099 Using Equation 4

$v_{12} = v_F (P_{FM})$ = -284 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 6954 | 9200 | No |
| $v_3$ or $v_{av34}$ | 1584 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | Yes | |

If yes, $v_{12A}$ = 1153 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 5223 | 4600 | Yes |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 39.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence E

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.975 | |
| Space mean speed in ramp influence area, | $S_R$ = 42.5 | mph |
| Space mean speed in outer lanes, | $S_0$ = 58.7 | mph |
| Space mean speed for all vehicles, | S = 45.6 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Paul Cantrell to SC 61 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 6407 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1704 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1764 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.67 | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.0 | mi/h |
| Free-flow speed, FFS | 70.4 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1764 | pc/h/ln |
| Free-flow speed, FFS | 70.4 | mi/h |
| Average passenger-car speed, S | 66.3 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 26.6 | pc/mi/ln |
| Level of service, LOS | D | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #7 |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | I-526 Off Ramp to Leeds Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 6407 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 40.0 | mph |
| Volume on ramp | 1273 | vph |
| Length of first accel/decel lane | 345 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 261 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1880 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 6407 | 1273 | 261 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1704 | 339 | 69 | v |
| Trucks and buses | 7 | 6 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.971 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 7055 | 1395 | 280 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.436 Using Equation 8

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3863 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 7055 | 9200 | No |
| $v_{FO} = v_F - v_R$ | 5660 | 9200 | No |
| $v_R$ | 1395 | 2100 | No |
| $v_3$ or $v_{av34}$ | 1596 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 3863 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3863 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 34.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.489

Space mean speed in ramp influence area, $S_R$ = 51.2 mph

Space mean speed in outer lanes, $S_0$ = 63.5 mph

Space mean speed for all vehicles, $S$ = 56.1 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/12/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | South of Leeds Avenue |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 5134 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1365 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1413 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.00 | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.8 | mi/h |
| Free-flow speed, FFS | 69.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1413 | pc/h/ln |
| Free-flow speed, FFS | 69.6 | mi/h |
| Average passenger-car speed, S | 69.5 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 20.3 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Weaving Location: | Between Ramps #8&11 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 5 | ln |
| Weaving segment length, LS | 1980 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 4576 | 187 | 348 | 74 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1217 | 50 | 93 | 20 | |
| Trucks and buses | 7 | 2 | 3 | 3 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.985 | 0.985 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 5038 | 201 | 376 | 80 | pc/h |

| | | |
|---|---|---|
| Volume ratio, VR | 0.101 | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 2.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 577 | lc/h |
| Weaving lane changes, LCW | 1539 | lc/h |
| Non-weaving vehicle index, INW | 2027 | |
| Non-weaving lane change, LCNW | 2830 | lc/h |
| Total lane changes, LCALL | 4369 | lc/h |

## Weaving and Non-Weaving Speeds

| | | |
|---|---|---|
| Weaving intensity factor, W | 0.422 | |

| | | |
|---|---|---|
| Average weaving speed, SW | 46.6 | mi/h |
| Average non-weaving speed, SNW | 50.4 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 50.0 | mi/h |
| Weaving segment density, D | 22.8 | pc/mi/ln |
| Level of service, LOS | C | |
| Weaving segment v/c ratio | 0.522 | |
| Weaving segment flow rate, v | 5503 | veh/h |
| Weaving segment capacity, cW | 10531 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 3552 | 1980 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 2180 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.522 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/13/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | North of Leeds Avenue |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4967 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1321 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1367 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.00 | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.8 | mi/h |
| Free-flow speed, FFS | 69.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1367 | pc/h/ln |
| Free-flow speed, FFS | 69.6 | mi/h |
| Average passenger-car speed, S | 69.7 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 19.6 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Weaving Location: | Between Ramps#13&17 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 5 | ln |
| Weaving segment length, LS | 1515 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 3940 | 844 | 823 | 65 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1048 | 224 | 219 | 17 | |
| Trucks and buses | 7 | 2 | 4 | 4 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.980 | 0.980 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 4338 | 907 | 893 | 71 | pc/h |

| | | |
|---|---|---|
| Volume ratio, VR | 0.290 | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 2.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 1800 | lc/h |
| Weaving lane changes, LCW | 2618 | lc/h |
| Non-weaving vehicle index, INW | 1336 | |
| Non-weaving lane change, LCNW | 872 | lc/h |
| Total lane changes, LCALL | 3490 | lc/h |

## Weaving and Non-Weaving Speeds

| | |
|---|---|
| Weaving intensity factor, W | 0.437 |

| | | |
|---|---|---|
| Average weaving speed, SW | 46.3 | mi/h |
| Average non-weaving speed, SNW | 41.1 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 42.5 | mi/h |
| Weaving segment density, D | 29.2 | pc/mi/ln |
| Level of service, LOS | D | |
| Weaving segment v/c ratio | 0.750 | |
| Weaving segment flow rate, v | 6000 | veh/h |
| Weaving segment capacity, cW | 7999 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 5476 | 1515 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 1997 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.750 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/13/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | South of Montague Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4986 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1326 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1372 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.17 | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.2 | mi/h |
| Free-flow speed, FFS | 69.2 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1372 | pc/h/ln |
| Free-flow speed, FFS | 69.2 | mi/h |
| Average passenger-car speed, S | 69.7 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 19.7 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #19 |
| Agency/Co.: | Stantec |
| Date performed: | 11/13/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | International Blvd WBOff-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4986 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 852 | vph |
| Length of first accel/decel lane | 630 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 890 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 3650 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4986 | 852 | 890 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1326 | 227 | 237 | v |
| Trucks and buses | 7 | 3 | 4 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.985 | 0.980 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5490 | 920 | 966 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.436 Using Equation 8

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 2913 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5490 | 9200 | No |
| $v_{FO} = v_F - v_R$ | 4570 | 9200 | No |
| $v_R$ | 920 | 1900 | No |
| $v_3$ or $v_{av34}$ | 1288 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 2913 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 2913 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 23.6 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.641

Space mean speed in ramp influence area, $S_R$ = 48.5 mph

Space mean speed in outer lanes, $S_0$ = 64.7 mph

Space mean speed for all vehicles, $S$ = 54.9 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #19 |
| Agency/Co.: | Stantec |
| Date performed: | 11/13/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | International Blvd WBOff-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4986 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 852 | vph |
| Length of first accel/decel lane | 630 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 1342 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1600 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4986 | 852 | 1342 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1326 | 227 | 357 | v |
| Trucks and buses | 7 | 3 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.985 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5490 | 920 | 1442 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.436 Using Equation 8

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 2913 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5490 | 9200 | No |
| $v_{FO} = v_F - v_R$ | 4570 | 9200 | No |
| $v_R$ | 920 | 1900 | No |
| $v_3$ or $v_{av34}$ | 1288 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 2913 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 2913 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 23.6 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.641

Space mean speed in ramp influence area, $S_R$ = 48.5 mph

Space mean speed in outer lanes, $S_0$ = 64.7 mph

Space mean speed for all vehicles, $S$ = 54.9 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/13/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | North of International |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4134 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1099 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1138 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1138 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 70.0 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 16.3 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Weaving Location: | Ramps #20, 25, 26 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 5 | ln |
| Weaving segment length, LS | 1970 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 2074 | 687 | 2060 | 702 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 552 | 183 | 548 | 187 | |
| Trucks and buses | 7 | 2 | 7 | 7 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.966 | 0.966 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 2284 | 738 | 2268 | 773 | pc/h |

| | | |
|---|---|---|
| Volume ratio, VR | 0.496 | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 1.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | | lc/h |
| Weaving lane changes, LCW | | lc/h |
| Non-weaving vehicle index, INW | | |
| Non-weaving lane change, LCNW | | lc/h |
| Total lane changes, LCALL | | lc/h |

## Weaving and Non-Weaving Speeds

Weaving intensity factor, W

| | | |
|---|---|---|
| Average weaving speed, SW | | mi/h |
| Average non-weaving speed, SNW | | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | | mi/h |
| Weaving segment density, D | | pc/mi/ln |
| Level of service, LOS | F | |
| Weaving segment v/c ratio | 1.253 | |
| Weaving segment flow rate, v | 5858 | veh/h |
| Weaving segment capacity, cW | 4677 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 7777 | 1970 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 1856 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 1.253 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/13/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Off-Ramp to I-26 EB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2704 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 719 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 744 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 744 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 70.0 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 10.6 | pc/mi/ln |
| Level of service, LOS | A | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #30 |
| Agency/Co.: | Stantec |
| Date performed: | 11/13/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | On Ramp from I-26 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2704 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 25.0 | mph |
| Volume on ramp | 1459 | vph |
| Length of first accel/decel lane | 545 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 2772 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 1900 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2704 | 1459 | 2772 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 719 | 388 | 737 | v |
| Trucks and buses | 9 | 15 | 7 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.957 | 0.930 | 0.966 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3006 | 1669 | 3052 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 0.009 Using Equation 4

$v_{12} = v_F (P_{FM})$ = 28 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 4675 | 9200 | No |
| $v_3$ or $v_{av34}$ | 1489 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | Yes | |

If yes, $v_{12A}$ = 1202 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 2871 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 23.7 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.363 | |
| Space mean speed in ramp influence area, | $S_R$ = 53.5 | mph |
| Space mean speed in outer lanes, | $S_0$ = 58.6 | mph |
| Space mean speed for all vehicles, | $S$ = 55.3 | mph |

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #30 |
| Agency/Co.: | Stantec |
| Date performed: | 11/13/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | On Ramp from I-26 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2704 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 25.0 | mph |
| Volume on ramp | 1459 | vph |
| Length of first accel/decel lane | 545 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 677 | vph |
| Position of adjacent Ramp | Downstream | |
| Type of adjacent Ramp | On | |
| Distance to adjacent Ramp | 725 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2704 | 1459 | 677 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 719 | 388 | 180 | v |
| Trucks and buses | 9 | 15 | 15 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.957 | 0.930 | 0.930 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3006 | 1669 | 774 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 0.009 Using Equation 4

$v_{12} = v_F (P_{FM})$ = 28 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 4675 | 9200 | No |
| $v_3$ or $v_{av34}$ | 1489 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | Yes | |

If yes, $v_{12A}$ = 1202 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 2871 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 23.7 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.363 | |
| Space mean speed in ramp influence area, | $S_R$ = 53.5 | mph |
| Space mean speed in outer lanes, | $S_0$ = 58.6 | mph |
| Space mean speed for all vehicles, | $S$ = 55.3 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/13/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | North of I-526 On-Ramp/I-26 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4163 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1107 | v |
| Trucks and buses | 9 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.957 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1157 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1157 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 70.0 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 16.5 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

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Phone: Fax:
E-mail:

## Operational Analysis

Analyst:
Agency/Co.: Stantec
Date Performed: 12/8/2015
Analysis Time Period: AM Peak Period
Freeway/Dir of Travel: I-526 Eastbound
Weaving Location: Between Ramps #27&36
Analysis Year: 2043 Future Year Conditions
Description: 171001609

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 5 | ln |
| Weaving segment length, LS | 1600 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 3924 | 677 | 296 | 0 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1044 | 180 | 79 | 0 | |
| Trucks and buses | 9 | 15 | 4 | 15 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.957 | 0.930 | 0.980 | 0.930 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 4362 | 774 | 321 | 0 | pc/h |

Volume ratio, VR 0.201

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 1.5 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 1095 | lc/h |
| Weaving lane changes, LCW | 1827 | lc/h |
| Non-weaving vehicle index, INW | 1047 | |
| Non-weaving lane change, LCNW | 803 | lc/h |
| Total lane changes, LCALL | 2630 | lc/h |

## Weaving and Non-Weaving Speeds

Weaving intensity factor, W 0.335

| | | |
|---|---|---|
| Average weaving speed, SW | 48.7 | mi/h |
| Average non-weaving speed, SNW | 46.9 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 47.2 | mi/h |
| Weaving segment density, D | 23.1 | pc/mi/ln |
| Level of service, LOS | C | |
| Weaving segment v/c ratio | 0.526 | |
| Weaving segment flow rate, v | 5223 | veh/h |
| Weaving segment capacity, cW | 9928 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 4543 | 1600 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 2075 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.526 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | South of Rivers Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4544 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1209 | v |
| Trucks and buses | 9 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.957 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1263 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1263 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 70.0 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 18.1 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #37 |
| Agency/Co.: | Stantec |
| Date performed: | 11/13/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | North of Rivers Avenue |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4544 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 199 | vph |
| Length of first accel/decel lane | 750 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 296 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1475 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4544 | 199 | 296 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1209 | 53 | 79 | v |
| Trucks and buses | 9 | 4 | 4 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.957 | 0.980 | 0.980 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5052 | 216 | 321 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.436 Using Equation 8

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 2324 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5052 | 9200 | No |
| $v_{FO} = v_F - v_R$ | 4836 | 9200 | No |
| $v_R$ | 216 | 1900 | No |
| $v_3$ or $v_{av34}$ | 1364 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 2324 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 2324 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 17.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $D_S$ = 0.577 | |
| Space mean speed in ramp influence area, | $S_R$ = 49.6 | mph |
| Space mean speed in outer lanes, | $S_0$ = 64.4 | mph |
| Space mean speed for all vehicles, | $S$ = 56.6 | mph |

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #37 |
| Agency/Co.: | Stantec |
| Date performed: | 11/13/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | North of Rivers Avenue |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Build Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4544 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 199 | vph |
| Length of first accel/decel lane | 750 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 937 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 930 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4544 | 199 | 937 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1209 | 53 | 249 | v |
| Trucks and buses | 9 | 4 | 6 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.957 | 0.980 | 0.971 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5052 | 216 | 1027 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.436 Using Equation 8

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 2324 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5052 | 9200 | No |
| $v_{FO} = v_F - v_R$ | 4836 | 9200 | No |
| $v_R$ | 216 | 1900 | No |
| $v_3$ or $v_{av34}$ | 1364 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 2324 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 2324 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D_D = 4.252 + 0.0086 v_R - 0.009 L_{12}$ = 17.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.577

Space mean speed in ramp influence area, $S_R$ = 49.6 mph

Space mean speed in outer lanes, $S_0$ = 64.4 mph

Space mean speed for all vehicles, $S$ = 56.6 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/16/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | I-526 EB North of Rivers Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4345 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1156 | v |
| Trucks and buses | 9 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.957 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1208 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.83 | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.3 | mi/h |
| Free-flow speed, FFS | 70.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1208 | pc/h/ln |
| Free-flow speed, FFS | 70.1 | mi/h |
| Average passenger-car speed, S | 70.0 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 17.3 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #38, 39 |
| Agency/Co.: | Stantec |
| Date performed: | 11/16/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Rivers Ave On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4345 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 40.0 | mph |
| Volume on ramp | 937 | vph |
| Length of first accel/decel lane | 785 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 475 | vph |
| Position of adjacent Ramp | Downstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 4990 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4345 | 937 | 475 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1156 | 249 | 126 | v |
| Trucks and buses | 9 | 6 | 9 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.957 | 0.971 | 0.957 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4830 | 1027 | 528 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 0.089 Using Equation 4

$v_{12} = v_F (P_{FM})$ = 432 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 5857 | 9200 | No |
| $v_3$ or $v_{av34}$ | 2199 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | Yes | |

If yes, $v_{12A}$ = 1932 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 2959 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 23.2 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.333 | |
| Space mean speed in ramp influence area, | $S_R$ = 54.0 | mph |
| Space mean speed in outer lanes, | $S_0$ = 56.6 | mph |
| Space mean speed for all vehicles, | $S$ = 55.2 | mph |

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #38, 39 |
| Agency/Co.: | Stantec |
| Date performed: | 11/16/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Rivers Ave On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4345 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 40.0 | mph |
| Volume on ramp | 937 | vph |
| Length of first accel/decel lane | 785 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 199 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 900 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4345 | 937 | 199 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1156 | 249 | 53 | v |
| Trucks and buses | 9 | 6 | 4 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.957 | 0.971 | 0.980 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4830 | 1027 | 216 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 0.089 Using Equation 4

$v_{12} = v_F (P_{FM})$ = 432 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 5857 | 9200 | No |
| $v_3$ or $v_{av34}$ | 2199 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | Yes | |

If yes, $v_{12A}$ = 1932 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 2959 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 23.2 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.333 | |
| Space mean speed in ramp influence area, | $S_R$ = 54.0 | mph |
| Space mean speed in outer lanes, | $S_0$ = 56.6 | mph |
| Space mean speed for all vehicles, | $S$ = 55.2 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/16/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Between Rivers and N Rhett |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 5282 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1405 | v |
| Trucks and buses | 9 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.957 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1468 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.83 | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.3 | mi/h |
| Free-flow speed, FFS | 70.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1468 | pc/h/ln |
| Free-flow speed, FFS | 70.1 | mi/h |
| Average passenger-car speed, S | 69.2 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 21.2 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #44 |
| Agency/Co.: | Stantec |
| Date performed: | 11/16/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Off-Ramp to N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 5282 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 45.0 | mph |
| Volume on ramp | 475 | vph |
| Length of first accel/decel lane | 215 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 937 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 4990 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 5282 | 475 | 937 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1405 | 126 | 249 | v |
| Trucks and buses | 9 | 9 | 6 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.957 | 0.957 | 0.971 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5872 | 528 | 1027 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.436 Using Equation 8

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 2858 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5872 | 9200 | No |
| $v_{FO} = v_F - v_R$ | 5344 | 9200 | No |
| $v_R$ | 528 | 2100 | No |
| $v_3$ or $v_{av34}$ | 1507 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 2858 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 2858 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 26.9 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.346

Space mean speed in ramp influence area, $S_R$ = 53.8 mph

Space mean speed in outer lanes, $S_0$ = 63.8 mph

Space mean speed for all vehicles, $S$ = 58.5 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #44 |
| Agency/Co.: | Stantec |
| Date performed: | 11/16/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Off-Ramp to N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 5282 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 45.0 | mph |
| Volume on ramp | 475 | vph |
| Length of first accel/decel lane | 215 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 1934 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1940 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 5282 | 475 | 1934 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1405 | 126 | 514 | v |
| Trucks and buses | 9 | 9 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.957 | 0.957 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5872 | 528 | 2078 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.436 Using Equation 8

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 2858 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5872 | 9200 | No |
| $v_{FO} = v_F - v_R$ | 5344 | 9200 | No |
| $v_R$ | 528 | 2100 | No |
| $v_3$ or $v_{av34}$ | 1507 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 2858 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 2858 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 26.9 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.346

Space mean speed in ramp influence area, $S_R$ = 53.8 mph

Space mean speed in outer lanes, $S_0$ = 63.8 mph

Space mean speed for all vehicles, $S$ = 58.5 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/16/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | West of N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4807 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1278 | v |
| Trucks and buses | 9 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.957 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1336 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.67 | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.0 | mi/h |
| Free-flow speed, FFS | 70.4 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1336 | pc/h/ln |
| Free-flow speed, FFS | 70.4 | mi/h |
| Average passenger-car speed, S | 69.8 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 19.1 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #45 |
| Agency/Co.: | Stantec |
| Date performed: | 11/16/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | NRhett On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4807 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 25.0 | mph |
| Volume on ramp | 1934 | vph |
| Length of first accel/decel lane | 1090 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 475 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 1950 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4807 | 1934 | 475 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1278 | 514 | 126 | v |
| Trucks and buses | 9 | 2 | 9 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.957 | 0.990 | 0.957 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5344 | 2078 | 528 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = -0.042 Using Equation 4

$v_{12} = v_F (P_{FM})$ = -223 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 7422 | 9200 | No |
| $v_3$ or $v_{av34}$ | 2783 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | Yes | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | Yes | |

If yes, $v_{12A}$ = 2137 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 4215 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 30.6 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.531 | |
| Space mean speed in ramp influence area, | $S_R$ = 50.5 | mph |
| Space mean speed in outer lanes, | $S_0$ = 56.0 | mph |
| Space mean speed for all vehicles, | $S$ = 52.7 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/16/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | East of N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 6741 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1793 | v |
| Trucks and buses | 9 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.957 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1873 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.50 | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 4.5 | mi/h |
| Free-flow speed, FFS | 70.9 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1873 | pc/h/ln |
| Free-flow speed, FFS | 70.9 | mi/h |
| Average passenger-car speed, S | 64.7 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 28.9 | pc/mi/ln |
| Level of service, LOS | D | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Between US 17 & Sam Rittenberg |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: 171001609 | |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 1083 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 288 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 590 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.83 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.8 | mi/h |
| Free-flow speed, FFS | 72.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 590 | pc/h/ln |
| Free-flow speed, FFS | 72.6 | mi/h |
| Average passenger-car speed, S | 75.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 7.9 | pc/mi/ln |
| Level of service, LOS | A | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | US-17 WB On-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 1083 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 45.0 | mph |
| Volume on ramp | 976 | vph |
| Length of first accel/decel lane | 1500 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 978 | vph |
| Position of adjacent Ramp | Downstream | |
| Type of adjacent Ramp | On | |
| Distance to adjacent Ramp | 800 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 1083 | 976 | 978 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 288 | 260 | 260 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 1181 | 1049 | 1051 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 1181 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 2230 | 4600 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ > 2700 pc/h? | | No | |
| Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 | | No | |

If yes, $v_{12A}$ = 1181 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 2230 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 13.0 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.222 | |
| Space mean speed in ramp influence area, | $S_R$ = 56.0 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 56.0 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Btwn US 17 WB Ramp & SC 7 Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2059 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 548 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1123 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.83 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.8 | mi/h |
| Free-flow speed, FFS | 72.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1123 | pc/h/ln |
| Free-flow speed, FFS | 72.6 | mi/h |
| Average passenger-car speed, S | 74.8 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 15.0 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | SC 7 WB On-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2059 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 50.0 | mph |
| Volume on ramp | 978 | vph |
| Length of first accel/decel lane | 1500 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 46 | vph |
| Position of adjacent Ramp | Downstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 4005 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2059 | 978 | 46 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 548 | 260 | 12 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 2245 | 1051 | 49 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 2245 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 3296 | 4600 | No |

$v_3$ or $v_{av34}$ = 0 pc/h (Equation 13-14 or 13-17)

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 2245 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{R12}$ | 3296 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 21.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.276 | |
| Space mean speed in ramp influence area, | $S_R$ = 55.0 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | S = 55.0 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Between SC 7 & SC 461 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Opening Year Conditions |
| Description: 171001609 | |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3037 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 808 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1656 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.83 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.8 | mi/h |
| Free-flow speed, FFS | 72.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1656 | pc/h/ln |
| Free-flow speed, FFS | 72.6 | mi/h |
| Average passenger-car speed, S | 70.2 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 23.6 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #1 |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Paul Cantrell EB Off-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 3037 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 40.0 | mph |
| Volume on ramp | 46 | vph |
| Length of first accel/decel lane | 335 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 978 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 4060 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 3037 | 46 | 978 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 808 | 12 | 260 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3312 | 49 | 1051 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = 7326.49 (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3312 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3312 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 3263 | 4600 | No |
| $v_R$ | 49 | 2100 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 3312 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3312 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_R - 0.009 L_{12}$ = 29.7 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.367

Space mean speed in ramp influence area, $S_R$ = 53.4 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 53.4 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #1 |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Paul Cantrell EB Off-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 3037 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 46 | vph |
| Length of first accel/decel lane | 335 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 765 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1000 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 3037 | 46 | 765 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 808 | 12 | 203 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3312 | 49 | 822 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = 801.51 (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3312 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3312 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 3263 | 4600 | No |
| $v_R$ | 49 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 3312 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3312 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 29.7 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $D_S$ = 0.562 | |
| Space mean speed in ramp influence area, | $S_R$ = 49.9 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 49.9 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Paul Cantrell EB-WB Off-ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2991 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 795 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1631 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.83 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.8 | mi/h |
| Free-flow speed, FFS | 72.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1631 | pc/h/ln |
| Free-flow speed, FFS | 72.6 | mi/h |
| Average passenger-car speed, S | 70.6 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 23.1 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #2 |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Paul Cantrell WB Off-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2991 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 765 | vph |
| Length of first accel/decel lane | 560 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 2581 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1155 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2991 | 765 | 2581 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 795 | 203 | 686 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3261 | 822 | 2773 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3261 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3261 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 2439 | 4600 | No |
| $v_R$ | 822 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 3261 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3261 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D_D = 4.252 + 0.0086 v_R - 0.009 L_{12}$ = 27.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.632

Space mean speed in ramp influence area, $S_R$ = 48.6 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 48.6 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #2 |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Paul Cantrell WB Off-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2991 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 765 | vph |
| Length of first accel/decel lane | 560 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 46 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1000 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2991 | 765 | 46 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 795 | 203 | 12 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3261 | 822 | 49 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3261 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3261 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 2439 | 4600 | No |
| $v_R$ | 822 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 3261 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3261 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D_D = 4.252 + 0.0086 v_R - 0.009 L_{12}$ = 27.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.632

Space mean speed in ramp influence area, $S_R$ = 48.6 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 48.6 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Paul Cantrell Off to On-Ramps |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2226 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 592 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1214 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.17 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 3.7 | mi/h |
| Free-flow speed, FFS | 71.7 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1214 | pc/h/ln |
| Free-flow speed, FFS | 71.7 | mi/h |
| Average passenger-car speed, S | 70.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 17.3 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #3 |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Paul Cantrell On-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2226 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 45.0 | mph |
| Volume on ramp | 2581 | vph |
| Length of first accel/decel lane | 775 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 765 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 1055 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2226 | 2581 | 765 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 592 | 686 | 203 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 2427 | 2773 | 822 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 0.063 Using Equation 4

$v_{12} = v_F (P_{FM})$ = 153 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 5200 | 9200 | No |
| $v_3$ or $v_{av34}$ | 1137 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 Yes

If yes, $v_{12A}$ = 970 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 3743 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 28.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.416 | |
| Space mean speed in ramp influence area, | $S_R$ = 52.5 | mph |
| Space mean speed in outer lanes, | $S_0$ = 59.2 | mph |
| Space mean speed for all vehicles, | $S$ = 54.2 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Paul Cantrell to SC 61 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: 171001609 | |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4807 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1278 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1310 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.67 | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.0 | mi/h |
| Free-flow speed, FFS | 70.4 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1310 | pc/h/ln |
| Free-flow speed, FFS | 70.4 | mi/h |
| Average passenger-car speed, S | 69.9 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 18.8 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #7 |
| Agency/Co.: | Stantec |
| Date performed: | 11/6/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | I-526 Off Ramp to Leeds Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4807 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 40.0 | mph |
| Volume on ramp | 440 | vph |
| Length of first accel/decel lane | 345 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 2581 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1880 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4807 | 440 | 2581 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1278 | 117 | 686 | v |
| Trucks and buses | 5 | 12 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.943 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5242 | 496 | 2773 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.436 Using Equation 8

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 2565 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5242 | 9200 | No |
| $v_{FO} = v_F - v_R$ | 4746 | 9200 | No |
| $v_R$ | 496 | 2100 | No |
| $v_3$ or $v_{av34}$ | 1338 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 2565 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 2565 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 23.2 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $D_S$ = 0.408 | |
| Space mean speed in ramp influence area, | $S_R$ = 52.7 | mph |
| Space mean speed in outer lanes, | $S_0$ = 64.5 | mph |
| Space mean speed for all vehicles, | $S$ = 58.1 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/12/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | South of Leeds Avenue |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4367 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1161 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1190 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.00 | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.8 | mi/h |
| Free-flow speed, FFS | 69.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1190 | pc/h/ln |
| Free-flow speed, FFS | 69.6 | mi/h |
| Average passenger-car speed, S | 70.0 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 17.0 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Weaving Location: | Between Ramps #8&11 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 5 | ln |
| Weaving segment length, LS | 1980 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 4020 | 1003 | 372 | 304 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1069 | 267 | 99 | 81 | |
| Trucks and buses | 5 | 2 | 3 | 3 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.985 | 0.985 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 4384 | 1078 | 402 | 328 | pc/h |

| | | |
|---|---|---|
| Volume ratio, VR | 0.239 | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 2.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 1480 | lc/h |
| Weaving lane changes, LCW | 2442 | lc/h |
| Non-weaving vehicle index, INW | 1866 | |
| Non-weaving lane change, LCNW | 2525 | lc/h |
| Total lane changes, LCALL | 4967 | lc/h |

## Weaving and Non-Weaving Speeds

| | |
|---|---|
| Weaving intensity factor, W | 0.467 |

| | | |
|---|---|---|
| Average weaving speed, SW | 45.7 | mi/h |
| Average non-weaving speed, SNW | 43.4 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 43.9 | mi/h |
| Weaving segment density, D | 28.2 | pc/mi/ln |
| Level of service, LOS | D | |
| Weaving segment v/c ratio | 0.617 | |
| Weaving segment flow rate, v | 6041 | veh/h |
| Weaving segment capacity, cW | 9796 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 4939 | 1980 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 2074 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.617 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/13/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | North of Leeds Avenue |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 5001 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1330 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1363 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.00 | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.8 | mi/h |
| Free-flow speed, FFS | 69.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1363 | pc/h/ln |
| Free-flow speed, FFS | 69.6 | mi/h |
| Average passenger-car speed, S | 69.7 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 19.6 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Weaving Location: | Between Ramps#13&17 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 5 | ln |
| Weaving segment length, LS | 1515 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 3431 | 998 | 1592 | 331 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 913 | 265 | 423 | 88 | |
| Trucks and buses | 5 | 2 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | 0.990 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 3741 | 1072 | 1711 | 356 | pc/h |
| Volume ratio, VR | | 0.405 | | | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 2.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | | lc/h |
| Weaving lane changes, LCW | | lc/h |
| Non-weaving vehicle index, INW | | |
| Non-weaving lane change, LCNW | | lc/h |
| Total lane changes, LCALL | | lc/h |

## Weaving and Non-Weaving Speeds

Weaving intensity factor, W

| | | |
|---|---|---|
| Average weaving speed, SW | | mi/h |
| Average non-weaving speed, SNW | | mi/h |

## Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | | mi/h |
| Weaving segment density, D | | pc/mi/ln |
| Level of service, LOS | F | |
| Weaving segment v/c ratio | 1.160 | |
| Weaving segment flow rate, v | 6713 | veh/h |
| Weaving segment capacity, cW | 5788 | veh/h |

## Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 6732 | 1515 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 1901 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 1.160 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/13/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | South of Montague Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4410 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1173 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1202 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.17 | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.2 | mi/h |
| Free-flow speed, FFS | 69.2 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1202 | pc/h/ln |
| Free-flow speed, FFS | 69.2 | mi/h |
| Average passenger-car speed, S | 70.0 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 17.2 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #19 |
| Agency/Co.: | Stantec |
| Date performed: | 11/13/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | International Blvd WBOff-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4410 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 795 | vph |
| Length of first accel/decel lane | 630 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 1925 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 3650 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4410 | 795 | 1925 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1173 | 211 | 512 | v |
| Trucks and buses | 5 | 3 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.985 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4809 | 858 | 2068 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.436 Using Equation 8

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 2581 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 4809 | 9200 | No |
| $v_{FO} = v_F - v_R$ | 3951 | 9200 | No |
| $v_R$ | 858 | 1900 | No |
| $v_3$ or $v_{av34}$ | 1114 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 2581 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 2581 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 20.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.635

Space mean speed in ramp influence area, $S_R$ = 48.6 mph

Space mean speed in outer lanes, $S_0$ = 65.4 mph

Space mean speed for all vehicles, $S$ = 55.1 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #19 |
| Agency/Co.: | Stantec |
| Date performed: | 11/13/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | International Blvd WBOff-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4410 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 795 | vph |
| Length of first accel/decel lane | 630 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 2572 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1600 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4410 | 795 | 2572 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1173 | 211 | 684 | v |
| Trucks and buses | 5 | 3 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.985 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4809 | 858 | 2764 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.436 Using Equation 8

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 2581 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 4809 | 9200 | No |
| $v_{FO} = v_F - v_R$ | 3951 | 9200 | No |
| $v_R$ | 858 | 1900 | No |
| $v_3$ or $v_{av34}$ | 1114 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 2581 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 2581 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 20.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.635

Space mean speed in ramp influence area, $S_R$ = 48.6 mph

Space mean speed in outer lanes, $S_0$ = 65.4 mph

Space mean speed for all vehicles, $S$ = 55.1 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/13/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | North of International |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3615 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 961 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 985 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 985 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 70.0 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 14.1 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

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Phone: Fax:
E-mail:

## Operational Analysis

Analyst:
Agency/Co.: Stantec
Date Performed: 12/8/2015
Analysis Time Period: PM Peak Period
Freeway/Dir of Travel: I-526 Eastbound
Weaving Location: Ramps #20, 25, 26
Analysis Year: 2043 Future Year Conditions
Description: 171001609

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 5 | ln |
| Weaving segment length, LS | 1970 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 1839 | 1124 | 1774 | 1303 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 489 | 299 | 472 | 347 | |
| Trucks and buses | 5 | 2 | 4 | 4 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.980 | 0.980 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 2005 | 1208 | 1925 | 1414 | pc/h |
| Volume ratio, VR | | 0.478 | | | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 1.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | | lc/h |
| Weaving lane changes, LCW | | lc/h |
| Non-weaving vehicle index, INW | | |
| Non-weaving lane change, LCNW | | lc/h |
| Total lane changes, LCALL | | lc/h |

## Weaving and Non-Weaving Speeds

Weaving intensity factor, W

| | | |
|---|---|---|
| Average weaving speed, SW | | mi/h |
| Average non-weaving speed, SNW | | mi/h |

## Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | | mi/h |
| Weaving segment density, D | | pc/mi/ln |
| Level of service, LOS | F | |
| Weaving segment v/c ratio | 1.305 | |
| Weaving segment flow rate, v | 6393 | veh/h |
| Weaving segment capacity, cW | 4897 | veh/h |

## Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 7572 | 1970 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 1871 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 1.305 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/13/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Off-Ramp to I-26 EB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3030 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 806 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 826 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 826 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 70.0 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 11.8 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #30 |
| Agency/Co.: | Stantec |
| Date performed: | 11/13/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | On Ramp from I-26 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 3030 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 25.0 | mph |
| Volume on ramp | 1571 | vph |
| Length of first accel/decel lane | 545 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 3157 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 1900 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 3030 | 1571 | 3157 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 806 | 418 | 840 | v |
| Trucks and buses | 6 | 16 | 4 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.971 | 0.926 | 0.980 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3320 | 1805 | 3426 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = -0.008 Using Equation 4

$v_{12} = v_F (P_{FM})$ = -25 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 5125 | 9200 | No |
| $v_3$ or $v_{av34}$ | 1672 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 Yes

If yes, $v_{12A}$ = 1328 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 3133 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 25.7 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.383 | |
| Space mean speed in ramp influence area, | $S_R$ = 53.1 | mph |
| Space mean speed in outer lanes, | $S_0$ = 58.2 | mph |
| Space mean speed for all vehicles, | $S$ = 55.0 | mph |

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #30 |
| Agency/Co.: | Stantec |
| Date performed: | 11/13/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | On Ramp from I-26 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 3030 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 25.0 | mph |
| Volume on ramp | 1571 | vph |
| Length of first accel/decel lane | 545 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 654 | vph |
| Position of adjacent Ramp | Downstream | |
| Type of adjacent Ramp | On | |
| Distance to adjacent Ramp | 725 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 3030 | 1571 | 654 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 806 | 418 | 174 | v |
| Trucks and buses | 6 | 16 | 7 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.971 | 0.926 | 0.966 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3320 | 1805 | 720 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = -0.008 Using Equation 4

$v_{12} = v_F (P_{FM})$ = -25 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 5125 | 9200 | No |
| $v_3$ or $v_{av34}$ | 1672 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | Yes | |

If yes, $v_{12A}$ = 1328 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 3133 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 25.7 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.383 | |
| Space mean speed in ramp influence area, | $S_R$ = 53.1 | mph |
| Space mean speed in outer lanes, | $S_0$ = 58.2 | mph |
| Space mean speed for all vehicles, | $S$ = 55.0 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/13/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | North of I-526 On-Ramp/I-26 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4601 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1224 | v |
| Trucks and buses | 6 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.971 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1260 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1260 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 70.0 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 18.0+ | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Weaving Location: | Between Ramps #27&36 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 5 | ln |
| Weaving segment length, LS | 1600 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 4222 | 654 | 312 | 0 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1123 | 174 | 83 | 0 | |
| Trucks and buses | 6 | 7 | 3 | 7 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.971 | 0.966 | 0.985 | 0.966 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 4626 | 720 | 337 | 0 | pc/h |

| | | |
|---|---|---|
| Volume ratio, VR | 0.186 | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 1.5 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 1057 | lc/h |
| Weaving lane changes, LCW | 1789 | lc/h |
| Non-weaving vehicle index, INW | 1110 | |
| Non-weaving lane change, LCNW | 857 | lc/h |
| Total lane changes, LCALL | 2646 | lc/h |

## Weaving and Non-Weaving Speeds

| | | |
|---|---|---|
| Weaving intensity factor, W | 0.336 | |

| | | |
|---|---|---|
| Average weaving speed, SW | 48.7 | mi/h |
| Average non-weaving speed, SNW | 46.9 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 47.2 | mi/h |
| Weaving segment density, D | 24.1 | pc/mi/ln |
| Level of service, LOS | C | |
| Weaving segment v/c ratio | 0.545 | |
| Weaving segment flow rate, v | 5518 | veh/h |
| Weaving segment capacity, cW | 10126 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 4393 | 1600 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 2086 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.545 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | South of Rivers Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4942 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1314 | v |
| Trucks and buses | 6 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.971 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1354 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1354 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 69.7 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 19.4 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #37 |
| Agency/Co.: | Stantec |
| Date performed: | 11/13/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | North of Rivers Avenue |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4942 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 711 | vph |
| Length of first accel/decel lane | 750 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 313 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1475 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4942 | 711 | 313 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1314 | 189 | 83 | v |
| Trucks and buses | 6 | 3 | 3 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.971 | 0.985 | 0.985 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5415 | 768 | 338 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.436 Using Equation 8

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 2794 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5415 | 9200 | No |
| $v_{FO} = v_F - v_R$ | 4647 | 9200 | No |
| $v_R$ | 768 | 1900 | No |
| $v_3$ or $v_{av34}$ | 1310 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 2794 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 2794 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 21.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.627

Space mean speed in ramp influence area, $S_R$ = 48.7 mph

Space mean speed in outer lanes, $S_0$ = 64.6 mph

Space mean speed for all vehicles, $S$ = 55.3 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #37 |
| Agency/Co.: | Stantec |
| Date performed: | 11/13/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | North of Rivers Avenue |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4942 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 711 | vph |
| Length of first accel/decel lane | 750 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 633 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 930 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4942 | 711 | 633 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1314 | 189 | 168 | v |
| Trucks and buses | 6 | 3 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.971 | 0.985 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5415 | 768 | 680 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.436 Using Equation 8

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 2794 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5415 | 9200 | No |
| $v_{FO} = v_F - v_R$ | 4647 | 9200 | No |
| $v_R$ | 768 | 1900 | No |
| $v_3$ or $v_{av34}$ | 1310 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 2794 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 2794 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 21.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.627

Space mean speed in ramp influence area, $S_R$ = 48.7 mph

Space mean speed in outer lanes, $S_0$ = 64.6 mph

Space mean speed for all vehicles, $S$ = 55.3 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/16/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | I-526 EB North of Rivers Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4231 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1125 | v |
| Trucks and buses | 6 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.971 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1159 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.83 | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.3 | mi/h |
| Free-flow speed, FFS | 70.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1159 | pc/h/ln |
| Free-flow speed, FFS | 70.1 | mi/h |
| Average passenger-car speed, S | 70.0 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 16.6 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #38, 39 |
| Agency/Co.: | Stantec |
| Date performed: | 11/16/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Rivers Ave On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4231 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 40.0 | mph |
| Volume on ramp | 633 | vph |
| Length of first accel/decel lane | 785 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 649 | vph |
| Position of adjacent Ramp | Downstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 4990 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4231 | 633 | 649 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1125 | 168 | 173 | v |
| Trucks and buses | 6 | 2 | 6 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.971 | 0.990 | 0.971 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4636 | 680 | 711 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 0.133 Using Equation 4

$v_{12} = v_F (P_{FM})$ = 616 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 5316 | 9200 | No |
| $v_3$ or $v_{av34}$ | 2010 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | Yes | |

If yes, $v_{12A}$ = 1854 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 2534 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 20.0+ pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.307 | |
| Space mean speed in ramp influence area, | $S_R$ = 54.5 | mph |
| Space mean speed in outer lanes, | $S_0$ = 56.8 | mph |
| Space mean speed for all vehicles, | $S$ = 55.7 | mph |

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #38, 39 |
| Agency/Co.: | Stantec |
| Date performed: | 11/16/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Rivers Ave On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4231 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 40.0 | mph |
| Volume on ramp | 633 | vph |
| Length of first accel/decel lane | 785 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 711 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 900 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4231 | 633 | 711 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1125 | 168 | 189 | v |
| Trucks and buses | 6 | 2 | 3 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.971 | 0.990 | 0.985 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4636 | 680 | 768 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 0.133 Using Equation 4

$v_{12} = v_F (P_{FM})$ = 616 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 5316 | 9200 | No |
| $v_3$ or $v_{av34}$ | 2010 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | Yes | |

If yes, $v_{12A}$ = 1854 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 2534 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 20.0+ pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.307 | |
| Space mean speed in ramp influence area, | $S_R$ = 54.5 | mph |
| Space mean speed in outer lanes, | $S_0$ = 56.8 | mph |
| Space mean speed for all vehicles, | $S$ = 55.7 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/16/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | Between Rivers and N Rhett |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4864 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1294 | v |
| Trucks and buses | 6 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.971 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1332 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.83 | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.3 | mi/h |
| Free-flow speed, FFS | 70.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1332 | pc/h/ln |
| Free-flow speed, FFS | 70.1 | mi/h |
| Average passenger-car speed, S | 69.8 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 19.1 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #44 |
| Agency/Co.: | Stantec |
| Date performed: | 11/16/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Off-Ramp to N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4864 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 45.0 | mph |
| Volume on ramp | 649 | vph |
| Length of first accel/decel lane | 215 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 633 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 4990 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4864 | 649 | 633 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1294 | 173 | 168 | v |
| Trucks and buses | 6 | 6 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.971 | 0.971 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5330 | 711 | 680 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.436 Using Equation 8

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 2725 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5330 | 9200 | No |
| $v_{FO} = v_F - v_R$ | 4619 | 9200 | No |
| $v_R$ | 711 | 2100 | No |
| $v_3$ or $v_{av34}$ | 1302 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 2725 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 2725 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 25.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.362

Space mean speed in ramp influence area, $S_R$ = 53.5 mph

Space mean speed in outer lanes, $S_0$ = 64.6 mph

Space mean speed for all vehicles, $S$ = 58.4 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #44 |
| Agency/Co.: | Stantec |
| Date performed: | 11/16/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | Off-Ramp to N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4864 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 45.0 | mph |
| Volume on ramp | 649 | vph |
| Length of first accel/decel lane | 215 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 986 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1940 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4864 | 649 | 986 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1294 | 173 | 262 | v |
| Trucks and buses | 6 | 6 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.971 | 0.971 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5330 | 711 | 1059 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.436 Using Equation 8

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 2725 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5330 | 9200 | No |
| $v_{FO} = v_F - v_R$ | 4619 | 9200 | No |
| $v_R$ | 711 | 2100 | No |
| $v_3$ or $v_{av34}$ | 1302 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$/2 No

If yes, $v_{12A}$ = 2725 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 2725 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 25.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.362

Space mean speed in ramp influence area, $S_R$ = 53.5 mph

Space mean speed in outer lanes, $S_0$ = 64.6 mph

Space mean speed for all vehicles, $S$ = 58.4 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/16/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | West of N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4215 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1121 | v |
| Trucks and buses | 6 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.971 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1155 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.67 | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.0 | mi/h |
| Free-flow speed, FFS | 70.4 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1155 | pc/h/ln |
| Free-flow speed, FFS | 70.4 | mi/h |
| Average passenger-car speed, S | 70.0 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 16.5 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #45 |
| Agency/Co.: | Stantec |
| Date performed: | 11/16/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Eastbound |
| Junction: | NRhett On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4215 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 25.0 | mph |
| Volume on ramp | 986 | vph |
| Length of first accel/decel lane | 1090 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 649 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 1950 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4215 | 986 | 649 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1121 | 262 | 173 | v |
| Trucks and buses | 6 | 2 | 6 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.971 | 0.990 | 0.971 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4619 | 1059 | 711 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 0.085 Using Equation 4

$v_{12} = v_F (P_{FM})$ = 395 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 5678 | 9200 | No |
| $v_3$ or $v_{av34}$ | 2112 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | Yes | |

If yes, $v_{12A}$ = 1847 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 2906 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 20.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.338 | |
| Space mean speed in ramp influence area, | $S_R$ = 53.9 | mph |
| Space mean speed in outer lanes, | $S_0$ = 56.8 | mph |
| Space mean speed for all vehicles, | S = 55.3 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/16/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | East of N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 5201 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1383 | v |
| Trucks and buses | 6 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.971 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1425 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.50 | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 4.5 | mi/h |
| Free-flow speed, FFS | 70.9 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1425 | pc/h/ln |
| Free-flow speed, FFS | 70.9 | mi/h |
| Average passenger-car speed, S | 69.4 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 20.5 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | East of N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 5728 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1523 | v |
| Trucks and buses | 13 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.939 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2163 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.67 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.0 | mi/h |
| Free-flow speed, FFS | 70.4 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2163 | pc/h/ln |
| Free-flow speed, FFS | 70.4 | mi/h |
| Average passenger-car speed, S | 59.2 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 36.5 | pc/mi/ln |
| Level of service, LOS | E | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #46 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | I-526 WB Off-Ramp to NRhett |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 5728 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 1865 | vph |
| Length of first accel/decel lane | 1400 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 941 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1600 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 5728 | 1865 | 941 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1523 | 496 | 250 | v |
| Trucks and buses | 13 | 8 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.939 | 0.962 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 6490 | 2063 | 1011 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.503 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 4289 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 6490 | 6900 | No |
| $v_{FO} = v_F - v_R$ | 4427 | 6900 | No |
| $v_R$ | 2063 | 1900 | Yes |
| $v_3$ or $v_{av34}$ | 2201 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 4289 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 4289 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 28.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.744

Space mean speed in ramp influence area, $S_R$ = 46.6 mph

Space mean speed in outer lanes, $S_0$ = 61.1 mph

Space mean speed for all vehicles, $S$ = 50.7 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/17/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between On/Off-Ramp to NRhett |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3863 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1027 | v |
| Trucks and buses | 13 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.939 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1459 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.00 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.8 | mi/h |
| Free-flow speed, FFS | 69.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1459 | pc/h/ln |
| Free-flow speed, FFS | 69.6 | mi/h |
| Average passenger-car speed, S | 69.2 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 21.1 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #48 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | NRhett On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 3863 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 45.0 | mph |
| Volume on ramp | 941 | vph |
| Length of first accel/decel lane | 1500 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 381 | vph |
| Position of adjacent Ramp | Downstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 4900 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 3863 | 941 | 381 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1027 | 250 | 101 | v |
| Trucks and buses | 13 | 2 | 4 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.939 | 0.990 | 0.980 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4377 | 1011 | 413 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = 1529.06 (Equation 13-6 or 13-7)

$P_{FM}$ = 0.619 Using Equation 1

$v_{12} = v_F (P_{FM})$ = 2712 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 5388 | 6900 | No |
| $v_3$ or $v_{av34}$ | 1665 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 Yes

If yes, $v_{12A}$ = 2712 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 3723 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 24.6 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.347 | |
| Space mean speed in ramp influence area, | $S_R$ = 53.7 | mph |
| Space mean speed in outer lanes, | $S_0$ = 55.8 | mph |
| Space mean speed for all vehicles, | $S$ = 54.4 | mph |

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #48 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | NRhett On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 3863 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 45.0 | mph |
| Volume on ramp | 941 | vph |
| Length of first accel/decel lane | 1500 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 1865 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 1600 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 3863 | 941 | 1865 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1027 | 250 | 496 | v |
| Trucks and buses | 13 | 2 | 8 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.939 | 0.990 | 0.962 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4377 | 1011 | 2063 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = 1770.43 (Equation 13-6 or 13-7)

$P_{FM}$ = 0.609 Using Equation 2

$v_{12} = v_F (P_{FM})$ = 2664 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 5388 | 6900 | No |
| $v_3$ or $v_{av34}$ | 1713 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 Yes

If yes, $v_{12A}$ = 2664 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 3675 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 24.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.340 | |
| Space mean speed in ramp influence area, | $S_R$ = 53.9 | mph |
| Space mean speed in outer lanes, | $S_0$ = 55.6 | mph |
| Space mean speed for all vehicles, | $S$ = 54.4 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/17/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | West of N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4804 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1278 | v |
| Trucks and buses | 13 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.939 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1361 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.00 | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.8 | mi/h |
| Free-flow speed, FFS | 69.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1361 | pc/h/ln |
| Free-flow speed, FFS | 69.6 | mi/h |
| Average passenger-car speed, S | 69.7 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 19.5 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #40 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Off-Ramp to Rivers NB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 55.0 | mph |
| Volume on freeway | 4804 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 40.0 | mph |
| Volume on ramp | 381 | vph |
| Length of first accel/decel lane | 650 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 941 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 4900 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4804 | 381 | 941 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1278 | 101 | 250 | v |
| Trucks and buses | 13 | 4 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.939 | 0.980 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5443 | 413 | 1011 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.436 Using Equation 8

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 2606 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5443 | 9000 | No |
| $v_{FO} = v_F - v_R$ | 5030 | 9000 | No |
| $v_R$ | 413 | 2100 | No |
| $v_3$ or $v_{av34}$ | 1418 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 2606 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 2606 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 20.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.400

Space mean speed in ramp influence area, $S_R$ = 49.8 mph

Space mean speed in outer lanes, $S_0$ = 58.7 mph

Space mean speed for all vehicles, $S$ = 54.1 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #40 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Off-Ramp to Rivers NB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 55.0 | mph |
| Volume on freeway | 4804 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 40.0 | mph |
| Volume on ramp | 381 | vph |
| Length of first accel/decel lane | 600 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 324 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1340 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4804 | 381 | 324 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1278 | 101 | 86 | v |
| Trucks and buses | 13 | 4 | 4 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.939 | 0.980 | 0.980 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5443 | 413 | 352 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.436 Using Equation 8

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 2606 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5443 | 9000 | No |
| $v_{FO} = v_F - v_R$ | 5030 | 9000 | No |
| $v_R$ | 413 | 2100 | No |
| $v_3$ or $v_{av34}$ | 1418 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 2606 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 2606 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 21.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $D_S$ = 0.400 | |
| Space mean speed in ramp influence area, | $S_R$ = 49.8 | mph |
| Space mean speed in outer lanes, | $S_0$ = 58.7 | mph |
| Space mean speed for all vehicles, | S = 54.1 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/17/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between On/Off Ramp to Rivers |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4423 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1176 | v |
| Trucks and buses | 13 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.939 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1253 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1253 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 70.0 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 17.9 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #41 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Off-Ramp to Rivers NB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4423 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 324 | vph |
| Length of first accel/decel lane | 650 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 381 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1400 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4423 | 324 | 381 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1176 | 86 | 101 | v |
| Trucks and buses | 13 | 4 | 4 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.939 | 0.980 | 0.980 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5011 | 352 | 413 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.436 Using Equation 8

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 2383 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5011 | 9200 | No |
| $v_{FO} = v_F - v_R$ | 4659 | 9200 | No |
| $v_R$ | 352 | 1900 | No |
| $v_3$ or $v_{av34}$ | 1314 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 2383 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 2383 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 18.9 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.590

Space mean speed in ramp influence area, $S_R$ = 49.4 mph

Space mean speed in outer lanes, $S_0$ = 64.6 mph

Space mean speed for all vehicles, $S$ = 56.3 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #41 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Off-Ramp to Rivers NB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4423 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 324 | vph |
| Length of first accel/decel lane | 650 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 1407 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 880 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4423 | 324 | 1407 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1176 | 86 | 374 | v |
| Trucks and buses | 13 | 4 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.939 | 0.980 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5011 | 352 | 1512 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.436 Using Equation 8

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 2383 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5011 | 9200 | No |
| $v_{FO} = v_F - v_R$ | 4659 | 9200 | No |
| $v_R$ | 352 | 1900 | No |
| $v_3$ or $v_{av34}$ | 1314 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 2383 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 2383 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_R - 0.009 L_D$ = 18.9 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.590

Space mean speed in ramp influence area, $S_R$ = 49.4 mph

Space mean speed in outer lanes, $S_0$ = 64.6 mph

Space mean speed for all vehicles, $S$ = 56.3 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/17/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Rivers On-Ramp to Off-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4099 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1090 | v |
| Trucks and buses | 13 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.939 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1161 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1161 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 70.0 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 16.6 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Weaving Location: | Ramps #35, 42, 43 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 5 | ln |
| Weaving segment length, LS | 730 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 2137 | 1406 | 1959 | 0 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 568 | 374 | 521 | 0 | |
| Trucks and buses | 13 | 2 | 9 | 9 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.939 | 0.990 | 0.957 | 0.957 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 2421 | 1511 | 2178 | 0 | pc/h |

Volume ratio, VR 0.604

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 1.5 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | | lc/h |
| Weaving lane changes, LCW | | lc/h |
| Non-weaving vehicle index, INW | | |
| Non-weaving lane change, LCNW | | lc/h |
| Total lane changes, LCALL | | lc/h |

## Weaving and Non-Weaving Speeds

Weaving intensity factor, W

| | | |
|---|---|---|
| Average weaving speed, SW | | mi/h |
| Average non-weaving speed, SNW | | mi/h |

## Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | | mi/h |
| Weaving segment density, D | | pc/mi/ln |
| Level of service, LOS | F | |
| Weaving segment v/c ratio | 1.537 | |
| Weaving segment flow rate, v | 5738 | veh/h |
| Weaving segment capacity, cW | 3732 | veh/h |

## Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 9064 | 730 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 1662 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 1.537 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/20/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between I-26 On/Off Ramps |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3547 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 943 | v |
| Trucks and buses | 13 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.939 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1005 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.50 | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 7.0 | mi/h |
| Free-flow speed, FFS | 68.4 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1005 | pc/h/ln |
| Free-flow speed, FFS | 68.4 | mi/h |
| Average passenger-car speed, S | 70.0 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 14.4 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

Analyst:
Agency/Co.: Stantec
Date Performed: 12/8/2015
Analysis Time Period: AM Peak Period
Freeway/Dir of Travel: I-526 Westbound
Weaving Location: Between Ramps #31&34
Analysis Year: 2043 Future Year Conditions
Description: 171001609

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 5 | ln |
| Weaving segment length, LS | 550 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 2336 | 473 | 1207 | 0 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 621 | 126 | 321 | 0 | |
| Trucks and buses | 13 | 8 | 4 | 8 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.939 | 0.962 | 0.980 | 0.962 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 2647 | 523 | 1310 | 0 | pc/h |

Volume ratio, VR 0.409

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 2.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 1833 | lc/h |
| Weaving lane changes, LCW | 2204 | lc/h |
| Non-weaving vehicle index, INW | 291 | |
| Non-weaving lane change, LCNW | 0 | lc/h |
| Total lane changes, LCALL | 2204 | lc/h |

## Weaving and Non-Weaving Speeds

Weaving intensity factor, W 0.676

| | | |
|---|---|---|
| Average weaving speed, SW | 41.9 | mi/h |
| Average non-weaving speed, SNW | 42.5 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 42.2 | mi/h |
| Weaving segment density, D | 21.2 | pc/mi/ln |
| Level of service, LOS | C | |
| Weaving segment v/c ratio | 0.764 | |
| Weaving segment flow rate, v | 4207 | veh/h |
| Weaving segment capacity, cW | 5508 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 6784 | 550 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 1823 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.764 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between I-26 EB Off-Ramps |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: 171001609 | |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2814 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 748 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 767 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.67 | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 7.3 | mi/h |
| Free-flow speed, FFS | 68.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 767 | pc/h/ln |
| Free-flow speed, FFS | 68.1 | mi/h |
| Average passenger-car speed, S | 70.0 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 11.0- | pc/mi/ln |
| Level of service, LOS | A | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 1/8/2016 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 WB |
| Weaving Location: | Between Ramp #21 and 33 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 5 | ln |
| Weaving segment length, LS | 1500 | ft |
| Freeway free-flow speed, FFS | 65 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2350 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 1869 | 2560 | 940 | 680 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 497 | 681 | 250 | 181 | |
| Trucks and buses | 5 | 2 | 5 | 5 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.976 | 0.976 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 2038 | 2751 | 1025 | 741 | pc/h |

| | | |
|---|---|---|
| Volume ratio, VR | 0.576 | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 1.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | | lc/h |
| Weaving lane changes, LCW | | lc/h |
| Non-weaving vehicle index, INW | | |
| Non-weaving lane change, LCNW | | lc/h |
| Total lane changes, LCALL | | lc/h |

## Weaving and Non-Weaving Speeds

Weaving intensity factor, W

| | | |
|---|---|---|
| Average weaving speed, SW | | mi/h |
| Average non-weaving speed, SNW | | mi/h |

## Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | | mi/h |
| Weaving segment density, D | | pc/mi/ln |
| Level of service, LOS | F | |
| Weaving segment v/c ratio | 1.573 | |
| Weaving segment flow rate, v | 6396 | veh/h |
| Weaving segment capacity, cW | 4065 | veh/h |

## Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 8729 | 1500 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2350 | 1797 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 1.573 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between I-26 and International |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4006 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1065 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1092 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.83 | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 7.7 | mi/h |
| Free-flow speed, FFS | 67.7 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1092 | pc/h/ln |
| Free-flow speed, FFS | 67.7 | mi/h |
| Average passenger-car speed, S | 70.0 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 15.6 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #22 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Int. Blvd. On-Ramp to I-526 WB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4006 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 50.0 | mph |
| Volume on ramp | 928 | vph |
| Length of first accel/decel lane | 815 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 588 | vph |
| Position of adjacent Ramp | Downstream | |
| Type of adjacent Ramp | On | |
| Distance to adjacent Ramp | 3090 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4006 | 928 | 588 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1065 | 247 | 156 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4368 | 997 | 632 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 0.093 Using Equation 4

$v_{12} = v_F (P_{FM})$ = 407 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 5365 | 9200 | No |
| $v_3$ or $v_{av34}$ | 1980 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | Yes | |

If yes, $v_{12A}$ = 1747 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 2744 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 21.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.300 | |
| Space mean speed in ramp influence area, | $S_R$ = 54.6 | mph |
| Space mean speed in outer lanes, | $S_0$ = 57.1 | mph |
| Space mean speed for all vehicles, | $S$ = 55.8 | mph |

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #22 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Int. Blvd. On-Ramp to I-526 WB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4006 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 50.0 | mph |
| Volume on ramp | 928 | vph |
| Length of first accel/decel lane | 815 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 2036 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 2710 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4006 | 928 | 2036 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1065 | 247 | 541 | v |
| Trucks and buses | 5 | 2 | 5 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.976 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4368 | 997 | 2220 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 0.093 Using Equation 4

$v_{12} = v_F (P_{FM})$ = 407 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 5365 | 9200 | No |
| $v_3$ or $v_{av34}$ | 1980 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | Yes | |

If yes, $v_{12A}$ = 1747 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 2744 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 21.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.300 | |
| Space mean speed in ramp influence area, | $S_R$ = 54.6 | mph |
| Space mean speed in outer lanes, | $S_0$ = 57.1 | mph |
| Space mean speed for all vehicles, | $S$ = 55.8 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | CD Btwn. Intl. Blvd & Montague |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 1769 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 470 | v |
| Trucks and buses | 2 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.990 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 950 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | - | ft |
| Right-side lateral clearance | - | ft |
| Total ramp density, TRD | - | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Measured | |
| FFS or BFFS | 55.0 | mi/h |
| Lane width adjustment, fLW | - | mi/h |
| Lateral clearance adjustment, fLC | - | mi/h |
| TRD adjustment | - | mi/h |
| Free-flow speed, FFS | 55.0 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 950 | pc/h/ln |
| Free-flow speed, FFS | 55.0 | mi/h |
| Average passenger-car speed, S | 55.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 17.3 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #23 |
| Agency/Co.: | Stantec |
| Date performed: | 1/8/2016 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 WB |
| Junction: | CD North of Montague Avenue |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 55.0 | mph |
| Volume on freeway | 1769 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 35.0 | mph |
| Volume on ramp | 928 | vph |
| Length of first accel/decel lane | 500 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | No | |
| Volume on adjacent ramp | | vph |
| Position of adjacent ramp | | |
| Type of adjacent ramp | | |
| Distance to adjacent ramp | | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 1769 | 928 | | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | | |
| Peak 15-min volume, v15 | 470 | 247 | | v |
| Trucks and buses | 2 | 2 | | % |
| Recreational vehicles | 0 | 0 | | % |
| Terrain type: | Level | Level | | |
| Grade | 0.00 % | 0.00 % | % | |
| Length | 0.00 mi | 0.00 mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | | |

| | | | |
|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | |
| Flow rate, vp | 1901 | 997 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 1901 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 1901 | 4500 | No |
| $v_{FO} = v_F - v_R$ | 904 | 4500 | No |
| $v_R$ | 997 | 2000 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$/2 No

If yes, $v_{12A}$ = 1901 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 1901 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 16.1 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $D_S$ = 0.518 | |
| Space mean speed in ramp influence area, | $S_R$ = 48.3 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 48.3 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between Montague & Dorchester |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4934 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1312 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1345 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.50 | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 1.8 | mi/h |
| Free-flow speed, FFS | 73.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1345 | pc/h/ln |
| Free-flow speed, FFS | 73.6 | mi/h |
| Average passenger-car speed, S | 73.7 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 18.3 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

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Phone: Fax:
E-mail:

## Operational Analysis

Analyst:
Agency/Co.: Stantec
Date Performed: 12/8/2015
Analysis Time Period: AM Peak Period
Freeway/Dir of Travel: I-526 Westbound
Weaving Location: Between Ramps#14&24
Analysis Year: 2043 Future Year Conditions
Description: 171001609

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 5 | ln |
| Weaving segment length, LS | 945 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 4125 | 521 | 811 | 134 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1097 | 139 | 216 | 36 | |
| Trucks and buses | 5 | 2 | 8 | 8 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.962 | 0.962 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 4498 | 560 | 897 | 148 | pc/h |

Volume ratio, VR 0.239

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 2.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 1457 | lc/h |
| Weaving lane changes, LCW | 2053 | lc/h |
| Non-weaving vehicle index, INW | 878 | |
| Non-weaving lane change, LCNW | 506 | lc/h |
| Total lane changes, LCALL | 2559 | lc/h |

## Weaving and Non-Weaving Speeds

Weaving intensity factor, W 0.496

| | | |
|---|---|---|
| Average weaving speed, SW | 45.1 | mi/h |
| Average non-weaving speed, SNW | 43.7 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 44.0 | mi/h |
| Weaving segment density, D | 27.8 | pc/mi/ln |
| Level of service, LOS | C | |
| Weaving segment v/c ratio | 0.612 | |
| Weaving segment flow rate, v | 5955 | veh/h |
| Weaving segment capacity, cW | 9732 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 4936 | 945 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 1995 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.612 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between On/Off Ramps to Dorch. |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4636 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1233 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1264 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1264 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 70.0 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 18.1 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Weaving Location: | Between Ramps#9&16 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 5 | ln |
| Weaving segment length, LS | 1730 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 3604 | 392 | 1042 | 545 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 959 | 104 | 277 | 145 | |
| Trucks and buses | 5 | 2 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | 0.990 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 3930 | 421 | 1120 | 586 | pc/h |

| | | |
|---|---|---|
| Volume ratio, VR | 0.254 | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 2.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 1541 | lc/h |
| Weaving lane changes, LCW | 2429 | lc/h |
| Non-weaving vehicle index, INW | 1563 | |
| Non-weaving lane change, LCNW | 1628 | lc/h |
| Total lane changes, LCALL | 4057 | lc/h |

## Weaving and Non-Weaving Speeds

| | | |
|---|---|---|
| Weaving intensity factor, W | 0.443 | |

| | | |
|---|---|---|
| Average weaving speed, SW | 46.2 | mi/h |
| Average non-weaving speed, SNW | 43.1 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 43.8 | mi/h |
| Weaving segment density, D | 27.6 | pc/mi/ln |
| Level of service, LOS | C | |
| Weaving segment v/c ratio | 0.642 | |
| Weaving segment flow rate, v | 5910 | veh/h |
| Weaving segment capacity, cW | 9203 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 5100 | 1730 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 2042 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.642 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 1/8/2016 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 WB |
| From/To: | North of Leeds Avenue |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3999 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1064 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1090 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.83 | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.3 | mi/h |
| Free-flow speed, FFS | 70.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1090 | pc/h/ln |
| Free-flow speed, FFS | 70.1 | mi/h |
| Average passenger-car speed, S | 70.0 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 15.6 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #10 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Leeds On-Ramp to I-526 WB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 3999 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 40.0 | mph |
| Volume on ramp | 359 | vph |
| Length of first accel/decel lane | 660 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 1599 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 2120 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 3999 | 359 | 1599 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1064 | 95 | 425 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4361 | 386 | 1718 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 0.170 Using Equation 4

$v_{12} = v_F (P_{FM})$ = 739 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 4747 | 9200 | No |
| $v_3$ or $v_{av34}$ | 1811 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 Yes

If yes, $v_{12A}$ = 1744 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 2130 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 17.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.301 | |
| Space mean speed in ramp influence area, | $S_R$ = 54.6 | mph |
| Space mean speed in outer lanes, | $S_0$ = 57.1 | mph |
| Space mean speed for all vehicles, | $S$ = 55.9 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between Paul Cantrell & Leeds |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Build Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4358 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1159 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1188 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.50 | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 4.5 | mi/h |
| Free-flow speed, FFS | 70.9 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1188 | pc/h/ln |
| Free-flow speed, FFS | 70.9 | mi/h |
| Average passenger-car speed, S | 70.0 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 17.0 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #4 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | I-526 Off-Ramp to Paul Cantrel |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4358 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 50.0 | mph |
| Volume on ramp | 1572 | vph |
| Length of first accel/decel lane | 570 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 767 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1800 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4358 | 1572 | 767 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1159 | 418 | 204 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4752 | 1689 | 824 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.436 Using Equation 8

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3024 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 4752 | 9200 | No |
| $v_{FO} = v_F - v_R$ | 3063 | 9200 | No |
| $v_R$ | 1689 | 2100 | No |
| $v_3$ or $v_{av34}$ | 864 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 3024 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3024 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 25.1 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $D_S$ = 0.385 | |
| Space mean speed in ramp influence area, | $S_R$ = 53.1 | mph |
| Space mean speed in outer lanes, | $S_0$ = 65.8 | mph |
| Space mean speed for all vehicles, | $S$ = 57.1 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Btwn I-526 Off-Ramps to P.Cant |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2786 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 741 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1519 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.17 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 3.7 | mi/h |
| Free-flow speed, FFS | 71.7 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1519 | pc/h/ln |
| Free-flow speed, FFS | 71.7 | mi/h |
| Average passenger-car speed, S | 68.8 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 22.1 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #5 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Off-Ramp Loop to P Cantrell |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2786 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 767 | vph |
| Length of first accel/decel lane | 400 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 424 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1230 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2786 | 767 | 424 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 741 | 204 | 113 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3038 | 824 | 456 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3038 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3038 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 2214 | 4600 | No |
| $v_R$ | 824 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 3038 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3038 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 26.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.632

Space mean speed in ramp influence area, $S_R$ = 48.6 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 48.6 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #5 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Off-Ramp Loop to P Cantrell |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2786 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 767 | vph |
| Length of first accel/decel lane | 400 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 1572 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1800 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2786 | 767 | 1572 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 741 | 204 | 418 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3038 | 824 | 1689 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3038 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3038 | 4600 | No |
| $v_{FO} = v_F - v_R$ | 2214 | 4600 | No |
| $v_R$ | 824 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 3038 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3038 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 26.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.632

Space mean speed in ramp influence area, $S_R$ = 48.6 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 48.6 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | AM Peak Hour |
| Freeway/Direction: | I-526 Westbound |
| From/To: | South of Paul Cantrell |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2019 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 537 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1101 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.00 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 3.2 | mi/h |
| Free-flow speed, FFS | 72.2 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1101 | pc/h/ln |
| Free-flow speed, FFS | 72.2 | mi/h |
| Average passenger-car speed, S | 70.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 15.7 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #6 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Paul Cantrell On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2019 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 40.0 | mph |
| Volume on ramp | 424 | vph |
| Length of first accel/decel lane | 650 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 767 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 1230 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2019 | 424 | 767 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 537 | 113 | 204 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 2202 | 456 | 824 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = 547.21 (Equation 13-6 or 13-7)

$P_{FM}$ = 0.596 Using Equation 1

$v_{12} = v_F (P_{FM})$ = 1312 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 2658 | 6900 | No |
| $v_3$ or $v_{av34}$ | 890 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | Yes | |

If yes, $v_{12A}$ = 1312 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 1768 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 15.0 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.292 | |
| Space mean speed in ramp influence area, | $S_R$ = 54.7 | mph |
| Space mean speed in outer lanes, | $S_0$ = 58.6 | mph |
| Space mean speed for all vehicles, | $S$ = 56.0 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | South of Savage Road |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2443 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 650 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 888 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.67 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.3 | mi/h |
| Free-flow speed, FFS | 73.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 888 | pc/h/ln |
| Free-flow speed, FFS | 73.1 | mi/h |
| Average passenger-car speed, S | 75.0 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 11.8 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | North of US 17 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 788 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 210 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 286 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.67 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.3 | mi/h |
| Free-flow speed, FFS | 73.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 286 | pc/h/ln |
| Free-flow speed, FFS | 73.1 | mi/h |
| Average passenger-car speed, S | 75.0 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 3.8 | pc/mi/ln |
| Level of service, LOS | A | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #6 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Paul Cantrell On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 3900 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 40.0 | mph |
| Volume on ramp | 314 | vph |
| Length of first accel/decel lane | 650 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 887 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 1230 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 3900 | 314 | 887 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1037 | 84 | 236 | v |
| Trucks and buses | 7 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4294 | 337 | 953 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = 969.43 (Equation 13-6 or 13-7)

$P_{FM}$ = 0.596 Using Equation 1

$v_{12} = v_F (P_{FM})$ = 2558 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 4631 | 6900 | No |
| $v_3$ or $v_{av34}$ | 1736 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 Yes

If yes, $v_{12A}$ = 2558 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 2895 | 4600 | No |

## Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 23.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.340 | |
| Space mean speed in ramp influence area, | $S_R$ = 53.9 | mph |
| Space mean speed in outer lanes, | $S_0$ = 55.6 | mph |
| Space mean speed for all vehicles, | $S$ = 54.5 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | East of N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 7783 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 2070 | v |
| Trucks and buses | 11 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.948 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2912 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.67 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.0 | mi/h |
| Free-flow speed, FFS | 70.4 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2912 | pc/h/ln |
| Free-flow speed, FFS | 70.4 | mi/h |
| Average passenger-car speed, S | 36.0 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 80.9 | pc/mi/ln |
| Level of service, LOS | F | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #46 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | I-526 WB Off-Ramp to NRhett |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 7783 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 2001 | vph |
| Length of first accel/decel lane | 1400 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 760 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1600 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 7783 | 2001 | 760 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 2070 | 532 | 202 | v |
| Trucks and buses | 11 | 7 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.948 | 0.966 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 8735 | 2203 | 817 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.440 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 5079 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 8735 | 6900 | Yes |
| $v_{FO} = v_F - v_R$ | 6532 | 6900 | No |
| $v_R$ | 2203 | 1900 | Yes |
| $v_3$ or $v_{av34}$ | 3656 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | Yes | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 6035 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 6035 | 4400 | Yes |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_R - 0.009 L_D$ = 43.6 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.756

Space mean speed in ramp influence area, $S_R$ = 46.4 mph

Space mean speed in outer lanes, $S_0$ = 59.2 mph

Space mean speed for all vehicles, $S$ = 49.7 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/17/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between On/Off-Ramp to NRhett |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 5782 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1538 | v |
| Trucks and buses | 11 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.948 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2163 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.00 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.8 | mi/h |
| Free-flow speed, FFS | 69.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2163 | pc/h/ln |
| Free-flow speed, FFS | 69.6 | mi/h |
| Average passenger-car speed, S | 59.2 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 36.5 | pc/mi/ln |
| Level of service, LOS | E | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #48 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | NRhett On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 5782 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 45.0 | mph |
| Volume on ramp | 760 | vph |
| Length of first accel/decel lane | 1500 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 511 | vph |
| Position of adjacent Ramp | Downstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 4900 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 5782 | 760 | 511 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1538 | 202 | 136 | v |
| Trucks and buses | 11 | 2 | 5 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.948 | 0.990 | 0.976 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 6489 | 817 | 557 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = 2062.20 (Equation 13-6 or 13-7)

$P_{FM}$ = 0.619 Using Equation 1

$v_{12} = v_F (P_{FM})$ = 4020 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 7306 | 6900 | Yes |
| $v_3$ or $v_{av34}$ | 2469 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | Yes | |

If yes, $v_{12A}$ = 4020 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 4837 | 4600 | Yes |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 33.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.678 | |
| Space mean speed in ramp influence area, | $S_R$ = 47.8 | mph |
| Space mean speed in outer lanes, | $S_0$ = 52.5 | mph |
| Space mean speed for all vehicles, | $S$ = 49.3 | mph |

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #48 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | NRhett On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 5782 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 45.0 | mph |
| Volume on ramp | 760 | vph |
| Length of first accel/decel lane | 1500 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 2001 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 1600 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 5782 | 760 | 2001 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1538 | 202 | 532 | v |
| Trucks and buses | 11 | 2 | 7 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.948 | 0.990 | 0.966 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 6489 | 817 | 2203 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = 2180.88 (Equation 13-6 or 13-7)

$P_{FM}$ = 0.583 Using Equation 2

$v_{12} = v_F (P_{FM})$ = 3781 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 7306 | 6900 | Yes |
| $v_3$ or $v_{av34}$ | 2708 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | Yes | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | Yes | |

If yes, $v_{12A}$ = 3789 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 4606 | 4600 | Yes |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 31.6 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.576 | |
| Space mean speed in ramp influence area, | $S_R$ = 49.6 | mph |
| Space mean speed in outer lanes, | $S_0$ = 51.1 | mph |
| Space mean speed for all vehicles, | $S$ = 50.2 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 9/23/16 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | East of Rivers |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 6542 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1740 | v |
| Trucks and buses | 11 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.948 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1836 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.00 | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.8 | mi/h |
| Free-flow speed, FFS | 69.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1836 | pc/h/ln |
| Free-flow speed, FFS | 69.6 | mi/h |
| Average passenger-car speed, S | 65.3 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 28.1 | pc/mi/ln |
| Level of service, LOS | D | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #40 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Off-Ramp to Rivers NB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 55.0 | mph |
| Volume on freeway | 6542 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 40.0 | mph |
| Volume on ramp | 511 | vph |
| Length of first accel/decel lane | 650 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 760 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 4900 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 6542 | 511 | 760 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1740 | 136 | 202 | v |
| Trucks and buses | 11 | 5 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.948 | 0.976 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 7342 | 557 | 817 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.436 Using Equation 8

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3515 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 7342 | 9000 | No |
| $v_{FO} = v_F - v_R$ | 6785 | 9000 | No |
| $v_R$ | 557 | 2100 | No |
| $v_3$ or $v_{av34}$ | 1913 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 3515 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3515 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 28.6 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.413

Space mean speed in ramp influence area, $S_R$ = 49.6 mph

Space mean speed in outer lanes, $S_0$ = 56.8 mph

Space mean speed for all vehicles, $S$ = 53.1 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #40 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Off-Ramp to Rivers NB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 55.0 | mph |
| Volume on freeway | 6542 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 40.0 | mph |
| Volume on ramp | 511 | vph |
| Length of first accel/decel lane | 600 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 140 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1340 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 6542 | 511 | 140 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1740 | 136 | 37 | v |
| Trucks and buses | 11 | 5 | 5 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.948 | 0.976 | 0.976 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 7342 | 557 | 153 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.436 Using Equation 8

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3515 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 7342 | 9000 | No |
| $v_{FO} = v_F - v_R$ | 6785 | 9000 | No |
| $v_R$ | 557 | 2100 | No |
| $v_3$ or $v_{av34}$ | 1913 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 3515 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3515 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 29.1 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.413

Space mean speed in ramp influence area, $S_R$ = 49.6 mph

Space mean speed in outer lanes, $S_0$ = 56.8 mph

Space mean speed for all vehicles, $S$ = 53.1 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/17/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between On/Off Ramp to Rivers |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 6031 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1604 | v |
| Trucks and buses | 11 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.948 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1692 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1692 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 67.2 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 25.2 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #41 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Off-Ramp to Rivers NB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 6031 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 140 | vph |
| Length of first accel/decel lane | 650 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 511 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1400 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 6031 | 140 | 511 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1604 | 37 | 136 | v |
| Trucks and buses | 11 | 5 | 5 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.948 | 0.976 | 0.976 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 6769 | 153 | 557 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.436 Using Equation 8

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3038 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 6769 | 9200 | No |
| $v_{FO} = v_F - v_R$ | 6616 | 9200 | No |
| $v_R$ | 153 | 1900 | No |
| $v_3$ or $v_{av34}$ | 1865 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 3038 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3038 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 24.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.572

Space mean speed in ramp influence area, $S_R$ = 49.7 mph

Space mean speed in outer lanes, $S_0$ = 62.4 mph

Space mean speed for all vehicles, $S$ = 56.0 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #41 |
| Agency/Co.: | Stantec |
| Date performed: | 11/17/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Off-Ramp to Rivers NB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 6031 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 140 | vph |
| Length of first accel/decel lane | 650 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 585 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 880 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 6031 | 140 | 585 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1604 | 37 | 156 | v |
| Trucks and buses | 11 | 5 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.948 | 0.976 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 6769 | 153 | 629 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.436 Using Equation 8

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3038 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 6769 | 9200 | No |
| $v_{FO} = v_F - v_R$ | 6616 | 9200 | No |
| $v_R$ | 153 | 1900 | No |
| $v_3$ or $v_{av34}$ | 1865 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 3038 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3038 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 24.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $D_S$ = 0.572 | |
| Space mean speed in ramp influence area, | $S_R$ = 49.7 | mph |
| Space mean speed in outer lanes, | $S_0$ = 62.4 | mph |
| Space mean speed for all vehicles, | $S$ = 56.0 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/17/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Rivers On-Ramp to Off-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: 171001609 | |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 5891 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1567 | v |
| Trucks and buses | 11 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.948 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1653 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1653 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 67.6 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 24.4 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Weaving Location: | Ramps #29, 42, 43 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 5 | ln |
| Weaving segment length, LS | 730 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 3660 | 585 | 2232 | 0 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 973 | 156 | 594 | 0 | |
| Trucks and buses | 11 | 2 | 12 | 12 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.948 | 0.990 | 0.943 | 0.943 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 4108 | 629 | 2517 | 0 | pc/h |

| | | |
|---|---|---|
| Volume ratio, VR | 0.434 | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 1.5 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | | lc/h |
| Weaving lane changes, LCW | | lc/h |
| Non-weaving vehicle index, INW | | |
| Non-weaving lane change, LCNW | | lc/h |
| Total lane changes, LCALL | | lc/h |

## Weaving and Non-Weaving Speeds

Weaving intensity factor, W

| | | |
|---|---|---|
| Average weaving speed, SW | | mi/h |
| Average non-weaving speed, SNW | | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | | mi/h |
| Weaving segment density, D | | pc/mi/ln |
| Level of service, LOS | F | |
| Weaving segment v/c ratio | 1.311 | |
| Weaving segment flow rate, v | 6876 | veh/h |
| Weaving segment capacity, cW | 5245 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 7062 | 730 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 1816 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 1.311 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/20/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between I-26 On/Off Ramps |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4244 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1129 | v |
| Trucks and buses | 11 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.948 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1191 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.50 | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 7.0 | mi/h |
| Free-flow speed, FFS | 68.4 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1191 | pc/h/ln |
| Free-flow speed, FFS | 68.4 | mi/h |
| Average passenger-car speed, S | 70.0 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 17.0 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Weaving Location: | Between Ramps #31&32 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 5 | ln |
| Weaving segment length, LS | 550 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 3384 | 571 | 861 | 0 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 900 | 152 | 229 | 0 | |
| Trucks and buses | 11 | 3 | 5 | 5 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.948 | 0.985 | 0.976 | 0.976 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 3798 | 617 | 939 | 0 | pc/h |
| Volume ratio, VR | | 0.291 | | | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 2.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 1556 | lc/h |
| Weaving lane changes, LCW | 1927 | lc/h |
| Non-weaving vehicle index, INW | 418 | |
| Non-weaving lane change, LCNW | 117 | lc/h |
| Total lane changes, LCALL | 2044 | lc/h |

## Weaving and Non-Weaving Speeds

| | |
|---|---|
| Weaving intensity factor, W | 0.637 |

| | | |
|---|---|---|
| Average weaving speed, SW | 42.5 | mi/h |
| Average non-weaving speed, SNW | 43.7 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 43.3 | mi/h |
| Weaving segment density, D | 24.7 | pc/mi/ln |
| Level of service, LOS | C | |
| Weaving segment v/c ratio | 0.648 | |
| Weaving segment flow rate, v | 5075 | veh/h |
| Weaving segment capacity, cW | 7828 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 5484 | 550 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 1923 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.648 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between I-26 EB Off-Ramps |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: 171001609 | |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3954 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1052 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1088 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.67 | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 7.3 | mi/h |
| Free-flow speed, FFS | 68.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1088 | pc/h/ln |
| Free-flow speed, FFS | 68.1 | mi/h |
| Average passenger-car speed, S | 70.0 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 15.5 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 1/8/2016 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 WB |
| Weaving Location: | Between Ramp #21 and 30 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 5 | ln |
| Weaving segment length, LS | 3126 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 3321 | 1287 | 634 | 1074 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 883 | 342 | 169 | 286 | |
| Trucks and buses | 7 | 2 | 4 | 4 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.980 | 0.980 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 3657 | 1383 | 688 | 1165 | pc/h |
| Volume ratio, VR | | 0.300 | | | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 1.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 2071 | lc/h |
| Weaving lane changes, LCW | 2973 | lc/h |
| Non-weaving vehicle index, INW | 1507 | |
| Non-weaving lane change, LCNW | 2056 | lc/h |
| Total lane changes, LCALL | 5029 | lc/h |

## Weaving and Non-Weaving Speeds

| | |
|---|---|
| Weaving intensity factor, W | 0.329 |

| | | |
|---|---|---|
| Average weaving speed, SW | 48.9 | mi/h |
| Average non-weaving speed, SNW | 38.5 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 41.1 | mi/h |
| Weaving segment density, D | 33.5 | pc/mi/ln |
| Level of service, LOS | D | |
| Weaving segment v/c ratio | 0.863 | |
| Weaving segment flow rate, v | 6660 | veh/h |
| Weaving segment capacity, cW | 7718 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 5589 | 3126 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 2112 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.863 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between I-26 and International |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4608 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1226 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1268 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.83 | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 7.7 | mi/h |
| Free-flow speed, FFS | 67.7 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1268 | pc/h/ln |
| Free-flow speed, FFS | 67.7 | mi/h |
| Average passenger-car speed, S | 69.9 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 18.1 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #22 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Int. Blvd. On-Ramp to I-526 WB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4608 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 50.0 | mph |
| Volume on ramp | 1134 | vph |
| Length of first accel/decel lane | 815 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 555 | vph |
| Position of adjacent Ramp | Downstream | |
| Type of adjacent Ramp | On | |
| Distance to adjacent Ramp | 3090 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4608 | 1134 | 555 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1226 | 302 | 148 | v |
| Trucks and buses | 7 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5074 | 1218 | 596 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 0.066 Using Equation 4

$v_{12} = v_F (P_{FM})$ = 333 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 6292 | 9200 | No |
| $v_3$ or $v_{av34}$ | 2370 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | Yes | |

If yes, $v_{12A}$ = 2029 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 3247 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 25.1 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.340 | |
| Space mean speed in ramp influence area, | $S_R$ = 53.9 | mph |
| Space mean speed in outer lanes, | $S_0$ = 56.3 | mph |
| Space mean speed for all vehicles, | $S$ = 55.0 | mph |

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #22 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Int. Blvd. On-Ramp to I-526 WB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4608 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 50.0 | mph |
| Volume on ramp | 1134 | vph |
| Length of first accel/decel lane | 815 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 1714 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 2710 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4608 | 1134 | 1714 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1226 | 302 | 456 | v |
| Trucks and buses | 7 | 2 | 4 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.980 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5074 | 1218 | 1860 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 0.066 Using Equation 4

$v_{12} = v_F (P_{FM})$ = 333 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 6292 | 9200 | No |
| $v_3$ or $v_{av34}$ | 2370 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | Yes | |

If yes, $v_{12A}$ = 2029 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 3247 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 25.1 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.340 | |
| Space mean speed in ramp influence area, | $S_R$ = 53.9 | mph |
| Space mean speed in outer lanes, | $S_0$ = 56.3 | mph |
| Space mean speed for all vehicles, | $S$ = 55.0 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | CD Btwn. Int. Blvd & Montague |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: 171001609 | |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2861 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 761 | v |
| Trucks and buses | 2 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.990 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1537 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | - | ft |
| Right-side lateral clearance | - | ft |
| Total ramp density, TRD | - | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Measured | |
| FFS or BFFS | 55.0 | mi/h |
| Lane width adjustment, fLW | - | mi/h |
| Lateral clearance adjustment, fLC | - | mi/h |
| TRD adjustment | - | mi/h |
| Free-flow speed, FFS | 55.0 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1537 | pc/h/ln |
| Free-flow speed, FFS | 55.0 | mi/h |
| Average passenger-car speed, S | 55.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 27.9 | pc/mi/ln |
| Level of service, LOS | D | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #23 |
| Agency/Co.: | Stantec |
| Date performed: | 1/8/2016 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 WB |
| Junction: | CD North of Montague Avenue |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 55.0 | mph |
| Volume on freeway | 2861 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 35.0 | mph |
| Volume on ramp | 1134 | vph |
| Length of first accel/decel lane | 500 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | No | |
| Volume on adjacent ramp | | vph |
| Position of adjacent ramp | | |
| Type of adjacent ramp | | |
| Distance to adjacent ramp | | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2861 | 1134 | | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | | |
| Peak 15-min volume, v15 | 761 | 302 | | v |
| Trucks and buses | 2 | 2 | | % |
| Recreational vehicles | 0 | 0 | | % |
| Terrain type: | Level | Level | | |
| Grade | 0.00 % | 0.00 % | % | |
| Length | 0.00 mi | 0.00 mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | | |

| | | | |
|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | |
| Flow rate, vp | 3074 | 1218 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3074 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3074 | 4500 | No |
| $v_{FO} = v_F - v_R$ | 1856 | 4500 | No |
| $v_R$ | 1218 | 2000 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 3074 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3074 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D_D = 4.252 + 0.0086 v_R - 0.009 L_{12}$ = 26.2 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.538

Space mean speed in ramp influence area, $S_R$ = 48.0 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 48.0 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between Montague & Dorchester |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 5742 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1527 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1581 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.50 | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 1.8 | mi/h |
| Free-flow speed, FFS | 73.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1581 | pc/h/ln |
| Free-flow speed, FFS | 73.6 | mi/h |
| Average passenger-car speed, S | 71.3 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 22.2 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

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Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Weaving Location: | Between Ramps#14&24 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 5 | ln |
| Weaving segment length, LS | 945 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 5177 | 532 | 558 | 15 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1377 | 141 | 148 | 4 | |
| Trucks and buses | 7 | 2 | 6 | 6 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.971 | 0.971 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 5700 | 572 | 611 | 16 | pc/h |

| | | |
|---|---|---|
| Volume ratio, VR | 0.171 | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 2.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 1183 | lc/h |
| Weaving lane changes, LCW | 1779 | lc/h |
| Non-weaving vehicle index, INW | 1080 | |
| Non-weaving lane change, LCNW | 727 | lc/h |
| Total lane changes, LCALL | 2506 | lc/h |

## Weaving and Non-Weaving Speeds

| | |
|---|---|
| Weaving intensity factor, W | 0.488 |

| | | |
|---|---|---|
| Average weaving speed, SW | 45.2 | mi/h |
| Average non-weaving speed, SNW | 44.9 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 44.9 | mi/h |
| Weaving segment density, D | 30.7 | pc/mi/ln |
| Level of service, LOS | D | |
| Weaving segment v/c ratio | 0.674 | |
| Weaving segment flow rate, v | 6666 | veh/h |
| Weaving segment capacity, cW | 9889 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 4247 | 945 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 2047 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.674 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between On/Off Ramps to Dorch. |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 5697 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1515 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1568 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.33 | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 6.6 | mi/h |
| Free-flow speed, FFS | 68.8 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1568 | pc/h/ln |
| Free-flow speed, FFS | 68.8 | mi/h |
| Average passenger-car speed, S | 68.4 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 22.9 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

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Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Weaving Location: | Between Ramps#9&16 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 5 | ln |
| Weaving segment length, LS | 1730 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 5546 | 817 | 163 | 173 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1475 | 217 | 43 | 46 | |
| Trucks and buses | 7 | 2 | 6 | 6 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.971 | 0.971 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 6107 | 878 | 179 | 190 | pc/h |

| | | |
|---|---|---|
| Volume ratio, VR | 0.144 | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 2.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 1057 | lc/h |
| Weaving lane changes, LCW | 1945 | lc/h |
| Non-weaving vehicle index, INW | 2179 | |
| Non-weaving lane change, LCNW | 3093 | lc/h |
| Total lane changes, LCALL | 5038 | lc/h |

## Weaving and Non-Weaving Speeds

| | | |
|---|---|---|
| Weaving intensity factor, W | 0.525 | |

| | | |
|---|---|---|
| Average weaving speed, SW | 44.5 | mi/h |
| Average non-weaving speed, SNW | 45.3 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 45.2 | mi/h |
| Weaving segment density, D | 32.5 | pc/mi/ln |
| Level of service, LOS | D | |
| Weaving segment v/c ratio | 0.691 | |
| Weaving segment flow rate, v | 7106 | veh/h |
| Weaving segment capacity, cW | 10285 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 3969 | 1730 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 2129 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.691 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 1/8/2016 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 WB |
| From/To: | North of Leeds Avenue |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 6367 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1693 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1753 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.83 | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.3 | mi/h |
| Free-flow speed, FFS | 70.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1753 | pc/h/ln |
| Free-flow speed, FFS | 70.1 | mi/h |
| Average passenger-car speed, S | 66.5 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 26.4 | pc/mi/ln |
| Level of service, LOS | D | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #10 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Leeds On-Ramp to I-526 WB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 6367 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 40.0 | mph |
| Volume on ramp | 1303 | vph |
| Length of first accel/decel lane | 660 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 349 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 2120 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 6367 | 1303 | 349 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1693 | 347 | 93 | v |
| Trucks and buses | 7 | 2 | 6 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.971 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 7010 | 1400 | 382 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 0.043 Using Equation 4

$v_{12} = v_F (P_{FM})$ = 300 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 8410 | 9200 | No |
| $v_3$ or $v_{av34}$ | 3355 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? Yes

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 Yes

If yes, $v_{12A}$ = 2804 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 4204 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 33.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.529 | |
| Space mean speed in ramp influence area, | $S_R$ = 50.5 | mph |
| Space mean speed in outer lanes, | $S_0$ = 54.2 | mph |
| Space mean speed for all vehicles, | $S$ = 52.3 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Between Paul Cantrell & Leeds |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: 171001609 | |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 7670 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 2040 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2111 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.50 | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 4.5 | mi/h |
| Free-flow speed, FFS | 70.9 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2111 | pc/h/ln |
| Free-flow speed, FFS | 70.9 | mi/h |
| Average passenger-car speed, S | 60.4 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 35.0- | pc/mi/ln |
| Level of service, LOS | D | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #4 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | I-526 Off-Ramp to Paul Cantrel |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 7670 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 50.0 | mph |
| Volume on ramp | 2883 | vph |
| Length of first accel/decel lane | 570 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 887 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1800 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 7670 | 2883 | 887 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 2040 | 767 | 236 | v |
| Trucks and buses | 7 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 8445 | 3098 | 953 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.436 Using Equation 8

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 5429 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 8445 | 9200 | No |
| $v_{FO} = v_F - v_R$ | 5347 | 9200 | No |
| $v_R$ | 3098 | 2100 | Yes |
| $v_3$ or $v_{av34}$ | 1508 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 5429 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 5429 | 4400 | Yes |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 45.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.512

Space mean speed in ramp influence area, $S_R$ = 50.8 mph

Space mean speed in outer lanes, $S_0$ = 63.8 mph

Space mean speed for all vehicles, $S$ = 54.8 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | Btwn I-526 Off-Ramps to P.Cant |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: 171001609 | |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4787 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1273 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2635 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.17 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 3.7 | mi/h |
| Free-flow speed, FFS | 71.7 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2635 | pc/h/ln |
| Free-flow speed, FFS | 71.7 | mi/h |
| Average passenger-car speed, S | 46.1 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 57.1 | pc/mi/ln |
| Level of service, LOS | F | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #5 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Off-Ramp Loop to P Cantrell |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4787 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 887 | vph |
| Length of first accel/decel lane | 400 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 314 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1230 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4787 | 887 | 314 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1273 | 236 | 84 | v |
| Trucks and buses | 7 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5271 | 953 | 337 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 5271 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5271 | 4600 | Yes |
| $v_{FO} = v_F - v_R$ | 4318 | 4600 | No |
| $v_R$ | 953 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 5271 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 5271 | 4400 | Yes |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 46.0 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.644

Space mean speed in ramp influence area, $S_R$ = 48.4 mph

Space mean speed in outer lanes, $S_0$ = N/A mph

Space mean speed for all vehicles, $S$ = 48.4 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #5 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Off-Ramp Loop to P Cantrell |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 2 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 4787 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 887 | vph |
| Length of first accel/decel lane | 400 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 2883 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1800 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4787 | 887 | 2883 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1273 | 236 | 767 | v |
| Trucks and buses | 7 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5271 | 953 | 3098 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 5271 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5271 | 4600 | Yes |
| $v_{FO} = v_F - v_R$ | 4318 | 4600 | No |
| $v_R$ | 953 | 1900 | No |
| $v_3$ or $v_{av34}$ | 0 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 5271 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 5271 | 4400 | Yes |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\ v_R - 0.009\ L_D$ = 46.0 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $D_S$ = 0.644 | |
| Space mean speed in ramp influence area, | $S_R$ = 48.4 | mph |
| Space mean speed in outer lanes, | $S_0$ = N/A | mph |
| Space mean speed for all vehicles, | $S$ = 48.4 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | PM Peak Hour |
| Freeway/Direction: | I-526 Westbound |
| From/To: | South of Paul Cantrell |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3900 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1037 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2147 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.00 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 3.2 | mi/h |
| Free-flow speed, FFS | 72.2 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2147 | pc/h/ln |
| Free-flow speed, FFS | 72.2 | mi/h |
| Average passenger-car speed, S | 59.6 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 36.0 | pc/mi/ln |
| Level of service, LOS | E | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #6 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Paul Cantrell On-Ramp to I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 3900 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 40.0 | mph |
| Volume on ramp | 314 | vph |
| Length of first accel/decel lane | 650 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 887 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 1230 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 3900 | 314 | 887 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1037 | 84 | 236 | v |
| Trucks and buses | 7 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4294 | 337 | 953 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = 969.43 (Equation 13-6 or 13-7)

$P_{FM}$ = 0.596 Using Equation 1

$v_{12} = v_F (P_{FM})$ = 2558 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 4631 | 6900 | No |
| $v_3$ or $v_{av34}$ | 1736 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 Yes

If yes, $v_{12A}$ = 2558 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 2895 | 4600 | No |

## Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 23.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.340 | |
| Space mean speed in ramp influence area, | $S_R$ = 53.9 | mph |
| Space mean speed in outer lanes, | $S_0$ = 55.6 | mph |
| Space mean speed for all vehicles, | $S$ = 54.5 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/19/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound |
| From/To: | South of Savage Road |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4214 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1121 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1547 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.67 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.3 | mi/h |
| Free-flow speed, FFS | 73.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1547 | pc/h/ln |
| Free-flow speed, FFS | 73.1 | mi/h |
| Average passenger-car speed, S | 71.7 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 21.6 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/6/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound |
| From/To: | North of US 17 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 1786 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 475 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 655 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.67 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.3 | mi/h |
| Free-flow speed, FFS | 73.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 655 | pc/h/ln |
| Free-flow speed, FFS | 73.1 | mi/h |
| Average passenger-car speed, S | 75.0 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 8.7 | pc/mi/ln |
| Level of service, LOS | A | |

Overall results are not computed when free-flow speed is less than 55 mph.

### 4.1.4 Design Year Build Alternatives

#### 4.1.4.1 CD Road – I-26

##### 4.1.4.1.1 I-26 EB

###### 4.1.4.1.1.1 AM Peak Hour

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/24/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-26 Eastbound |
| From/To: | North of Aviation |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 12050 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 3205 | v |
| Trucks and buses | 9 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.957 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 3349 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.50 | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 4.5 | mi/h |
| Free-flow speed, FFS | 70.9 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 3349 | pc/h/ln |
| Free-flow speed, FFS | 70.9 | mi/h |
| Average passenger-car speed, S | 16.4 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 203.8 | pc/mi/ln |
| Level of service, LOS | F | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Diverge Analysis

Analyst:
Agency/Co.: Stantec
Date performed: 11/30/2015
Analysis time period: AM Peak Period
Freeway/Dir of Travel: I-26 Eastbound
Junction: I-26 EB to CD On-Ramp
Jurisdiction: SCDOT
Analysis Year: 2043 Future Year Conditions
Description: 171001609

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 12050 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 2 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 4688 | vph |
| Length of first accel/decel lane | 1000 | ft |
| Length of second accel/decel lane | 1000 | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 401 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 800 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 12050 | 4688 | 401 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 3205 | 1247 | 107 | v |
| Trucks and buses | 9 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.957 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 13396 | 5037 | 431 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.260 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 7210 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 13396 | 9200 | Yes |
| $v_{FO} = v_F - v_R$ | 8359 | 9200 | No |
| $v_R$ | 5037 | 3800 | Yes |
| $v_3$ or $v_{av34}$ | 3093 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | Yes | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 7996 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 7996 | 4400 | Yes |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 46.0 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $D_S$ = 1.011 | |
| Space mean speed in ramp influence area, | $S_R$ = 41.8 | mph |
| Space mean speed in outer lanes, | $S_0$ = 59.2 | mph |
| Space mean speed for all vehicles, | S = 47.4 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/24/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-26 Eastbound CD |
| From/To: | North of Aviation |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4688 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1247 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1704 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | - | ft |
| Right-side lateral clearance | - | ft |
| Total ramp density, TRD | - | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Measured | |
| FFS or BFFS | 55.0 | mi/h |
| Lane width adjustment, fLW | - | mi/h |
| Lateral clearance adjustment, fLC | - | mi/h |
| TRD adjustment | - | mi/h |
| Free-flow speed, FFS | 55.0 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1704 | pc/h/ln |
| Free-flow speed, FFS | 55.0 | mi/h |
| Average passenger-car speed, S | 55.0 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 31.0 | pc/mi/ln |
| Level of service, LOS | D | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date performed: | 11/30/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-26 Eastbound |
| Junction: | I-26 EB to CD On-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 55.0 | mph |
| Volume on freeway | 4688 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 767 | vph |
| Length of first accel/decel lane | 1000 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 401 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 740 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4688 | 767 | 401 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1247 | 204 | 107 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5112 | 824 | 431 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.594 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3372 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5112 | 6750 | No |
| $v_{FO} = v_F - v_R$ | 4288 | 6750 | No |
| $v_R$ | 824 | 1900 | No |
| $v_3$ or $v_{av34}$ | 1740 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 3372 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3372 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 24.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.632

Space mean speed in ramp influence area, $S_R$ = 46.8 mph

Space mean speed in outer lanes, $S_0$ = 57.4 mph

Space mean speed for all vehicles, $S$ = 49.9 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/24/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-26 Eastbound CD |
| From/To: | North of Aviation |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3921 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1043 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1425 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | - | ft |
| Right-side lateral clearance | - | ft |
| Total ramp density, TRD | - | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Measured | |
| FFS or BFFS | 55.0 | mi/h |
| Lane width adjustment, fLW | - | mi/h |
| Lateral clearance adjustment, fLC | - | mi/h |
| TRD adjustment | - | mi/h |
| Free-flow speed, FFS | 55.0 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1425 | pc/h/ln |
| Free-flow speed, FFS | 55.0 | mi/h |
| Average passenger-car speed, S | 55.0 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 25.9 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/7/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Dir of Travel: | I-26 Eastbound CD |
| Weaving Location: | Ramps #73, 74, 75 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | C-D Roadway/ Multilane Highways | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 4 | ln |
| Weaving segment length, LS | 1200 | ft |
| Freeway free-flow speed, FFS | 55 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2250 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 3131 | 714 | 790 | 0 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 833 | 190 | 210 | 0 | |
| Trucks and buses | 5 | 2 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | 0.990 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 3414 | 767 | 849 | 0 | pc/h |

| | | |
|---|---|---|
| Volume ratio, VR | 0.321 | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 1.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 1616 | lc/h |
| Weaving lane changes, LCW | 1942 | lc/h |
| Non-weaving vehicle index, INW | 410 | |
| Non-weaving lane change, LCNW | 583 | lc/h |
| Total lane changes, LCALL | 2525 | lc/h |

## Weaving and Non-Weaving Speeds

| | |
|---|---|
| Weaving intensity factor, W | 0.406 |

| | | |
|---|---|---|
| Average weaving speed, SW | 43.4 | mi/h |
| Average non-weaving speed, SNW | 37.3 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 39.1 | mi/h |
| Weaving segment density, D | 32.2 | pc/mi/ln |
| Level of service, LOS | D | |
| Weaving segment v/c ratio | 0.673 | |
| Weaving segment flow rate, v | 4908 | veh/h |
| Weaving segment capacity, cW | 7288 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 5813 | 1200 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2250 | 1897 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.673 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/24/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-26 Eastbound CD |
| From/To: | Btw Remount on and off-ramps |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3845 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1023 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1398 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | - | ft |
| Right-side lateral clearance | - | ft |
| Total ramp density, TRD | - | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Measured | |
| FFS or BFFS | 55.0 | mi/h |
| Lane width adjustment, fLW | - | mi/h |
| Lateral clearance adjustment, fLC | - | mi/h |
| TRD adjustment | - | mi/h |
| Free-flow speed, FFS | 55.0 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1398 | pc/h/ln |
| Free-flow speed, FFS | 55.0 | mi/h |
| Average passenger-car speed, S | 55.0 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 25.4 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #76 |
| Agency/Co.: | Stantec |
| Date performed: | 11/24/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-26 Eastbound CD |
| Junction: | CD merge from Remount |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 55.0 | mph |
| Volume on freeway | 3845 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 25.0 | mph |
| Volume on ramp | 465 | vph |
| Length of first accel/decel lane | 850 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 790 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 695 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 3845 | 465 | 790 | vph |
| Peak-hour factor, PHF | 0.94 | 0.78 | 0.98 | |
| Peak 15-min volume, v15 | 1023 | 149 | 202 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4193 | 602 | 814 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = 308.53 (Equation 13-6 or 13-7)

$P_{FM}$ = 0.601 Using Equation 1

$v_{12} = v_F (P_{FM})$ = 2521 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 4795 | 6750 | No |
| $v_3$ or $v_{av34}$ | 1672 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 Yes

If yes, $v_{12A}$ = 2521 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 3123 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 24.2 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.367 | |
| Space mean speed in ramp influence area, | $S_R$ = 50.2 | mph |
| Space mean speed in outer lanes, | $S_0$ = 50.8 | mph |
| Space mean speed for all vehicles, | $S$ = 50.4 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/24/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-26 Eastbound CD |
| From/To: | CD South of Remount Road |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4310 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1146 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1567 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | - | ft |
| Right-side lateral clearance | - | ft |
| Total ramp density, TRD | - | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Measured | |
| FFS or BFFS | 55.0 | mi/h |
| Lane width adjustment, fLW | - | mi/h |
| Lateral clearance adjustment, fLC | - | mi/h |
| TRD adjustment | - | mi/h |
| Free-flow speed, FFS | 55.0 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1567 | pc/h/ln |
| Free-flow speed, FFS | 55.0 | mi/h |
| Average passenger-car speed, S | 55.0 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 28.5 | pc/mi/ln |
| Level of service, LOS | D | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/24/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-26 Eastbound |
| From/To: | South of Remount on Mainline |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 7362 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1958 | v |
| Trucks and buses | 9 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.957 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2046 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 11.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.50 | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 1.9 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 1.8 | mi/h |
| Free-flow speed, FFS | 71.7 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2046 | pc/h/ln |
| Free-flow speed, FFS | 71.7 | mi/h |
| Average passenger-car speed, S | 61.7 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 33.2 | pc/mi/ln |
| Level of service, LOS | D | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Diverge Analysis

Analyst:
Agency/Co.: Stantec
Date performed: 11/30/2015
Analysis time period: AM Peak Period
Freeway/Dir of Travel: I-26 Eastbound CD
Junction: I-26 EB CD to I-26 EB
Jurisdiction: SCDOT
Analysis Year: 2043 Future Year Conditions
Description: 171001609

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 55.0 | mph |
| Volume on freeway | 4310 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 1082 | vph |
| Length of first accel/decel lane | 1000 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 465 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 4555 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4310 | 1082 | 465 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1146 | 288 | 124 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 4700 | 1163 | 500 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = 5511.95 (Equation 13-12 or 13-13)

$P_{FD}$ = 0.600 Using Equation 6

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3285 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 4700 | 6750 | No |
| $v_{FO} = v_F - v_R$ | 3537 | 6750 | No |
| $v_R$ | 1163 | 1900 | No |
| $v_3$ or $v_{av34}$ | 1415 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 No

If yes, $v_{12A}$ = 3285 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3285 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 23.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.663

Space mean speed in ramp influence area, $S_R$ = 46.4 mph

Space mean speed in outer lanes, $S_0$ = 58.7 mph

Space mean speed for all vehicles, $S$ = 49.5 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/24/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-26 Eastbound CD |
| From/To: | CD off-ramp to I-526 EB & WB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3228 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 859 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1173 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | - | ft |
| Right-side lateral clearance | - | ft |
| Total ramp density, TRD | - | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Measured | |
| FFS or BFFS | 55.0 | mi/h |
| Lane width adjustment, fLW | - | mi/h |
| Lateral clearance adjustment, fLC | - | mi/h |
| TRD adjustment | - | mi/h |
| Free-flow speed, FFS | 55.0 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1173 | pc/h/ln |
| Free-flow speed, FFS | 55.0 | mi/h |
| Average passenger-car speed, S | 55.0 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 21.3 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date performed: | 11/30/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-26 Eastbound CD |
| Junction: | I-26 EB CD to I-526 EB & WB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 55.0 | mph |
| Volume on freeway | 3228 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 1567 | vph |
| Length of first accel/decel lane | 1000 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 1175 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 450 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 3228 | 1567 | 1175 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 859 | 417 | 313 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3520 | 1684 | 1262 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.595 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 2776 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3520 | 6750 | No |
| $v_{FO} = v_F - v_R$ | 1836 | 6750 | No |
| $v_R$ | 1684 | 1900 | No |
| $v_3$ or $v_{av34}$ | 744 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 2776 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 2776 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_R - 0.009 L_D$ = 19.1 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.710

Space mean speed in ramp influence area, $S_R$ = 45.8 mph

Space mean speed in outer lanes, $S_0$ = 60.3 mph

Space mean speed for all vehicles, $S$ = 48.2 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date performed: | 11/30/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-26 Eastbound |
| Junction: | I-26 EB to I-526 EB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 65.0 | mph |
| Volume on freeway | 7362 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 1459 | vph |
| Length of first accel/decel lane | 1000 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 1082 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 800 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 7362 | 1459 | 1082 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1958 | 388 | 288 | v |
| Trucks and buses | 9 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.957 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 8184 | 1568 | 1163 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.436 Using Equation 8

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 4453 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 8184 | 9400 | No |
| $v_{FO} = v_F - v_R$ | 6616 | 9400 | No |
| $v_R$ | 1568 | 1900 | No |
| $v_3$ or $v_{av34}$ | 1865 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 4453 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 4453 | 4400 | Yes |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_{12}$ = 33.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.699

Space mean speed in ramp influence area, $S_R$ = 48.9 mph

Space mean speed in outer lanes, $S_0$ = 67.9 mph

Space mean speed for all vehicles, $S$ = 56.1 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/24/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-26 Eastbound |
| From/To: | North of Aviation |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 5903 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1570 | v |
| Trucks and buses | 9 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.957 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1641 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | - | ft |
| Right-side lateral clearance | - | ft |
| Total ramp density, TRD | - | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Measured | |
| FFS or BFFS | 65.0 | mi/h |
| Lane width adjustment, fLW | - | mi/h |
| Lateral clearance adjustment, fLC | - | mi/h |
| TRD adjustment | - | mi/h |
| Free-flow speed, FFS | 65.0 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1641 | pc/h/ln |
| Free-flow speed, FFS | 65.0 | mi/h |
| Average passenger-car speed, S | 64.2 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 25.6 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #72 |
| Agency/Co.: | Stantec |
| Date performed: | 11/24/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-26 Eastbound |
| Junction: | Aviation + Remount to I-26 EB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 65.0 | mph |
| Volume on freeway | 5903 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 25.0 | mph |
| Volume on ramp | 1082 | vph |
| Length of first accel/decel lane | 470 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 1459 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 800 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 5903 | 1082 | 1459 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1570 | 288 | 388 | v |
| Trucks and buses | 9 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.957 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 6562 | 1163 | 1568 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 0.072 Using Equation 4

$v_{12} = v_F (P_{FM})$ = 475 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 7725 | 9400 | No |
| $v_3$ or $v_{av34}$ | 3043 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? Yes

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 Yes

If yes, $v_{12A}$ = 2624 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 3787 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 31.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.470 | |
| Space mean speed in ramp influence area, | $S_R$ = 54.2 | mph |
| Space mean speed in outer lanes, | $S_0$ = 59.7 | mph |
| Space mean speed for all vehicles, | $S$ = 56.9 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/24/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-26 Eastbound |
| From/To: | North of Aviation |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 6985 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1858 | v |
| Trucks and buses | 9 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.957 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1941 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | - | ft |
| Right-side lateral clearance | - | ft |
| Total ramp density, TRD | - | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Measured | |
| FFS or BFFS | 65.0 | mi/h |
| Lane width adjustment, fLW | - | mi/h |
| Lateral clearance adjustment, fLC | - | mi/h |
| TRD adjustment | - | mi/h |
| Free-flow speed, FFS | 65.0 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1941 | pc/h/ln |
| Free-flow speed, FFS | 65.0 | mi/h |
| Average passenger-car speed, S | 60.8 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 31.9 | pc/mi/ln |
| Level of service, LOS | D | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/30/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-26 Eastbound CD |
| From/To: | South of Ramp #25 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 1372 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 365 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 748 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.67 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.3 | mi/h |
| Free-flow speed, FFS | 73.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 748 | pc/h/ln |
| Free-flow speed, FFS | 73.1 | mi/h |
| Average passenger-car speed, S | 75.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 10.0 | pc/mi/ln |
| Level of service, LOS | A | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 04/13/2017 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Dir of Travel: | I-26 Eastbound |
| Weaving Location: | Between Ramps #25&58 |
| Analysis Year: | 2043 Future Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 5 | ln |
| Weaving segment length, LS | 1000 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 5954 | 1372 | 1031 | 0 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1584 | 365 | 274 | 0 | |
| Trucks and buses | 5 | 2 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | 0.990 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 6492 | 1474 | 1108 | 0 | pc/h |
| Volume ratio, VR | | 0.285 | | | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 1.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | | lc/h |
| Weaving lane changes, LCW | | lc/h |
| Non-weaving vehicle index, INW | | |
| Non-weaving lane change, LCNW | | lc/h |
| Total lane changes, LCALL | | lc/h |

## Weaving and Non-Weaving Speeds

Weaving intensity factor, W

| | | |
|---|---|---|
| Average weaving speed, SW | | mi/h |
| Average non-weaving speed, SNW | | mi/h |

## Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | | mi/h |
| Weaving segment density, D | | pc/mi/ln |
| Level of service, LOS | F | |
| Weaving segment v/c ratio | 1.076 | |
| Weaving segment flow rate, v | 8853 | veh/h |
| Weaving segment capacity, cW | 8229 | veh/h |

## Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 5419 | 1000 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 1962 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 1.076 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/24/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-26 Eastbound |
| From/To: | South of Montague |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 7420 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1973 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2023 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | - | ft |
| Right-side lateral clearance | - | ft |
| Total ramp density, TRD | - | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Measured | |
| FFS or BFFS | 65.0 | mi/h |
| Lane width adjustment, fLW | - | mi/h |
| Lateral clearance adjustment, fLC | - | mi/h |
| TRD adjustment | - | mi/h |
| Free-flow speed, FFS | 65.0 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2023 | pc/h/ln |
| Free-flow speed, FFS | 65.0 | mi/h |
| Average passenger-car speed, S | 59.5 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 34.0 | pc/mi/ln |
| Level of service, LOS | D | |

Overall results are not computed when free-flow speed is less than 55 mph.

#### 4.1.4.1.1.2 PM Peak Hour

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/24/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-26 Eastbound |
| From/To: | North of Aviation |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 7178 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1909 | v |
| Trucks and buses | 9 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.957 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1995 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.50 | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 4.5 | mi/h |
| Free-flow speed, FFS | 70.9 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1995 | pc/h/ln |
| Free-flow speed, FFS | 70.9 | mi/h |
| Average passenger-car speed, S | 62.7 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 31.8 | pc/mi/ln |
| Level of service, LOS | D | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date performed: | 11/30/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-26 Eastbound |
| Junction: | I-26 EB to CD On-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 7178 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 2 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 2447 | vph |
| Length of first accel/decel lane | 1000 | ft |
| Length of second accel/decel lane | 1000 | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 401 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 800 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 7178 | 2447 | 401 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1909 | 651 | 107 | v |
| Trucks and buses | 9 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.957 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 7980 | 2629 | 431 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.260 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 4020 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 7980 | 9200 | No |
| $v_{FO} = v_F - v_R$ | 5351 | 9200 | No |
| $v_R$ | 2629 | 3800 | No |
| $v_3$ or $v_{av34}$ | 1980 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 4020 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 4020 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_R - 0.009 L_{12}$ = 11.8 pc/mi/ln $D$

Level of service for ramp-freeway junction areas of influence B

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.795

Space mean speed in ramp influence area, $S_R$ = 45.7 mph

Space mean speed in outer lanes, $S_0$ = 62.0 mph

Space mean speed for all vehicles, $S$ = 52.6 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/24/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-26 Eastbound CD |
| From/To: | North of Aviation |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2447 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 651 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 889 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | - | ft |
| Right-side lateral clearance | - | ft |
| Total ramp density, TRD | - | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Measured | |
| FFS or BFFS | 55.0 | mi/h |
| Lane width adjustment, fLW | - | mi/h |
| Lateral clearance adjustment, fLC | - | mi/h |
| TRD adjustment | - | mi/h |
| Free-flow speed, FFS | 55.0 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 889 | pc/h/ln |
| Free-flow speed, FFS | 55.0 | mi/h |
| Average passenger-car speed, S | 55.0 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 16.2 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Diverge Analysis

Analyst:
Agency/Co.: Stantec
Date performed: 11/30/2015
Analysis time period: PM Peak Period
Freeway/Dir of Travel: I-26 Eastbound
Junction: I-26 EB to CD On-Ramp
Jurisdiction: SCDOT
Analysis Year: 2043 Future Year Conditions
Description: 171001609

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 55.0 | mph |
| Volume on freeway | 2447 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 241 | vph |
| Length of first accel/decel lane | 1000 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 577 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 740 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2447 | 241 | 577 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 651 | 64 | 153 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 2668 | 259 | 620 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.681 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 1900 pc/h

## Capacity Checks

| | | Actual | Maximum | LOS F? |
|---|---|---|---|---|
| $v_{Fi} = v_F$ | | 2668 | 6750 | No |
| $v_{FO} = v_F - v_R$ | | 2409 | 6750 | No |
| $v_R$ | | 259 | 1900 | No |
| $v_3$ or $v_{av34}$ | | 768 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | | No | |

If yes, $v_{12A}$ = 1900 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 1900 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 11.6 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $D_S$ = 0.581 | |
| Space mean speed in ramp influence area, | $S_R$ = 47.4 | mph |
| Space mean speed in outer lanes, | $S_0$ = 60.3 | mph |
| Space mean speed for all vehicles, | $S$ = 50.6 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/24/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-26 Eastbound CD |
| From/To: | North of Aviation |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2206 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 587 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 802 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | - | ft |
| Right-side lateral clearance | - | ft |
| Total ramp density, TRD | - | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Measured | |
| FFS or BFFS | 55.0 | mi/h |
| Lane width adjustment, fLW | - | mi/h |
| Lateral clearance adjustment, fLC | - | mi/h |
| TRD adjustment | - | mi/h |
| Free-flow speed, FFS | 55.0 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 802 | pc/h/ln |
| Free-flow speed, FFS | 55.0 | mi/h |
| Average passenger-car speed, S | 55.0 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 14.6 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/7/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Dir of Travel: | I-26 Eastbound CD |
| Weaving Location: | Ramps #73, 74, 75 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | C-D Roadway/ Multilane Highways | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 4 | ln |
| Weaving segment length, LS | 530 | ft |
| Freeway free-flow speed, FFS | 55 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2250 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 1800 | 994 | 406 | 0 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 479 | 264 | 108 | 0 | |
| Trucks and buses | 5 | 2 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | 0.990 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 1963 | 1068 | 436 | 0 | pc/h |

Volume ratio, VR 0.434

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 1.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 1504 | lc/h |
| Weaving lane changes, LCW | 1669 | lc/h |
| Non-weaving vehicle index, INW | 104 | |
| Non-weaving lane change, LCNW | 0 | lc/h |
| Total lane changes, LCALL | 1669 | lc/h |

## Weaving and Non-Weaving Speeds

Weaving intensity factor, W 0.559

| | | |
|---|---|---|
| Average weaving speed, SW | 40.7 | mi/h |
| Average non-weaving speed, SNW | 40.0 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 40.3 | mi/h |
| Weaving segment density, D | 21.5 | pc/mi/ln |
| Level of service, LOS | B | |
| Weaving segment v/c ratio | 0.627 | |
| Weaving segment flow rate, v | 3383 | veh/h |
| Weaving segment capacity, cW | 5398 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 7063 | 530 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2250 | 1750 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.627 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/24/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-26 Eastbound CD |
| From/To: | Btw Remount on and off-ramps |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2794 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 743 | v |
| Trucks and buses | 9 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.957 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1035 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | - | ft |
| Right-side lateral clearance | - | ft |
| Total ramp density, TRD | - | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Measured | |
| FFS or BFFS | 55.0 | mi/h |
| Lane width adjustment, fLW | - | mi/h |
| Lateral clearance adjustment, fLC | - | mi/h |
| TRD adjustment | - | mi/h |
| Free-flow speed, FFS | 55.0 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1035 | pc/h/ln |
| Free-flow speed, FFS | 55.0 | mi/h |
| Average passenger-car speed, S | 55.0 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 18.8 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #76 |
| Agency/Co.: | Stantec |
| Date performed: | 11/24/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-26 Eastbound CD |
| Junction: | CD merge from Remount |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 55.0 | mph |
| Volume on freeway | 2794 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 25.0 | mph |
| Volume on ramp | 566 | vph |
| Length of first accel/decel lane | 850 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 790 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 695 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2794 | 566 | 790 | vph |
| Peak-hour factor, PHF | 0.94 | 0.78 | 0.98 | |
| Peak 15-min volume, v15 | 743 | 181 | 202 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3047 | 733 | 814 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = 91.32 (Equation 13-6 or 13-7)

$P_{FM}$ = 0.601 Using Equation 1

$v_{12} = v_F (P_{FM})$ = 1832 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 3780 | 6750 | No |
| $v_3$ or $v_{av34}$ | 1215 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 Yes

If yes, $v_{12A}$ = 1832 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 2565 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 19.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.329 | |
| Space mean speed in ramp influence area, | $S_R$ = 50.7 | mph |
| Space mean speed in outer lanes, | $S_0$ = 52.4 | mph |
| Space mean speed for all vehicles, | $S$ = 51.3 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/24/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-26 Eastbound CD |
| From/To: | CD South of Remount Road |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3360 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 894 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1221 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | - | ft |
| Right-side lateral clearance | - | ft |
| Total ramp density, TRD | - | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Measured | |
| FFS or BFFS | 55.0 | mi/h |
| Lane width adjustment, fLW | - | mi/h |
| Lateral clearance adjustment, fLC | - | mi/h |
| TRD adjustment | - | mi/h |
| Free-flow speed, FFS | 55.0 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1221 | pc/h/ln |
| Free-flow speed, FFS | 55.0 | mi/h |
| Average passenger-car speed, S | 55.0 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 22.2 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/24/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-26 Eastbound |
| From/To: | South of Remount on Mainline |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4731 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1258 | v |
| Trucks and buses | 9 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.957 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1315 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 11.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.50 | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 1.9 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 1.8 | mi/h |
| Free-flow speed, FFS | 71.7 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1315 | pc/h/ln |
| Free-flow speed, FFS | 71.7 | mi/h |
| Average passenger-car speed, S | 69.8 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 18.8 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date performed: | 11/30/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-26 Eastbound CD |
| Junction: | I-26 EB CD to I-26 EB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 55.0 | mph |
| Volume on freeway | 3360 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 415 | vph |
| Length of first accel/decel lane | 1000 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 566 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 4555 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 3360 | 415 | 566 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 894 | 110 | 151 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3664 | 446 | 608 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = 5009.23 (Equation 13-12 or 13-13)

$P_{FD}$ = 0.655 Using Equation 6

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 2553 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3664 | 6750 | No |
| $v_{FO} = v_F - v_R$ | 3218 | 6750 | No |
| $v_R$ | 446 | 1900 | No |
| $v_3$ or $v_{av34}$ | 1111 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 2553 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 2553 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_R - 0.009 L_{12}$ = 17.2 pc/mi/ln $D$

Level of service for ramp-freeway junction areas of influence B

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.598

Space mean speed in ramp influence area, $S_R$ = 47.2 mph

Space mean speed in outer lanes, $S_0$ = 59.9 mph

Space mean speed for all vehicles, $S$ = 50.5 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/24/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-26 Eastbound CD |
| From/To: | CD off-ramp to I-526 EB & WB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2945 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 783 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1070 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 11.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.50 | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 1.9 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 1.8 | mi/h |
| Free-flow speed, FFS | 71.7 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1070 | pc/h/ln |
| Free-flow speed, FFS | 71.7 | mi/h |
| Average passenger-car speed, S | 70.0 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 15.3 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date performed: | 11/30/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-26 Eastbound CD |
| Junction: | I-26 EB CD to I-526 EB & WB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 55.0 | mph |
| Volume on freeway | 2945 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 1571 | vph |
| Length of first accel/decel lane | 1000 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 1143 | vph |
| Position of adjacent ramp | Upstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 450 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2945 | 1571 | 1143 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 783 | 418 | 304 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3211 | 1688 | 1228 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.602 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 2605 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3211 | 6750 | No |
| $v_{FO} = v_F - v_R$ | 1523 | 6750 | No |
| $v_R$ | 1688 | 1900 | No |
| $v_3$ or $v_{av34}$ | 606 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$/2 No

If yes, $v_{12A}$ = 2605 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 2605 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 17.7 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.710

Space mean speed in ramp influence area, $S_R$ = 45.8 mph

Space mean speed in outer lanes, $S_0$ = 60.3 mph

Space mean speed for all vehicles, $S$ = 48.0 mph

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date performed: | 11/30/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-26 Eastbound |
| Junction: | I-26 EB to I-526 EB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 65.0 | mph |
| Volume on freeway | 4731 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 1571 | vph |
| Length of first accel/decel lane | 1000 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 415 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 800 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 4731 | 1571 | 415 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 1258 | 418 | 110 | v |
| Trucks and buses | 9 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.957 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 5259 | 1688 | 446 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.436 Using Equation 8

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3245 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 5259 | 9400 | No |
| $v_{FO} = v_F - v_R$ | 3571 | 9400 | No |
| $v_R$ | 1688 | 1900 | No |
| $v_3$ or $v_{av34}$ | 1007 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$/2 No

If yes, $v_{12A}$ = 3245 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 3245 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 23.2 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.710

Space mean speed in ramp influence area, $S_R$ = 48.7 mph

Space mean speed in outer lanes, $S_0$ = 71.3 mph

Space mean speed for all vehicles, S = 55.4 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/24/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-26 Eastbound |
| From/To: | North of Aviation |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3160 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 840 | v |
| Trucks and buses | 9 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.957 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 878 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | - | ft |
| Right-side lateral clearance | - | ft |
| Total ramp density, TRD | - | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Measured | |
| FFS or BFFS | 65.0 | mi/h |
| Lane width adjustment, fLW | - | mi/h |
| Lateral clearance adjustment, fLC | - | mi/h |
| TRD adjustment | - | mi/h |
| Free-flow speed, FFS | 65.0 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 878 | pc/h/ln |
| Free-flow speed, FFS | 65.0 | mi/h |
| Average passenger-car speed, S | 65.0 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 13.5 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | Ramp #72 |
| Agency/Co.: | Stantec |
| Date performed: | 11/24/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-26 Eastbound |
| Junction: | Aviation + Remount to I-26 EB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 65.0 | mph |
| Volume on freeway | 3160 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 25.0 | mph |
| Volume on ramp | 415 | vph |
| Length of first accel/decel lane | 470 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 1571 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | Off | |
| Distance to adjacent Ramp | 800 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 3160 | 415 | 1571 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 840 | 110 | 418 | v |
| Trucks and buses | 9 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.957 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3513 | 446 | 1688 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 0.162 Using Equation 4

$v_{12} = v_F (P_{FM})$ = 569 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 3959 | 9400 | No |
| $v_3$ or $v_{av34}$ | 1472 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | Yes | |

If yes, $v_{12A}$ = 1405 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 1851 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 16.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.322 | |
| Space mean speed in ramp influence area, | $S_R$ = 57.6 | mph |
| Space mean speed in outer lanes, | $S_0$ = 63.0 | mph |
| Space mean speed for all vehicles, | $S$ = 60.4 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/24/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-26 Eastbound |
| From/To: | North of Aviation |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3575 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 951 | v |
| Trucks and buses | 9 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.957 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 994 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | - | ft |
| Right-side lateral clearance | - | ft |
| Total ramp density, TRD | - | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Measured | |
| FFS or BFFS | 65.0 | mi/h |
| Lane width adjustment, fLW | - | mi/h |
| Lateral clearance adjustment, fLC | - | mi/h |
| TRD adjustment | - | mi/h |
| Free-flow speed, FFS | 65.0 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 994 | pc/h/ln |
| Free-flow speed, FFS | 65.0 | mi/h |
| Average passenger-car speed, S | 65.0 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 15.3 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/30/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-26 Eastbound |
| From/To: | South of Ramp #25 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 1218 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 324 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 664 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 0.67 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 2.3 | mi/h |
| Free-flow speed, FFS | 73.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 664 | pc/h/ln |
| Free-flow speed, FFS | 73.1 | mi/h |
| Average passenger-car speed, S | 75.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 8.9 | pc/mi/ln |
| Level of service, LOS | A | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

Analyst:
Agency/Co.: Stantec
Date Performed: 04/13/2017
Analysis Time Period: PM Peak Period
Freeway/Dir of Travel: I-26 Eastbound
Weaving Location: Between Ramps #25&58
Analysis Year: 2043 Future Conditions
Description: 171001609

## Inputs

| | | |
|---|---|---|
| Segment Type | Freeway | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 5 | ln |
| Weaving segment length, LS | 1550 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 3134 | 615 | 1018 | 139 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 834 | 164 | 271 | 37 | |
| Trucks and buses | 7 | 2 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.990 | 0.990 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 3451 | 661 | 1094 | 149 | pc/h |

Volume ratio, VR 0.328

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 1.0 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 1755 | lc/h |
| Weaving lane changes, LCW | 2355 | lc/h |
| Non-weaving vehicle index, INW | 558 | |
| Non-weaving lane change, LCNW | 619 | lc/h |
| Total lane changes, LCALL | 2974 | lc/h |

## Weaving and Non-Weaving Speeds

Weaving intensity factor, W 0.378

| | | |
|---|---|---|
| Average weaving speed, SW | 47.7 | mi/h |
| Average non-weaving speed, SNW | 42.2 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 43.9 | mi/h |
| Weaving segment density, D | 24.4 | pc/mi/ln |
| Level of service, LOS | C | |
| Weaving segment v/c ratio | 0.731 | |
| Weaving segment flow rate, v | 5174 | veh/h |
| Weaving segment capacity, cW | 7075 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 5883 | 1550 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 1968 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.731 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/24/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-26 Eastbound |
| From/To: | South of Montague |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4301 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1144 | v |
| Trucks and buses | 7 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.966 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1184 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | - | ft |
| Right-side lateral clearance | - | ft |
| Total ramp density, TRD | - | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Measured | |
| FFS or BFFS | 65.0 | mi/h |
| Lane width adjustment, fLW | - | mi/h |
| Lateral clearance adjustment, fLC | - | mi/h |
| TRD adjustment | - | mi/h |
| Free-flow speed, FFS | 65.0 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1184 | pc/h/ln |
| Free-flow speed, FFS | 65.0 | mi/h |
| Average passenger-car speed, S | 65.0 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 18.2 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

#### 4.1.4.1.2 I-26 WB

##### 4.1.4.1.2.1 AM Peak Hour

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/30/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-26 Westbound |
| From/To: | North of I-526 (S of merge) |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2858 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 760 | v |
| Trucks and buses | 9 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.957 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1059 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | - | ft |
| Right-side lateral clearance | - | ft |
| Total ramp density, TRD | - | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Measured | |
| FFS or BFFS | 65.0 | mi/h |
| Lane width adjustment, fLW | - | mi/h |
| Lateral clearance adjustment, fLC | - | mi/h |
| TRD adjustment | - | mi/h |
| Free-flow speed, FFS | 65.0 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1059 | pc/h/ln |
| Free-flow speed, FFS | 65.0 | mi/h |
| Average passenger-car speed, S | 65.0 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 16.3 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

Analyst:
Agency/Co.: Stantec
Date performed: 11/30/2015
Analysis time period: AM Peak Period
Freeway/Dir of Travel: I-26 Westbound
Junction: I-526 EB on-ramp
Jurisdiction: SCDOT
Analysis Year: 2043 Future Year Conditions
Description: 171001609

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 65.0 | mph |
| Volume on freeway | 2858 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 2 | |
| Free-flow speed on ramp | 45.0 | mph |
| Volume on ramp | 702 | vph |
| Length of first accel/decel lane | 1000 | ft |
| Length of second accel/decel lane | 500 | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | No | |
| Volume on adjacent Ramp | | vph |
| Position of adjacent Ramp | | |
| Type of adjacent Ramp | | |
| Distance to adjacent Ramp | | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2858 | 702 | | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | | |
| Peak 15-min volume, v15 | 760 | 187 | | v |
| Trucks and buses | 9 | 2 | | % |
| Recreational vehicles | 0 | 0 | | % |
| Terrain type: | Level | Level | | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | | |

| | | | |
|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.957 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | |
| Flow rate, vp | 3177 | 754 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 0.555 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 1763 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 3931 | 7050 | No |
| $v_3$ or $v_{av34}$ | 1414 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 Yes

If yes, $v_{12A}$ = 1815 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 2569 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 9.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence A

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.147 | |
| Space mean speed in ramp influence area, | $S_R$ = 61.6 | mph |
| Space mean speed in outer lanes, | $S_0$ = 61.9 | mph |
| Space mean speed for all vehicles, | $S$ = 61.7 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/30/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-26 Westbound |
| From/To: | North of I-526 (N of merge) |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3560 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 947 | v |
| Trucks and buses | 9 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.957 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 792 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | - | ft |
| Right-side lateral clearance | - | ft |
| Total ramp density, TRD | - | ramps/mi |
| Number of lanes, N | 5 | |
| Free-flow speed: | Measured | |
| FFS or BFFS | 65.0 | mi/h |
| Lane width adjustment, fLW | - | mi/h |
| Lateral clearance adjustment, fLC | - | mi/h |
| TRD adjustment | - | mi/h |
| Free-flow speed, FFS | 65.0 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 792 | pc/h/ln |
| Free-flow speed, FFS | 65.0 | mi/h |
| Average passenger-car speed, S | 65.0 | mi/h |
| Number of lanes, N | 5 | |
| Density, D | 12.2 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/30/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-26 Westbound CD |
| From/To: | North of I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3513 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 934 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1277 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | - | ft |
| Right-side lateral clearance | - | ft |
| Total ramp density, TRD | - | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Measured | |
| FFS or BFFS | 55.0 | mi/h |
| Lane width adjustment, fLW | - | mi/h |
| Lateral clearance adjustment, fLC | - | mi/h |
| TRD adjustment | - | mi/h |
| Free-flow speed, FFS | 55.0 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1277 | pc/h/ln |
| Free-flow speed, FFS | 55.0 | mi/h |
| Average passenger-car speed, S | 55.0 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 23.2 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #51 |
| Agency/Co.: | Stantec |
| Date performed: | 11/30/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-26 Westbound CD |
| Junction: | Remount On-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 55.0 | mph |
| Volume on freeway | 3513 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 45.0 | mph |
| Volume on ramp | 702 | vph |
| Length of first accel/decel lane | 380 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 337 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1277 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 3513 | 702 | 337 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 934 | 187 | 90 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3831 | 754 | 362 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.630 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 2691 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3831 | 6750 | No |
| $v_{FO} = v_F - v_R$ | 3077 | 6750 | No |
| $v_R$ | 754 | 2100 | No |
| $v_3$ or $v_{av34}$ | 1140 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 2691 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 2691 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 24.0 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.366

Space mean speed in ramp influence area, $S_R$ = 50.2 mph

Space mean speed in outer lanes, $S_0$ = 59.8 mph

Space mean speed for all vehicles, $S$ = 52.7 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/30/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-26 Westbound CD |
| From/To: | Between Remount on & off ramps |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2811 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 748 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1533 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | - | ft |
| Right-side lateral clearance | - | ft |
| Total ramp density, TRD | - | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Measured | |
| FFS or BFFS | 55.0 | mi/h |
| Lane width adjustment, fLW | - | mi/h |
| Lateral clearance adjustment, fLC | - | mi/h |
| TRD adjustment | - | mi/h |
| Free-flow speed, FFS | 55.0 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1533 | pc/h/ln |
| Free-flow speed, FFS | 55.0 | mi/h |
| Average passenger-car speed, S | 55.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 27.9 | pc/mi/ln |
| Level of service, LOS | D | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Dir of Travel: | I-26 Westbound CD |
| Weaving Location: | Between Remount & Aviation |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | C-D Roadway/ Multilane Highways | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 3 | ln |
| Weaving segment length, LS | 915 | ft |
| Freeway free-flow speed, FFS | 55 | mi/h |
| Minimum segment speed, SMIN | 30 | mi/h |
| Freeway maximum capacity, cIFL | 2250 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 1959 | 337 | 852 | 0 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 521 | 90 | 227 | 0 | |
| Trucks and buses | 5 | 2 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | 0.990 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 2136 | 362 | 915 | 0 | pc/h |

| | | |
|---|---|---|
| Volume ratio, VR | 0.374 | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 1.5 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 1277 | lc/h |
| Weaving lane changes, LCW | 1458 | lc/h |
| Non-weaving vehicle index, INW | 293 | |
| Non-weaving lane change, LCNW | 358 | lc/h |
| Total lane changes, LCALL | 1816 | lc/h |

## Weaving and Non-Weaving Speeds

| | |
|---|---|
| Weaving intensity factor, W | 0.388 |

| | | |
|---|---|---|
| Average weaving speed, SW | 48.0 | mi/h |
| Average non-weaving speed, SNW | 40.3 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 42.9 | mi/h |
| Weaving segment density, D | 26.5 | pc/mi/ln |
| Level of service, LOS | C | |
| Weaving segment v/c ratio | 0.621 | |
| Weaving segment flow rate, v | 3330 | veh/h |
| Weaving segment capacity, cW | 5359 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 6393 | 915 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2250 | 1831 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.621 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/30/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-26 Westbound CD |
| From/To: | Between Aviation ramps |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2296 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 611 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1252 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | - | ft |
| Right-side lateral clearance | - | ft |
| Total ramp density, TRD | - | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Measured | |
| FFS or BFFS | 55.0 | mi/h |
| Lane width adjustment, fLW | - | mi/h |
| Lateral clearance adjustment, fLC | - | mi/h |
| TRD adjustment | - | mi/h |
| Free-flow speed, FFS | 55.0 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1252 | pc/h/ln |
| Free-flow speed, FFS | 55.0 | mi/h |
| Average passenger-car speed, S | 55.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 22.8 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date performed: | 11/30/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-26 Westbound CD |
| Junction: | Aviation on-ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 55.0 | mph |
| Volume on freeway | 2296 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 45.0 | mph |
| Volume on ramp | 230 | vph |
| Length of first accel/decel lane | 0 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 852 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | On | |
| Distance to adjacent Ramp | 1543 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2296 | 230 | 852 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 611 | 61 | 227 | v |
| Trucks and buses | 5 | 2 | 0 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 1.000 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 2504 | 247 | 906 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 0.577 Using Equation 1

$v_{12} = v_F (P_{FM})$ = 1446 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 2751 | 6750 | No |
| $v_3$ or $v_{av34}$ | 1058 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 Yes

If yes, $v_{12A}$ = 1446 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 1693 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 18.6 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.342 | |
| Space mean speed in ramp influence area, | $S_R$ = 50.6 | mph |
| Space mean speed in outer lanes, | $S_0$ = 53.0 | mph |
| Space mean speed for all vehicles, | $S$ = 51.5 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/30/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-26 Westbound CD |
| From/To: | Between Aviation ramps |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2526 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 672 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 918 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | - | ft |
| Right-side lateral clearance | - | ft |
| Total ramp density, TRD | - | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Measured | |
| FFS or BFFS | 55.0 | mi/h |
| Lane width adjustment, fLW | - | mi/h |
| Lateral clearance adjustment, fLC | - | mi/h |
| TRD adjustment | - | mi/h |
| Free-flow speed, FFS | 55.0 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 918 | pc/h/ln |
| Free-flow speed, FFS | 55.0 | mi/h |
| Average passenger-car speed, S | 55.0 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 16.7 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Merge Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date performed: | 11/30/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-26 Westbound |
| Junction: | CD on-ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 65.0 | mph |
| Volume on freeway | 3560 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 2 | |
| Free-flow speed on ramp | 45.0 | mph |
| Volume on ramp | 2526 | vph |
| Length of first accel/decel lane | 1000 | ft |
| Length of second accel/decel lane | 500 | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | No | |
| Volume on adjacent Ramp | | vph |
| Position of adjacent Ramp | | |
| Type of adjacent Ramp | | |
| Distance to adjacent Ramp | | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 3560 | 2526 | | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | | |
| Peak 15-min volume, v15 | 947 | 672 | | v |
| Trucks and buses | 9 | 2 | | % |
| Recreational vehicles | 0 | 0 | | % |
| Terrain type: | Level | Level | | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | | |

| | | | |
|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.957 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | |
| Flow rate, vp | 3958 | 2714 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 0.209 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 827 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 6672 | 9400 | No |
| $v_3$ or $v_{av34}$ | 1565 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | Yes | |

If yes, $v_{12A}$ = 1583 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 4297 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 22.1 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.383 | |
| Space mean speed in ramp influence area, | $S_R$ = 56.2 | mph |
| Space mean speed in outer lanes, | $S_0$ = 62.5 | mph |
| Space mean speed for all vehicles, | $S$ = 58.3 | mph |

#### 4.1.4.1.2.2 PM Peak Hour

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/30/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-26 Westbound |
| From/To: | North of I-526 (S of merge) |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 6723 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1788 | v |
| Trucks and buses | 8 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.962 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1860 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | - | ft |
| Right-side lateral clearance | - | ft |
| Total ramp density, TRD | - | ramps/mi |
| Number of lanes, N | 4 | |
| Free-flow speed: | Measured | |
| FFS or BFFS | 65.0 | mi/h |
| Lane width adjustment, fLW | - | mi/h |
| Lateral clearance adjustment, fLC | - | mi/h |
| TRD adjustment | - | mi/h |
| Free-flow speed, FFS | 65.0 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1860 | pc/h/ln |
| Free-flow speed, FFS | 65.0 | mi/h |
| Average passenger-car speed, S | 62.0 | mi/h |
| Number of lanes, N | 4 | |
| Density, D | 30.0 | pc/mi/ln |
| Level of service, LOS | D | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

Analyst:
Agency/Co.: Stantec
Date performed: 11/30/2015
Analysis time period: AM Peak Period
Freeway/Dir of Travel: I-26 Westbound
Junction: I-526 EB on-ramp
Jurisdiction: SCDOT
Analysis Year: 2043 Future Year Conditions
Description: 171001609

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 65.0 | mph |
| Volume on freeway | 6723 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 2 | |
| Free-flow speed on ramp | 45.0 | mph |
| Volume on ramp | 237 | vph |
| Length of first accel/decel lane | 1000 | ft |
| Length of second accel/decel lane | 500 | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | No | |
| Volume on adjacent Ramp | | vph |
| Position of adjacent Ramp | | |
| Type of adjacent Ramp | | |
| Distance to adjacent Ramp | | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 6723 | 237 | | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | | |
| Peak 15-min volume, v15 | 1788 | 63 | | v |
| Trucks and buses | 8 | 2 | | % |
| Recreational vehicles | 0 | 0 | | % |
| Terrain type: | Level | Level | | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | | |

| | | | |
|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.962 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | |
| Flow rate, vp | 7438 | 255 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 0.209 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 1555 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 7693 | 9400 | No |
| $v_3$ or $v_{av34}$ | 2941 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? Yes

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 Yes

If yes, $v_{12A}$ = 2975 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 3230 | 4600 | No |

## Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 14.9 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.195 | |
| Space mean speed in ramp influence area, | $S_R$ = 60.5 | mph |
| Space mean speed in outer lanes, | $S_0$ = 58.8 | mph |
| Space mean speed for all vehicles, | $S$ = 59.5 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/30/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-26 Westbound |
| From/To: | North of I-526 (N of merge) |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 6960 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1851 | v |
| Trucks and buses | 8 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.962 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1540 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | - | ft |
| Right-side lateral clearance | - | ft |
| Total ramp density, TRD | - | ramps/mi |
| Number of lanes, N | 5 | |
| Free-flow speed: | Measured | |
| FFS or BFFS | 65.0 | mi/h |
| Lane width adjustment, fLW | - | mi/h |
| Lateral clearance adjustment, fLC | - | mi/h |
| TRD adjustment | - | mi/h |
| Free-flow speed, FFS | 65.0 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1540 | pc/h/ln |
| Free-flow speed, FFS | 65.0 | mi/h |
| Average passenger-car speed, S | 64.7 | mi/h |
| Number of lanes, N | 5 | |
| Density, D | 23.8 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/30/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-26 Westbound CD |
| From/To: | North of I-526 |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3169 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 843 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1152 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | - | ft |
| Right-side lateral clearance | - | ft |
| Total ramp density, TRD | - | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Measured | |
| FFS or BFFS | 55.0 | mi/h |
| Lane width adjustment, fLW | - | mi/h |
| Lateral clearance adjustment, fLC | - | mi/h |
| TRD adjustment | - | mi/h |
| Free-flow speed, FFS | 55.0 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1152 | pc/h/ln |
| Free-flow speed, FFS | 55.0 | mi/h |
| Average passenger-car speed, S | 55.0 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 20.9 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #51 |
| Agency/Co.: | Stantec |
| Date performed: | 11/30/2015 |
| Analysis time period: | AM Peak Period |
| Freeway/Dir of Travel: | I-26 Westbound CD |
| Junction: | Remount On-Ramp |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 55.0 | mph |
| Volume on freeway | 3169 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 45.0 | mph |
| Volume on ramp | 463 | vph |
| Length of first accel/decel lane | 380 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 337 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | On | |
| Distance to adjacent ramp | 1277 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 3169 | 463 | 337 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 843 | 123 | 90 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3456 | 497 | 362 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.651 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 2423 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3456 | 6750 | No |
| $v_{FO} = v_F - v_R$ | 2959 | 6750 | No |
| $v_R$ | 497 | 2100 | No |
| $v_3$ or $v_{av34}$ | 1033 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 2423 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 2423 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 21.7 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.343

Space mean speed in ramp influence area, $S_R$ = 50.5 mph

Space mean speed in outer lanes, $S_0$ = 60.2 mph

Space mean speed for all vehicles, $S$ = 53.1 mph

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/30/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-26 Westbound CD |
| From/To: | Between Remount on & off ramps |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2706 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 720 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1475 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | - | ft |
| Right-side lateral clearance | - | ft |
| Total ramp density, TRD | - | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Measured | |
| FFS or BFFS | 55.0 | mi/h |
| Lane width adjustment, fLW | - | mi/h |
| Lateral clearance adjustment, fLC | - | mi/h |
| TRD adjustment | - | mi/h |
| Free-flow speed, FFS | 55.0 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1475 | pc/h/ln |
| Free-flow speed, FFS | 55.0 | mi/h |
| Average passenger-car speed, S | 55.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 26.8 | pc/mi/ln |
| Level of service, LOS | D | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Dir of Travel: | I-26 Westbound CD |
| Weaving Location: | Between Remount & Aviation |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | C-D Roadway/ Multilane Highways | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 3 | ln |
| Weaving segment length, LS | 915 | ft |
| Freeway free-flow speed, FFS | 55 | mi/h |
| Minimum segment speed, SMIN | 30 | mi/h |
| Freeway maximum capacity, cIFL | 2250 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 2232 | 1036 | 474 | 0 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 594 | 276 | 126 | 0 | |
| Trucks and buses | 5 | 2 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | 0.990 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 2434 | 1113 | 509 | 0 | pc/h |

| | | |
|---|---|---|
| Volume ratio, VR | 0.400 | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 2 | ln |
| Interchange density, ID | 1.5 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 1 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 1622 | lc/h |
| Weaving lane changes, LCW | 1803 | lc/h |
| Non-weaving vehicle index, INW | 334 | |
| Non-weaving lane change, LCNW | 420 | lc/h |
| Total lane changes, LCALL | 2223 | lc/h |

## Weaving and Non-Weaving Speeds

| | |
|---|---|
| Weaving intensity factor, W | 0.455 |

| | | |
|---|---|---|
| Average weaving speed, SW | 47.2 | mi/h |
| Average non-weaving speed, SNW | 36.8 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 40.4 | mi/h |
| Weaving segment density, D | 33.5 | pc/mi/ln |
| Level of service, LOS | D | |
| Weaving segment v/c ratio | 0.747 | |
| Weaving segment flow rate, v | 3958 | veh/h |
| Weaving segment capacity, cW | 5295 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 6680 | 915 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2250 | 1809 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.747 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/30/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-26 Westbound CD |
| From/To: | Between Aviation ramps |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3268 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 869 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1782 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | - | ft |
| Right-side lateral clearance | - | ft |
| Total ramp density, TRD | - | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Measured | |
| FFS or BFFS | 55.0 | mi/h |
| Lane width adjustment, fLW | - | mi/h |
| Lateral clearance adjustment, fLC | - | mi/h |
| TRD adjustment | - | mi/h |
| Free-flow speed, FFS | 55.0 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1782 | pc/h/ln |
| Free-flow speed, FFS | 55.0 | mi/h |
| Average passenger-car speed, S | 55.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 32.4 | pc/mi/ln |
| Level of service, LOS | D | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

Analyst:
Agency/Co.: Stantec
Date performed: 11/30/2015
Analysis time period: AM Peak Period
Freeway/Dir of Travel: I-26 Westbound CD
Junction: Aviation on-ramp
Jurisdiction: SCDOT
Analysis Year: 2043 Future Year Conditions
Description: 171001609

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 55.0 | mph |
| Volume on freeway | 3268 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 1 | |
| Free-flow speed on ramp | 45.0 | mph |
| Volume on ramp | 1055 | vph |
| Length of first accel/decel lane | 0 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent Ramp | 474 | vph |
| Position of adjacent Ramp | Upstream | |
| Type of adjacent Ramp | On | |
| Distance to adjacent Ramp | 1543 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 3268 | 1055 | 474 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 869 | 281 | 126 | v |
| Trucks and buses | 5 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.976 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 3564 | 1134 | 509 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 0.577 Using Equation 1

$v_{12} = v_F (P_{FM})$ = 2058 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 4698 | 6750 | No |
| $v_3$ or $v_{av34}$ | 1506 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? No

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 Yes

If yes, $v_{12A}$ = 2058 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 3192 | 4600 | No |

## Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 29.9 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 0.416 | |
| Space mean speed in ramp influence area, | $S_R$ = 49.6 | mph |
| Space mean speed in outer lanes, | $S_0$ = 51.4 | mph |
| Space mean speed for all vehicles, | $S$ = 50.2 | mph |

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/30/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-26 Westbound CD |
| From/To: | Between Aviation ramps |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 4323 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 1150 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1571 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | - | ft |
| Right-side lateral clearance | - | ft |
| Total ramp density, TRD | - | ramps/mi |
| Number of lanes, N | 3 | |
| Free-flow speed: | Measured | |
| FFS or BFFS | 55.0 | mi/h |
| Lane width adjustment, fLW | - | mi/h |
| Lateral clearance adjustment, fLC | - | mi/h |
| TRD adjustment | - | mi/h |
| Free-flow speed, FFS | 55.0 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1571 | pc/h/ln |
| Free-flow speed, FFS | 55.0 | mi/h |
| Average passenger-car speed, S | 55.0 | mi/h |
| Number of lanes, N | 3 | |
| Density, D | 28.6 | pc/mi/ln |
| Level of service, LOS | D | |

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Merge Analysis

Analyst:
Agency/Co.: Stantec
Date performed: 11/30/2015
Analysis time period: AM Peak Period
Freeway/Dir of Travel: I-26 Westbound
Junction: CD on-ramp
Jurisdiction: SCDOT
Analysis Year: 2043 Future Year Conditions
Description: 171001609

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Merge | |
| Number of lanes in freeway | 4 | |
| Free-flow speed on freeway | 65.0 | mph |
| Volume on freeway | 6960 | vph |

## On Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 2 | |
| Free-flow speed on ramp | 45.0 | mph |
| Volume on ramp | 4323 | vph |
| Length of first accel/decel lane | 1500 | ft |
| Length of second accel/decel lane | 1500 | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | No | |
| Volume on adjacent Ramp | | vph |
| Position of adjacent Ramp | | |
| Type of adjacent Ramp | | |
| Distance to adjacent Ramp | | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 6960 | 4323 | | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | | |
| Peak 15-min volume, v15 | 1851 | 1150 | | v |
| Trucks and buses | 8 | 2 | | % |
| Recreational vehicles | 0 | 0 | | % |
| Terrain type: | Level | Level | | |
| Grade | % | % | % | |
| Length | mi | mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | | |

| | | | |
|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.962 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | |
| Flow rate, vp | 7700 | 4645 | pcph |

## Estimation of V12 Merge Areas

$L_{EQ}$ = (Equation 13-6 or 13-7)

$P_{FM}$ = 0.209 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 1609 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{FO}$ | 12345 | 9400 | Yes |
| $v_3$ or $v_{av34}$ | 3045 pc/h | (Equation 13-14 or 13-17) | |

Is $v_3$ or $v_{av34}$ > 2700 pc/h? Yes

Is $v_3$ or $v_{av34}$ > 1.5 $v_{12}$ /2 Yes

If yes, $v_{12A}$ = 3080 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Merge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 7725 | 4600 | Yes |

## Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 35.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $M_S$ = 8.747 | |
| Space mean speed in ramp influence area, | $S_R$ = -136.2 | mph |
| Space mean speed in outer lanes, | $S_0$ = 58.4 | mph |
| Space mean speed for all vehicles, | $S$ = 552.0 | mph |

#### 4.1.4.2 CD Road – Rhett & Rivers

##### 4.1.4.2.1 I-526 EB

###### 4.1.4.2.1.1 AM Peak Hour

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/16/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound CD |
| From/To: | Between Rivers and N Rhett |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2047 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 544 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1116 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.83 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.3 | mi/h |
| Free-flow speed, FFS | 70.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1116 | pc/h/ln |
| Free-flow speed, FFS | 70.1 | mi/h |
| Average passenger-car speed, S | 70.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 15.9 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/16/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Eastbound Mainline |
| From/To: | Between Rivers and N Rhett |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3235 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 860 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1764 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.83 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.3 | mi/h |
| Free-flow speed, FFS | 70.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1764 | pc/h/ln |
| Free-flow speed, FFS | 70.1 | mi/h |
| Average passenger-car speed, S | 66.3 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 26.6 | pc/mi/ln |
| Level of service, LOS | D | |

Overall results are not computed when free-flow speed is less than 55 mph.

#### 4.1.4.2.1.2 PM Peak Hour

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/16/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound CD |
| From/To: | Between Rivers and N Rhett |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 1732 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 461 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 944 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.83 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.3 | mi/h |
| Free-flow speed, FFS | 70.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 944 | pc/h/ln |
| Free-flow speed, FFS | 70.1 | mi/h |
| Average passenger-car speed, S | 70.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 13.5 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/16/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Eastbound Mainline |
| From/To: | Between Rivers and N Rhett |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3132 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 833 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1708 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 1.83 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.3 | mi/h |
| Free-flow speed, FFS | 70.1 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1708 | pc/h/ln |
| Free-flow speed, FFS | 70.1 | mi/h |
| Average passenger-car speed, S | 67.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 25.5 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

#### 4.1.4.2.2 I-526 WB

##### 4.1.4.2.2.1 AM Peak Hour

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/17/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound CD |
| From/To: | West of N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2804 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 746 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1529 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.00 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.8 | mi/h |
| Free-flow speed, FFS | 69.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1529 | pc/h/ln |
| Free-flow speed, FFS | 69.6 | mi/h |
| Average passenger-car speed, S | 68.7 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 22.2 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/17/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Direction: | I-526 Westbound Mainline |
| From/To: | West of N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2000 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 532 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1090 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.00 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.8 | mi/h |
| Free-flow speed, FFS | 69.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1090 | pc/h/ln |
| Free-flow speed, FFS | 69.6 | mi/h |
| Average passenger-car speed, S | 70.0 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 15.6 | pc/mi/ln |
| Level of service, LOS | B | |

Overall results are not computed when free-flow speed is less than 55 mph.

#### 4.1.4.2.2.2 PM Peak Hour

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/17/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound CD |
| From/To: | West of N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 2835 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 754 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 1546 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.00 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.8 | mi/h |
| Free-flow speed, FFS | 69.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 1546 | pc/h/ln |
| Free-flow speed, FFS | 69.6 | mi/h |
| Average passenger-car speed, S | 68.6 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 22.5 | pc/mi/ln |
| Level of service, LOS | C | |

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency or Company: | Stantec |
| Date Performed: | 11/17/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Direction: | I-526 Westbound Mainline |
| From/To: | West of N Rhett Ave |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Flow Inputs and Adjustments

| | | |
|---|---|---|
| Volume, V | 3707 | veh/h |
| Peak-hour factor, PHF | 0.94 | |
| Peak 15-min volume, v15 | 986 | v |
| Trucks and buses | 5 | % |
| Recreational vehicles | 0 | % |
| Terrain type: | Level | |
| Grade | - | % |
| Segment length | - | mi |
| Trucks and buses PCE, ET | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.976 | |
| Driver population factor, fp | 1.00 | |
| Flow rate, vp | 2021 | pc/h/ln |

## Speed Inputs and Adjustments

| | | |
|---|---|---|
| Lane width | 12.0 | ft |
| Right-side lateral clearance | 6.0 | ft |
| Total ramp density, TRD | 2.00 | ramps/mi |
| Number of lanes, N | 2 | |
| Free-flow speed: | Base | |
| FFS or BFFS | 75.4 | mi/h |
| Lane width adjustment, fLW | 0.0 | mi/h |
| Lateral clearance adjustment, fLC | 0.0 | mi/h |
| TRD adjustment | 5.8 | mi/h |
| Free-flow speed, FFS | 69.6 | mi/h |

## LOS and Performance Measures

| | | |
|---|---|---|
| Flow rate, vp | 2021 | pc/h/ln |
| Free-flow speed, FFS | 69.6 | mi/h |
| Average passenger-car speed, S | 62.2 | mi/h |
| Number of lanes, N | 2 | |
| Density, D | 32.5 | pc/mi/ln |
| Level of service, LOS | D | |

Overall results are not computed when free-flow speed is less than 55 mph.

#### 4.1.4.3 Glenn McConnell

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | Ramp #4 |
| Agency/Co.: | Stantec |
| Date performed: | 11/19/2015 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | I-526 Off-Ramp to Paul Cantrel |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 7670 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Right | |
| Number of lanes in ramp | 2 | |
| Free-Flow speed on ramp | 50.0 | mph |
| Volume on ramp | 2883 | vph |
| Length of first accel/decel lane | 570 | ft |
| Length of second accel/decel lane | 500 | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | Yes | |
| Volume on adjacent ramp | 887 | vph |
| Position of adjacent ramp | Downstream | |
| Type of adjacent ramp | Off | |
| Distance to adjacent ramp | 1800 | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 7670 | 2883 | 887 | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 2040 | 767 | 236 | v |
| Trucks and buses | 7 | 2 | 2 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | Level | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | | |
|---|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.990 | 0.990 | |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 | |
| Flow rate, vp | 8445 | 3098 | 953 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.450 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 5504 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 8445 | 6900 | Yes |
| $v_{FO} = v_F - v_R$ | 5347 | 6900 | No |
| $v_R$ | 3098 | 4200 | No |
| $v_3$ or $v_{av34}$ | 2941 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | Yes | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 5745 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12A}$ | 5745 | 4400 | Yes |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 38.9 pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $D_S$ = 0.512 | |
| Space mean speed in ramp influence area, | $S_R$ = 50.8 | mph |
| Space mean speed in outer lanes, | $S_0$ = 59.2 | mph |
| Space mean speed for all vehicles, | $S$ = 53.2 | mph |

#### 4.1.4.4 Rivers Avenue Partial vs. Full Access

HCS 2010: Freeway Merge and Diverge Segments Release 6.50

Phone: Fax:
E-mail:

## Diverge Analysis

Analyst:
Agency/Co.: Stantec
Date performed: 03/20/2017
Analysis time period: AM Peak Period
Freeway/Dir of Travel: I-526 Westbound
Junction: Diverge from CD to I-26 EB/WB
Jurisdiction: SCDOT
Analysis Year: 2043 Future Year Conditions
Description: 171001609

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2804 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Left | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 845 | vph |
| Length of first accel/decel lane | 1500 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | No | |
| Volume on adjacent ramp | | vph |
| Position of adjacent ramp | | |
| Type of adjacent ramp | | |
| Distance to adjacent ramp | | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2804 | 845 | | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | | |
| Peak 15-min volume, v15 | 746 | 225 | | v |
| Trucks and buses | 7 | 3 | | % |
| Recreational vehicles | 0 | 0 | | % |
| Terrain type: | Level | Level | | |
| Grade | 0.00 % | 0.00 % | % | |
| Length | 0.00 mi | 0.00 mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | | |

| | | | |
|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.985 | |
| Driver population factor, fP | 1.00 | 1.00 | |
| Flow rate, vp | 3087 | 912 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.641 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 2306 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3087 | 6900 | No |
| $v_{FO} = v_F - v_R$ | 2175 | 6900 | No |
| $v_R$ | 912 | 1900 | No |
| $v_3$ or $v_{av34}$ | 781 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 2306 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 2306 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 11.6 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

## Speed Estimation

Intermediate speed variable, $D_S$ = 0.640

Space mean speed in ramp influence area, $S_R$ = 48.5 mph

Space mean speed in outer lanes, $S_0$ = 65.8 mph

Space mean speed for all vehicles, $S$ = 51.4 mph

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | AM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Weaving Location: | Ramps #35, 42, 43 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | C-D Roadway/ Multilane Highways | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 3 | ln |
| Weaving segment length, LS | 900 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 845 | 362 | 1959 | 0 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 225 | 96 | 521 | 0 | |
| Trucks and buses | 13 | 2 | 9 | 9 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.939 | 0.990 | 0.957 | 0.957 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 957 | 389 | 2178 | 0 | pc/h |

| | | |
|---|---|---|
| Volume ratio, VR | 0.728 | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 3 | ln |
| Interchange density, ID | 1.5 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 0 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 389 | lc/h |
| Weaving lane changes, LCW | 568 | lc/h |
| Non-weaving vehicle index, INW | 129 | |
| Non-weaving lane change, LCNW | 107 | lc/h |
| Total lane changes, LCALL | 675 | lc/h |

## Weaving and Non-Weaving Speeds

| | |
|---|---|
| Weaving intensity factor, W | 0.180 |

| | | |
|---|---|---|
| Average weaving speed, SW | 53.1 | mi/h |
| Average non-weaving speed, SNW | 51.6 | mi/h |

### Weaving Segment Speed, Density, Level of Service and Capacity

| | | |
|---|---|---|
| Weaving segment speed, S | 52.7 | mi/h |
| Weaving segment density, D | 22.3 | pc/mi/ln |
| Level of service, LOS | B | |
| Weaving segment v/c ratio | 0.733 | |
| Weaving segment flow rate, v | 3309 | veh/h |
| Weaving segment capacity, cW | 4512 | veh/h |

### Limitations on Weaving Segments

If limit reached, see note.

| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 9050 | 900 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 1676 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.733 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

## Diverge Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date performed: | 03/20/2017 |
| Analysis time period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Junction: | Diverge from CD to I-26 EB/WB |
| Jurisdiction: | SCDOT |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Freeway Data

| | | |
|---|---|---|
| Type of analysis | Diverge | |
| Number of lanes in freeway | 3 | |
| Free-flow speed on freeway | 60.0 | mph |
| Volume on freeway | 2835 | vph |

## Off Ramp Data

| | | |
|---|---|---|
| Side of freeway | Left | |
| Number of lanes in ramp | 1 | |
| Free-Flow speed on ramp | 25.0 | mph |
| Volume on ramp | 603 | vph |
| Length of first accel/decel lane | 1500 | ft |
| Length of second accel/decel lane | | ft |

## Adjacent Ramp Data (if one exists)

| | | |
|---|---|---|
| Does adjacent ramp exist? | No | |
| Volume on adjacent ramp | | vph |
| Position of adjacent ramp | | |
| Type of adjacent ramp | | |
| Distance to adjacent ramp | | ft |

## Conversion to pc/h Under Base Conditions

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|---|---|---|---|---|
| Volume, V (vph) | 2835 | 603 | | vph |
| Peak-hour factor, PHF | 0.94 | 0.94 | | |
| Peak 15-min volume, v15 | 754 | 160 | | v |
| Trucks and buses | 7 | 3 | | % |
| Recreational vehicles | 0 | 0 | | % |
| Terrain type: | Level | Level | | |
| Grade | 0.00 % | 0.00 % | % | |
| Length | 0.00 mi | 0.00 mi | mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | | |

| | | | |
|---|---|---|---|
| Heavy vehicle adjustment, fHV | 0.966 | 0.985 | |
| Driver population factor, fP | 1.00 | 1.00 | |
| Flow rate, vp | 3122 | 651 | pcph |

## Estimation of V12 Diverge Areas

$L_{EQ}$ = (Equation 13-12 or 13-13)

$P_{FD}$ = 0.652 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 2262 pc/h

## Capacity Checks

| | Actual | Maximum | LOS F? |
|---|---|---|---|
| $v_{Fi} = v_F$ | 3122 | 6900 | No |
| $v_{FO} = v_F - v_R$ | 2471 | 6900 | No |
| $v_R$ | 651 | 1900 | No |
| $v_3$ or $v_{av34}$ | 860 pc/h | (Equation 13-14 or 13-17) | |
| Is $v_3$ or $v_{av34}$ | > 2700 pc/h? | No | |
| Is $v_3$ or $v_{av34}$ | > 1.5 $v_{12}$ /2 | No | |

If yes, $v_{12A}$ = 2262 (Equation 13-15, 13-16, 13-18, or 13-19)

## Flow Entering Diverge Influence Area

| | Actual | Max Desirable | Violation? |
|---|---|---|---|
| $v_{12}$ | 2262 | 4400 | No |

## Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 11.2 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

## Speed Estimation

| | | |
|---|---|---|
| Intermediate speed variable, | $D_S$ = 0.617 | |
| Space mean speed in ramp influence area, | $S_R$ = 48.9 | mph |
| Space mean speed in outer lanes, | $S_0$ = 65.8 | mph |
| Space mean speed for all vehicles, | $S$ = 52.1 | mph |

HCS 2010: Freeway Weaving Release 6.50

Phone: Fax:
E-mail:

## Operational Analysis

| | |
|---|---|
| Analyst: | |
| Agency/Co.: | Stantec |
| Date Performed: | 12/8/2015 |
| Analysis Time Period: | PM Peak Period |
| Freeway/Dir of Travel: | I-526 Westbound |
| Weaving Location: | Ramps #29, 42, 43 |
| Analysis Year: | 2043 Future Year Conditions |
| Description: | 171001609 |

## Inputs

| | | |
|---|---|---|
| Segment Type | C-D Roadway/ Multilane Highways | |
| Weaving configuration | One-Sided | |
| Number of lanes, N | 3 | ln |
| Weaving segment length, LS | 900 | ft |
| Freeway free-flow speed, FFS | 60 | mi/h |
| Minimum segment speed, SMIN | 15 | mi/h |
| Freeway maximum capacity, cIFL | 2300 | pc/h/ln |
| Terrain type | Level | |
| Grade | 0.00 | % |
| Length | 0.00 | mi |

## Conversion to pc/h Under Base Conditions

| | Volume Components | | | | |
|---|---|---|---|---|---|
| | VFF | VRF | VFR | VRR | |
| Volume, V | 603 | 258 | 2232 | 0 | veh/h |
| Peak hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | |
| Peak 15-min volume, v15 | 160 | 69 | 594 | 0 | |
| Trucks and buses | 11 | 2 | 12 | 12 | % |
| Recreational vehicles | 0 | 0 | 0 | 0 | % |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | 1.2 | |
| Heavy vehicle adjustment, fHV | 0.948 | 0.990 | 0.943 | 0.943 | |
| Driver population adjustment, fP | 1.00 | 1.00 | 1.00 | 1.00 | |
| Flow rate, v | 677 | 277 | 2517 | 0 | pc/h |

| | | |
|---|---|---|
| Volume ratio, VR | 0.805 | |

## Configuration Characteristics

| | | |
|---|---|---|
| Number of maneuver lanes, NWL | 3 | ln |
| Interchange density, ID | 1.5 | int/mi |
| Minimum RF lane changes, LCRF | 1 | lc/pc |
| Minimum FR lane changes, LCFR | 0 | lc/pc |
| Minimum RR lane changes, LCRR | | lc/pc |
| Minimum weaving lane changes, LCMIN | 277 | lc/h |
| Weaving lane changes, LCW | 456 | lc/h |
| Non-weaving vehicle index, INW | 91 | |
| Non-weaving lane change, LCNW | 49 | lc/h |
| Total lane changes, LCALL | 505 | lc/h |

## Weaving and Non-Weaving Speeds

| | |
|---|---|
| Weaving intensity factor, W | 0.143 |

| | | |
|---|---|---|
| Average weaving speed, SW | 54.4 | mi/h |
| Average non-weaving speed, SNW | 52.5 | mi/h |

**Weaving Segment Speed, Density, Level of Service and Capacity**

| | | |
|---|---|---|
| Weaving segment speed, S | 54.0 | mi/h |
| Weaving segment density, D | 21.4 | pc/mi/ln |
| Level of service, LOS | B | |
| Weaving segment v/c ratio | 0.798 | |
| Weaving segment flow rate, v | 3291 | veh/h |
| Weaving segment capacity, cW | 4121 | veh/h |

**Limitations on Weaving Segments**

If limit reached, see note.

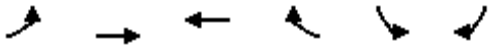
| | Minimum | Maximum | Actual | Note |
|---|---|---|---|---|
| Weaving length (ft) | 300 | 10037 | 900 | a,b |
| | | Maximum | Analyzed | |
| Density-based capacty, cIWL (pc/h/ln) | | 2300 | 1601 | c |
| | | Maximum | Analyzed | |
| v/c ratio | | 1.00 | 0.798 | d |

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

## 4.2 SYNCHRO OUTPUT

### 4.2.1 Base Year



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 101 | 1750 | 1196 | 75 | 61 | 34 |
| Future Volume (veh/h) | 101 | 1750 | 1196 | 75 | 61 | 34 |
| Number | 5 | 2 | 6 | 16 | 7 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1843 | 1900 | 1810 | 1792 |
| Adj Flow Rate, veh/h | 112 | 1944 | 1259 | 79 | 68 | 38 |
| Adj No. of Lanes | 1 | 2 | 3 | 0 | 1 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.95 | 0.95 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 2 | 2 | 3 | 3 | 5 | 6 |
| Cap, veh/h | 352 | 2471 | 3379 | 212 | 136 | 120 |
| Arrive On Green | 0.70 | 0.70 | 0.70 | 0.70 | 0.08 | 0.08 |
| Sat Flow, veh/h | 407 | 3632 | 5005 | 304 | 1723 | 1524 |
| Grp Volume(v), veh/h | 112 | 1944 | 872 | 466 | 68 | 38 |
| Grp Sat Flow(s),veh/h/ln | 407 | 1770 | 1677 | 1789 | 1723 | 1524 |
| Q Serve(g_s), s | 10.1 | 23.9 | 6.9 | 6.9 | 2.5 | 1.5 |
| Cycle Q Clear(g_c), s | 17.0 | 23.9 | 6.9 | 6.9 | 2.5 | 1.5 |
| Prop In Lane | 1.00 | | | 0.17 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 352 | 2471 | 2341 | 1249 | 136 | 120 |
| V/C Ratio(X) | 0.32 | 0.79 | 0.37 | 0.37 | 0.50 | 0.32 |
| Avail Cap(c_a), veh/h | 352 | 2471 | 2341 | 1249 | 212 | 188 |
| 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 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 7.5 | 6.6 | 4.0 | 4.0 | 28.7 | 28.3 |
| Incr Delay (d2), s/veh | 2.4 | 2.6 | 0.1 | 0.3 | 2.8 | 1.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.4 | 12.2 | 3.2 | 3.5 | 1.3 | 0.7 |
| LnGrp Delay(d),s/veh | 9.8 | 9.2 | 4.1 | 4.3 | 31.6 | 29.8 |
| LnGrp LOS | A | A | A | A | C | C |
| Approach Vol, veh/h | | 2056 | 1338 | | 106 | |
| Approach Delay, s/veh | | 9.2 | 4.2 | | 30.9 | |
| Approach LOS | | A | A | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | | 52.9 | | 12.1 | | 52.9 | | |
| Change Period (Y+Rc), s | | 7.5 | | 7.0 | | * 7.5 | | |
| Max Green Setting (Gmax), s | | 42.5 | | 8.0 | | * 43 | | |
| Max Q Clear Time (g_c+I1), s | | 25.9 | | 4.5 | | 8.9 | | |
| Green Ext Time (p_c), s | | 16.3 | | 0.1 | | 33.0 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 8.0 |
| HCM 2010 LOS | A |

Notes

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.3 |

| Movement | NBL | NBT | SBT | SBR | NEL | NER |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 26 | 425 | 860 | 7 | 3 | 123 |
| Future Vol, veh/h | 26 | 425 | 860 | 7 | 3 | 123 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 95 | 95 | 90 | 90 |
| Heavy Vehicles, % | 4 | 7 | 2 | 0 | 33 | 2 |
| Mvmt Flow | 28 | 462 | 905 | 7 | 3 | 137 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 913 | 0 | - | 0 | 1427 | 909 |
| Stage 1 | - | - | - | - | 909 | - |
| Stage 2 | - | - | - | - | 518 | - |
| Critical Hdwy | 4.14 | - | - | - | 7.43 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 6.43 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 6.43 | - |
| Follow-up Hdwy | 2.236 | - | - | - | 3.797 | 3.318 |
| Pot Cap-1 Maneuver | 738 | - | - | - | 96 | 333 |
| Stage 1 | - | - | - | - | 291 | - |
| Stage 2 | - | - | - | - | 488 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 738 | - | - | - | 92 | 333 |
| Mov Cap-2 Maneuver | - | - | - | - | 92 | - |
| Stage 1 | - | - | - | - | 276 | - |
| Stage 2 | - | - | - | - | 463 | - |

| Approach | NB | SB | NE |
|---|---|---|---|
| HCM Control Delay, s | 0.6 | 0 | 23.6 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NELn1 | NELn2 | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 92 | 333 | 738 | - | - | - |
| HCM Lane V/C Ratio | 0.036 | 0.41 | 0.038 | - | - | - |
| HCM Control Delay (s) | 45.6 | 23.1 | 10.1 | 0 | - | - |
| HCM Lane LOS | E | C | B | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | 1.9 | 0.1 | - | - | - |

| Movement | NBL | NBT | NBR | SBL | SBT | SBR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 412 | 59 | 104 | 875 | 4 | 1 | 1 | 3 | 101 | 1 | 38 |
| Future Volume (veh/h) | 0 | 412 | 59 | 104 | 875 | 4 | 1 | 1 | 3 | 101 | 1 | 38 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 0 | 1863 | 1900 | 1863 | 1863 | 1900 | 1900 | 1863 | 1900 | 1900 | 1863 | 1863 |
| Adj Flow Rate, veh/h | 0 | 453 | 65 | 109 | 921 | 4 | 1 | 1 | 3 | 112 | 1 | 42 |
| Adj No. of Lanes | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| Peak Hour Factor | 0.92 | 0.91 | 0.91 | 0.95 | 0.95 | 0.92 | 0.92 | 0.92 | 0.92 | 0.90 | 0.92 | 0.90 |
| Percent Heavy Veh, % | 0 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 0 | 995 | 143 | 561 | 1157 | 5 | 99 | 55 | 102 | 314 | 2 | 170 |
| Arrive On Green | 0.00 | 0.62 | 0.62 | 0.62 | 0.62 | 0.62 | 0.11 | 0.11 | 0.11 | 0.11 | 0.11 | 0.11 |
| Sat Flow, veh/h | 0 | 1594 | 229 | 880 | 1853 | 8 | 125 | 511 | 954 | 1604 | 14 | 1583 |
| Grp Volume(v), veh/h | 0 | 0 | 518 | 109 | 0 | 925 | 5 | 0 | 0 | 113 | 0 | 42 |
| Grp Sat Flow(s),veh/h/ln | 0 | 0 | 1822 | 880 | 0 | 1861 | 1590 | 0 | 0 | 1618 | 0 | 1583 |
| Q Serve(g_s), s | 0.0 | 0.0 | 7.5 | 3.7 | 0.0 | 18.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 |
| Cycle Q Clear(g_c), s | 0.0 | 0.0 | 7.5 | 11.3 | 0.0 | 18.7 | 3.2 | 0.0 | 0.0 | 3.1 | 0.0 | 1.2 |
| Prop In Lane | 0.00 | | 0.13 | 1.00 | | 0.00 | 0.20 | | 0.60 | 0.99 | | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 0 | 1138 | 561 | 0 | 1162 | 256 | 0 | 0 | 316 | 0 | 170 |
| V/C Ratio(X) | 0.00 | 0.00 | 0.46 | 0.19 | 0.00 | 0.80 | 0.02 | 0.00 | 0.00 | 0.36 | 0.00 | 0.25 |
| Avail Cap(c_a), veh/h | 0 | 0 | 1395 | 685 | 0 | 1425 | 652 | 0 | 0 | 669 | 0 | 567 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 0.0 | 5.0 | 7.9 | 0.0 | 7.1 | 20.1 | 0.0 | 0.0 | 21.4 | 0.0 | 20.6 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 0.3 | 0.2 | 0.0 | 2.6 | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 0.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 0.0 | 3.8 | 0.9 | 0.0 | 10.1 | 0.1 | 0.0 | 0.0 | 1.5 | 0.0 | 0.6 |
| LnGrp Delay(d),s/veh | 0.0 | 0.0 | 5.2 | 8.1 | 0.0 | 9.7 | 20.1 | 0.0 | 0.0 | 22.1 | 0.0 | 21.3 |
| LnGrp LOS | | | A | A | | A | C | | | C | | C |
| Approach Vol, veh/h | | 518 | | | 1034 | | | 5 | | | 155 | |
| Approach Delay, s/veh | | 5.2 | | | 9.5 | | | 20.1 | | | 21.9 | |
| Approach LOS | | A | | | A | | | C | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 38.4 | | 11.9 | | 38.4 | | 11.9 |
| Change Period (Y+Rc), s | | 7.0 | | 6.5 | | 7.0 | | 6.5 |
| Max Green Setting (Gmax), s | | 38.5 | | 18.0 | | 38.5 | | 18.0 |
| Max Q Clear Time (g_c+I1), s | | 9.5 | | 5.2 | | 20.7 | | 5.1 |
| Green Ext Time (p_c), s | | 14.3 | | 0.5 | | 10.7 | | 0.5 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 9.4 |
| HCM 2010 LOS | A |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 71 | 2368 | 103 | 403 | 906 | 538 | 75 | 99 | 219 | 717 | 129 | 22 |
| Future Volume (veh/h) | 71 | 2368 | 103 | 403 | 906 | 538 | 75 | 99 | 219 | 717 | 129 | 22 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1881 | 1881 | 1863 | 1881 | 1792 | 1863 | 1827 | 1881 | 1863 | 1881 | 1845 | 1900 |
| Adj Flow Rate, veh/h | 79 | 2631 | 114 | 448 | 1007 | 0 | 83 | 110 | 243 | 797 | 143 | 24 |
| Adj No. of Lanes | 1 | 3 | 1 | 2 | 3 | 1 | 1 | 1 | 1 | 2 | 1 | 0 |
| 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, % | 1 | 1 | 2 | 1 | 6 | 2 | 4 | 1 | 2 | 1 | 2 | 2 |
| Cap, veh/h | 338 | 2048 | 726 | 526 | 2500 | 1092 | 104 | 255 | 454 | 621 | 392 | 66 |
| Arrive On Green | 0.04 | 0.40 | 0.40 | 0.15 | 0.51 | 0.00 | 0.06 | 0.14 | 0.14 | 0.18 | 0.25 | 0.25 |
| Sat Flow, veh/h | 1792 | 5136 | 1583 | 3476 | 4893 | 1583 | 1740 | 1881 | 1583 | 3476 | 1540 | 259 |
| Grp Volume(v), veh/h | 79 | 2631 | 114 | 448 | 1007 | 0 | 83 | 110 | 243 | 797 | 0 | 167 |
| Grp Sat Flow(s),veh/h/ln | 1792 | 1712 | 1583 | 1738 | 1631 | 1583 | 1740 | 1881 | 1583 | 1738 | 0 | 1799 |
| Q Serve(g_s), s | 3.6 | 55.8 | 5.9 | 17.6 | 17.7 | 0.0 | 6.6 | 7.5 | 18.1 | 25.0 | 0.0 | 10.7 |
| Cycle Q Clear(g_c), s | 3.6 | 55.8 | 5.9 | 17.6 | 17.7 | 0.0 | 6.6 | 7.5 | 18.1 | 25.0 | 0.0 | 10.7 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.14 |
| Lane Grp Cap(c), veh/h | 338 | 2048 | 726 | 526 | 2500 | 1092 | 104 | 255 | 454 | 621 | 0 | 458 |
| V/C Ratio(X) | 0.23 | 1.28 | 0.16 | 0.85 | 0.40 | 0.00 | 0.80 | 0.43 | 0.53 | 1.28 | 0.00 | 0.36 |
| Avail Cap(c_a), veh/h | 472 | 2048 | 726 | 1390 | 2500 | 1092 | 186 | 255 | 454 | 621 | 0 | 458 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 23.2 | 42.1 | 22.1 | 57.9 | 21.1 | 0.0 | 65.0 | 55.5 | 42.0 | 57.5 | 0.0 | 42.9 |
| Incr Delay (d2), s/veh | 0.4 | 131.9 | 0.5 | 4.0 | 0.5 | 0.0 | 17.6 | 1.6 | 1.6 | 139.8 | 0.0 | 0.7 |
| 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 | 1.8 | 51.4 | 2.7 | 8.8 | 8.0 | 0.0 | 3.7 | 4.0 | 8.1 | 24.0 | 0.0 | 5.4 |
| LnGrp Delay(d),s/veh | 23.5 | 174.0 | 22.6 | 61.9 | 21.6 | 0.0 | 82.6 | 57.2 | 43.7 | 197.3 | 0.0 | 43.6 |
| LnGrp LOS | C | F | C | E | C | | F | E | D | F | | D |
| Approach Vol, veh/h | | 2824 | | | 1455 | | | 436 | | | 964 | |
| Approach Delay, s/veh | | 163.7 | | | 34.0 | | | 54.5 | | | 170.7 | |
| Approach LOS | | F | | | C | | | D | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 9.5 | 76.5 | 30.0 | 24.0 | 25.2 | 60.8 | 13.4 | 40.6 |
| Change Period (Y+Rc), s | 4.0 | 5.0 | 5.0 | 5.0 | 4.0 | 5.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 16.0 | 61.0 | 25.0 | 19.0 | 56.0 | 21.0 | 15.0 | 29.0 |
| Max Q Clear Time (g_c+I1), s | 5.6 | 19.7 | 27.0 | 20.1 | 19.6 | 57.8 | 8.6 | 12.7 |
| Green Ext Time (p_c), s | 0.1 | 40.2 | 0.0 | 0.0 | 1.6 | 0.0 | 0.1 | 3.1 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 123.3 |
| HCM 2010 LOS | | F |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 0 | 791 | 604 | 0 | 1763 | 0 | 0 | 0 | 0 |
| Future Volume (veh/h) | 0 | 0 | 0 | 0 | 791 | 604 | 0 | 1763 | 0 | 0 | 0 | 0 |
| Number | | | | 5 | 2 | 12 | 7 | 4 | 14 | | | |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | | | | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Adj Sat Flow, veh/h/ln | | | | 0 | 1881 | 1863 | 0 | 1863 | 0 | | | |
| Adj Flow Rate, veh/h | | | | 0 | 879 | 0 | 0 | 1916 | 0 | | | |
| Adj No. of Lanes | | | | 0 | 2 | 1 | 0 | 2 | 0 | | | |
| Peak Hour Factor | | | | 0.90 | 0.90 | 0.90 | 0.92 | 0.92 | 0.92 | | | |
| Percent Heavy Veh, % | | | | 0 | 1 | 2 | 0 | 2 | 0 | | | |
| Cap, veh/h | | | | 0 | 1391 | 616 | 0 | 1858 | 0 | | | |
| Arrive On Green | | | | 0.00 | 0.39 | 0.00 | 0.00 | 0.52 | 0.00 | | | |
| Sat Flow, veh/h | | | | 0 | 3668 | 1583 | 0 | 3725 | 0 | | | |
| Grp Volume(v), veh/h | | | | 0 | 879 | 0 | 0 | 1916 | 0 | | | |
| Grp Sat Flow(s),veh/h/ln | | | | 0 | 1787 | 1583 | 0 | 1770 | 0 | | | |
| Q Serve(g_s), s | | | | 0.0 | 27.9 | 0.0 | 0.0 | 73.5 | 0.0 | | | |
| Cycle Q Clear(g_c), s | | | | 0.0 | 27.9 | 0.0 | 0.0 | 73.5 | 0.0 | | | |
| Prop In Lane | | | | 0.00 | | 1.00 | 0.00 | | 0.00 | | | |
| Lane Grp Cap(c), veh/h | | | | 0 | 1391 | 616 | 0 | 1858 | 0 | | | |
| V/C Ratio(X) | | | | 0.00 | 0.63 | 0.00 | 0.00 | 1.03 | 0.00 | | | |
| Avail Cap(c_a), veh/h | | | | 0 | 1391 | 616 | 0 | 1858 | 0 | | | |
| HCM Platoon Ratio | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | | | | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | | | |
| Uniform Delay (d), s/veh | | | | 0.0 | 34.6 | 0.0 | 0.0 | 33.3 | 0.0 | | | |
| Incr Delay (d2), s/veh | | | | 0.0 | 2.2 | 0.0 | 0.0 | 29.3 | 0.0 | | | |
| Initial Q Delay(d3),s/veh | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | | | | 0.0 | 14.2 | 0.0 | 0.0 | 43.2 | 0.0 | | | |
| LnGrp Delay(d),s/veh | | | | 0.0 | 36.8 | 0.0 | 0.0 | 62.6 | 0.0 | | | |
| LnGrp LOS | | | | | D | | | F | | | | |
| Approach Vol, veh/h | | | | | 879 | | | 1916 | | | | |
| Approach Delay, s/veh | | | | | 36.8 | | | 62.6 | | | | |
| Approach LOS | | | | | D | | | E | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | | | |
| Phs Duration (G+Y+Rc), s | | 60.0 | | 80.0 | | | | |
| Change Period (Y+Rc), s | | 5.5 | | 6.5 | | | | |
| Max Green Setting (Gmax), s | | 54.5 | | 73.5 | | | | |
| Max Q Clear Time (g_c+I1), s | | 29.9 | | 75.5 | | | | |
| Green Ext Time (p_c), s | | 9.2 | | 0.0 | | | | |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 54.5 |
| HCM 2010 LOS | | D |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 275 | 1192 | 413 | 20 | 769 | 46 | 174 | 120 | 10 | 10 | 140 | 452 |
| Future Volume (veh/h) | 275 | 1192 | 413 | 20 | 769 | 46 | 174 | 120 | 10 | 10 | 140 | 452 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1881 | 1900 | 1865 | 1900 | 1863 | 1849 | 1900 | 1900 | 1881 | 1881 |
| Adj Flow Rate, veh/h | 306 | 1324 | 459 | 22 | 854 | 51 | 193 | 133 | 11 | 11 | 156 | 502 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 1 |
| 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 | 1 | 0 | 2 | 2 | 2 | 3 | 3 | 0 | 1 | 1 |
| Cap, veh/h | 383 | 1984 | 897 | 132 | 1378 | 82 | 294 | 578 | 48 | 349 | 443 | 377 |
| Arrive On Green | 0.12 | 0.56 | 0.56 | 0.41 | 0.41 | 0.41 | 0.06 | 0.34 | 0.34 | 0.24 | 0.24 | 0.24 |
| Sat Flow, veh/h | 1774 | 3539 | 1599 | 270 | 3398 | 203 | 1774 | 1685 | 139 | 1264 | 1881 | 1599 |
| Grp Volume(v), veh/h | 306 | 1324 | 459 | 22 | 445 | 460 | 193 | 0 | 144 | 11 | 156 | 502 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1770 | 1599 | 270 | 1772 | 1829 | 1774 | 0 | 1824 | 1264 | 1881 | 1599 |
| Q Serve(g_s), s | 13.5 | 36.8 | 24.8 | 8.7 | 27.9 | 27.9 | 9.0 | 0.0 | 7.9 | 0.9 | 9.7 | 33.0 |
| Cycle Q Clear(g_c), s | 13.5 | 36.8 | 24.8 | 23.8 | 27.9 | 27.9 | 9.0 | 0.0 | 7.9 | 0.9 | 9.7 | 33.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.11 | 1.00 | | 0.08 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 383 | 1984 | 897 | 132 | 719 | 742 | 294 | 0 | 625 | 349 | 443 | 377 |
| V/C Ratio(X) | 0.80 | 0.67 | 0.51 | 0.17 | 0.62 | 0.62 | 0.66 | 0.00 | 0.23 | 0.03 | 0.35 | 1.33 |
| Avail Cap(c_a), veh/h | 514 | 1984 | 897 | 132 | 719 | 742 | 294 | 0 | 625 | 349 | 443 | 377 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 24.6 | 21.6 | 18.9 | 37.5 | 33.0 | 33.0 | 40.4 | 0.0 | 32.8 | 41.2 | 44.6 | 53.5 |
| Incr Delay (d2), s/veh | 6.4 | 1.2 | 1.0 | 2.7 | 4.0 | 3.9 | 5.9 | 0.0 | 0.3 | 0.1 | 0.8 | 166.5 |
| 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 | 7.3 | 18.2 | 11.1 | 0.7 | 14.4 | 14.8 | 2.9 | 0.0 | 4.0 | 0.3 | 5.1 | 32.0 |
| LnGrp Delay(d),s/veh | 31.0 | 22.7 | 19.9 | 40.2 | 37.0 | 36.9 | 46.3 | 0.0 | 33.1 | 41.3 | 45.4 | 220.0 |
| LnGrp LOS | C | C | B | D | D | D | D | | C | D | D | F |
| Approach Vol, veh/h | | 2089 | | | 927 | | | 337 | | | 669 | |
| Approach Delay, s/veh | | 23.3 | | | 37.0 | | | 40.7 | | | 176.4 | |
| Approach LOS | | C | | | D | | | D | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 21.7 | 63.3 | | 55.0 | | 85.0 | 15.0 | 40.0 |
| Change Period (Y+Rc), s | 5.5 | 6.5 | | 7.0 | | 6.5 | 6.0 | 7.0 |
| Max Green Setting (Gmax), s | 16.5 | 46.5 | | 48.0 | | 78.5 | 9.0 | 33.0 |
| Max Q Clear Time (g_c+I1), s | 15.5 | 29.9 | | 9.9 | | 38.8 | 11.0 | 35.0 |
| Green Ext Time (p_c), s | 0.7 | 15.9 | | 8.0 | | 34.2 | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 53.4 |
| HCM 2010 LOS | D |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 1 | 57 | 3 | 387 | 200 | 387 | 0 | 0 | 24 | 23 | 10 | 5 |
| Future Vol, veh/h | 1 | 57 | 3 | 387 | 200 | 387 | 0 | 0 | 24 | 23 | 10 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 91 | 91 | 91 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 0 | 5 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 1 | 63 | 3 | 425 | 220 | 425 | 0 | 0 | 27 | 26 | 11 | 6 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 645 | 0 | 0 | 67 | 0 | 0 | 1033 | 1563 | 33 | 1317 | 1352 | 323 |
| Stage 1 | - | - | - | - | - | - | 67 | 67 | - | 1283 | 1283 | - |
| Stage 2 | - | - | - | - | - | - | 966 | 1496 | - | 34 | 69 | - |
| Critical Hdwy | 4.1 | - | - | 4.12 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.5 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.5 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.21 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 950 | - | - | 1540 | - | - | 189 | 113 | 1040 | 117 | 151 | 679 |
| Stage 1 | - | - | - | - | - | - | 941 | 843 | - | 178 | 238 | - |
| Stage 2 | - | - | - | - | - | - | 277 | 188 | - | 983 | 841 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 950 | - | - | 1540 | - | - | 108 | 61 | 1040 | 72 | 81 | 679 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 108 | 61 | - | 72 | 81 | - |
| Stage 1 | - | - | - | - | - | - | 940 | 842 | - | 178 | 128 | - |
| Stage 2 | - | - | - | - | - | - | 134 | 101 | - | 957 | 840 | - |

| Approach | EB | WB | NE | SW |
|---|---|---|---|---|
| HCM Control Delay, s | 0.1 | 3.4 | 8.6 | 85 |
| HCM LOS | | | A | F |

| Minor Lane/Major Mvmt | NELn1 | EBL | EBT | EBR | WBL | WBT | WBR | SWLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1040 | 950 | - | - | 1540 | - | - | 84 |
| HCM Lane V/C Ratio | 0.026 | 0.001 | - | - | 0.276 | - | - | 0.503 |
| HCM Control Delay (s) | 8.6 | 8.8 | 0 | - | 8.2 | 0.4 | - | 85 |
| HCM Lane LOS | A | A | A | - | A | A | - | F |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 1.1 | - | - | 2.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 78 | 26 | 208 | 484 | 0 | 0 | 0 | 0 | 494 | 0 | 490 |
| Future Volume (veh/h) | 0 | 78 | 26 | 208 | 484 | 0 | 0 | 0 | 0 | 494 | 0 | 490 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | | | | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 0 | 1840 | 1900 | 1727 | 1881 | 0 | | | | 1900 | 1881 | 1881 |
| Adj Flow Rate, veh/h | 0 | 87 | 29 | 231 | 538 | 0 | | | | 549 | 0 | 544 |
| Adj No. of Lanes | 0 | 2 | 0 | 1 | 2 | 0 | | | | 0 | 1 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | | | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 3 | 3 | 10 | 1 | 0 | | | | 1 | 0 | 1 |
| Cap, veh/h | 0 | 700 | 224 | 545 | 1602 | 0 | | | | 645 | 0 | 576 |
| Arrive On Green | 0.00 | 0.27 | 0.27 | 0.08 | 0.45 | 0.00 | | | | 0.36 | 0.00 | 0.36 |
| Sat Flow, veh/h | 0 | 2700 | 833 | 1645 | 3668 | 0 | | | | 1792 | 0 | 1599 |
| Grp Volume(v), veh/h | 0 | 57 | 59 | 231 | 538 | 0 | | | | 549 | 0 | 544 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1748 | 1693 | 1645 | 1787 | 0 | | | | 1792 | 0 | 1599 |
| Q Serve(g_s), s | 0.0 | 1.5 | 1.6 | 5.1 | 5.9 | 0.0 | | | | 17.0 | 0.0 | 19.8 |
| Cycle Q Clear(g_c), s | 0.0 | 1.5 | 1.6 | 5.1 | 5.9 | 0.0 | | | | 17.0 | 0.0 | 19.8 |
| Prop In Lane | 0.00 | | 0.49 | 1.00 | | 0.00 | | | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 469 | 454 | 545 | 1602 | 0 | | | | 645 | 0 | 576 |
| V/C Ratio(X) | 0.00 | 0.12 | 0.13 | 0.42 | 0.34 | 0.00 | | | | 0.85 | 0.00 | 0.95 |
| Avail Cap(c_a), veh/h | 0 | 469 | 454 | 545 | 1602 | 0 | | | | 645 | 0 | 576 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 1.00 | 1.00 | 0.80 | 0.80 | 0.00 | | | | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 16.6 | 16.6 | 13.7 | 10.7 | 0.0 | | | | 17.7 | 0.0 | 18.6 |
| Incr Delay (d2), s/veh | 0.0 | 0.5 | 0.6 | 0.3 | 0.4 | 0.0 | | | | 10.4 | 0.0 | 24.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 0.8 | 0.8 | 0.7 | 2.9 | 0.0 | | | | 10.1 | 0.0 | 12.5 |
| LnGrp Delay(d),s/veh | 0.0 | 17.1 | 17.2 | 14.0 | 11.1 | 0.0 | | | | 28.1 | 0.0 | 43.1 |
| LnGrp LOS | | B | B | B | B | | | | | C | | D |
| Approach Vol, veh/h | | 116 | | | 769 | | | | | | 1093 | |
| Approach Delay, s/veh | | 17.2 | | | 12.0 | | | | | | 35.6 | |
| Approach LOS | | B | | | B | | | | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | 10.8 | 22.2 | | 27.0 | | 33.0 | | |
| Change Period (Y+Rc), s | * 5.7 | 6.1 | | * 5.4 | | 6.1 | | |
| Max Green Setting (Gmax), s | * 5.1 | 16.1 | | * 22 | | 26.9 | | |
| Max Q Clear Time (g_c+I1), s | 7.1 | 3.6 | | 21.8 | | 7.9 | | |
| Green Ext Time (p_c), s | 0.0 | 6.3 | | 0.0 | | 8.3 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 25.3 |
| HCM 2010 LOS | C |

Notes

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | SBL | SBR | NEL2 | NEL | NER |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | |
| Traffic Volume (veh/h) | 40 | 532 | 0 | 0 | 388 | 121 | 0 | 0 | 304 | 2 | 568 |
| Future Volume (veh/h) | 40 | 532 | 0 | 0 | 388 | 121 | 0 | 0 | 304 | 2 | 568 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | | | 3 | 3 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1810 | 1863 | 0 | 0 | 1752 | 1900 | | | 1900 | 1900 | 1759 |
| Adj Flow Rate, veh/h | 44 | 591 | 0 | 0 | 431 | 134 | | | 338 | 338 | 631 |
| Adj No. of Lanes | 1 | 2 | 0 | 0 | 2 | 0 | | | 0 | 0 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 5 | 2 | 0 | 0 | 8 | 8 | | | 8 | 8 | 8 |
| Cap, veh/h | 276 | 1416 | 0 | 0 | 670 | 206 | | | 759 | 759 | 637 |
| Arrive On Green | 0.04 | 0.40 | 0.00 | 0.00 | 0.27 | 0.27 | | | 0.43 | 0.43 | 0.43 |
| Sat Flow, veh/h | 1723 | 3632 | 0 | 0 | 2595 | 772 | | | 1782 | 1782 | 1495 |
| Grp Volume(v), veh/h | 44 | 591 | 0 | 0 | 285 | 280 | | | 340 | 340 | 631 |
| Grp Sat Flow(s),veh/h/ln | 1723 | 1770 | 0 | 0 | 1664 | 1615 | | | 1792 | 1792 | 1495 |
| Q Serve(g_s), s | 1.1 | 7.8 | 0.0 | 0.0 | 9.8 | 10.0 | | | 8.7 | 8.7 | 27.2 |
| Cycle Q Clear(g_c), s | 1.1 | 7.8 | 0.0 | 0.0 | 9.8 | 10.0 | | | 8.7 | 8.7 | 27.2 |
| Prop In Lane | 1.00 | | 0.00 | 0.00 | | 0.48 | | | 0.99 | 0.99 | 1.00 |
| Lane Grp Cap(c), veh/h | 276 | 1416 | 0 | 0 | 444 | 431 | | | 764 | 764 | 637 |
| V/C Ratio(X) | 0.16 | 0.42 | 0.00 | 0.00 | 0.64 | 0.65 | | | 0.45 | 0.45 | 0.99 |
| Avail Cap(c_a), veh/h | 339 | 1416 | 0 | 0 | 444 | 431 | | | 764 | 764 | 637 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 0.00 | 0.99 | 0.99 | | | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 15.7 | 14.0 | 0.0 | 0.0 | 21.1 | 21.1 | | | 13.2 | 13.2 | 18.5 |
| Incr Delay (d2), s/veh | 0.2 | 0.9 | 0.0 | 0.0 | 6.9 | 7.3 | | | 1.9 | 1.9 | 33.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.5 | 4.0 | 0.0 | 0.0 | 5.4 | 5.3 | | | 4.6 | 4.6 | 16.9 |
| LnGrp Delay(d),s/veh | 15.9 | 15.0 | 0.0 | 0.0 | 27.9 | 28.5 | | | 15.1 | 15.1 | 51.9 |
| LnGrp LOS | B | B | | | C | C | | | B | B | D |
| Approach Vol, veh/h | | 635 | | | 565 | | | | 971 | 971 | |
| Approach Delay, s/veh | | 15.0 | | | 28.2 | | | | 39.0 | 39.0 | |
| Approach LOS | | B | | | C | | | | D | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 32.0 | | | 8.6 | 23.4 | | 33.0 |
| Change Period (Y+Rc), s | | * 6 | | | 5.9 | * 6 | | 5.3 |
| Max Green Setting (Gmax), s | | * 26 | | | 5.1 | * 15 | | 27.7 |
| Max Q Clear Time (g_c+I1), s | | 9.8 | | | 3.1 | 12.0 | | 29.2 |
| Green Ext Time (p_c), s | | 11.7 | | | 0.0 | 2.6 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 29.2 |
| HCM 2010 LOS | C |

Notes

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



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 85 | 109 | 622 | 478 | 214 | 424 |
| Future Volume (veh/h) | 85 | 109 | 622 | 478 | 214 | 424 |
| Number | 3 | 18 | 2 | 12 | 1 | 6 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1847 | 1900 | 1776 | 1845 | 1863 | 1847 |
| Adj Flow Rate, veh/h | 94 | 121 | 684 | 0 | 228 | 451 |
| Adj No. of Lanes | 2 | 1 | 2 | 1 | 1 | 2 |
| Peak Hour Factor | 0.90 | 0.90 | 0.91 | 0.91 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 7 | 4 | 7 | 3 | 2 | 7 |
| Cap, veh/h | 558 | 430 | 1436 | 667 | 514 | 2208 |
| Arrive On Green | 0.16 | 0.16 | 0.43 | 0.00 | 0.10 | 0.63 |
| Sat Flow, veh/h | 3412 | 1615 | 3463 | 1568 | 1774 | 3601 |
| Grp Volume(v), veh/h | 94 | 121 | 684 | 0 | 228 | 451 |
| Grp Sat Flow(s),veh/h/ln | 1706 | 1615 | 1687 | 1568 | 1774 | 1754 |
| Q Serve(g_s), s | 1.4 | 3.5 | 8.7 | 0.0 | 3.8 | 3.2 |
| Cycle Q Clear(g_c), s | 1.4 | 3.5 | 8.7 | 0.0 | 3.8 | 3.2 |
| Prop In Lane | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Lane Grp Cap(c), veh/h | 558 | 430 | 1436 | 667 | 514 | 2208 |
| V/C Ratio(X) | 0.17 | 0.28 | 0.48 | 0.00 | 0.44 | 0.20 |
| Avail Cap(c_a), veh/h | 1937 | 1083 | 1819 | 845 | 990 | 3547 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 21.3 | 17.3 | 12.3 | 0.0 | 7.9 | 4.7 |
| Incr Delay (d2), s/veh | 0.1 | 0.3 | 0.9 | 0.0 | 0.4 | 0.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.7 | 1.6 | 4.2 | 0.0 | 1.8 | 1.6 |
| LnGrp Delay(d),s/veh | 21.5 | 17.5 | 13.2 | 0.0 | 8.4 | 4.8 |
| LnGrp LOS | C | B | B | | A | A |
| Approach Vol, veh/h | 215 | | 684 | | | 679 |
| Approach Delay, s/veh | 19.3 | | 13.2 | | | 6.0 |
| Approach LOS | B | | B | | | A |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 12.1 | 31.3 | | | | 43.3 | | 16.0 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | | | 6.0 | | 6.3 |
| Max Green Setting (Gmax), s | 22.6 | 32.0 | | | | 60.0 | | 33.7 |
| Max Q Clear Time (g_c+I1), s | 5.8 | 10.7 | | | | 5.2 | | 5.5 |
| Green Ext Time (p_c), s | 0.4 | 14.6 | | | | 26.2 | | 0.5 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 10.9 |
| HCM 2010 LOS | B |

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 1057 | 1319 | 4 | 8 | 528 | 138 | 13 | 29 | 31 | 55 | 6 | 713 |
| Future Volume (veh/h) | 1057 | 1319 | 4 | 8 | 528 | 138 | 13 | 29 | 31 | 55 | 6 | 713 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1845 | 1900 | 1749 | 1810 | 1937 | 1824 | 1781 | 1771 | 1900 | 1867 | 1845 |
| Adj Flow Rate, veh/h | 1174 | 1466 | 4 | 9 | 587 | 153 | 14 | 32 | 34 | 61 | 7 | 0 |
| Adj No. of Lanes | 2 | 2 | 0 | 1 | 2 | 1 | 0 | 1 | 1 | 0 | 1 | 1 |
| 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 | 3 | 3 | 13 | 5 | 2 | 0 | 0 | 3 | 0 | 0 | 3 |
| Cap, veh/h | 1222 | 2329 | 6 | 212 | 1052 | 504 | 96 | 168 | 181 | 205 | 19 | 189 |
| Arrive On Green | 0.35 | 0.65 | 0.65 | 0.01 | 0.31 | 0.31 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.00 |
| Sat Flow, veh/h | 3442 | 3586 | 10 | 1665 | 3438 | 1647 | 306 | 1398 | 1505 | 993 | 158 | 1568 |
| Grp Volume(v), veh/h | 1174 | 716 | 754 | 9 | 587 | 153 | 46 | 0 | 34 | 68 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1721 | 1753 | 1843 | 1665 | 1719 | 1647 | 1704 | 0 | 1505 | 1151 | 0 | 1568 |
| Q Serve(g_s), s | 26.7 | 19.4 | 19.4 | 0.3 | 11.4 | 5.7 | 0.0 | 0.0 | 1.6 | 3.4 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 26.7 | 19.4 | 19.4 | 0.3 | 11.4 | 5.7 | 1.9 | 0.0 | 1.6 | 5.3 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.01 | 1.00 | | 1.00 | 0.30 | | 1.00 | 0.90 | | 1.00 |
| Lane Grp Cap(c), veh/h | 1222 | 1138 | 1197 | 212 | 1052 | 504 | 264 | 0 | 181 | 224 | 0 | 189 |
| V/C Ratio(X) | 0.96 | 0.63 | 0.63 | 0.04 | 0.56 | 0.30 | 0.17 | 0.00 | 0.19 | 0.30 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 1222 | 1138 | 1197 | 297 | 1052 | 504 | 453 | 0 | 357 | 375 | 0 | 361 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.97 | 0.97 | 0.97 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 25.3 | 8.3 | 8.3 | 18.7 | 23.2 | 21.2 | 31.8 | 0.0 | 31.7 | 33.9 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 17.7 | 2.6 | 2.5 | 0.1 | 2.1 | 1.5 | 0.2 | 0.0 | 0.4 | 0.6 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 15.6 | 10.0 | 10.5 | 0.1 | 5.7 | 2.8 | 0.9 | 0.0 | 0.7 | 1.5 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 43.0 | 10.9 | 10.8 | 18.8 | 25.3 | 22.8 | 32.0 | 0.0 | 32.0 | 34.5 | 0.0 | 0.0 |
| LnGrp LOS | D | B | B | B | C | C | C | | C | C | | |
| Approach Vol, veh/h | | 2644 | | | 749 | | | 80 | | | 68 | |
| Approach Delay, s/veh | | 25.1 | | | 24.7 | | | 32.0 | | | 34.5 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 6.5 | 57.7 | | 15.8 | 34.0 | 30.2 | | 15.8 |
| Change Period (Y+Rc), s | 5.6 | * 5.7 | | * 6.2 | 5.6 | * 5.7 | | * 6.2 |
| Max Green Setting (Gmax), s | 5.6 | * 39 | | * 18 | 28.4 | * 16 | | * 19 |
| Max Q Clear Time (g_c+I1), s | 2.3 | 21.4 | | 7.3 | 28.7 | 13.4 | | 3.9 |
| Green Ext Time (p_c), s | 0.0 | 16.3 | | 0.4 | 0.0 | 2.2 | | 0.4 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 25.4 |
| HCM 2010 LOS | C |

Notes

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



| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 8 | 1416 | 147 | 135 | 560 | 28 | 125 | 0 | 198 | 7 | 7 | 22 |
| Future Volume (veh/h) | 8 | 1416 | 147 | 135 | 560 | 28 | 125 | 0 | 198 | 7 | 7 | 22 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1681 | 1830 | 1900 | 1863 | 1770 | 1900 | 1900 | 1863 | 1881 | 1900 | 1900 | 1900 |
| Adj Flow Rate, veh/h | 9 | 1573 | 163 | 150 | 622 | 31 | 139 | 0 | 220 | 8 | 8 | 24 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 1 | 0 |
| 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, % | 13 | 4 | 4 | 2 | 5 | 5 | 0 | 0 | 1 | 0 | 0 | 0 |
| Cap, veh/h | 494 | 1879 | 193 | 227 | 2304 | 115 | 280 | 0 | 260 | 139 | 68 | 204 |
| Arrive On Green | 0.59 | 0.59 | 0.59 | 0.05 | 0.71 | 0.71 | 0.16 | 0.00 | 0.16 | 0.16 | 0.16 | 0.16 |
| Sat Flow, veh/h | 701 | 3185 | 327 | 1774 | 3261 | 162 | 1234 | 0 | 1599 | 1179 | 419 | 1258 |
| Grp Volume(v), veh/h | 9 | 851 | 885 | 150 | 321 | 332 | 139 | 0 | 220 | 8 | 0 | 32 |
| Grp Sat Flow(s),veh/h/ln | 701 | 1739 | 1773 | 1774 | 1682 | 1742 | 1234 | 0 | 1599 | 1179 | 0 | 1678 |
| Q Serve(g_s), s | 0.5 | 35.4 | 36.8 | 2.8 | 6.2 | 6.2 | 8.7 | 0.0 | 12.0 | 0.6 | 0.0 | 1.5 |
| Cycle Q Clear(g_c), s | 0.5 | 35.4 | 36.8 | 2.8 | 6.2 | 6.2 | 10.1 | 0.0 | 12.0 | 10.7 | 0.0 | 1.5 |
| Prop In Lane | 1.00 | | 0.18 | 1.00 | | 0.09 | 1.00 | | 1.00 | 1.00 | | 0.75 |
| Lane Grp Cap(c), veh/h | 494 | 1026 | 1046 | 227 | 1188 | 1231 | 280 | 0 | 260 | 139 | 0 | 272 |
| V/C Ratio(X) | 0.02 | 0.83 | 0.85 | 0.66 | 0.27 | 0.27 | 0.50 | 0.00 | 0.85 | 0.06 | 0.00 | 0.12 |
| Avail Cap(c_a), veh/h | 494 | 1026 | 1046 | 257 | 1188 | 1231 | 335 | 0 | 323 | 186 | 0 | 339 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.70 | 0.70 | 0.70 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 7.7 | 14.8 | 15.1 | 19.6 | 4.8 | 4.8 | 36.5 | 0.0 | 36.6 | 40.9 | 0.0 | 32.2 |
| Incr Delay (d2), s/veh | 0.0 | 5.6 | 6.1 | 4.6 | 0.4 | 0.4 | 1.0 | 0.0 | 14.7 | 0.1 | 0.0 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 18.4 | 19.5 | 2.6 | 3.0 | 3.1 | 3.4 | 0.0 | 6.4 | 0.2 | 0.0 | 0.7 |
| LnGrp Delay(d),s/veh | 7.7 | 20.4 | 21.2 | 24.2 | 5.2 | 5.2 | 37.5 | 0.0 | 51.3 | 41.0 | 0.0 | 32.3 |
| LnGrp LOS | A | C | C | C | A | A | D | | D | D | | C |
| Approach Vol, veh/h | | 1745 | | | 803 | | | 359 | | | 40 | |
| Approach Delay, s/veh | | 20.8 | | | 8.8 | | | 46.0 | | | 34.1 | |
| Approach LOS | | C | | | A | | | D | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 10.5 | 58.7 | | 20.8 | | 69.2 | | 20.8 |
| Change Period (Y+Rc), s | 5.6 | 5.6 | | * 6.2 | | 5.6 | | * 6.2 |
| Max Green Setting (Gmax), s | 6.4 | 48.0 | | * 18 | | 60.0 | | * 18 |
| Max Q Clear Time (g_c+I1), s | 14.8 | 38.8 | | 14.0 | | 8.2 | | 12.7 |
| Green Ext Time (p_c), s | 0.0 | 9.1 | | 0.6 | | 48.9 | | 0.7 |

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

Notes

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 1066 | 672 | 19 | 681 | 0 | 0 | 0 | 0 | 416 | 197 | 73 |
| Future Volume (veh/h) | 0 | 1066 | 672 | 19 | 681 | 0 | 0 | 0 | 0 | 416 | 197 | 73 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | | | | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 0 | 1776 | 1845 | 1496 | 1792 | 0 | | | | 1792 | 1859 | 1508 |
| Adj Flow Rate, veh/h | 0 | 1184 | 747 | 21 | 748 | 0 | | | | 340 | 389 | 0 |
| Adj No. of Lanes | 0 | 2 | 1 | 1 | 2 | 0 | | | | 1 | 1 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.91 | 0.91 | 0.91 | | | | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 7 | 3 | 27 | 6 | 0 | | | | 6 | 0 | 26 |
| Cap, veh/h | 0 | 1795 | 834 | 174 | 2153 | 0 | | | | 407 | 444 | 306 |
| Arrive On Green | 0.00 | 0.53 | 0.53 | 0.04 | 0.63 | 0.00 | | | | 0.24 | 0.24 | 0.00 |
| Sat Flow, veh/h | 0 | 3463 | 1568 | 1425 | 3495 | 0 | | | | 1707 | 1859 | 1282 |
| Grp Volume(v), veh/h | 0 | 1184 | 747 | 21 | 748 | 0 | | | | 340 | 389 | 0 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1687 | 1568 | 1425 | 1703 | 0 | | | | 1707 | 1859 | 1282 |
| Q Serve(g_s), s | 0.0 | 25.3 | 42.6 | 0.6 | 10.3 | 0.0 | | | | 18.9 | 20.1 | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 | 25.3 | 42.6 | 0.6 | 10.3 | 0.0 | | | | 18.9 | 20.1 | 0.0 |
| Prop In Lane | 0.00 | | 1.00 | 1.00 | | 0.00 | | | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 1795 | 834 | 174 | 2153 | 0 | | | | 407 | 444 | 306 |
| V/C Ratio(X) | 0.00 | 0.66 | 0.90 | 0.12 | 0.35 | 0.00 | | | | 0.83 | 0.88 | 0.00 |
| Avail Cap(c_a), veh/h | 0 | 1795 | 834 | 237 | 2153 | 0 | | | | 580 | 632 | 436 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 1.00 | 1.00 | 0.90 | 0.90 | 0.00 | | | | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 0.0 | 16.9 | 20.9 | 12.8 | 8.7 | 0.0 | | | | 36.2 | 36.6 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 1.9 | 14.2 | 0.1 | 0.4 | 0.0 | | | | 5.0 | 7.4 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 12.2 | 21.6 | 0.2 | 4.9 | 0.0 | | | | 9.4 | 11.3 | 0.0 |
| LnGrp Delay(d),s/veh | 0.0 | 18.8 | 35.1 | 13.0 | 9.1 | 0.0 | | | | 41.2 | 44.1 | 0.0 |
| LnGrp LOS | | B | D | B | A | | | | | D | D | |
| Approach Vol, veh/h | | 1931 | | | 769 | | | | | | 729 | |
| Approach Delay, s/veh | | 25.1 | | | 9.2 | | | | | | 42.7 | |
| Approach LOS | | C | | | A | | | | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | 10.0 | 59.7 | | 30.3 | | 69.7 | | |
| Change Period (Y+Rc), s | 6.5 | 6.5 | | * 6.4 | | 6.5 | | |
| Max Green Setting (Gmax), s | 8.6 | 38.6 | | * 34 | | 53.1 | | |
| Max Q Clear Time (g_c+I1), s | 12.6 | 44.6 | | 22.1 | | 12.3 | | |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | 1.7 | | 39.2 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 25.3 |
| HCM 2010 LOS | C |

Notes

User approved volume balancing among the lanes for turning movement.

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 146 | 1336 | 0 | 0 | 436 | 304 | 264 | 120 | 15 | 0 | 0 | 0 |
| Future Volume (veh/h) | 146 | 1336 | 0 | 0 | 436 | 304 | 264 | 120 | 15 | 0 | 0 | 0 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | | | |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Adj Sat Flow, veh/h/ln | 1462 | 1810 | 0 | 0 | 1792 | 1733 | 1827 | 1871 | 1976 | | | |
| Adj Flow Rate, veh/h | 159 | 1452 | 0 | 0 | 484 | 0 | 213 | 245 | 0 | | | |
| Adj No. of Lanes | 1 | 2 | 0 | 0 | 2 | 1 | 1 | 1 | 1 | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | | |
| Percent Heavy Veh, % | 30 | 5 | 0 | 0 | 6 | 14 | 4 | 0 | 0 | | | |
| Cap, veh/h | 186 | 2264 | 0 | 0 | 1582 | 685 | 304 | 327 | 294 | | | |
| Arrive On Green | 0.13 | 0.66 | 0.00 | 0.00 | 0.46 | 0.00 | 0.17 | 0.17 | 0.00 | | | |
| Sat Flow, veh/h | 1392 | 3529 | 0 | 0 | 3495 | 1473 | 1740 | 1871 | 1680 | | | |
| Grp Volume(v), veh/h | 159 | 1452 | 0 | 0 | 484 | 0 | 213 | 245 | 0 | | | |
| Grp Sat Flow(s),veh/h/ln | 1392 | 1719 | 0 | 0 | 1703 | 1473 | 1740 | 1871 | 1680 | | | |
| Q Serve(g_s), s | 8.4 | 18.7 | 0.0 | 0.0 | 6.7 | 0.0 | 8.6 | 9.3 | 0.0 | | | |
| Cycle Q Clear(g_c), s | 8.4 | 18.7 | 0.0 | 0.0 | 6.7 | 0.0 | 8.6 | 9.3 | 0.0 | | | |
| Prop In Lane | 1.00 | | 0.00 | 0.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Lane Grp Cap(c), veh/h | 186 | 2264 | 0 | 0 | 1582 | 685 | 304 | 327 | 294 | | | |
| V/C Ratio(X) | 0.85 | 0.64 | 0.00 | 0.00 | 0.31 | 0.00 | 0.70 | 0.75 | 0.00 | | | |
| Avail Cap(c_a), veh/h | 213 | 2264 | 0 | 0 | 1582 | 685 | 603 | 649 | 582 | | | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | 0.69 | 0.69 | 0.00 | 0.00 | 0.92 | 0.00 | 0.86 | 0.86 | 0.00 | | | |
| Uniform Delay (d), s/veh | 31.8 | 7.6 | 0.0 | 0.0 | 12.5 | 0.0 | 29.1 | 29.4 | 0.0 | | | |
| Incr Delay (d2), s/veh | 18.1 | 1.0 | 0.0 | 0.0 | 0.1 | 0.0 | 2.5 | 3.0 | 0.0 | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | 4.2 | 9.0 | 0.0 | 0.0 | 3.1 | 0.0 | 4.4 | 5.1 | 0.0 | | | |
| LnGrp Delay(d),s/veh | 49.9 | 8.5 | 0.0 | 0.0 | 12.6 | 0.0 | 31.6 | 32.3 | 0.0 | | | |
| LnGrp LOS | D | A | | | B | | C | C | | | | |
| Approach Vol, veh/h | | 1611 | | | 484 | | | 458 | | | | |
| Approach Delay, s/veh | | 12.6 | | | 12.6 | | | 32.0 | | | | |
| Approach LOS | | B | | | B | | | C | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 55.4 | | | 14.5 | 40.8 | | 19.6 |
| Change Period (Y+Rc), s | | 6.0 | | | 4.5 | 6.0 | | 6.5 |
| Max Green Setting (Gmax), s | | 36.5 | | | 11.5 | 20.5 | | 26.0 |
| Max Q Clear Time (g_c+I1), s | | 20.7 | | | 10.4 | 8.7 | | 11.3 |
| Green Ext Time (p_c), s | | 11.2 | | | 0.0 | 9.0 | | 1.8 |

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

Notes

User approved volume balancing among the lanes for turning movement.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 83 | 1184 | 84 | 101 | 654 | 14 | 32 | 42 | 160 | 21 | 13 | 54 |
| Future Volume (veh/h) | 83 | 1184 | 84 | 101 | 654 | 14 | 32 | 42 | 160 | 21 | 13 | 54 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1776 | 1829 | 1900 | 1863 | 1743 | 1900 | 1900 | 1876 | 1863 | 1900 | 1756 | 1900 |
| Adj Flow Rate, veh/h | 92 | 1316 | 93 | 112 | 727 | 16 | 36 | 47 | 178 | 23 | 14 | 60 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 1 | 0 | 1 | 1 | 0 | 1 | 0 |
| 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, % | 7 | 4 | 4 | 2 | 9 | 0 | 0 | 0 | 2 | 23 | 23 | 23 |
| Cap, veh/h | 420 | 1479 | 104 | 260 | 1501 | 732 | 181 | 206 | 398 | 103 | 69 | 168 |
| Arrive On Green | 0.06 | 0.45 | 0.45 | 0.07 | 0.45 | 0.45 | 0.18 | 0.18 | 0.18 | 0.18 | 0.18 | 0.18 |
| Sat Flow, veh/h | 1691 | 3294 | 232 | 1774 | 3312 | 1615 | 553 | 1118 | 1583 | 189 | 375 | 914 |
| Grp Volume(v), veh/h | 92 | 693 | 716 | 112 | 727 | 16 | 83 | 0 | 178 | 97 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1691 | 1738 | 1788 | 1774 | 1656 | 1615 | 1671 | 0 | 1583 | 1478 | 0 | 0 |
| Q Serve(g_s), s | 1.8 | 23.7 | 23.9 | 2.1 | 10.0 | 0.4 | 0.0 | 0.0 | 6.2 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 1.8 | 23.7 | 23.9 | 2.1 | 10.0 | 0.4 | 2.5 | 0.0 | 6.2 | 3.5 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.13 | 1.00 | | 1.00 | 0.43 | | 1.00 | 0.24 | | 0.62 |
| Lane Grp Cap(c), veh/h | 420 | 780 | 803 | 260 | 1501 | 732 | 387 | 0 | 398 | 341 | 0 | 0 |
| V/C Ratio(X) | 0.22 | 0.89 | 0.89 | 0.43 | 0.48 | 0.02 | 0.21 | 0.00 | 0.45 | 0.28 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 468 | 780 | 803 | 278 | 1501 | 732 | 388 | 0 | 398 | 341 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.69 | 0.69 | 0.69 | 0.85 | 0.85 | 0.85 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 9.0 | 16.4 | 16.5 | 14.0 | 12.4 | 9.8 | 22.6 | 0.0 | 20.5 | 23.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.1 | 10.5 | 10.5 | 0.7 | 0.7 | 0.0 | 0.2 | 0.0 | 0.6 | 0.3 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.8 | 13.6 | 14.1 | 1.0 | 4.7 | 0.2 | 1.3 | 0.0 | 2.8 | 1.5 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 9.2 | 26.9 | 27.0 | 14.7 | 13.2 | 9.8 | 22.8 | 0.0 | 21.1 | 23.4 | 0.0 | 0.0 |
| LnGrp LOS | A | C | C | B | B | A | C | | C | C | | |
| Approach Vol, veh/h | | 1501 | | | 855 | | | 261 | | | 97 | |
| Approach Delay, s/veh | | 25.9 | | | 13.3 | | | 21.7 | | | 23.4 | |
| Approach LOS | | C | | | B | | | C | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 10.8 | 35.7 | | 18.5 | 10.6 | 36.0 | | 18.5 |
| Change Period (Y+Rc), s | 6.5 | 6.5 | | 6.5 | 6.5 | 6.5 | | 6.5 |
| Max Green Setting (Gmax), s | 5.6 | 28.5 | | 12.0 | 5.9 | 27.6 | | 12.0 |
| Max Q Clear Time (g_c+I1), s | 4.1 | 25.9 | | 5.5 | 3.8 | 12.0 | | 8.2 |
| Green Ext Time (p_c), s | 0.0 | 2.5 | | 0.7 | 0.0 | 15.0 | | 0.5 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 21.4 |
| HCM 2010 LOS | | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 261 | 37 | 62 | 154 | 0 | 0 | 0 | 0 | 60 | 518 | 310 |
| Future Volume (veh/h) | 0 | 261 | 37 | 62 | 154 | 0 | 0 | 0 | 0 | 60 | 518 | 310 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | | | | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 0 | 1867 | 1900 | 1681 | 1881 | 0 | | | | 1900 | 1858 | 1900 |
| Adj Flow Rate, veh/h | 0 | 290 | 41 | 69 | 171 | 0 | | | | 67 | 576 | 344 |
| Adj No. of Lanes | 0 | 2 | 0 | 1 | 2 | 0 | | | | 0 | 2 | 0 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | | | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 2 | 2 | 13 | 1 | 0 | | | | 0 | 3 | 0 |
| Cap, veh/h | 0 | 1527 | 214 | 491 | 1746 | 0 | | | | 84 | 737 | 476 |
| Arrive On Green | 0.00 | 0.49 | 0.49 | 0.49 | 0.49 | 0.00 | | | | 0.37 | 0.37 | 0.37 |
| Sat Flow, veh/h | 0 | 3220 | 438 | 943 | 3668 | 0 | | | | 226 | 1977 | 1277 |
| Grp Volume(v), veh/h | 0 | 163 | 168 | 69 | 171 | 0 | | | | 547 | 0 | 440 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1774 | 1790 | 943 | 1787 | 0 | | | | 1847 | 0 | 1633 |
| Q Serve(g_s), s | 0.0 | 4.7 | 4.8 | 4.0 | 2.3 | 0.0 | | | | 23.8 | 0.0 | 20.8 |
| Cycle Q Clear(g_c), s | 0.0 | 4.7 | 4.8 | 8.8 | 2.3 | 0.0 | | | | 23.8 | 0.0 | 20.8 |
| Prop In Lane | 0.00 | | 0.24 | 1.00 | | 0.00 | | | | 0.12 | | 0.78 |
| Lane Grp Cap(c), veh/h | 0 | 867 | 874 | 491 | 1746 | 0 | | | | 688 | 0 | 609 |
| V/C Ratio(X) | 0.00 | 0.19 | 0.19 | 0.14 | 0.10 | 0.00 | | | | 0.79 | 0.00 | 0.72 |
| Avail Cap(c_a), veh/h | 0 | 867 | 874 | 491 | 1746 | 0 | | | | 1119 | 0 | 989 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | 0.56 | 0.00 | 0.56 |
| Uniform Delay (d), s/veh | 0.0 | 13.0 | 13.0 | 15.5 | 12.4 | 0.0 | | | | 25.2 | 0.0 | 24.2 |
| Incr Delay (d2), s/veh | 0.0 | 0.5 | 0.5 | 0.6 | 0.1 | 0.0 | | | | 1.2 | 0.0 | 0.9 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 2.4 | 2.4 | 1.1 | 1.2 | 0.0 | | | | 12.2 | 0.0 | 9.4 |
| LnGrp Delay(d),s/veh | 0.0 | 13.4 | 13.5 | 16.1 | 12.5 | 0.0 | | | | 26.4 | 0.0 | 25.2 |
| LnGrp LOS | | B | B | B | B | | | | | C | | C |
| Approach Vol, veh/h | | 331 | | | 240 | | | | | | 987 | |
| Approach Delay, s/veh | | 13.5 | | | 13.5 | | | | | | 25.8 | |
| Approach LOS | | B | | | B | | | | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | | 50.0 | | 40.0 | | 50.0 | | |
| Change Period (Y+Rc), s | | 6.0 | | 6.5 | | 6.0 | | |
| Max Green Setting (Gmax), s | | 23.0 | | 54.5 | | 23.0 | | |
| Max Q Clear Time (g_c+I1), s | | 6.8 | | 25.8 | | 10.8 | | |
| Green Ext Time (p_c), s | | 3.7 | | 7.8 | | 3.2 | | |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 21.3 |
| HCM 2010 LOS | | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 169 | 152 | 0 | 0 | 190 | 8 | 26 | 222 | 82 | 0 | 0 | 0 |
| Future Volume (veh/h) | 169 | 152 | 0 | 0 | 190 | 8 | 26 | 222 | 82 | 0 | 0 | 0 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | | | |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Adj Sat Flow, veh/h/ln | 1881 | 1881 | 0 | 0 | 1813 | 1900 | 1900 | 1846 | 1900 | | | |
| Adj Flow Rate, veh/h | 188 | 169 | 0 | 0 | 211 | 9 | 29 | 247 | 91 | | | |
| Adj No. of Lanes | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | | |
| Percent Heavy Veh, % | 1 | 1 | 0 | 0 | 5 | 5 | 0 | 4 | 0 | | | |
| Cap, veh/h | 889 | 2546 | 0 | 0 | 2398 | 102 | 40 | 349 | 134 | | | |
| Arrive On Green | 1.00 | 1.00 | 0.00 | 0.00 | 0.71 | 0.71 | 0.15 | 0.15 | 0.15 | | | |
| Sat Flow, veh/h | 1168 | 3668 | 0 | 0 | 3458 | 143 | 270 | 2347 | 902 | | | |
| Grp Volume(v), veh/h | 188 | 169 | 0 | 0 | 107 | 113 | 197 | 0 | 170 | | | |
| Grp Sat Flow(s),veh/h/ln | 1168 | 1787 | 0 | 0 | 1722 | 1788 | 1832 | 0 | 1687 | | | |
| Q Serve(g_s), s | 0.5 | 0.0 | 0.0 | 0.0 | 1.7 | 1.7 | 9.2 | 0.0 | 8.6 | | | |
| Cycle Q Clear(g_c), s | 2.2 | 0.0 | 0.0 | 0.0 | 1.7 | 1.7 | 9.2 | 0.0 | 8.6 | | | |
| Prop In Lane | 1.00 | | 0.00 | 0.00 | | 0.08 | 0.15 | | 0.53 | | | |
| Lane Grp Cap(c), veh/h | 889 | 2546 | 0 | 0 | 1227 | 1273 | 273 | 0 | 251 | | | |
| V/C Ratio(X) | 0.21 | 0.07 | 0.00 | 0.00 | 0.09 | 0.09 | 0.72 | 0.00 | 0.68 | | | |
| Avail Cap(c_a), veh/h | 889 | 2546 | 0 | 0 | 1227 | 1273 | 682 | 0 | 628 | | | |
| HCM Platoon Ratio | 1.67 | 1.67 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | 0.99 | 0.99 | 0.00 | 0.00 | 0.93 | 0.93 | 1.00 | 0.00 | 1.00 | | | |
| Uniform Delay (d), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 | 4.0 | 36.5 | 0.0 | 36.3 | | | |
| Incr Delay (d2), s/veh | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | 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 | | | |
| %ile BackOfQ(50%),veh/ln | 0.2 | 0.0 | 0.0 | 0.0 | 0.8 | 0.9 | 4.9 | 0.0 | 4.2 | | | |
| LnGrp Delay(d),s/veh | 0.6 | 0.0 | 0.0 | 0.0 | 4.0 | 4.0 | 40.1 | 0.0 | 39.4 | | | |
| LnGrp LOS | A | A | | | A | A | D | | D | | | |
| Approach Vol, veh/h | | 357 | | | 220 | | | 367 | | | | |
| Approach Delay, s/veh | | 0.3 | | | 4.0 | | | 39.8 | | | | |
| Approach LOS | | A | | | A | | | D | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 70.1 | | | | 70.1 | | 19.9 |
| Change Period (Y+Rc), s | | 6.0 | | | | 6.0 | | 6.5 |
| Max Green Setting (Gmax), s | | 44.0 | | | | 44.0 | | 33.5 |
| Max Q Clear Time (g_c+I1), s | | 4.2 | | | | 3.7 | | 11.2 |
| Green Ext Time (p_c), s | | 3.9 | | | | 3.9 | | 2.2 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 16.5 |
| HCM 2010 LOS | | B |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 170 | 723 | 295 | 86 | 399 | 31 | 174 | 84 | 83 | 67 | 101 | 111 |
| Future Volume (veh/h) | 170 | 723 | 295 | 86 | 399 | 31 | 174 | 84 | 83 | 67 | 101 | 111 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1827 | 1822 | 1900 | 1776 | 1731 | 1900 | 1667 | 1810 | 1863 | 1810 | 1839 | 1900 |
| Adj Flow Rate, veh/h | 189 | 803 | 328 | 96 | 443 | 34 | 193 | 93 | 92 | 74 | 112 | 123 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 1 | 1 | 1 | 0 |
| 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, % | 4 | 4 | 4 | 7 | 10 | 10 | 14 | 5 | 2 | 5 | 7 | 7 |
| Cap, veh/h | 461 | 881 | 359 | 228 | 1052 | 80 | 293 | 394 | 344 | 401 | 151 | 166 |
| Arrive On Green | 0.09 | 0.37 | 0.37 | 0.07 | 0.34 | 0.34 | 0.09 | 0.22 | 0.22 | 0.06 | 0.19 | 0.19 |
| Sat Flow, veh/h | 1740 | 2401 | 979 | 1691 | 3096 | 237 | 1587 | 1810 | 1583 | 1723 | 802 | 881 |
| Grp Volume(v), veh/h | 189 | 578 | 553 | 96 | 235 | 242 | 193 | 93 | 92 | 74 | 0 | 235 |
| Grp Sat Flow(s),veh/h/ln | 1740 | 1731 | 1649 | 1691 | 1644 | 1689 | 1587 | 1810 | 1583 | 1723 | 0 | 1683 |
| Q Serve(g_s), s | 5.4 | 24.9 | 25.0 | 2.8 | 8.6 | 8.7 | 7.1 | 3.3 | 3.8 | 2.6 | 0.0 | 10.3 |
| Cycle Q Clear(g_c), s | 5.4 | 24.9 | 25.0 | 2.8 | 8.6 | 8.7 | 7.1 | 3.3 | 3.8 | 2.6 | 0.0 | 10.3 |
| Prop In Lane | 1.00 | | 0.59 | 1.00 | | 0.14 | 1.00 | | 1.00 | 1.00 | | 0.52 |
| Lane Grp Cap(c), veh/h | 461 | 635 | 605 | 228 | 559 | 574 | 293 | 394 | 344 | 401 | 0 | 317 |
| V/C Ratio(X) | 0.41 | 0.91 | 0.91 | 0.42 | 0.42 | 0.42 | 0.66 | 0.24 | 0.27 | 0.18 | 0.00 | 0.74 |
| Avail Cap(c_a), veh/h | 517 | 647 | 616 | 246 | 559 | 574 | 293 | 394 | 344 | 429 | 0 | 322 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 14.7 | 23.6 | 23.6 | 18.7 | 19.9 | 19.9 | 24.9 | 25.3 | 25.5 | 23.1 | 0.0 | 30.0 |
| Incr Delay (d2), s/veh | 0.6 | 16.9 | 17.9 | 1.2 | 0.5 | 0.5 | 5.3 | 0.3 | 0.4 | 0.2 | 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 | 2.6 | 14.9 | 14.4 | 1.4 | 4.0 | 4.1 | 3.8 | 1.7 | 1.7 | 1.3 | 0.0 | 5.5 |
| LnGrp Delay(d),s/veh | 15.3 | 40.5 | 41.5 | 19.9 | 20.4 | 20.4 | 30.2 | 25.6 | 25.9 | 23.3 | 0.0 | 38.8 |
| LnGrp LOS | B | D | D | B | C | C | C | C | C | C | | D |
| Approach Vol, veh/h | | 1320 | | | 573 | | | 378 | | | 309 | |
| Approach Delay, s/veh | | 37.3 | | | 20.4 | | | 28.0 | | | 35.1 | |
| Approach LOS | | D | | | C | | | C | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 10.6 | 35.5 | 12.0 | 20.3 | 12.7 | 33.3 | 9.7 | 22.6 |
| Change Period (Y+Rc), s | * 5.3 | * 6.7 | * 4.9 | 5.6 | * 5.3 | * 6.7 | * 4.9 | 5.6 |
| Max Green Setting (Gmax), s | * 6.1 | * 29 | * 7.1 | 15.0 | * 9.9 | * 27 | * 6.1 | 16.0 |
| Max Q Clear Time (g_c+I1), s | 4.8 | 27.0 | 9.1 | 12.3 | 7.4 | 10.7 | 4.6 | 5.8 |
| Green Ext Time (p_c), s | 0.0 | 1.8 | 0.0 | 0.3 | 0.1 | 9.1 | 0.0 | 1.6 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 31.9 |
| HCM 2010 LOS | C |

Notes

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 12 | 965 | 14 | 3 | 752 | 96 | 13 | 2 | 15 | 152 | 2 | 35 |
| Future Volume (veh/h) | 12 | 965 | 14 | 3 | 752 | 96 | 13 | 2 | 15 | 152 | 2 | 35 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1809 | 1900 | 1900 | 1784 | 1900 | 1900 | 1727 | 1900 | 1827 | 1712 | 1900 |
| Adj Flow Rate, veh/h | 13 | 1072 | 16 | 3 | 836 | 107 | 14 | 2 | 17 | 169 | 2 | 39 |
| Adj No. of Lanes | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 0 |
| 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, % | 0 | 5 | 5 | 7 | 7 | 7 | 50 | 50 | 50 | 4 | 50 | 50 |
| Cap, veh/h | 379 | 1796 | 27 | 92 | 1532 | 196 | 204 | 56 | 140 | 443 | 13 | 261 |
| Arrive On Green | 0.52 | 0.52 | 0.52 | 0.52 | 0.52 | 0.52 | 0.19 | 0.19 | 0.19 | 0.19 | 0.19 | 0.19 |
| Sat Flow, veh/h | 604 | 3467 | 52 | 2 | 2956 | 377 | 401 | 301 | 746 | 1361 | 71 | 1394 |
| Grp Volume(v), veh/h | 13 | 531 | 557 | 505 | 0 | 441 | 33 | 0 | 0 | 169 | 0 | 41 |
| Grp Sat Flow(s),veh/h/ln | 604 | 1719 | 1800 | 1779 | 0 | 1556 | 1447 | 0 | 0 | 1361 | 0 | 1466 |
| Q Serve(g_s), s | 0.6 | 8.6 | 8.6 | 0.0 | 0.0 | 7.6 | 0.0 | 0.0 | 0.0 | 3.7 | 0.0 | 0.9 |
| Cycle Q Clear(g_c), s | 8.2 | 8.6 | 8.6 | 7.6 | 0.0 | 7.6 | 0.7 | 0.0 | 0.0 | 4.4 | 0.0 | 0.9 |
| Prop In Lane | 1.00 | | 0.03 | 0.01 | | 0.24 | 0.42 | | 0.52 | 1.00 | | 0.95 |
| Lane Grp Cap(c), veh/h | 379 | 890 | 932 | 1013 | 0 | 806 | 400 | 0 | 0 | 443 | 0 | 275 |
| V/C Ratio(X) | 0.03 | 0.60 | 0.60 | 0.50 | 0.00 | 0.55 | 0.08 | 0.00 | 0.00 | 0.38 | 0.00 | 0.15 |
| Avail Cap(c_a), veh/h | 435 | 1051 | 1101 | 1177 | 0 | 952 | 977 | 0 | 0 | 1010 | 0 | 885 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 9.2 | 6.7 | 6.7 | 6.4 | 0.0 | 6.4 | 13.4 | 0.0 | 0.0 | 14.8 | 0.0 | 13.5 |
| Incr Delay (d2), s/veh | 0.0 | 0.7 | 0.6 | 0.4 | 0.0 | 0.6 | 0.1 | 0.0 | 0.0 | 0.5 | 0.0 | 0.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 4.2 | 4.3 | 3.8 | 0.0 | 3.3 | 0.3 | 0.0 | 0.0 | 1.8 | 0.0 | 0.4 |
| LnGrp Delay(d),s/veh | 9.2 | 7.4 | 7.3 | 6.8 | 0.0 | 7.0 | 13.5 | 0.0 | 0.0 | 15.4 | 0.0 | 13.7 |
| LnGrp LOS | A | A | A | A | | A | B | | | B | | B |
| Approach Vol, veh/h | | 1101 | | | 946 | | | 33 | | | 210 | |
| Approach Delay, s/veh | | 7.4 | | | 6.9 | | | 13.5 | | | 15.0 | |
| Approach LOS | | A | | | A | | | B | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 26.8 | | 13.0 | | 26.8 | | 13.0 |
| Change Period (Y+Rc), s | | 6.2 | | 5.5 | | 6.2 | | 5.5 |
| Max Green Setting (Gmax), s | | 24.3 | | 24.0 | | 24.3 | | 24.0 |
| Max Q Clear Time (g_c+I1), s | | 10.6 | | 6.4 | | 9.6 | | 2.7 |
| Green Ext Time (p_c), s | | 10.0 | | 0.8 | | 10.6 | | 0.9 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 8.0 |
| HCM 2010 LOS | A |

Notes

User approved pedestrian interval to be less than phase max green.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 540 | 577 | 111 | 654 | 0 | 0 | 0 | 0 | 252 | 0 | 197 |
| Future Volume (veh/h) | 0 | 540 | 577 | 111 | 654 | 0 | 0 | 0 | 0 | 252 | 0 | 197 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | | | | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 0 | 1776 | 1863 | 1881 | 1792 | 0 | | | | 1827 | 0 | 1696 |
| Adj Flow Rate, veh/h | 0 | 568 | 0 | 123 | 727 | 0 | | | | 280 | 0 | 0 |
| Adj No. of Lanes | 0 | 2 | 1 | 1 | 2 | 0 | | | | 1 | 0 | 1 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.90 | 0.90 | 0.90 | | | | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 7 | 2 | 1 | 6 | 0 | | | | 4 | 0 | 12 |
| Cap, veh/h | 0 | 1471 | 690 | 158 | 2085 | 0 | | | | 333 | 0 | 276 |
| Arrive On Green | 0.00 | 0.44 | 0.00 | 0.09 | 0.61 | 0.00 | | | | 0.19 | 0.00 | 0.00 |
| Sat Flow, veh/h | 0 | 3463 | 1583 | 1792 | 3495 | 0 | | | | 1740 | 0 | 1442 |
| Grp Volume(v), veh/h | 0 | 568 | 0 | 123 | 727 | 0 | | | | 280 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1687 | 1583 | 1792 | 1703 | 0 | | | | 1740 | 0 | 1442 |
| Q Serve(g_s), s | 0.0 | 6.9 | 0.0 | 4.0 | 6.3 | 0.0 | | | | 9.3 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 | 6.9 | 0.0 | 4.0 | 6.3 | 0.0 | | | | 9.3 | 0.0 | 0.0 |
| Prop In Lane | 0.00 | | 1.00 | 1.00 | | 0.00 | | | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 1471 | 690 | 158 | 2085 | 0 | | | | 333 | 0 | 276 |
| V/C Ratio(X) | 0.00 | 0.39 | 0.00 | 0.78 | 0.35 | 0.00 | | | | 0.84 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 0 | 1471 | 690 | 206 | 2085 | 0 | | | | 420 | 0 | 348 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 0.83 | 0.00 | 0.87 | 0.87 | 0.00 | | | | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 0.0 | 11.5 | 0.0 | 26.8 | 5.7 | 0.0 | | | | 23.4 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.6 | 0.0 | 11.7 | 0.4 | 0.0 | | | | 11.8 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 3.3 | 0.0 | 2.5 | 3.0 | 0.0 | | | | 5.5 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 0.0 | 12.1 | 0.0 | 38.5 | 6.1 | 0.0 | | | | 35.2 | 0.0 | 0.0 |
| LnGrp LOS | | B | | D | A | | | | | D | | |
| Approach Vol, veh/h | | 568 | | | 850 | | | | | | 280 | |
| Approach Delay, s/veh | | 12.1 | | | 10.8 | | | | | | 35.2 | |
| Approach LOS | | B | | | B | | | | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | 10.6 | 32.5 | | 17.0 | | 43.0 | | |
| Change Period (Y+Rc), s | * 5.3 | * 6.3 | | 5.5 | | * 6.3 | | |
| Max Green Setting (Gmax), s | * 6.3 | * 22 | | 14.5 | | * 34 | | |
| Max Q Clear Time (g_c+I1), s | 10.3 | 8.9 | | 11.3 | | 8.3 | | |
| Green Ext Time (p_c), s | 0.0 | 6.8 | | 0.3 | | 9.8 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 15.3 |
| HCM 2010 LOS | B |

Notes

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 113 | 679 | 0 | 0 | 470 | 104 | 295 | 0 | 99 | 0 | 0 | 0 |
| Future Volume (veh/h) | 113 | 679 | 0 | 0 | 470 | 104 | 295 | 0 | 99 | 0 | 0 | 0 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 7 | 4 | 14 | | | |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Adj Sat Flow, veh/h/ln | 1667 | 1827 | 0 | 0 | 1813 | 1900 | 1810 | 1810 | 1900 | | | |
| Adj Flow Rate, veh/h | 126 | 754 | 0 | 0 | 522 | 116 | 328 | 0 | 0 | | | |
| Adj No. of Lanes | 1 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | | |
| Percent Heavy Veh, % | 14 | 4 | 0 | 0 | 5 | 5 | 5 | 2 | 0 | | | |
| Cap, veh/h | 155 | 2209 | 0 | 0 | 1240 | 274 | 451 | 0 | 212 | | | |
| Arrive On Green | 0.10 | 0.64 | 0.00 | 0.00 | 0.44 | 0.44 | 0.13 | 0.00 | 0.00 | | | |
| Sat Flow, veh/h | 1587 | 3563 | 0 | 0 | 2895 | 621 | 3447 | 0 | 1615 | | | |
| Grp Volume(v), veh/h | 126 | 754 | 0 | 0 | 320 | 318 | 328 | 0 | 0 | | | |
| Grp Sat Flow(s),veh/h/ln | 1587 | 1736 | 0 | 0 | 1722 | 1703 | 1723 | 0 | 1615 | | | |
| Q Serve(g_s), s | 4.3 | 5.6 | 0.0 | 0.0 | 7.0 | 7.1 | 5.0 | 0.0 | 0.0 | | | |
| Cycle Q Clear(g_c), s | 4.3 | 5.6 | 0.0 | 0.0 | 7.0 | 7.1 | 5.0 | 0.0 | 0.0 | | | |
| Prop In Lane | 1.00 | | 0.00 | 0.00 | | 0.36 | 1.00 | | 1.00 | | | |
| Lane Grp Cap(c), veh/h | 155 | 2209 | 0 | 0 | 761 | 753 | 451 | 0 | 212 | | | |
| V/C Ratio(X) | 0.81 | 0.34 | 0.00 | 0.00 | 0.42 | 0.42 | 0.73 | 0.00 | 0.00 | | | |
| Avail Cap(c_a), veh/h | 211 | 2209 | 0 | 0 | 761 | 753 | 551 | 0 | 258 | | | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | 0.85 | 0.85 | 0.00 | 0.00 | 0.80 | 0.80 | 1.00 | 0.00 | 0.00 | | | |
| Uniform Delay (d), s/veh | 24.3 | 4.6 | 0.0 | 0.0 | 10.5 | 10.5 | 23.0 | 0.0 | 0.0 | | | |
| Incr Delay (d2), s/veh | 13.4 | 0.4 | 0.0 | 0.0 | 0.3 | 0.3 | 3.7 | 0.0 | 0.0 | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | 2.4 | 2.7 | 0.0 | 0.0 | 3.3 | 3.3 | 2.6 | 0.0 | 0.0 | | | |
| LnGrp Delay(d),s/veh | 37.7 | 5.0 | 0.0 | 0.0 | 10.8 | 10.8 | 26.7 | 0.0 | 0.0 | | | |
| LnGrp LOS | D | A | | | B | B | C | | | | | |
| Approach Vol, veh/h | | 880 | | | 638 | | | 328 | | | | |
| Approach Delay, s/veh | | 9.7 | | | 10.8 | | | 26.7 | | | | |
| Approach LOS | | A | | | B | | | C | | | | |

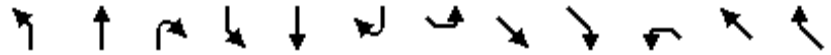
| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | 5 | 6 | | |
| Phs Duration (G+Y+Rc), s | | 41.3 | | 13.7 | 10.7 | 30.6 | | |
| Change Period (Y+Rc), s | | * 6.3 | | 6.5 | * 5.3 | * 6.3 | | |
| Max Green Setting (Gmax), s | | * 33 | | 8.8 | * 7.3 | * 21 | | |
| Max Q Clear Time (g_c+I1), s | | 7.6 | | 7.0 | 6.3 | 9.1 | | |
| Green Ext Time (p_c), s | | 10.3 | | 0.2 | 0.0 | 6.6 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 13.1 |
| HCM 2010 LOS | B |

Notes

User approved volume balancing among the lanes for turning movement.

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



| Movement | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 258 | 514 | 6 | 2 | 174 | 20 | 35 | 2 | 391 | 9 | 1 | 8 |
| Future Volume (veh/h) | 258 | 514 | 6 | 2 | 174 | 20 | 35 | 2 | 391 | 9 | 1 | 8 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1810 | 1845 | 1900 | 1900 | 1745 | 1810 | 1900 | 1855 | 1827 | 1900 | 1900 | 1900 |
| Adj Flow Rate, veh/h | 287 | 571 | 7 | 2 | 193 | 22 | 39 | 2 | 434 | 10 | 1 | 9 |
| Adj No. of Lanes | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 0 |
| 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, % | 5 | 3 | 0 | 9 | 9 | 5 | 50 | 50 | 4 | 0 | 0 | 0 |
| Cap, veh/h | 446 | 787 | 689 | 67 | 380 | 336 | 475 | 21 | 405 | 381 | 61 | 553 |
| Arrive On Green | 0.10 | 0.43 | 0.43 | 0.22 | 0.22 | 0.22 | 0.26 | 0.26 | 0.26 | 0.01 | 0.37 | 0.37 |
| Sat Flow, veh/h | 1723 | 1845 | 1615 | 4 | 1735 | 1538 | 1332 | 82 | 1553 | 1810 | 164 | 1476 |
| Grp Volume(v), veh/h | 287 | 571 | 7 | 195 | 0 | 22 | 41 | 0 | 434 | 10 | 0 | 10 |
| Grp Sat Flow(s),veh/h/ln | 1723 | 1845 | 1615 | 1739 | 0 | 1538 | 1413 | 0 | 1553 | 1810 | 0 | 1640 |
| Q Serve(g_s), s | 5.7 | 14.1 | 0.1 | 0.0 | 0.0 | 0.6 | 1.1 | 0.0 | 14.3 | 0.2 | 0.0 | 0.2 |
| Cycle Q Clear(g_c), s | 5.7 | 14.1 | 0.1 | 5.4 | 0.0 | 0.6 | 1.2 | 0.0 | 14.3 | 0.2 | 0.0 | 0.2 |
| Prop In Lane | 1.00 | | 1.00 | 0.01 | | 1.00 | 0.95 | | 1.00 | 1.00 | | 0.90 |
| Lane Grp Cap(c), veh/h | 446 | 787 | 689 | 447 | 0 | 336 | 496 | 0 | 405 | 381 | 0 | 615 |
| V/C Ratio(X) | 0.64 | 0.73 | 0.01 | 0.44 | 0.00 | 0.07 | 0.08 | 0.00 | 1.07 | 0.03 | 0.00 | 0.02 |
| Avail Cap(c_a), veh/h | 446 | 1012 | 886 | 657 | 0 | 524 | 496 | 0 | 405 | 495 | 0 | 717 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 15.4 | 13.1 | 9.1 | 18.9 | 0.0 | 17.0 | 15.4 | 0.0 | 20.3 | 13.3 | 0.0 | 10.8 |
| Incr Delay (d2), s/veh | 3.1 | 1.9 | 0.0 | 0.7 | 0.0 | 0.1 | 0.1 | 0.0 | 65.4 | 0.0 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.8 | 7.6 | 0.1 | 2.7 | 0.0 | 0.3 | 0.5 | 0.0 | 13.4 | 0.1 | 0.0 | 0.1 |
| LnGrp Delay(d),s/veh | 18.6 | 15.0 | 9.1 | 19.5 | 0.0 | 17.1 | 15.5 | 0.0 | 85.6 | 13.4 | 0.0 | 10.8 |
| LnGrp LOS | B | B | A | B | | B | B | | F | B | | B |
| Approach Vol, veh/h | | 865 | | | 217 | | | 475 | | | 20 | |
| Approach Delay, s/veh | | 16.1 | | | 19.3 | | | 79.6 | | | 12.1 | |
| Approach LOS | | B | | | B | | | E | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | 3 | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 28.6 | 6.3 | 20.0 | 11.4 | 17.2 | | 26.3 |
| Change Period (Y+Rc), s | | * 5.2 | 5.7 | 5.7 | 5.7 | * 5.2 | | 5.7 |
| Max Green Setting (Gmax), s | | * 30 | 4.0 | 14.3 | 5.7 | * 19 | | 24.0 |
| Max Q Clear Time (g_c+I1), s | | 16.1 | 2.2 | 16.3 | 7.7 | 7.4 | | 2.2 |
| Green Ext Time (p_c), s | | 4.2 | 0.0 | 0.0 | 0.0 | 3.7 | | 1.8 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 35.6 |
| HCM 2010 LOS | D |

Notes

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 451 | 1598 | 8 | 21 | 670 | 63 | 1 | 59 | 50 | 90 | 65 | 237 |
| Future Volume (veh/h) | 451 | 1598 | 8 | 21 | 670 | 63 | 1 | 59 | 50 | 90 | 65 | 237 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1845 | 1845 | 1900 | 1810 | 1792 | 1638 | 1900 | 1845 | 1863 | 1377 | 1696 | 1727 |
| Adj Flow Rate, veh/h | 501 | 1776 | 9 | 23 | 744 | 70 | 1 | 66 | 56 | 100 | 72 | 263 |
| Adj No. of Lanes | 2 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 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, % | 3 | 3 | 0 | 5 | 6 | 16 | 0 | 3 | 2 | 38 | 12 | 10 |
| Cap, veh/h | 557 | 1353 | 1185 | 83 | 1991 | 814 | 112 | 184 | 158 | 110 | 170 | 387 |
| Arrive On Green | 0.16 | 0.73 | 0.73 | 0.02 | 0.58 | 0.58 | 0.10 | 0.10 | 0.10 | 0.10 | 0.10 | 0.10 |
| Sat Flow, veh/h | 3408 | 1845 | 1615 | 1723 | 3406 | 1392 | 1062 | 1845 | 1583 | 934 | 1696 | 1468 |
| Grp Volume(v), veh/h | 501 | 1776 | 9 | 23 | 744 | 70 | 1 | 66 | 56 | 100 | 72 | 263 |
| Grp Sat Flow(s),veh/h/ln | 1704 | 1845 | 1615 | 1723 | 1703 | 1392 | 1062 | 1845 | 1583 | 934 | 1696 | 1468 |
| Q Serve(g_s), s | 21.6 | 110.0 | 0.2 | 0.8 | 17.4 | 3.3 | 0.1 | 5.0 | 4.9 | 10.0 | 6.0 | 15.0 |
| Cycle Q Clear(g_c), s | 21.6 | 110.0 | 0.2 | 0.8 | 17.4 | 3.3 | 6.1 | 5.0 | 4.9 | 15.0 | 6.0 | 15.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 557 | 1353 | 1185 | 83 | 1991 | 814 | 112 | 184 | 158 | 110 | 170 | 387 |
| V/C Ratio(X) | 0.90 | 1.31 | 0.01 | 0.28 | 0.37 | 0.09 | 0.01 | 0.36 | 0.35 | 0.91 | 0.42 | 0.68 |
| Avail Cap(c_a), veh/h | 702 | 1353 | 1185 | 105 | 1991 | 814 | 112 | 184 | 158 | 110 | 170 | 387 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 61.5 | 20.0 | 5.4 | 37.5 | 16.6 | 13.6 | 66.3 | 63.0 | 63.0 | 71.9 | 63.4 | 49.6 |
| Incr Delay (d2), s/veh | 11.9 | 146.1 | 0.0 | 1.3 | 0.4 | 0.2 | 0.0 | 0.9 | 1.0 | 57.0 | 1.2 | 4.4 |
| 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 | 11.1 | 110.1 | 0.1 | 0.6 | 8.3 | 1.3 | 0.0 | 2.6 | 2.2 | 5.9 | 2.9 | 10.2 |
| LnGrp Delay(d),s/veh | 73.4 | 166.1 | 5.4 | 38.8 | 17.0 | 13.8 | 66.3 | 63.9 | 64.0 | 128.9 | 64.7 | 54.0 |
| LnGrp LOS | E | F | A | D | B | B | E | E | E | F | E | D |
| Approach Vol, veh/h | | 2286 | | | 837 | | | 123 | | | 435 | |
| Approach Delay, s/veh | | 145.1 | | | 17.3 | | | 63.9 | | | 73.0 | |
| Approach LOS | | F | | | B | | | E | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 10.4 | 117.4 | | 22.2 | 32.7 | 95.1 | | 22.2 |
| Change Period (Y+Rc), s | 7.3 | * 7.4 | | * 7.2 | 8.2 | * 7.4 | | * 7.2 |
| Max Green Setting (Gmax), s | 5.0 | * 110 | | * 15 | 30.9 | * 81 | | * 15 |
| Max Q Clear Time (g_c+I1), s | 12.8 | 112.0 | | 17.0 | 23.6 | 19.4 | | 8.1 |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | 0.0 | 0.9 | 61.7 | | 1.1 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 104.8 |
| HCM 2010 LOS | F |

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.



| Movement | NBL | NBT | NBR | SBL | SBT | SBR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 22 | 1 | 173 | 0 | 571 | 96 | 294 | 280 | 0 |
| Future Volume (veh/h) | 0 | 0 | 0 | 22 | 1 | 173 | 0 | 571 | 96 | 294 | 280 | 0 |
| Number | | | | 7 | 4 | 14 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | | | | 1900 | 1900 | 1681 | 0 | 1810 | 1900 | 1759 | 1743 | 0 |
| Adj Flow Rate, veh/h | | | | 24 | 1 | 192 | 0 | 634 | 107 | 327 | 311 | 0 |
| Adj No. of Lanes | | | | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 2 | 0 |
| Peak Hour Factor | | | | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | | | | 13 | 0 | 13 | 0 | 5 | 5 | 8 | 9 | 0 |
| Cap, veh/h | | | | 249 | 10 | 205 | 0 | 1154 | 194 | 509 | 2125 | 0 |
| Arrive On Green | | | | 0.14 | 0.14 | 0.14 | 0.00 | 0.39 | 0.39 | 0.14 | 0.64 | 0.00 |
| Sat Flow, veh/h | | | | 1740 | 73 | 1429 | 0 | 3035 | 496 | 1675 | 3399 | 0 |
| Grp Volume(v), veh/h | | | | 25 | 0 | 192 | 0 | 370 | 371 | 327 | 311 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | | 1813 | 0 | 1429 | 0 | 1719 | 1722 | 1675 | 1656 | 0 |
| Q Serve(g_s), s | | | | 0.7 | 0.0 | 8.0 | 0.0 | 10.0 | 10.0 | 6.3 | 2.2 | 0.0 |
| Cycle Q Clear(g_c), s | | | | 0.7 | 0.0 | 8.0 | 0.0 | 10.0 | 10.0 | 6.3 | 2.2 | 0.0 |
| Prop In Lane | | | | 0.96 | | 1.00 | 0.00 | | 0.29 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | | | | 260 | 0 | 205 | 0 | 674 | 675 | 509 | 2125 | 0 |
| V/C Ratio(X) | | | | 0.10 | 0.00 | 0.94 | 0.00 | 0.55 | 0.55 | 0.64 | 0.15 | 0.00 |
| Avail Cap(c_a), veh/h | | | | 260 | 0 | 205 | 0 | 674 | 675 | 621 | 2125 | 0 |
| HCM Platoon Ratio | | | | 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 | 0.00 | 1.00 | 1.00 | 0.82 | 0.82 | 0.00 |
| Uniform Delay (d), s/veh | | | | 22.3 | 0.0 | 25.4 | 0.0 | 14.1 | 14.1 | 9.3 | 4.3 | 0.0 |
| Incr Delay (d2), s/veh | | | | 0.1 | 0.0 | 44.9 | 0.0 | 3.2 | 3.2 | 0.7 | 0.1 | 0.0 |
| Initial Q Delay(d3),s/veh | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | | 0.4 | 0.0 | 5.7 | 0.0 | 5.3 | 5.3 | 2.9 | 1.0 | 0.0 |
| LnGrp Delay(d),s/veh | | | | 22.4 | 0.0 | 70.3 | 0.0 | 17.3 | 17.4 | 10.0 | 4.4 | 0.0 |
| LnGrp LOS | | | | C | | E | | B | B | B | A | |
| Approach Vol, veh/h | | | | | 217 | | | 741 | | | 638 | |
| Approach Delay, s/veh | | | | | 64.8 | | | 17.3 | | | 7.3 | |
| Approach LOS | | | | | E | | | B | | | A | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | 15.0 | 30.0 | | 15.0 | | 45.0 | | |
| Change Period (Y+Rc), s | 6.5 | 6.5 | | * 6.4 | | 6.5 | | |
| Max Green Setting (Gmax), s | 12.5 | 19.5 | | * 8.6 | | 38.5 | | |
| Max Q Clear Time (g_c+I1), s | 9.3 | 12.0 | | 10.0 | | 4.2 | | |
| Green Ext Time (p_c), s | 0.2 | 5.7 | | 0.0 | | 18.4 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 19.8 |
| HCM 2010 LOS | B |

Notes

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 174 | 419 | 0 | 0 | 531 | 13 | 43 | 162 | 489 | 0 | 0 | 0 |
| Future Volume (veh/h) | 174 | 419 | 0 | 0 | 531 | 13 | 43 | 162 | 489 | 0 | 0 | 0 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | | | |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Adj Sat Flow, veh/h/ln | 1845 | 1810 | 0 | 0 | 1741 | 1900 | 1845 | 1826 | 1810 | | | |
| Adj Flow Rate, veh/h | 193 | 466 | 0 | 0 | 590 | 14 | 48 | 452 | 362 | | | |
| Adj No. of Lanes | 1 | 2 | 0 | 0 | 2 | 0 | 1 | 1 | 1 | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | | |
| Percent Heavy Veh, % | 3 | 5 | 0 | 0 | 9 | 9 | 3 | 3 | 5 | | | |
| Cap, veh/h | 431 | 1798 | 0 | 0 | 1109 | 26 | 514 | 534 | 450 | | | |
| Arrive On Green | 0.10 | 0.52 | 0.00 | 0.00 | 0.34 | 0.34 | 0.29 | 0.29 | 0.29 | | | |
| Sat Flow, veh/h | 1757 | 3529 | 0 | 0 | 3389 | 78 | 1757 | 1826 | 1538 | | | |
| Grp Volume(v), veh/h | 193 | 466 | 0 | 0 | 295 | 309 | 48 | 452 | 362 | | | |
| Grp Sat Flow(s),veh/h/ln | 1757 | 1719 | 0 | 0 | 1654 | 1727 | 1757 | 1826 | 1538 | | | |
| Q Serve(g_s), s | 4.3 | 4.9 | 0.0 | 0.0 | 9.4 | 9.4 | 1.3 | 15.1 | 14.2 | | | |
| Cycle Q Clear(g_c), s | 4.3 | 4.9 | 0.0 | 0.0 | 9.4 | 9.4 | 1.3 | 15.1 | 14.2 | | | |
| Prop In Lane | 1.00 | | 0.00 | 0.00 | | 0.05 | 1.00 | | 1.00 | | | |
| Lane Grp Cap(c), veh/h | 431 | 1798 | 0 | 0 | 555 | 580 | 514 | 534 | 450 | | | |
| V/C Ratio(X) | 0.45 | 0.26 | 0.00 | 0.00 | 0.53 | 0.53 | 0.09 | 0.85 | 0.81 | | | |
| Avail Cap(c_a), veh/h | 454 | 1798 | 0 | 0 | 555 | 580 | 514 | 534 | 450 | | | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | 0.79 | 0.79 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Uniform Delay (d), s/veh | 11.9 | 8.6 | 0.0 | 0.0 | 17.5 | 17.5 | 16.7 | 21.6 | 21.3 | | | |
| Incr Delay (d2), s/veh | 0.8 | 0.3 | 0.0 | 0.0 | 1.0 | 0.9 | 0.4 | 15.3 | 14.2 | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | 2.2 | 2.3 | 0.0 | 0.0 | 4.4 | 4.6 | 0.7 | 9.8 | 7.7 | | | |
| LnGrp Delay(d),s/veh | 12.7 | 8.8 | 0.0 | 0.0 | 18.4 | 18.4 | 17.1 | 36.9 | 35.5 | | | |
| LnGrp LOS | B | A | | | B | B | B | D | D | | | |
| Approach Vol, veh/h | | 659 | | | 604 | | | 862 | | | | |
| Approach Delay, s/veh | | 10.0 | | | 18.4 | | | 35.2 | | | | |
| Approach LOS | | A | | | B | | | D | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 40.0 | | | 12.2 | 27.8 | | 25.0 |
| Change Period (Y+Rc), s | | 6.0 | | | 6.0 | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | | 34.0 | | | 7.0 | 21.0 | | 19.0 |
| Max Q Clear Time (g_c+I1), s | | 6.9 | | | 6.3 | 11.4 | | 17.1 |
| Green Ext Time (p_c), s | | 6.8 | | | 0.1 | 4.2 | | 1.1 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 22.6 |
| HCM 2010 LOS | C |

Notes

User approved volume balancing among the lanes for turning movement.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 70 | 838 | 0 | 0 | 493 | 12 | 0 | 0 | 0 | 16 | 0 | 51 |
| Future Volume (veh/h) | 70 | 838 | 0 | 0 | 493 | 12 | 0 | 0 | 0 | 16 | 0 | 51 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1881 | 1810 | 1900 | 1863 | 1746 | 1900 | 1900 | 1863 | 1900 | 1681 | 0 | 1863 |
| Adj Flow Rate, veh/h | 78 | 931 | 0 | 0 | 548 | 13 | 0 | 0 | 0 | 18 | 0 | 57 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.92 | 0.92 | 0.92 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 1 | 5 | 5 | 2 | 9 | 9 | 2 | 2 | 2 | 13 | 0 | 2 |
| Cap, veh/h | 141 | 2216 | 0 | 228 | 1404 | 33 | 0 | 6 | 0 | 37 | 0 | 0 |
| Arrive On Green | 0.08 | 0.64 | 0.00 | 0.00 | 0.42 | 0.42 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 |
| Sat Flow, veh/h | 1792 | 3529 | 0 | 599 | 3313 | 79 | 0 | 1117 | 65 | 0 | 1601 | 18 |
| Grp Volume(v), veh/h | 78 | 931 | 0 | 0 | 274 | 287 | 0 | 0 | 0 | 18 | 24.8 | |
| Grp Sat Flow(s),veh/h/ln | 1792 | 1719 | 0 | 599 | 1659 | 1733 | 0 | 1863 | 0 | 1601 | C | |
| Q Serve(g_s), s | 1.3 | 4.2 | 0.0 | 0.0 | 3.6 | 3.6 | 0.0 | 0.0 | 0.0 | 0.4 | | |
| Cycle Q Clear(g_c), s | 1.3 | 4.2 | 0.0 | 0.0 | 3.6 | 3.6 | 0.0 | 0.0 | 0.0 | 0.4 | | |
| Prop In Lane | 1.00 | | 0.00 | 1.00 | | 0.05 | 0.00 | | 0.00 | 1.00 | | |
| Lane Grp Cap(c), veh/h | 141 | 2216 | 0 | 228 | 703 | 734 | 0 | 6 | 0 | 37 | | |
| V/C Ratio(X) | 0.56 | 0.42 | 0.00 | 0.00 | 0.39 | 0.39 | 0.00 | 0.00 | 0.00 | 0.49 | | |
| Avail Cap(c_a), veh/h | 425 | 3308 | 0 | 323 | 966 | 1009 | 0 | 1061 | 0 | 258 | | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | | |
| Uniform Delay (d), s/veh | 14.0 | 2.7 | 0.0 | 0.0 | 6.3 | 6.3 | 0.0 | 0.0 | 0.0 | 15.2 | | |
| Incr Delay (d2), s/veh | 3.4 | 0.1 | 0.0 | 0.0 | 0.4 | 0.3 | 0.0 | 0.0 | 0.0 | 9.5 | | |
| 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 | | |
| %ile BackOfQ(50%),veh/ln | 0.8 | 2.0 | 0.0 | 0.0 | 1.7 | 1.7 | 0.0 | 0.0 | 0.0 | 0.2 | | |
| LnGrp Delay(d),s/veh | 17.4 | 2.9 | 0.0 | 0.0 | 6.6 | 6.6 | 0.0 | 0.0 | 0.0 | 24.8 | | |
| LnGrp LOS | B | A | | | A | A | | | | C | | |
| Approach Vol, veh/h | | 1009 | | | 561 | | | 0 | | | | |
| Approach Delay, s/veh | | 4.0 | | | 6.6 | | | 0.0 | | | | |
| Approach LOS | | A | | | A | | | | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | | 26.4 | | | 7.0 | 19.4 | 5.2 | 0.0 |
| Change Period (Y+Rc), s | | 6.0 | | | 4.5 | 6.0 | 4.5 | 6.0 |
| Max Green Setting (Gmax), s | | 30.4 | | | 7.5 | 18.4 | 5.1 | 18.0 |
| Max Q Clear Time (g_c+I1), s | | 6.2 | | | 3.3 | 5.6 | 2.4 | 0.0 |
| Green Ext Time (p_c), s | | 11.5 | | | 0.0 | 7.8 | 0.0 | 0.0 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 5.2 |
| HCM 2010 LOS | | A |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 104 | 328 | 24 | 6 | 275 | 254 | 24 | 65 | 2 | 256 | 60 | 68 |
| Future Volume (veh/h) | 104 | 328 | 24 | 6 | 275 | 254 | 24 | 65 | 2 | 256 | 60 | 68 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1811 | 1900 | 1624 | 1853 | 1900 | 1900 | 1763 | 1900 | 1881 | 1863 | 1900 |
| Adj Flow Rate, veh/h | 116 | 364 | 27 | 7 | 306 | 282 | 27 | 72 | 2 | 284 | 67 | 76 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 2 | 1 | 1 |
| 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 | 5 | 5 | 17 | 4 | 4 | 0 | 8 | 8 | 1 | 2 | 0 |
| Cap, veh/h | 593 | 2218 | 164 | 542 | 933 | 834 | 261 | 567 | 16 | 562 | 317 | 275 |
| Arrive On Green | 0.09 | 0.68 | 0.68 | 0.53 | 0.53 | 0.53 | 0.17 | 0.17 | 0.17 | 0.17 | 0.17 | 0.17 |
| Sat Flow, veh/h | 1774 | 3249 | 240 | 862 | 1760 | 1575 | 1265 | 3329 | 92 | 2587 | 1863 | 1615 |
| Grp Volume(v), veh/h | 116 | 192 | 199 | 7 | 306 | 282 | 27 | 36 | 38 | 284 | 67 | 76 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1720 | 1768 | 862 | 1760 | 1575 | 1265 | 1675 | 1747 | 1293 | 1863 | 1615 |
| Q Serve(g_s), s | 2.1 | 3.4 | 3.4 | 0.3 | 8.4 | 8.7 | 1.6 | 1.6 | 1.6 | 8.9 | 2.6 | 3.5 |
| Cycle Q Clear(g_c), s | 2.1 | 3.4 | 3.4 | 0.3 | 8.4 | 8.7 | 4.2 | 1.6 | 1.6 | 10.5 | 2.6 | 3.5 |
| Prop In Lane | 1.00 | | 0.14 | 1.00 | | 1.00 | 1.00 | | 0.05 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 593 | 1174 | 1207 | 542 | 933 | 834 | 261 | 285 | 297 | 562 | 317 | 275 |
| V/C Ratio(X) | 0.20 | 0.16 | 0.16 | 0.01 | 0.33 | 0.34 | 0.10 | 0.13 | 0.13 | 0.51 | 0.21 | 0.28 |
| Avail Cap(c_a), veh/h | 614 | 1174 | 1207 | 542 | 933 | 834 | 462 | 552 | 575 | 974 | 614 | 532 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.98 | 0.98 | 0.98 | 0.91 | 0.91 | 0.91 | 0.98 | 0.98 | 0.98 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 6.6 | 4.8 | 4.8 | 9.5 | 11.4 | 11.4 | 32.2 | 29.9 | 29.9 | 34.3 | 30.3 | 30.7 |
| Incr Delay (d2), s/veh | 0.2 | 0.3 | 0.3 | 0.0 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.7 | 0.3 | 0.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.0 | 1.7 | 1.8 | 0.1 | 4.1 | 3.8 | 0.6 | 0.7 | 0.8 | 3.2 | 1.4 | 1.6 |
| LnGrp Delay(d),s/veh | 6.8 | 5.1 | 5.1 | 9.5 | 11.6 | 11.7 | 32.3 | 30.1 | 30.1 | 35.0 | 30.7 | 31.2 |
| LnGrp LOS | A | A | A | A | B | B | C | C | C | D | C | C |
| Approach Vol, veh/h | | 507 | | | 595 | | | 101 | | | 427 | |
| Approach Delay, s/veh | | 5.5 | | | 11.6 | | | 30.7 | | | 33.7 | |
| Approach LOS | | A | | | B | | | C | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 64.5 | | 20.5 | 13.0 | 51.5 | | 20.5 |
| Change Period (Y+Rc), s | | 6.5 | | 6.0 | 5.5 | * 6.5 | | 6.0 |
| Max Green Setting (Gmax), s | | 44.5 | | 28.0 | 8.5 | * 31 | | 28.0 |
| Max Q Clear Time (g_c+I1), s | | 5.4 | | 12.5 | 4.1 | 10.7 | | 6.2 |
| Green Ext Time (p_c), s | | 6.4 | | 2.0 | 0.1 | 5.6 | | 2.2 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 16.7 |
| HCM 2010 LOS | B |

Notes

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 464 | 64 | 11 | 51 | 55 | 234 | 29 | 960 | 59 | 242 | 519 | 441 |
| Future Volume (veh/h) | 464 | 64 | 11 | 51 | 55 | 234 | 29 | 960 | 59 | 242 | 519 | 441 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1812 | 1900 | 1610 | 1712 | 1293 | 1900 | 1811 | 1900 | 1583 | 1827 | 1863 |
| Adj Flow Rate, veh/h | 516 | 71 | 12 | 57 | 61 | 260 | 32 | 1067 | 66 | 269 | 577 | 490 |
| Adj No. of Lanes | 2 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 1 |
| 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 | 5 | 5 | 18 | 11 | 47 | 0 | 4 | 4 | 20 | 4 | 2 |
| Cap, veh/h | 268 | 470 | 79 | 479 | 494 | 317 | 252 | 1426 | 88 | 148 | 1504 | 686 |
| Arrive On Green | 0.08 | 0.31 | 0.31 | 0.06 | 0.29 | 0.29 | 0.43 | 0.43 | 0.43 | 0.43 | 0.43 | 0.43 |
| Sat Flow, veh/h | 3442 | 1511 | 255 | 1533 | 1712 | 1099 | 537 | 3291 | 204 | 421 | 3471 | 1583 |
| Grp Volume(v), veh/h | 516 | 0 | 83 | 57 | 61 | 260 | 32 | 557 | 576 | 269 | 577 | 490 |
| Grp Sat Flow(s),veh/h/ln | 1721 | 0 | 1767 | 1533 | 1712 | 1099 | 537 | 1720 | 1775 | 421 | 1736 | 1583 |
| Q Serve(g_s), s | 7.0 | 0.0 | 3.1 | 2.3 | 2.4 | 19.8 | 3.9 | 24.5 | 24.5 | 14.5 | 10.2 | 22.9 |
| Cycle Q Clear(g_c), s | 7.0 | 0.0 | 3.1 | 2.3 | 2.4 | 19.8 | 14.0 | 24.5 | 24.5 | 39.0 | 10.2 | 22.9 |
| Prop In Lane | 1.00 | | 0.14 | 1.00 | | 1.00 | 1.00 | | 0.11 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 268 | 0 | 550 | 479 | 494 | 317 | 252 | 745 | 769 | 148 | 1504 | 686 |
| V/C Ratio(X) | 1.93 | 0.00 | 0.15 | 0.12 | 0.12 | 0.82 | 0.13 | 0.75 | 0.75 | 1.82 | 0.38 | 0.71 |
| Avail Cap(c_a), veh/h | 268 | 0 | 550 | 496 | 494 | 317 | 252 | 745 | 769 | 148 | 1504 | 686 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.94 | 0.00 | 0.94 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 41.5 | 0.0 | 22.4 | 20.1 | 23.6 | 29.8 | 22.1 | 21.4 | 21.4 | 41.7 | 17.3 | 20.9 |
| Incr Delay (d2), s/veh | 430.2 | 0.0 | 0.5 | 0.1 | 0.1 | 15.5 | 0.2 | 4.0 | 3.9 | 393.9 | 0.2 | 3.5 |
| 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 | 19.3 | 0.0 | 1.6 | 1.0 | 1.1 | 7.4 | 0.6 | 12.3 | 12.7 | 19.8 | 4.8 | 10.6 |
| LnGrp Delay(d),s/veh | 471.7 | 0.0 | 23.0 | 20.2 | 23.7 | 45.3 | 22.3 | 25.4 | 25.2 | 435.5 | 17.5 | 24.4 |
| LnGrp LOS | F | | C | C | C | D | C | C | C | F | B | C |
| Approach Vol, veh/h | | 599 | | | 378 | | | 1165 | | | 1336 | |
| Approach Delay, s/veh | | 409.5 | | | 38.0 | | | 25.2 | | | 104.2 | |
| Approach LOS | | F | | | D | | | C | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 11.0 | 34.0 | | 45.0 | 13.0 | 32.0 | | 45.0 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | 5.0 | 27.0 | | 39.0 | 7.0 | 26.0 | | 39.0 |
| Max Q Clear Time (g_c+I1), s | 11.3 | 5.1 | | 41.0 | 9.0 | 21.8 | | 26.5 |
| Green Ext Time (p_c), s | 0.0 | 1.6 | | 0.0 | 0.0 | 0.7 | | 10.9 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | 123.1 | |
| HCM 2010 LOS | F | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 55 | 69 | 1100 | 84 | 52 | 13 | 705 | 303 | 287 | 13 | 143 | 17 |
| Future Volume (veh/h) | 55 | 69 | 1100 | 84 | 52 | 13 | 705 | 303 | 287 | 13 | 143 | 17 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1900 | 1863 | 1863 | 1778 | 1900 | 1845 | 1845 | 1881 | 1301 | 1759 | 1792 |
| Adj Flow Rate, veh/h | 68 | 76 | 0 | 87 | 171 | 28 | 775 | 348 | 0 | 20 | 164 | 0 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 2 | 0 | 2 | 2 | 1 | 1 | 2 | 1 |
| Peak Hour Factor | 0.81 | 0.91 | 0.93 | 0.57 | 0.60 | 0.47 | 0.91 | 0.87 | 0.83 | 0.65 | 0.87 | 0.50 |
| Percent Heavy Veh, % | 2 | 0 | 2 | 2 | 0 | 0 | 3 | 3 | 1 | 46 | 8 | 6 |
| Cap, veh/h | 259 | 329 | 274 | 298 | 518 | 83 | 1504 | 1600 | 730 | 364 | 967 | 441 |
| Arrive On Green | 0.17 | 0.17 | 0.00 | 0.17 | 0.17 | 0.17 | 0.20 | 0.46 | 0.00 | 0.03 | 0.29 | 0.00 |
| Sat Flow, veh/h | 1179 | 1900 | 1583 | 1318 | 2991 | 481 | 3408 | 3505 | 1599 | 1239 | 3343 | 1524 |
| Grp Volume(v), veh/h | 68 | 76 | 0 | 87 | 100 | 99 | 775 | 348 | 0 | 20 | 164 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1179 | 1900 | 1583 | 1318 | 1778 | 1693 | 1704 | 1752 | 1599 | 1239 | 1671 | 1524 |
| Q Serve(g_s), s | 3.3 | 2.1 | 0.0 | 3.8 | 3.1 | 3.2 | 8.8 | 3.7 | 0.0 | 0.7 | 2.3 | 0.0 |
| Cycle Q Clear(g_c), s | 6.5 | 2.1 | 0.0 | 5.9 | 3.1 | 3.2 | 8.8 | 3.7 | 0.0 | 0.7 | 2.3 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.28 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 259 | 329 | 274 | 298 | 308 | 293 | 1504 | 1600 | 730 | 364 | 967 | 441 |
| V/C Ratio(X) | 0.26 | 0.23 | 0.00 | 0.29 | 0.33 | 0.34 | 0.52 | 0.22 | 0.00 | 0.05 | 0.17 | 0.00 |
| Avail Cap(c_a), veh/h | 1457 | 2260 | 1883 | 1638 | 2115 | 2014 | 1753 | 1600 | 730 | 463 | 967 | 441 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 25.5 | 22.2 | 0.0 | 24.7 | 22.5 | 22.6 | 9.4 | 10.2 | 0.0 | 14.5 | 16.5 | 0.0 |
| Incr Delay (d2), s/veh | 0.5 | 0.4 | 0.0 | 0.5 | 0.6 | 0.7 | 0.3 | 0.3 | 0.0 | 0.1 | 0.4 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.1 | 1.2 | 0.0 | 1.4 | 1.6 | 1.5 | 4.0 | 1.9 | 0.0 | 0.2 | 1.1 | 0.0 |
| LnGrp Delay(d),s/veh | 26.0 | 22.5 | 0.0 | 25.2 | 23.2 | 23.3 | 9.7 | 10.5 | 0.0 | 14.6 | 16.9 | 0.0 |
| LnGrp LOS | C | C | | C | C | C | A | B | | B | B | |
| Approach Vol, veh/h | | 144 | | | 286 | | | 1123 | | | 184 | |
| Approach Delay, s/veh | | 24.2 | | | 23.8 | | | 10.0 | | | 16.7 | |
| Approach LOS | | C | | | C | | | A | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 9.0 | 35.4 | | 17.8 | 19.4 | 25.0 | | 17.8 |
| Change Period (Y+Rc), s | 7.0 | 7.0 | | 7.0 | 7.0 | 7.0 | | 7.0 |
| Max Green Setting (Gmax), s | 7.0 | 28.0 | | 74.0 | 17.0 | 18.0 | | 74.0 |
| Max Q Clear Time (g_c+I1), s | 2.7 | 5.7 | | 8.5 | 10.8 | 4.3 | | 7.9 |
| Green Ext Time (p_c), s | 0.0 | 3.0 | | 2.2 | 1.7 | 2.5 | | 2.2 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 14.1 |
| HCM 2010 LOS | B |

Notes

User approved volume balancing among the lanes for turning movement.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 120 | 1227 | 0 | 0 | 1223 | 179 | 0 | 0 | 0 | 167 | 0 | 167 |
| Future Volume (veh/h) | 120 | 1227 | 0 | 0 | 1223 | 179 | 0 | 0 | 0 | 167 | 0 | 167 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1845 | 1845 | 0 | 1863 | 1845 | 1847 | 1900 | 1863 | 1900 | 1863 | 0 | 1792 |
| Adj Flow Rate, veh/h | 130 | 1334 | 0 | 0 | 1359 | 0 | 0 | 0 | 0 | 186 | 0 | 0 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 1 | 0 | 1 | 0 | 2 | 0 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.90 | 0.90 | 0.90 | 0.92 | 0.92 | 0.92 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 3 | 3 | 0 | 2 | 3 | 7 | 2 | 2 | 2 | 2 | 0 | 6 |
| Cap, veh/h | 107 | 2875 | 0 | 2 | 2479 | 1110 | 0 | 2 | 0 | 259 | 0 | 0 |
| Arrive On Green | 0.06 | 0.82 | 0.00 | 0.00 | 0.71 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.00 |
| Sat Flow, veh/h | 1757 | 3597 | 0 | 1774 | 3505 | 1570 | 0 | 1111765 | 0 | 3442 | 186 | |
| Grp Volume(v), veh/h | 130 | 1334 | 0 | 0 | 1359 | 0 | 0 | 0 | 0 | 186 | 55.7 | |
| Grp Sat Flow(s),veh/h/ln | 1757 | 1752 | 0 | 1774 | 1752 | 1570 | 0 | 1863 | 0 | 1721 | E | |
| Q Serve(g_s), s | 7.0 | 12.7 | 0.0 | 0.0 | 21.3 | 0.0 | 0.0 | 0.0 | 0.0 | 6.1 | | |
| Cycle Q Clear(g_c), s | 7.0 | 12.7 | 0.0 | 0.0 | 21.3 | 0.0 | 0.0 | 0.0 | 0.0 | 6.1 | | |
| Prop In Lane | 1.00 | | 0.00 | 1.00 | | 1.00 | 0.00 | | 0.00 | 1.00 | | |
| Lane Grp Cap(c), veh/h | 107 | 2875 | 0 | 2 | 2479 | 1110 | 0 | 2 | 0 | 259 | | |
| V/C Ratio(X) | 1.22 | 0.46 | 0.00 | 0.00 | 0.55 | 0.00 | 0.00 | 0.00 | 0.00 | 0.72 | | |
| Avail Cap(c_a), veh/h | 107 | 2875 | 0 | 108 | 2479 | 1110 | 0 | 292 | 0 | 988 | | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Upstream Filter(I) | 0.29 | 0.29 | 0.00 | 0.00 | 0.75 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | | |
| Uniform Delay (d), s/veh | 54.0 | 3.0 | 0.0 | 0.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 52.0 | | |
| Incr Delay (d2), s/veh | 119.5 | 0.2 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 3.7 | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| %ile BackOfQ(50%),veh/ln | 6.9 | 6.0 | 0.0 | 0.0 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 | | |
| LnGrp Delay(d),s/veh | 173.5 | 3.2 | 0.0 | 0.0 | 8.2 | 0.0 | 0.0 | 0.0 | 0.0 | 55.7 | | |
| LnGrp LOS | F | A | | | A | | | | | E | | |
| Approach Vol, veh/h | | 1464 | | | 1359 | | | 0 | | | | |
| Approach Delay, s/veh | | 18.3 | | | 8.2 | | | 0.0 | | | | |
| Approach LOS | | B | | | A | | | | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 10.0 | 100.3 | | | 13.0 | 87.3 | 14.7 | 0.0 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 7.0 | 33.0 | | | 7.0 | 31.5 | 33.0 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 10.0 | 14.7 | | | 9.0 | 23.3 | 8.1 | 0.0 |
| Green Ext Time (p_c), s | 0.0 | 15.4 | | | 0.0 | 3.8 | 0.6 | 0.0 |

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 976 | 418 | 178 | 740 | 0 | 0 | 0 | 0 | 148 | 180 | 662 |
| Future Volume (veh/h) | 0 | 976 | 418 | 178 | 740 | 0 | 0 | 0 | 0 | 148 | 180 | 662 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | | | | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 0 | 1845 | 1845 | 1845 | 1863 | 0 | | | | 1827 | 1749 | 1827 |
| Adj Flow Rate, veh/h | 0 | 1084 | 0 | 198 | 822 | 0 | | | | 164 | 200 | 736 |
| Adj No. of Lanes | 0 | 2 | 1 | 1 | 2 | 0 | | | | 1 | 1 | 2 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | | | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 3 | 3 | 3 | 2 | 0 | | | | 4 | 9 | 4 |
| Cap, veh/h | 0 | 1260 | 564 | 337 | 2007 | 0 | | | | 447 | 450 | 799 |
| Arrive On Green | 0.00 | 0.36 | 0.00 | 0.11 | 0.57 | 0.00 | | | | 0.26 | 0.26 | 0.26 |
| Sat Flow, veh/h | 0 | 3597 | 1568 | 1757 | 3632 | 0 | | | | 1740 | 1749 | 3106 |
| Grp Volume(v), veh/h | 0 | 1084 | 0 | 198 | 822 | 0 | | | | 164 | 200 | 736 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1752 | 1568 | 1757 | 1770 | 0 | | | | 1740 | 1749 | 1553 |
| Q Serve(g_s), s | 0.0 | 20.1 | 0.0 | 4.4 | 9.2 | 0.0 | | | | 5.4 | 6.7 | 16.2 |
| Cycle Q Clear(g_c), s | 0.0 | 20.1 | 0.0 | 4.4 | 9.2 | 0.0 | | | | 5.4 | 6.7 | 16.2 |
| Prop In Lane | 0.00 | | 1.00 | 1.00 | | 0.00 | | | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 1260 | 564 | 337 | 2007 | 0 | | | | 447 | 450 | 799 |
| V/C Ratio(X) | 0.00 | 0.86 | 0.00 | 0.59 | 0.41 | 0.00 | | | | 0.37 | 0.44 | 0.92 |
| Avail Cap(c_a), veh/h | 0 | 1260 | 564 | 341 | 2007 | 0 | | | | 447 | 450 | 799 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 0.87 | 0.00 | 0.86 | 0.86 | 0.00 | | | | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 20.8 | 0.0 | 14.7 | 8.5 | 0.0 | | | | 21.3 | 21.8 | 25.3 |
| Incr Delay (d2), s/veh | 0.0 | 6.9 | 0.0 | 1.5 | 0.5 | 0.0 | | | | 0.2 | 0.3 | 15.7 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 10.8 | 0.0 | 2.2 | 4.6 | 0.0 | | | | 2.6 | 3.3 | 8.6 |
| LnGrp Delay(d),s/veh | 0.0 | 27.7 | 0.0 | 16.1 | 9.1 | 0.0 | | | | 21.5 | 22.1 | 41.0 |
| LnGrp LOS | | C | | B | A | | | | | C | C | D |
| Approach Vol, veh/h | | 1084 | | | 1020 | | | | | | 1100 | |
| Approach Delay, s/veh | | 27.7 | | | 10.4 | | | | | | 34.7 | |
| Approach LOS | | C | | | B | | | | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | 14.5 | 31.5 | | 24.0 | | 46.0 | | |
| Change Period (Y+Rc), s | 6.7 | 6.3 | | 6.0 | | 6.3 | | |
| Max Green Setting (Gmax), s | 8.0 | 25.0 | | 18.0 | | 39.7 | | |
| Max Q Clear Time (g_c+I1), s | 6.4 | 22.1 | | 18.2 | | 11.2 | | |
| Green Ext Time (p_c), s | 0.0 | 2.3 | | 0.0 | | 12.8 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 24.6 |
| HCM 2010 LOS | C |

Notes

User approved volume balancing among the lanes for turning movement.

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 529 | 595 | 0 | 0 | 471 | 249 | 33 | 106 | 210 | 0 | 0 | 0 |
| Future Volume (veh/h) | 529 | 595 | 0 | 0 | 471 | 249 | 33 | 106 | 210 | 0 | 0 | 0 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | | | |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Adj Sat Flow, veh/h/ln | 1827 | 1845 | 0 | 0 | 1810 | 1827 | 1743 | 1776 | 1881 | | | |
| Adj Flow Rate, veh/h | 581 | 654 | 0 | 0 | 523 | 0 | 37 | 118 | 233 | | | |
| Adj No. of Lanes | 1 | 2 | 0 | 0 | 2 | 1 | 1 | 1 | 1 | | | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | | |
| Percent Heavy Veh, % | 4 | 3 | 0 | 0 | 5 | 4 | 9 | 7 | 1 | | | |
| Cap, veh/h | 612 | 2438 | 0 | 0 | 928 | 419 | 278 | 298 | 268 | | | |
| Arrive On Green | 0.35 | 0.70 | 0.00 | 0.00 | 0.27 | 0.00 | 0.17 | 0.17 | 0.17 | | | |
| Sat Flow, veh/h | 1740 | 3597 | 0 | 0 | 3529 | 1553 | 1660 | 1776 | 1599 | | | |
| Grp Volume(v), veh/h | 581 | 654 | 0 | 0 | 523 | 0 | 37 | 118 | 233 | | | |
| Grp Sat Flow(s),veh/h/ln | 1740 | 1752 | 0 | 0 | 1719 | 1553 | 1660 | 1776 | 1599 | | | |
| Q Serve(g_s), s | 29.3 | 6.3 | 0.0 | 0.0 | 11.8 | 0.0 | 1.7 | 5.3 | 12.8 | | | |
| Cycle Q Clear(g_c), s | 29.3 | 6.3 | 0.0 | 0.0 | 11.8 | 0.0 | 1.7 | 5.3 | 12.8 | | | |
| Prop In Lane | 1.00 | | 0.00 | 0.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Lane Grp Cap(c), veh/h | 612 | 2438 | 0 | 0 | 928 | 419 | 278 | 298 | 268 | | | |
| V/C Ratio(X) | 0.95 | 0.27 | 0.00 | 0.00 | 0.56 | 0.00 | 0.13 | 0.40 | 0.87 | | | |
| Avail Cap(c_a), veh/h | 663 | 2438 | 0 | 0 | 928 | 419 | 332 | 355 | 320 | | | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | 0.57 | 0.57 | 0.00 | 0.00 | 0.91 | 0.00 | 1.00 | 1.00 | 1.00 | | | |
| Uniform Delay (d), s/veh | 28.4 | 5.1 | 0.0 | 0.0 | 28.3 | 0.0 | 31.9 | 33.4 | 36.5 | | | |
| Incr Delay (d2), s/veh | 14.9 | 0.2 | 0.0 | 0.0 | 2.3 | 0.0 | 0.1 | 0.3 | 17.3 | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | 16.6 | 3.0 | 0.0 | 0.0 | 5.9 | 0.0 | 0.8 | 2.6 | 6.9 | | | |
| LnGrp Delay(d),s/veh | 43.3 | 5.3 | 0.0 | 0.0 | 30.6 | 0.0 | 32.0 | 33.7 | 53.8 | | | |
| LnGrp LOS | D | A | | | C | | C | C | D | | | |
| Approach Vol, veh/h | | 1235 | | | 523 | | | 388 | | | | |
| Approach Delay, s/veh | | 23.2 | | | 30.6 | | | 45.6 | | | | |
| Approach LOS | | C | | | C | | | D | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 68.9 | | | 38.3 | 30.6 | | 21.1 |
| Change Period (Y+Rc), s | | 6.3 | | | * 6.7 | 6.3 | | 6.0 |
| Max Green Setting (Gmax), s | | 59.7 | | | * 34 | 18.7 | | 18.0 |
| Max Q Clear Time (g_c+I1), s | | 8.3 | | | 31.3 | 13.8 | | 14.8 |
| Green Ext Time (p_c), s | | 5.4 | | | 0.4 | 2.3 | | 0.3 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 29.0 |
| HCM 2010 LOS | C |

Notes

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 388 | 408 | 9 | 8 | 421 | 112 | 8 | 1 | 3 | 62 | 6 | 291 |
| Future Volume (veh/h) | 388 | 408 | 9 | 8 | 421 | 112 | 8 | 1 | 3 | 62 | 6 | 291 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1881 | 1810 | 1900 | 1900 | 1792 | 1863 | 1900 | 1900 | 1900 | 1863 | 1818 | 1845 |
| Adj Flow Rate, veh/h | 431 | 453 | 0 | 9 | 468 | 0 | 10 | 0 | 0 | 69 | 7 | 0 |
| Adj No. of Lanes | 2 | 2 | 1 | 1 | 2 | 1 | 2 | 0 | 1 | 2 | 1 | 1 |
| 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, % | 1 | 5 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 2 | 17 | 3 |
| Cap, veh/h | 1730 | 573 | 269 | 1014 | 568 | 264 | 70 | 0 | 31 | 249 | 128 | 110 |
| Arrive On Green | 0.50 | 0.17 | 0.00 | 0.50 | 0.17 | 0.00 | 0.02 | 0.00 | 0.00 | 0.07 | 0.07 | 0.00 |
| Sat Flow, veh/h | 3476 | 3438 | 1615 | 1810 | 3406 | 1583 | 3619 | 0 | 1615 | 3548 | 1818 | 1568 |
| Grp Volume(v), veh/h | 431 | 453 | 0 | 9 | 468 | 0 | 10 | 0 | 0 | 69 | 7 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1738 | 1719 | 1615 | 1810 | 1703 | 1583 | 1810 | 0 | 1615 | 1774 | 1818 | 1568 |
| Q Serve(g_s), s | 7.1 | 12.6 | 0.0 | 0.0 | 13.3 | 0.0 | 0.3 | 0.0 | 0.0 | 1.8 | 0.4 | 0.0 |
| Cycle Q Clear(g_c), s | 7.1 | 12.6 | 0.0 | 0.0 | 13.3 | 0.0 | 0.3 | 0.0 | 0.0 | 1.8 | 0.4 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 1730 | 573 | 269 | 1014 | 568 | 264 | 70 | 0 | 31 | 249 | 128 | 110 |
| V/C Ratio(X) | 0.25 | 0.79 | 0.00 | 0.01 | 0.82 | 0.00 | 0.14 | 0.00 | 0.00 | 0.28 | 0.05 | 0.00 |
| Avail Cap(c_a), veh/h | 1730 | 763 | 359 | 1014 | 671 | 312 | 832 | 0 | 371 | 816 | 418 | 361 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.95 | 0.95 | 0.00 | 0.97 | 0.97 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 14.4 | 40.0 | 0.0 | 10.7 | 40.3 | 0.0 | 48.2 | 0.0 | 0.0 | 44.1 | 43.4 | 0.0 |
| Incr Delay (d2), s/veh | 0.1 | 10.1 | 0.0 | 0.0 | 7.6 | 0.0 | 0.9 | 0.0 | 0.0 | 0.6 | 0.2 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.4 | 6.8 | 0.0 | 0.1 | 6.8 | 0.0 | 0.1 | 0.0 | 0.0 | 0.9 | 0.2 | 0.0 |
| LnGrp Delay(d),s/veh | 14.5 | 50.1 | 0.0 | 10.7 | 47.8 | 0.0 | 49.1 | 0.0 | 0.0 | 44.7 | 43.6 | 0.0 |
| LnGrp LOS | B | D | | B | D | | D | | | D | D | |
| Approach Vol, veh/h | | 884 | | | 477 | | | 10 | | | 76 | |
| Approach Delay, s/veh | | 32.7 | | | 47.1 | | | 49.1 | | | 44.6 | |
| Approach LOS | | C | | | D | | | D | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 56.3 | 22.2 | | 13.3 | 56.1 | 22.4 | | 8.2 |
| Change Period (Y+Rc), s | 6.3 | * 5.5 | | * 6.3 | * 6.3 | * 5.7 | | 6.3 |
| Max Green Setting (Gmax), s | 48.6 | * 22 | | * 23 | * 9.7 | * 20 | | 23.0 |
| Max Q Clear Time (g_c+I1), s | 12.0 | 14.6 | | 3.8 | 9.1 | 15.3 | | 2.3 |
| Green Ext Time (p_c), s | 0.8 | 2.0 | | 0.2 | 0.1 | 1.4 | | 0.0 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | 38.2 | |
| HCM 2010 LOS | D | |

Notes

User approved volume balancing among the lanes for turning movement.

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 0 | 148 | 0 | 0 | 0 | 0 | 0 | 1751 | 888 |
| Future Volume (veh/h) | 0 | 0 | 0 | 0 | 148 | 0 | 0 | 0 | 0 | 0 | 1751 | 888 |
| Number | | | | 7 | 4 | 14 | | | | 5 | 2 | 12 |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | | | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | | | | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | | | | 0 | 1810 | 0 | | | | 0 | 1827 | 1863 |
| Adj Flow Rate, veh/h | | | | 0 | 164 | 0 | | | | 0 | 1946 | 0 |
| Adj No. of Lanes | | | | 0 | 2 | 0 | | | | 0 | 3 | 1 |
| Peak Hour Factor | | | | 0.90 | 0.90 | 0.90 | | | | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | | | | 0 | 5 | 0 | | | | 0 | 4 | 2 |
| Cap, veh/h | | | | 0 | 377 | 0 | | | | 0 | 3565 | 1132 |
| Arrive On Green | | | | 0.00 | 0.11 | 0.00 | | | | 0.00 | 0.71 | 0.00 |
| Sat Flow, veh/h | | | | 0 | 3619 | 0 | | | | 0 | 5152 | 1583 |
| Grp Volume(v), veh/h | | | | 0 | 164 | 0 | | | | 0 | 1946 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | | 0 | 1719 | 0 | | | | 0 | 1663 | 1583 |
| Q Serve(g_s), s | | | | 0.0 | 3.1 | 0.0 | | | | 0.0 | 12.8 | 0.0 |
| Cycle Q Clear(g_c), s | | | | 0.0 | 3.1 | 0.0 | | | | 0.0 | 12.8 | 0.0 |
| Prop In Lane | | | | 0.00 | | 0.00 | | | | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 0 | 377 | 0 | | | | 0 | 3565 | 1132 |
| V/C Ratio(X) | | | | 0.00 | 0.44 | 0.00 | | | | 0.00 | 0.55 | 0.00 |
| Avail Cap(c_a), veh/h | | | | 0 | 933 | 0 | | | | 0 | 3565 | 1132 |
| HCM Platoon Ratio | | | | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | | | | 0.00 | 1.00 | 0.00 | | | | 0.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | | | | 0.0 | 29.1 | 0.0 | | | | 0.0 | 4.7 | 0.0 |
| Incr Delay (d2), s/veh | | | | 0.0 | 0.8 | 0.0 | | | | 0.0 | 0.6 | 0.0 |
| Initial Q Delay(d3),s/veh | | | | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | | 0.0 | 1.5 | 0.0 | | | | 0.0 | 6.0 | 0.0 |
| LnGrp Delay(d),s/veh | | | | 0.0 | 29.9 | 0.0 | | | | 0.0 | 5.3 | 0.0 |
| LnGrp LOS | | | | | C | | | | | | A | |
| Approach Vol, veh/h | | | | | 164 | | | | | | 1946 | |
| Approach Delay, s/veh | | | | | 29.9 | | | | | | 5.3 | |
| Approach LOS | | | | | C | | | | | | A | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | | | |
| Phs Duration (G+Y+Rc), s | | 56.3 | | 13.7 | | | | |
| Change Period (Y+Rc), s | | 6.3 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | | 38.7 | | 19.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 14.8 | | 5.1 | | | | |
| Green Ext Time (p_c), s | | 19.5 | | 0.7 | | | | |

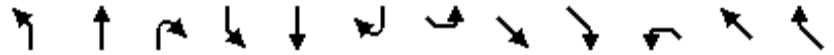
| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 7.2 |
| HCM 2010 LOS | | A |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 583 | 0 | 0 | 0 | 0 | 0 | 652 | 107 | 0 | 0 | 0 |
| Future Volume (veh/h) | 0 | 583 | 0 | 0 | 0 | 0 | 0 | 652 | 107 | 0 | 0 | 0 |
| Number | 3 | 8 | 18 | | | | 1 | 6 | 16 | | | |
| Initial Q (Qb), veh | 0 | 0 | 0 | | | | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | | | | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | | | |
| Adj Sat Flow, veh/h/ln | 0 | 1776 | 0 | | | | 0 | 1810 | 1329 | | | |
| Adj Flow Rate, veh/h | 0 | 648 | 0 | | | | 0 | 724 | 0 | | | |
| Adj No. of Lanes | 0 | 2 | 0 | | | | 0 | 3 | 1 | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | | | | 0.90 | 0.90 | 0.90 | | | |
| Percent Heavy Veh, % | 0 | 7 | 0 | | | | 0 | 5 | 43 | | | |
| Cap, veh/h | 0 | 791 | 0 | | | | 0 | 2913 | 666 | | | |
| Arrive On Green | 0.00 | 0.23 | 0.00 | | | | 0.00 | 0.59 | 0.00 | | | |
| Sat Flow, veh/h | 0 | 3551 | 0 | | | | 0 | 5103 | 1129 | | | |
| Grp Volume(v), veh/h | 0 | 648 | 0 | | | | 0 | 724 | 0 | | | |
| Grp Sat Flow(s),veh/h/ln | 0 | 1687 | 0 | | | | 0 | 1647 | 1129 | | | |
| Q Serve(g_s), s | 0.0 | 12.7 | 0.0 | | | | 0.0 | 4.9 | 0.0 | | | |
| Cycle Q Clear(g_c), s | 0.0 | 12.7 | 0.0 | | | | 0.0 | 4.9 | 0.0 | | | |
| Prop In Lane | 0.00 | | 0.00 | | | | 0.00 | | 1.00 | | | |
| Lane Grp Cap(c), veh/h | 0 | 791 | 0 | | | | 0 | 2913 | 666 | | | |
| V/C Ratio(X) | 0.00 | 0.82 | 0.00 | | | | 0.00 | 0.25 | 0.00 | | | |
| Avail Cap(c_a), veh/h | 0 | 916 | 0 | | | | 0 | 2913 | 666 | | | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | 0.00 | 1.00 | 0.00 | | | | 0.00 | 1.00 | 0.00 | | | |
| Uniform Delay (d), s/veh | 0.0 | 25.4 | 0.0 | | | | 0.0 | 6.9 | 0.0 | | | |
| Incr Delay (d2), s/veh | 0.0 | 5.2 | 0.0 | | | | 0.0 | 0.2 | 0.0 | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | 0.0 | 6.5 | 0.0 | | | | 0.0 | 2.3 | 0.0 | | | |
| LnGrp Delay(d),s/veh | 0.0 | 30.6 | 0.0 | | | | 0.0 | 7.1 | 0.0 | | | |
| LnGrp LOS | | C | | | | | | A | | | | |
| Approach Vol, veh/h | | 648 | | | | | | 724 | | | | |
| Approach Delay, s/veh | | 30.6 | | | | | | 7.1 | | | | |
| Approach LOS | | C | | | | | | A | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | | | | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | | | | | 47.6 | | 22.4 |
| Change Period (Y+Rc), s | | | | | | 6.3 | | 6.0 |
| Max Green Setting (Gmax), s | | | | | | 38.7 | | 19.0 |
| Max Q Clear Time (g_c+I1), s | | | | | | 6.9 | | 14.7 |
| Green Ext Time (p_c), s | | | | | | 8.0 | | 1.7 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 18.2 |
| HCM 2010 LOS | B |



| Movement | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 266 | 1420 | 0 | 0 | 891 | 199 | 0 | 0 | 0 | 394 | 0 | 290 |
| Future Volume (veh/h) | 266 | 1420 | 0 | 0 | 891 | 199 | 0 | 0 | 0 | 394 | 0 | 290 |
| Number | 3 | 8 | 18 | 7 | 4 | 14 | | | | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1484 | 1810 | 0 | 0 | 1776 | 1610 | | | | 1810 | 0 | 1827 |
| Adj Flow Rate, veh/h | 292 | 1560 | 0 | 0 | 990 | 0 | | | | 438 | 0 | 0 |
| Adj No. of Lanes | 2 | 3 | 0 | 0 | 3 | 1 | | | | 2 | 0 | 1 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.90 | 0.90 | 0.90 | | | | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 28 | 5 | 0 | 0 | 7 | 18 | | | | 5 | 0 | 4 |
| Cap, veh/h | 371 | 3227 | 0 | 0 | 2124 | 600 | | | | 624 | 0 | 290 |
| Arrive On Green | 0.14 | 0.65 | 0.00 | 0.00 | 0.44 | 0.00 | | | | 0.19 | 0.00 | 0.00 |
| Sat Flow, veh/h | 2743 | 5103 | 0 | 0 | 5007 | 1369 | | | | 3343 | 0 | 1553 |
| Grp Volume(v), veh/h | 292 | 1560 | 0 | 0 | 990 | 0 | | | | 438 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1371 | 1647 | 0 | 0 | 1616 | 1369 | | | | 1672 | 0 | 1553 |
| Q Serve(g_s), s | 7.7 | 12.0 | 0.0 | 0.0 | 10.8 | 0.0 | | | | 9.2 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 7.7 | 12.0 | 0.0 | 0.0 | 10.8 | 0.0 | | | | 9.2 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.00 | 0.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 371 | 3227 | 0 | 0 | 2124 | 600 | | | | 624 | 0 | 290 |
| V/C Ratio(X) | 0.79 | 0.48 | 0.00 | 0.00 | 0.47 | 0.00 | | | | 0.70 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 512 | 3227 | 0 | 0 | 2124 | 600 | | | | 624 | 0 | 290 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 0.00 | 0.80 | 0.00 | | | | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 31.4 | 6.6 | 0.0 | 0.0 | 14.9 | 0.0 | | | | 28.5 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 5.6 | 0.5 | 0.0 | 0.0 | 0.6 | 0.0 | | | | 6.5 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.2 | 5.5 | 0.0 | 0.0 | 4.9 | 0.0 | | | | 4.8 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 36.9 | 7.1 | 0.0 | 0.0 | 15.5 | 0.0 | | | | 35.0 | 0.0 | 0.0 |
| LnGrp LOS | D | A | | | B | | | | | D | | |
| Approach Vol, veh/h | | 1852 | | | 990 | | | | | | 438 | |
| Approach Delay, s/veh | | 11.8 | | | 15.5 | | | | | | 35.0 | |
| Approach LOS | | B | | | B | | | | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | | 3 | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | | 16.1 | 38.9 | | 20.0 | | 55.0 |
| Change Period (Y+Rc), s | | | 6.0 | 6.0 | | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | | | 14.0 | 29.0 | | 14.0 | | 49.0 |
| Max Q Clear Time (g_c+I1), s | | | 9.7 | 12.8 | | 11.2 | | 14.0 |
| Green Ext Time (p_c), s | | | 0.4 | 14.9 | | 0.5 | | 30.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 16.0 |
| HCM 2010 LOS | B |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 73 | 41 | 41 | 0 | 1161 | 404 |
| Future Volume (veh/h) | 73 | 41 | 41 | 0 | 1161 | 404 |
| Number | 3 | 18 | 1 | 6 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1727 | 1810 | 1863 | 0 | 1776 | 1845 |
| Adj Flow Rate, veh/h | 81 | 46 | 45 | 0 | 1290 | 449 |
| Adj No. of Lanes | 1 | 1 | 1 | 0 | 3 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.92 | 0.92 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 10 | 5 | 2 | 0 | 7 | 3 |
| Cap, veh/h | 218 | 204 | 132 | 0 | 2235 | 723 |
| Arrive On Green | 0.13 | 0.13 | 0.07 | 0.00 | 0.46 | 0.46 |
| Sat Flow, veh/h | 1645 | 1538 | 1774 | 45 | 5007 | 1568 |
| Grp Volume(v), veh/h | 81 | 46 | 45 | 23.5 | 1290 | 449 |
| Grp Sat Flow(s),veh/h/ln | 1645 | 1538 | 1774 | C | 1616 | 1568 |
| Q Serve(g_s), s | 2.2 | 1.3 | 1.2 | | 9.8 | 10.8 |
| Cycle Q Clear(g_c), s | 2.2 | 1.3 | 1.2 | | 9.8 | 10.8 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 218 | 204 | 132 | | 2235 | 723 |
| V/C Ratio(X) | 0.37 | 0.23 | 0.34 | | 0.58 | 0.62 |
| Avail Cap(c_a), veh/h | 263 | 246 | 284 | | 2235 | 723 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 19.8 | 19.4 | 22.0 | | 9.9 | 10.2 |
| Incr Delay (d2), s/veh | 1.0 | 0.6 | 1.5 | | 1.1 | 4.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.1 | 0.6 | 0.6 | | 4.5 | 5.4 |
| LnGrp Delay(d),s/veh | 20.8 | 19.9 | 23.5 | | 11.0 | 14.2 |
| LnGrp LOS | C | B | C | | B | B |
| Approach Vol, veh/h | 127 | | | | 1739 | |
| Approach Delay, s/veh | 20.5 | | | | 11.8 | |
| Approach LOS | C | | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | | | | | 8 |
| Phs Duration (G+Y+Rc), s | 9.1 | 28.9 | | | | | | 12.0 |
| Change Period (Y+Rc), s | 5.4 | 5.8 | | | | | | 5.4 |
| Max Green Setting (Gmax), s | 3.8 | 17.4 | | | | | | 8.0 |
| Max Q Clear Time (g_c+I1), s | 3.2 | 12.8 | | | | | | 4.2 |
| Green Ext Time (p_c), s | 0.0 | 3.9 | | | | | | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 12.7 |
| HCM 2010 LOS | B |

Notes

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 18 | 32 | 181 | 114 | 8 | 16 | 452 | 1018 | 240 | 28 | 795 | 51 |
| Future Volume (veh/h) | 18 | 32 | 181 | 114 | 8 | 16 | 452 | 1018 | 240 | 28 | 795 | 51 |
| Number | 3 | 8 | 18 | 7 | 4 | 14 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1792 | 1900 | 1792 | 1462 | 1691 | 1900 | 1881 | 1810 | 1681 | 1776 | 1792 | 1863 |
| Adj Flow Rate, veh/h | 20 | 36 | 0 | 127 | 9 | 18 | 502 | 1131 | 267 | 31 | 883 | 0 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 0 | 2 | 2 | 1 | 1 | 3 | 1 |
| 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, % | 6 | 0 | 6 | 30 | 25 | 25 | 1 | 5 | 13 | 7 | 6 | 2 |
| Cap, veh/h | 309 | 313 | 251 | 270 | 83 | 166 | 545 | 1717 | 714 | 58 | 1844 | 597 |
| Arrive On Green | 0.16 | 0.16 | 0.00 | 0.16 | 0.16 | 0.16 | 0.16 | 0.50 | 0.50 | 0.03 | 0.38 | 0.00 |
| Sat Flow, veh/h | 1326 | 1900 | 1524 | 1072 | 504 | 1009 | 3476 | 3438 | 1429 | 1691 | 4893 | 1583 |
| Grp Volume(v), veh/h | 20 | 36 | 0 | 127 | 0 | 27 | 502 | 1131 | 267 | 31 | 883 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1326 | 1900 | 1524 | 1072 | 0 | 1513 | 1738 | 1719 | 1429 | 1691 | 1631 | 1583 |
| Q Serve(g_s), s | 0.8 | 1.0 | 0.0 | 7.4 | 0.0 | 1.0 | 9.3 | 15.9 | 7.5 | 1.2 | 8.9 | 0.0 |
| Cycle Q Clear(g_c), s | 1.8 | 1.0 | 0.0 | 8.5 | 0.0 | 1.0 | 9.3 | 15.9 | 7.5 | 1.2 | 8.9 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.67 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 309 | 313 | 251 | 270 | 0 | 249 | 545 | 1717 | 714 | 58 | 1844 | 597 |
| V/C Ratio(X) | 0.06 | 0.12 | 0.00 | 0.47 | 0.00 | 0.11 | 0.92 | 0.66 | 0.37 | 0.53 | 0.48 | 0.00 |
| Avail Cap(c_a), veh/h | 441 | 503 | 403 | 377 | 0 | 400 | 545 | 1717 | 714 | 135 | 1844 | 597 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.83 | 0.83 | 0.83 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 23.9 | 23.1 | 0.0 | 26.7 | 0.0 | 23.1 | 27.0 | 12.1 | 10.0 | 30.9 | 15.4 | 0.0 |
| Incr Delay (d2), s/veh | 0.1 | 0.2 | 0.0 | 1.3 | 0.0 | 0.2 | 18.3 | 1.7 | 1.2 | 5.6 | 0.9 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.3 | 0.6 | 0.0 | 2.3 | 0.0 | 0.4 | 5.8 | 7.9 | 3.1 | 0.6 | 4.2 | 0.0 |
| LnGrp Delay(d),s/veh | 24.0 | 23.3 | 0.0 | 28.0 | 0.0 | 23.3 | 45.3 | 13.8 | 11.2 | 36.4 | 16.3 | 0.0 |
| LnGrp LOS | C | C | | C | | C | D | B | B | D | B | |
| Approach Vol, veh/h | | 56 | | | 154 | | | 1900 | | | 914 | |
| Approach Delay, s/veh | | 23.5 | | | 27.2 | | | 21.7 | | | 17.0 | |
| Approach LOS | | C | | | C | | | C | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 17.0 | 30.5 | | 17.5 | 9.0 | 38.5 | | 17.5 |
| Change Period (Y+Rc), s | * 6.8 | 6.0 | | * 6.8 | * 6.8 | 6.0 | | * 6.8 |
| Max Green Setting (Gmax), s | * 10 | 18.0 | | * 17 | * 5.2 | 23.0 | | * 17 |
| Max Q Clear Time (g_c+I1), s | 11.3 | 10.9 | | 10.5 | 3.2 | 17.9 | | 3.8 |
| Green Ext Time (p_c), s | 0.0 | 6.5 | | 0.5 | 0.0 | 4.7 | | 0.7 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 20.6 |
| HCM 2010 LOS | C |

Notes

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 128 | 399 | 299 | 59 | 62 | 45 | 136 | 809 | 319 | 309 | 1456 | 66 |
| Future Volume (veh/h) | 128 | 399 | 299 | 59 | 62 | 45 | 136 | 809 | 319 | 309 | 1456 | 66 |
| Number | 3 | 8 | 18 | 7 | 4 | 14 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1743 | 1824 | 1900 | 1450 | 1497 | 1900 | 1827 | 1753 | 1900 | 1759 | 1831 | 1900 |
| Adj Flow Rate, veh/h | 142 | 443 | 332 | 66 | 69 | 50 | 151 | 899 | 354 | 343 | 1618 | 73 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 2 | 2 | 0 | 1 | 2 | 0 |
| 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, % | 9 | 5 | 5 | 31 | 24 | 24 | 4 | 5 | 5 | 8 | 3 | 3 |
| Cap, veh/h | 412 | 519 | 387 | 139 | 431 | 286 | 250 | 819 | 321 | 288 | 1518 | 68 |
| Arrive On Green | 0.05 | 0.27 | 0.27 | 0.04 | 0.26 | 0.26 | 0.04 | 0.35 | 0.35 | 0.14 | 0.45 | 0.45 |
| Sat Flow, veh/h | 1660 | 1895 | 1413 | 1381 | 1640 | 1087 | 3375 | 2340 | 916 | 1675 | 3391 | 152 |
| Grp Volume(v), veh/h | 142 | 405 | 370 | 66 | 59 | 60 | 151 | 638 | 615 | 343 | 827 | 864 |
| Grp Sat Flow(s),veh/h/ln | 1660 | 1733 | 1575 | 1381 | 1422 | 1305 | 1688 | 1665 | 1591 | 1675 | 1739 | 1804 |
| Q Serve(g_s), s | 7.5 | 30.6 | 30.9 | 4.8 | 4.4 | 4.9 | 3.9 | 48.4 | 48.4 | 19.5 | 61.9 | 61.9 |
| Cycle Q Clear(g_c), s | 7.5 | 30.6 | 30.9 | 4.8 | 4.4 | 4.9 | 3.9 | 48.4 | 48.4 | 19.5 | 61.9 | 61.9 |
| Prop In Lane | 1.00 | | 0.90 | 1.00 | | 0.83 | 1.00 | | 0.58 | 1.00 | | 0.08 |
| Lane Grp Cap(c), veh/h | 412 | 474 | 431 | 139 | 374 | 343 | 250 | 583 | 557 | 288 | 778 | 807 |
| V/C Ratio(X) | 0.35 | 0.85 | 0.86 | 0.47 | 0.16 | 0.18 | 0.60 | 1.10 | 1.10 | 1.19 | 1.06 | 1.07 |
| Avail Cap(c_a), veh/h | 412 | 564 | 512 | 139 | 447 | 410 | 250 | 583 | 557 | 288 | 778 | 807 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 36.0 | 47.6 | 47.7 | 38.5 | 39.2 | 39.4 | 35.1 | 45.0 | 45.0 | 45.3 | 38.2 | 38.2 |
| Incr Delay (d2), s/veh | 0.4 | 11.1 | 12.5 | 1.9 | 0.2 | 0.3 | 3.6 | 66.1 | 69.9 | 114.7 | 50.0 | 52.3 |
| 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 | 0.9 | 16.1 | 15.0 | 1.9 | 1.8 | 1.8 | 1.9 | 32.9 | 32.0 | 20.2 | 40.4 | 42.5 |
| LnGrp Delay(d),s/veh | 36.4 | 58.7 | 60.2 | 40.4 | 39.5 | 39.7 | 38.7 | 111.1 | 114.9 | 160.0 | 88.2 | 90.5 |
| LnGrp LOS | D | E | E | D | D | D | D | F | F | F | F | F |
| Approach Vol, veh/h | | 917 | | | 185 | | | 1404 | | | 2034 | |
| Approach Delay, s/veh | | 55.9 | | | 39.9 | | | 105.0 | | | 101.3 | |
| Approach LOS | | E | | | D | | | F | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 12.5 | 68.4 | 14.0 | 43.5 | 26.0 | 54.9 | 12.5 | 45.0 |
| Change Period (Y+Rc), s | 6.5 | 6.5 | 6.5 | 7.1 | 6.5 | * 6.5 | 6.5 | 7.1 |
| Max Green Setting (Gmax), s | 6.0 | 61.4 | 7.5 | 43.5 | 19.5 | * 48 | 6.0 | 45.0 |
| Max Q Clear Time (g_c+I1), s | 15.9 | 63.9 | 9.5 | 6.9 | 21.5 | 50.4 | 6.8 | 32.9 |
| Green Ext Time (p_c), s | 0.0 | 0.0 | 0.0 | 7.8 | 0.0 | 0.0 | 0.0 | 5.0 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | 90.8 | |
| HCM 2010 LOS | F | |

Notes

User approved pedestrian interval to be less than phase max green.

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



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 604 | 315 | 125 | 660 | 1280 | 534 |
| Future Volume (veh/h) | 604 | 315 | 125 | 660 | 1280 | 534 |
| Number | 3 | 18 | 1 | 6 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1782 | 1900 | 1810 | 1792 | 1845 | 1810 |
| Adj Flow Rate, veh/h | 671 | 0 | 139 | 733 | 1422 | 0 |
| Adj No. of Lanes | 2 | 1 | 1 | 2 | 2 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 9 | 0 | 5 | 6 | 3 | 5 |
| Cap, veh/h | 790 | 376 | 247 | 2148 | 1743 | 765 |
| Arrive On Green | 0.23 | 0.00 | 0.06 | 0.63 | 0.50 | 0.00 |
| Sat Flow, veh/h | 3395 | 1615 | 1723 | 3495 | 3597 | 1538 |
| Grp Volume(v), veh/h | 671 | 0 | 139 | 733 | 1422 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1697 | 1615 | 1723 | 1703 | 1752 | 1538 |
| Q Serve(g_s), s | 17.0 | 0.0 | 3.3 | 9.1 | 30.9 | 0.0 |
| Cycle Q Clear(g_c), s | 17.0 | 0.0 | 3.3 | 9.1 | 30.9 | 0.0 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 790 | 376 | 247 | 2148 | 1743 | 765 |
| V/C Ratio(X) | 0.85 | 0.00 | 0.56 | 0.34 | 0.82 | 0.00 |
| Avail Cap(c_a), veh/h | 981 | 467 | 253 | 2148 | 1743 | 765 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.93 | 0.93 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 33.0 | 0.0 | 17.8 | 7.8 | 19.1 | 0.0 |
| Incr Delay (d2), s/veh | 6.3 | 0.0 | 2.1 | 0.4 | 4.4 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 8.6 | 0.0 | 1.9 | 4.4 | 15.9 | 0.0 |
| LnGrp Delay(d),s/veh | 39.3 | 0.0 | 19.9 | 8.2 | 23.5 | 0.0 |
| LnGrp LOS | D | | B | A | C | |
| Approach Vol, veh/h | 671 | | | 872 | 1422 | |
| Approach Delay, s/veh | 39.3 | | | 10.1 | 23.5 | |
| Approach LOS | D | | | B | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 12.0 | 51.0 | | | | 63.1 | | 26.9 |
| Change Period (Y+Rc), s | 6.2 | 6.3 | | | | 6.3 | | 6.0 |
| Max Green Setting (Gmax), s | 6.1 | 39.4 | | | | 51.7 | | 26.0 |
| Max Q Clear Time (g_c+I1), s | 5.3 | 32.9 | | | | 11.1 | | 19.0 |
| Green Ext Time (p_c), s | 0.0 | 5.8 | | | | 26.9 | | 1.9 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 23.1 |
| HCM 2010 LOS | C |

Notes

User approved volume balancing among the lanes for turning movement.

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



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 338 | 32 | 268 | 447 | 718 | 877 |
| Future Volume (veh/h) | 338 | 32 | 268 | 447 | 718 | 877 |
| Number | 3 | 18 | 1 | 6 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1756 | 1900 | 1863 | 1827 | 1881 | 1827 |
| Adj Flow Rate, veh/h | 376 | 0 | 298 | 497 | 772 | 0 |
| Adj No. of Lanes | 2 | 1 | 1 | 2 | 2 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 9 | 0 | 2 | 4 | 1 | 4 |
| Cap, veh/h | 547 | 264 | 488 | 2192 | 2257 | 981 |
| Arrive On Green | 0.16 | 0.00 | 0.63 | 0.63 | 0.63 | 0.00 |
| Sat Flow, veh/h | 3344 | 1615 | 695 | 3563 | 3668 | 1553 |
| Grp Volume(v), veh/h | 376 | 0 | 298 | 497 | 772 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1672 | 1615 | 695 | 1736 | 1787 | 1553 |
| Q Serve(g_s), s | 6.4 | 0.0 | 21.2 | 3.7 | 6.1 | 0.0 |
| Cycle Q Clear(g_c), s | 6.4 | 0.0 | 27.3 | 3.7 | 6.1 | 0.0 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 547 | 264 | 488 | 2192 | 2257 | 981 |
| V/C Ratio(X) | 0.69 | 0.00 | 0.61 | 0.23 | 0.34 | 0.00 |
| Avail Cap(c_a), veh/h | 780 | 377 | 488 | 2192 | 2257 | 981 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.97 | 0.97 | 0.26 | 0.00 |
| Uniform Delay (d), s/veh | 23.6 | 0.0 | 11.6 | 4.8 | 5.2 | 0.0 |
| Incr Delay (d2), s/veh | 4.2 | 0.0 | 2.2 | 0.1 | 0.1 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.2 | 0.0 | 4.3 | 1.7 | 3.0 | 0.0 |
| LnGrp Delay(d),s/veh | 27.8 | 0.0 | 13.8 | 4.8 | 5.3 | 0.0 |
| LnGrp LOS | C | | B | A | A | |
| Approach Vol, veh/h | 376 | | | 795 | 772 | |
| Approach Delay, s/veh | 27.8 | | | 8.2 | 5.3 | |
| Approach LOS | C | | | A | A | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 44.2 | | | | 44.2 | | 15.8 |
| Change Period (Y+Rc), s | | 6.3 | | | | 6.3 | | 6.0 |
| Max Green Setting (Gmax), s | | 33.7 | | | | 33.7 | | 14.0 |
| Max Q Clear Time (g_c+I1), s | | 8.1 | | | | 29.3 | | 8.4 |
| Green Ext Time (p_c), s | | 16.9 | | | | 3.8 | | 1.5 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 10.8 |
| HCM 2010 LOS | B |

Notes

User approved volume balancing among the lanes for turning movement.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 126 | 5 | 21 | 3 | 3 | 35 | 9 | 554 | 3 | 30 | 642 | 78 |
| Future Volume (veh/h) | 126 | 5 | 21 | 3 | 3 | 35 | 9 | 554 | 3 | 30 | 642 | 78 |
| Number | 3 | 8 | 18 | 7 | 4 | 14 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1884 | 1900 | 1900 | 1900 | 1900 | 1900 | 1827 | 1900 | 1900 | 1881 | 1900 |
| Adj Flow Rate, veh/h | 140 | 6 | 23 | 3 | 3 | 39 | 10 | 616 | 3 | 33 | 713 | 87 |
| Adj No. of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 2 | 0 |
| 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, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 1 | 1 |
| Cap, veh/h | 254 | 7 | 28 | 54 | 26 | 200 | 546 | 2600 | 13 | 646 | 2354 | 287 |
| Arrive On Green | 0.14 | 0.14 | 0.14 | 0.14 | 0.14 | 0.14 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 |
| Sat Flow, veh/h | 1230 | 53 | 202 | 38 | 185 | 1448 | 690 | 3543 | 17 | 817 | 3208 | 391 |
| Grp Volume(v), veh/h | 169 | 0 | 0 | 45 | 0 | 0 | 10 | 302 | 317 | 33 | 397 | 403 |
| Grp Sat Flow(s),veh/h/ln | 1485 | 0 | 0 | 1671 | 0 | 0 | 690 | 1736 | 1824 | 817 | 1787 | 1812 |
| Q Serve(g_s), s | 6.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 4.4 | 4.4 | 1.1 | 5.9 | 5.9 |
| Cycle Q Clear(g_c), s | 8.5 | 0.0 | 0.0 | 1.9 | 0.0 | 0.0 | 6.3 | 4.4 | 4.4 | 5.4 | 5.9 | 5.9 |
| Prop In Lane | 0.83 | | 0.14 | 0.07 | | 0.87 | 1.00 | | 0.01 | 1.00 | | 0.22 |
| Lane Grp Cap(c), veh/h | 289 | 0 | 0 | 280 | 0 | 0 | 546 | 1274 | 1339 | 646 | 1312 | 1330 |
| V/C Ratio(X) | 0.58 | 0.00 | 0.00 | 0.16 | 0.00 | 0.00 | 0.02 | 0.24 | 0.24 | 0.05 | 0.30 | 0.30 |
| Avail Cap(c_a), veh/h | 330 | 0 | 0 | 326 | 0 | 0 | 546 | 1274 | 1339 | 646 | 1312 | 1330 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.93 | 0.93 | 0.93 |
| Uniform Delay (d), s/veh | 32.5 | 0.0 | 0.0 | 29.8 | 0.0 | 0.0 | 4.6 | 3.3 | 3.3 | 4.2 | 3.6 | 3.6 |
| Incr Delay (d2), s/veh | 2.8 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.1 | 0.6 | 0.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.7 | 0.0 | 0.0 | 0.9 | 0.0 | 0.0 | 0.1 | 2.1 | 2.2 | 0.3 | 3.1 | 3.1 |
| LnGrp Delay(d),s/veh | 35.3 | 0.0 | 0.0 | 30.2 | 0.0 | 0.0 | 4.7 | 3.5 | 3.5 | 4.4 | 4.1 | 4.1 |
| LnGrp LOS | D | | | C | | | A | A | A | A | A | A |
| Approach Vol, veh/h | | 169 | | | 45 | | | 629 | | | 833 | |
| Approach Delay, s/veh | | 35.3 | | | 30.2 | | | 3.5 | | | 4.1 | |
| Approach LOS | | D | | | C | | | A | | | A | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 62.2 | | 15.8 | | 62.2 | | 15.8 |
| Change Period (Y+Rc), s | | 5.0 | | 5.0 | | 5.0 | | 5.0 |
| Max Green Setting (Gmax), s | | 55.0 | | 13.0 | | 55.0 | | 13.0 |
| Max Q Clear Time (g_c+I1), s | | 7.9 | | 3.9 | | 8.3 | | 10.5 |
| Green Ext Time (p_c), s | | 17.3 | | 1.0 | | 17.3 | | 0.3 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 7.7 |
| HCM 2010 LOS | | A |

HCM 2010 Computation does not support turning movement with Shared and Exclusive lanes.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 1657 | 1146 | 163 | 1398 | 0 | 0 | 0 | 0 | 239 | 0 | 860 |
| Future Volume (veh/h) | 0 | 1657 | 1146 | 163 | 1398 | 0 | 0 | 0 | 0 | 239 | 0 | 860 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | | | | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 0 | 1845 | 1776 | 1827 | 1810 | 0 | | | | 1827 | 1827 | 1810 |
| Adj Flow Rate, veh/h | 0 | 1841 | 0 | 181 | 1553 | 0 | | | | 266 | 0 | 956 |
| Adj No. of Lanes | 0 | 4 | 1 | 2 | 4 | 0 | | | | 2 | 0 | 2 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | | | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 3 | 7 | 4 | 5 | 0 | | | | 4 | 2 | 5 |
| Cap, veh/h | 0 | 3214 | 764 | 195 | 3802 | 0 | | | | 1032 | 0 | 912 |
| Arrive On Green | 0.00 | 0.51 | 0.00 | 0.12 | 1.00 | 0.00 | | | | 0.30 | 0.00 | 0.30 |
| Sat Flow, veh/h | 0 | 6604 | 1509 | 3375 | 6478 | 0 | | | | 3480 | 0 | 3076 |
| Grp Volume(v), veh/h | 0 | 1841 | 0 | 181 | 1553 | 0 | | | | 266 | 0 | 956 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1586 | 1509 | 1688 | 1556 | 0 | | | | 1740 | 0 | 1538 |
| Q Serve(g_s), s | 0.0 | 28.2 | 0.0 | 7.4 | 0.0 | 0.0 | | | | 8.2 | 0.0 | 41.5 |
| Cycle Q Clear(g_c), s | 0.0 | 28.2 | 0.0 | 7.4 | 0.0 | 0.0 | | | | 8.2 | 0.0 | 41.5 |
| Prop In Lane | 0.00 | | 1.00 | 1.00 | | 0.00 | | | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 3214 | 764 | 195 | 3802 | 0 | | | | 1032 | 0 | 912 |
| V/C Ratio(X) | 0.00 | 0.57 | 0.00 | 0.93 | 0.41 | 0.00 | | | | 0.26 | 0.00 | 1.05 |
| Avail Cap(c_a), veh/h | 0 | 3214 | 764 | 195 | 3802 | 0 | | | | 1032 | 0 | 912 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 0.09 | 0.00 | 0.77 | 0.77 | 0.00 | | | | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 24.0 | 0.0 | 61.6 | 0.0 | 0.0 | | | | 37.5 | 0.0 | 49.3 |
| Incr Delay (d2), s/veh | 0.0 | 0.1 | 0.0 | 36.8 | 0.3 | 0.0 | | | | 0.0 | 0.0 | 43.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 12.3 | 0.0 | 4.5 | 0.1 | 0.0 | | | | 3.9 | 0.0 | 23.1 |
| LnGrp Delay(d),s/veh | 0.0 | 24.1 | 0.0 | 98.4 | 0.3 | 0.0 | | | | 37.6 | 0.0 | 92.5 |
| LnGrp LOS | | C | | F | A | | | | | D | | F |
| Approach Vol, veh/h | | 1841 | | | 1734 | | | | | | 1222 | |
| Approach Delay, s/veh | | 24.1 | | | 10.5 | | | | | | 80.6 | |
| Approach LOS | | C | | | B | | | | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 92.0 | | | 14.6 | 77.4 | | 48.0 |
| Change Period (Y+Rc), s | | 6.5 | | | 6.5 | 6.5 | | 6.5 |
| Max Green Setting (Gmax), s | | 85.5 | | | 8.1 | 70.9 | | 41.5 |
| Max Q Clear Time (g_c+I1), s | | 2.0 | | | 9.4 | 30.2 | | 43.5 |
| Green Ext Time (p_c), s | | 63.9 | | | 0.0 | 35.4 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 33.6 |
| HCM 2010 LOS | C |

Notes

User approved volume balancing among the lanes for turning movement.

HCM 2010 Computation does not support turning movement with Shared and Exclusive lanes.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 198 | 67 | 478 | 69 | 43 | 20 | 249 | 428 | 49 | 30 | 2124 | 282 |
| Future Volume (veh/h) | 198 | 67 | 478 | 69 | 43 | 20 | 249 | 428 | 49 | 30 | 2124 | 282 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1810 | 1810 | 1845 | 1827 | 1871 | 1900 | 1792 | 1810 | 1900 | 1776 | 1881 | 1863 |
| Adj Flow Rate, veh/h | 220 | 74 | 531 | 77 | 48 | 22 | 277 | 476 | 54 | 33 | 2360 | 313 |
| Adj No. of Lanes | 2 | 1 | 1 | 1 | 2 | 0 | 2 | 3 | 1 | 2 | 3 | 1 |
| 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, % | 5 | 5 | 3 | 4 | 0 | 0 | 6 | 5 | 0 | 7 | 1 | 2 |
| Cap, veh/h | 245 | 534 | 462 | 122 | 707 | 304 | 254 | 2002 | 654 | 180 | 1969 | 723 |
| Arrive On Green | 0.07 | 0.29 | 0.29 | 0.07 | 0.29 | 0.29 | 0.08 | 0.41 | 0.41 | 0.05 | 0.38 | 0.38 |
| Sat Flow, veh/h | 3343 | 1810 | 1568 | 1740 | 2422 | 1041 | 3312 | 4940 | 1615 | 3281 | 5136 | 1583 |
| Grp Volume(v), veh/h | 220 | 74 | 531 | 77 | 34 | 36 | 277 | 476 | 54 | 33 | 2360 | 313 |
| Grp Sat Flow(s),veh/h/ln | 1672 | 1810 | 1568 | 1740 | 1777 | 1687 | 1656 | 1647 | 1615 | 1640 | 1712 | 1583 |
| Q Serve(g_s), s | 9.8 | 4.5 | 44.2 | 6.5 | 2.1 | 2.3 | 11.5 | 9.5 | 3.1 | 1.4 | 57.5 | 20.1 |
| Cycle Q Clear(g_c), s | 9.8 | 4.5 | 44.2 | 6.5 | 2.1 | 2.3 | 11.5 | 9.5 | 3.1 | 1.4 | 57.5 | 20.1 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.62 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 245 | 534 | 462 | 122 | 519 | 493 | 254 | 2002 | 654 | 180 | 1969 | 723 |
| V/C Ratio(X) | 0.90 | 0.14 | 1.15 | 0.63 | 0.07 | 0.07 | 1.09 | 0.24 | 0.08 | 0.18 | 1.20 | 0.43 |
| Avail Cap(c_a), veh/h | 245 | 534 | 462 | 129 | 519 | 493 | 254 | 2002 | 654 | 241 | 1969 | 723 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 68.9 | 38.9 | 52.9 | 67.8 | 38.3 | 38.4 | 69.3 | 29.4 | 27.5 | 67.7 | 46.3 | 27.6 |
| Incr Delay (d2), s/veh | 31.5 | 0.5 | 89.2 | 7.7 | 0.2 | 0.3 | 82.9 | 0.1 | 0.1 | 0.6 | 94.7 | 0.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 5.6 | 2.3 | 30.6 | 3.4 | 1.1 | 1.1 | 8.2 | 4.3 | 1.4 | 0.7 | 44.4 | 8.8 |
| LnGrp Delay(d),s/veh | 100.5 | 39.4 | 142.1 | 75.6 | 38.6 | 38.7 | 152.2 | 29.4 | 27.5 | 68.3 | 140.9 | 28.0 |
| LnGrp LOS | F | D | F | E | D | D | F | C | C | E | F | C |
| Approach Vol, veh/h | | 825 | | | 147 | | | 807 | | | 2706 | |
| Approach Delay, s/veh | | 121.8 | | | 58.0 | | | 71.4 | | | 127.0 | |
| Approach LOS | | F | | | E | | | E | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 17.5 | 50.5 | 14.7 | 67.3 | 17.1 | 50.9 | 18.0 | 64.0 |
| Change Period (Y+Rc), s | 6.5 | * 6.7 | 6.5 | 6.5 | 6.5 | * 6.7 | 6.5 | 6.5 |
| Max Green Setting (Gmax), s | 11.0 | * 44 | 11.0 | 58.0 | 11.1 | * 44 | 11.5 | 57.5 |
| Max Q Clear Time (g_c+I1), s | 11.8 | 4.3 | 3.4 | 11.5 | 8.5 | 46.2 | 13.5 | 59.5 |
| Green Ext Time (p_c), s | 0.0 | 4.9 | 0.0 | 37.1 | 0.0 | 0.0 | 0.0 | 0.0 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 113.8 |
| HCM 2010 LOS | | F |

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 71 | 0 | 0 | 0 | 53 | 0 | 896 | 27 | 0 | 0 | 0 |
| Future Volume (veh/h) | 0 | 71 | 0 | 0 | 0 | 53 | 0 | 896 | 27 | 0 | 0 | 0 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | | | |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Adj Sat Flow, veh/h/ln | 1900 | 1712 | 0 | 0 | 0 | 1712 | 0 | 1827 | 1900 | | | |
| Adj Flow Rate, veh/h | 0 | 79 | 0 | 0 | 0 | 58 | 0 | 996 | 30 | | | |
| Adj No. of Lanes | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.92 | 0.92 | 0.92 | 0.90 | 0.90 | 0.90 | | | |
| Percent Heavy Veh, % | 11 | 11 | 0 | 0 | 0 | 11 | 0 | 4 | 0 | | | |
| Cap, veh/h | 0 | 208 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Arrive On Green | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | |
| Sat Flow, veh/h | 0 | 1712 | 0 | | 0 | | | 0 | | | | |
| Grp Volume(v), veh/h | 0 | 79 | 0 | | 0.0 | | | 0.0 | | | | |
| Grp Sat Flow(s),veh/h/ln | 0 | 1712 | 0 | | | | | | | | | |
| Q Serve(g_s), s | 0.0 | 0.3 | 0.0 | | | | | | | | | |
| Cycle Q Clear(g_c), s | 0.0 | 0.3 | 0.0 | | | | | | | | | |
| Prop In Lane | 0.00 | | 0.00 | | | | | | | | | |
| Lane Grp Cap(c), veh/h | 0 | 208 | 0 | | | | | | | | | |
| V/C Ratio(X) | 0.00 | 0.38 | 0.00 | | | | | | | | | |
| Avail Cap(c_a), veh/h | 0 | 4280 | 0 | | | | | | | | | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | | | | | | | | | |
| Upstream Filter(I) | 0.00 | 1.00 | 0.00 | | | | | | | | | |
| Uniform Delay (d), s/veh | 0.0 | 3.0 | 0.0 | | | | | | | | | |
| Incr Delay (d2), s/veh | 0.0 | 1.1 | 0.0 | | | | | | | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | | | | | | | | | |
| %ile BackOfQ(50%),veh/ln | 0.0 | 0.2 | 0.0 | | | | | | | | | |
| LnGrp Delay(d),s/veh | 0.0 | 4.1 | 0.0 | | | | | | | | | |
| LnGrp LOS | | A | | | | | | | | | | |
| Approach Vol, veh/h | | 79 | | | | | | | | | | |
| Approach Delay, s/veh | | 4.1 | | | | | | | | | | |
| Approach LOS | | A | | | | | | | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | | | | |
| Phs Duration (G+Y+Rc), s | | 7.4 | | | | | | |
| Change Period (Y+Rc), s | | 6.5 | | | | | | |
| Max Green Setting (Gmax), s | | 18.5 | | | | | | |
| Max Q Clear Time (g_c+I1), s | | 2.3 | | | | | | |
| Green Ext Time (p_c), s | | 0.2 | | | | | | |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 4.1 |
| HCM 2010 LOS | | A |



| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 104 | 340 | 146 | 132 | 167 | 61 |
| Future Volume (veh/h) | 104 | 340 | 146 | 132 | 167 | 61 |
| Number | 1 | 6 | 2 | 12 | 3 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1810 | 1776 | 1759 | 1792 | 1863 | 1845 |
| Adj Flow Rate, veh/h | 116 | 378 | 162 | 147 | 186 | 0 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 5 | 7 | 8 | 6 | 2 | 3 |
| Cap, veh/h | 535 | 624 | 619 | 536 | 325 | 288 |
| Arrive On Green | 0.35 | 0.35 | 0.35 | 0.35 | 0.18 | 0.00 |
| Sat Flow, veh/h | 1036 | 1776 | 1759 | 1524 | 1774 | 1568 |
| Grp Volume(v), veh/h | 116 | 378 | 162 | 147 | 186 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1036 | 1776 | 1759 | 1524 | 1774 | 1568 |
| Q Serve(g_s), s | 2.7 | 5.3 | 2.0 | 2.1 | 2.9 | 0.0 |
| Cycle Q Clear(g_c), s | 4.7 | 5.3 | 2.0 | 2.1 | 2.9 | 0.0 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 535 | 624 | 619 | 536 | 325 | 288 |
| V/C Ratio(X) | 0.22 | 0.61 | 0.26 | 0.27 | 0.57 | 0.00 |
| Avail Cap(c_a), veh/h | 790 | 1061 | 1052 | 911 | 1060 | 937 |
| 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 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 8.6 | 8.0 | 7.0 | 7.0 | 11.2 | 0.0 |
| Incr Delay (d2), s/veh | 0.2 | 0.9 | 0.2 | 0.3 | 1.6 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.8 | 2.7 | 1.0 | 0.9 | 1.5 | 0.0 |
| LnGrp Delay(d),s/veh | 8.8 | 9.0 | 7.2 | 7.3 | 12.8 | 0.0 |
| LnGrp LOS | A | A | A | A | B | |
| Approach Vol, veh/h | | 494 | 309 | | 186 | |
| Approach Delay, s/veh | | 9.0 | 7.2 | | 12.8 | |
| Approach LOS | | A | A | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 17.6 | | | | 17.6 | | 12.5 |
| Change Period (Y+Rc), s | | 7.0 | | | | 7.0 | | 7.0 |
| Max Green Setting (Gmax), s | | 18.0 | | | | 18.0 | | 18.0 |
| Max Q Clear Time (g_c+I1), s | | 4.1 | | | | 7.3 | | 4.9 |
| Green Ext Time (p_c), s | | 3.8 | | | | 3.3 | | 0.4 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 9.1 |
| HCM 2010 LOS | A |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 40 | 320 | 0 | 0 | 346 | 298 | 0 | 0 | 0 | 506 | 0 | 79 |
| Future Volume (veh/h) | 40 | 320 | 0 | 0 | 346 | 298 | 0 | 0 | 0 | 506 | 0 | 79 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1827 | 1759 | 1900 | 1900 | 1827 | 1863 | 1863 | 1863 | 1900 | 1759 | 1759 | 1827 |
| Adj Flow Rate, veh/h | 44 | 356 | 0 | 0 | 384 | 0 | 0 | 0 | 0 | 562 | 0 | 88 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 1 | 0 | 2 | 0 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.92 | 0.92 | 0.92 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 4 | 8 | 8 | 0 | 4 | 2 | 2 | 2 | 2 | 8 | 0 | 4 |
| Cap, veh/h | 557 | 1998 | 0 | 557 | 1504 | 686 | 3 | 3 | 0 | 677 | 0 | 314 |
| Arrive On Green | 0.06 | 0.60 | 0.00 | 0.00 | 0.43 | 0.00 | 0.00 | 0.00 | 0.00 | 0.20 | 0.00 | 0.20 |
| Sat Flow, veh/h | 1740 | 3431 | 0 | 1810 | 3471 | 1583 | 1774 | 1863 | 0 | 3351 | 0 | 1553 |
| Grp Volume(v), veh/h | 44 | 356 | 0 | 0 | 384 | 0 | 0 | 0 | 0 | 562 | 0 | 88 |
| Grp Sat Flow(s),veh/h/ln | 1740 | 1671 | 0 | 1810 | 1736 | 1583 | 1774 | 1863 | 0 | 1675 | 0 | 1553 |
| Q Serve(g_s), s | 0.9 | 3.4 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | 0.0 | 0.0 | 11.3 | 0.0 | 3.4 |
| Cycle Q Clear(g_c), s | 0.9 | 3.4 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | 0.0 | 0.0 | 11.3 | 0.0 | 3.4 |
| Prop In Lane | 1.00 | | 0.00 | 1.00 | | 1.00 | 1.00 | | 0.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 557 | 1998 | 0 | 557 | 1504 | 686 | 3 | 3 | 0 | 677 | 0 | 314 |
| V/C Ratio(X) | 0.08 | 0.18 | 0.00 | 0.00 | 0.26 | 0.00 | 0.00 | 0.00 | 0.00 | 0.83 | 0.00 | 0.28 |
| Avail Cap(c_a), veh/h | 631 | 1998 | 0 | 735 | 1504 | 686 | 177 | 186 | 0 | 790 | 0 | 366 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 0.00 | 0.95 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 8.7 | 6.3 | 0.0 | 0.0 | 12.6 | 0.0 | 0.0 | 0.0 | 0.0 | 26.8 | 0.0 | 23.6 |
| Incr Delay (d2), s/veh | 0.1 | 0.2 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 6.5 | 0.0 | 0.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.4 | 1.6 | 0.0 | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 5.8 | 0.0 | 1.5 |
| LnGrp Delay(d),s/veh | 8.7 | 6.5 | 0.0 | 0.0 | 12.8 | 0.0 | 0.0 | 0.0 | 0.0 | 33.3 | 0.0 | 24.1 |
| LnGrp LOS | A | A | | | B | | | | | C | | C |
| Approach Vol, veh/h | | 400 | | | 384 | | | 0 | | | 650 | |
| Approach Delay, s/veh | | 6.8 | | | 12.8 | | | 0.0 | | | 32.1 | |
| Approach LOS | | A | | | B | | | | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 10.0 | 49.4 | | 10.0 | 11.5 | 37.8 | | 20.6 |
| Change Period (Y+Rc), s | 6.5 | 7.5 | | 6.0 | 7.5 | * 7.5 | | 6.5 |
| Max Green Setting (Gmax), s | 7.5 | 13.0 | | 7.0 | 7.0 | * 13 | | 16.5 |
| Max Q Clear Time (g_c+I1), s | 10.3 | 5.4 | | 0.0 | 2.9 | 6.9 | | 13.3 |
| Green Ext Time (p_c), s | 0.0 | 3.4 | | 0.0 | 0.0 | 1.5 | | 0.9 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 19.8 |
| HCM 2010 LOS | B |

Notes

User approved volume balancing among the lanes for turning movement.

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 42 | 784 | 0 | 0 | 520 | 210 | 124 | 1 | 423 | 0 | 0 | 0 |
| Future Volume (veh/h) | 42 | 784 | 0 | 0 | 520 | 210 | 124 | 1 | 423 | 0 | 0 | 0 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | | | |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Adj Sat Flow, veh/h/ln | 1727 | 1792 | 1900 | 1900 | 1845 | 1667 | 1900 | 1863 | 1810 | | | |
| Adj Flow Rate, veh/h | 46 | 852 | 0 | 0 | 578 | 0 | 138 | 1 | 0 | | | |
| Adj No. of Lanes | 1 | 2 | 0 | 0 | 2 | 1 | 0 | 1 | 1 | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | | |
| Percent Heavy Veh, % | 10 | 6 | 6 | 3 | 3 | 14 | 5 | 0 | 5 | | | |
| Cap, veh/h | 611 | 2605 | 0 | 0 | 2261 | 914 | 179 | 1 | 156 | | | |
| Arrive On Green | 0.05 | 0.76 | 0.00 | 0.00 | 0.65 | 0.00 | 0.10 | 0.10 | 0.00 | | | |
| Sat Flow, veh/h | 1645 | 3495 | 0 | 0 | 3597 | 1417 | 1762 | 13 | 1538 | | | |
| Grp Volume(v), veh/h | 46 | 852 | 0 | 0 | 578 | 0 | 139 | 0 | 0 | | | |
| Grp Sat Flow(s),veh/h/ln | 1645 | 1703 | 0 | 0 | 1752 | 1417 | 1775 | 0 | 1538 | | | |
| Q Serve(g_s), s | 0.7 | 7.1 | 0.0 | 0.0 | 6.3 | 0.0 | 6.9 | 0.0 | 0.0 | | | |
| Cycle Q Clear(g_c), s | 0.7 | 7.1 | 0.0 | 0.0 | 6.3 | 0.0 | 6.9 | 0.0 | 0.0 | | | |
| Prop In Lane | 1.00 | | 0.00 | 0.00 | | 1.00 | 0.99 | | 1.00 | | | |
| Lane Grp Cap(c), veh/h | 611 | 2605 | 0 | 0 | 2261 | 914 | 180 | 0 | 156 | | | |
| V/C Ratio(X) | 0.08 | 0.33 | 0.00 | 0.00 | 0.26 | 0.00 | 0.77 | 0.00 | 0.00 | | | |
| Avail Cap(c_a), veh/h | 688 | 2605 | 0 | 0 | 2261 | 914 | 493 | 0 | 427 | | | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | 0.94 | 0.94 | 0.00 | 0.00 | 0.09 | 0.00 | 1.00 | 0.00 | 0.00 | | | |
| Uniform Delay (d), s/veh | 4.0 | 3.3 | 0.0 | 0.0 | 6.8 | 0.0 | 39.4 | 0.0 | 0.0 | | | |
| Incr Delay (d2), s/veh | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 6.8 | 0.0 | 0.0 | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | 0.3 | 3.3 | 0.0 | 0.0 | 3.1 | 0.0 | 3.7 | 0.0 | 0.0 | | | |
| LnGrp Delay(d),s/veh | 4.1 | 3.6 | 0.0 | 0.0 | 6.8 | 0.0 | 46.2 | 0.0 | 0.0 | | | |
| LnGrp LOS | A | A | | | A | | D | | | | | |
| Approach Vol, veh/h | | 898 | | | 578 | | | 139 | | | | |
| Approach Delay, s/veh | | 3.7 | | | 6.8 | | | 46.2 | | | | |
| Approach LOS | | A | | | A | | | D | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 74.8 | | | 10.8 | 64.1 | | 15.2 |
| Change Period (Y+Rc), s | | 6.0 | | | 6.0 | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | | 53.0 | | | 9.0 | 38.0 | | 25.0 |
| Max Q Clear Time (g_c+I1), s | | 9.1 | | | 2.7 | 8.3 | | 8.9 |
| Green Ext Time (p_c), s | | 18.2 | | | 0.0 | 15.2 | | 0.6 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 8.4 |
| HCM 2010 LOS | | A |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 124 | 682 | 401 | 521 | 523 | 215 | 72 | 495 | 203 | 322 | 1500 | 135 |
| Future Volume (veh/h) | 124 | 682 | 401 | 521 | 523 | 215 | 72 | 495 | 203 | 322 | 1500 | 135 |
| Number | 3 | 8 | 18 | 7 | 4 | 14 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1777 | 1863 | 1863 | 1827 | 1845 | 1681 | 1827 | 1827 | 1845 | 1827 | 1863 |
| Adj Flow Rate, veh/h | 138 | 758 | 446 | 649 | 483 | 239 | 80 | 550 | 0 | 358 | 1667 | 150 |
| Adj No. of Lanes | 1 | 2 | 1 | 2 | 1 | 1 | 2 | 3 | 1 | 2 | 3 | 1 |
| 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 | 7 | 2 | 2 | 5 | 3 | 13 | 4 | 4 | 3 | 4 | 2 |
| Cap, veh/h | 200 | 400 | 178 | 798 | 411 | 353 | 272 | 1116 | 347 | 383 | 1241 | 394 |
| Arrive On Green | 0.11 | 0.11 | 0.11 | 0.22 | 0.22 | 0.22 | 0.09 | 0.22 | 0.00 | 0.11 | 0.25 | 0.25 |
| Sat Flow, veh/h | 1774 | 3554 | 1583 | 3548 | 1827 | 1568 | 3107 | 4988 | 1553 | 3408 | 4988 | 1583 |
| Grp Volume(v), veh/h | 138 | 758 | 446 | 649 | 483 | 239 | 80 | 550 | 0 | 358 | 1667 | 150 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1777 | 1583 | 1774 | 1827 | 1568 | 1553 | 1663 | 1553 | 1704 | 1663 | 1583 |
| Q Serve(g_s), s | 6.0 | 9.0 | 9.0 | 13.9 | 18.0 | 11.2 | 1.9 | 7.7 | 0.0 | 8.3 | 19.9 | 6.3 |
| Cycle Q Clear(g_c), s | 6.0 | 9.0 | 9.0 | 13.9 | 18.0 | 11.2 | 1.9 | 7.7 | 0.0 | 8.3 | 19.9 | 6.3 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 200 | 400 | 178 | 798 | 411 | 353 | 272 | 1116 | 347 | 383 | 1241 | 394 |
| V/C Ratio(X) | 0.69 | 1.90 | 2.50 | 0.81 | 1.18 | 0.68 | 0.29 | 0.49 | 0.00 | 0.93 | 1.34 | 0.38 |
| Avail Cap(c_a), veh/h | 200 | 400 | 178 | 798 | 411 | 353 | 272 | 1116 | 347 | 383 | 1241 | 394 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.79 | 0.79 | 0.79 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 34.2 | 35.5 | 35.5 | 29.4 | 31.0 | 28.3 | 34.2 | 27.1 | 0.0 | 35.2 | 30.1 | 24.9 |
| Incr Delay (d2), s/veh | 7.8 | 410.4 | 689.8 | 6.7 | 101.6 | 5.7 | 0.6 | 1.6 | 0.0 | 29.7 | 160.1 | 2.8 |
| 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 | 3.3 | 27.2 | 38.0 | 7.5 | 20.6 | 5.3 | 0.8 | 3.7 | 0.0 | 5.5 | 27.5 | 3.1 |
| LnGrp Delay(d),s/veh | 42.0 | 445.9 | 725.3 | 36.1 | 132.6 | 34.1 | 34.8 | 28.6 | 0.0 | 64.9 | 190.2 | 27.7 |
| LnGrp LOS | D | F | F | D | F | C | C | C | | E | F | C |
| Approach Vol, veh/h | | 1342 | | | 1371 | | | 630 | | | 2175 | |
| Approach Delay, s/veh | | 497.2 | | | 69.7 | | | 29.4 | | | 158.4 | |
| Approach LOS | | F | | | E | | | C | | | F | |

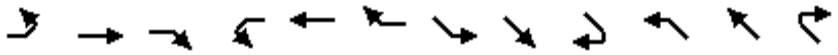
| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 14.0 | 26.5 | | 26.0 | 16.0 | 24.5 | | 17.0 |
| Change Period (Y+Rc), s | 7.0 | * 6.5 | | 8.0 | 7.0 | 6.5 | | 8.0 |
| Max Green Setting (Gmax), s | 7.0 | * 17 | | 18.0 | 9.0 | 14.5 | | 9.0 |
| Max Q Clear Time (g_c+I1), s | 13.9 | 21.9 | | 20.0 | 10.3 | 9.7 | | 11.0 |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | 0.0 | 0.0 | 4.3 | | 0.0 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 204.0 |
| HCM 2010 LOS | | F |

Notes

User approved volume balancing among the lanes for turning movement.

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 1 | 3 | 0 | 198 | 7 | 165 | 100 | 244 | 2 | 6 | 100 | 97 |
| Future Volume (veh/h) | 1 | 3 | 0 | 198 | 7 | 165 | 100 | 244 | 2 | 6 | 100 | 97 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1523 | 1900 | 1900 | 1764 | 1810 | 1827 | 1827 | 1900 | 1900 | 1845 | 1776 |
| Adj Flow Rate, veh/h | 1 | 3 | 0 | 220 | 8 | 0 | 111 | 271 | 2 | 7 | 111 | 108 |
| Adj No. of Lanes | 0 | 2 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 1 |
| 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, % | 33 | 33 | 33 | 0 | 0 | 5 | 4 | 4 | 4 | 0 | 3 | 7 |
| Cap, veh/h | 212 | 484 | 0 | 425 | 10 | 322 | 548 | 880 | 6 | 401 | 402 | 329 |
| Arrive On Green | 0.21 | 0.21 | 0.00 | 0.21 | 0.21 | 0.00 | 0.12 | 0.49 | 0.49 | 0.22 | 0.22 | 0.22 |
| Sat Flow, veh/h | 473 | 2376 | 0 | 1291 | 47 | 1538 | 1740 | 1812 | 13 | 1124 | 1845 | 1509 |
| Grp Volume(v), veh/h | 2 | 2 | 0 | 228 | 0 | 0 | 111 | 0 | 273 | 7 | 111 | 108 |
| Grp Sat Flow(s),veh/h/ln | 1463 | 1317 | 0 | 1338 | 0 | 1538 | 1740 | 0 | 1825 | 1124 | 1845 | 1509 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 7.4 | 0.0 | 0.0 | 2.0 | 0.0 | 4.2 | 0.2 | 2.3 | 2.8 |
| Cycle Q Clear(g_c), s | 0.1 | 0.0 | 0.0 | 7.5 | 0.0 | 0.0 | 2.0 | 0.0 | 4.2 | 0.2 | 2.3 | 2.8 |
| Prop In Lane | 0.44 | | 0.00 | 0.96 | | 1.00 | 1.00 | | 0.01 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 419 | 276 | 0 | 435 | 0 | 322 | 548 | 0 | 886 | 401 | 402 | 329 |
| V/C Ratio(X) | 0.01 | 0.01 | 0.00 | 0.52 | 0.00 | 0.00 | 0.20 | 0.00 | 0.31 | 0.02 | 0.28 | 0.33 |
| Avail Cap(c_a), veh/h | 662 | 516 | 0 | 680 | 0 | 603 | 612 | 0 | 1510 | 744 | 964 | 789 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 14.4 | 14.4 | 0.0 | 17.3 | 0.0 | 0.0 | 9.8 | 0.0 | 7.1 | 14.1 | 15.0 | 15.1 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.2 | 0.0 | 0.4 | 0.6 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 0.0 | 0.0 | 2.8 | 0.0 | 0.0 | 0.9 | 0.0 | 2.1 | 0.1 | 1.2 | 1.2 |
| LnGrp Delay(d),s/veh | 14.4 | 14.4 | 0.0 | 18.3 | 0.0 | 0.0 | 9.9 | 0.0 | 7.3 | 14.2 | 15.3 | 15.7 |
| LnGrp LOS | B | B | | B | | | A | | A | B | B | B |
| Approach Vol, veh/h | | 4 | | | 228 | | | 384 | | | 226 | |
| Approach Delay, s/veh | | 14.4 | | | 18.3 | | | 8.1 | | | 15.5 | |
| Approach LOS | | B | | | B | | | A | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 12.3 | 17.0 | | 16.6 | | 29.3 | | 16.6 |
| Change Period (Y+Rc), s | 7.0 | 7.0 | | 7.0 | | 7.0 | | 7.0 |
| Max Green Setting (Gmax), s | 7.3 | 24.0 | | 18.0 | | 38.0 | | 18.0 |
| Max Q Clear Time (g_c+I1), s | 4.3 | 4.8 | | 2.1 | | 6.2 | | 9.5 |
| Green Ext Time (p_c), s | 0.1 | 2.5 | | 1.0 | | 2.8 | | 0.7 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | 12.9 | |
| HCM 2010 LOS | B | |



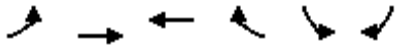
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 37 | 232 | 19 | 89 | 506 | 231 | 2 | 11 | 11 | 168 | 25 | 49 |
| Future Volume (veh/h) | 37 | 232 | 19 | 89 | 506 | 231 | 2 | 11 | 11 | 168 | 25 | 49 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1759 | 1677 | 1900 | 1881 | 1814 | 1900 | 1900 | 1900 | 1727 | 1667 | 1900 | 1827 |
| Adj Flow Rate, veh/h | 41 | 258 | 21 | 99 | 562 | 257 | 2 | 12 | 12 | 187 | 28 | 54 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| 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, % | 8 | 14 | 14 | 1 | 6 | 6 | 0 | 0 | 10 | 14 | 0 | 4 |
| Cap, veh/h | 464 | 1430 | 116 | 683 | 1151 | 525 | 67 | 71 | 55 | 223 | 267 | 296 |
| Arrive On Green | 0.05 | 0.48 | 0.48 | 0.14 | 1.00 | 1.00 | 0.04 | 0.04 | 0.04 | 0.14 | 0.14 | 0.14 |
| Sat Flow, veh/h | 1675 | 2986 | 241 | 1792 | 2301 | 1050 | 1810 | 1900 | 1468 | 1587 | 1900 | 1553 |
| Grp Volume(v), veh/h | 41 | 137 | 142 | 99 | 421 | 398 | 2 | 12 | 12 | 187 | 28 | 54 |
| Grp Sat Flow(s),veh/h/ln | 1675 | 1593 | 1634 | 1792 | 1723 | 1629 | 1810 | 1900 | 1468 | 1587 | 1900 | 1553 |
| Q Serve(g_s), s | 1.1 | 4.4 | 4.5 | 2.3 | 0.0 | 0.0 | 0.1 | 0.6 | 0.7 | 10.3 | 1.2 | 2.6 |
| Cycle Q Clear(g_c), s | 1.1 | 4.4 | 4.5 | 2.3 | 0.0 | 0.0 | 0.1 | 0.6 | 0.7 | 10.3 | 1.2 | 2.6 |
| Prop In Lane | 1.00 | | 0.15 | 1.00 | | 0.64 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 464 | 763 | 782 | 683 | 862 | 815 | 67 | 71 | 55 | 223 | 267 | 296 |
| V/C Ratio(X) | 0.09 | 0.18 | 0.18 | 0.15 | 0.49 | 0.49 | 0.03 | 0.17 | 0.22 | 0.84 | 0.10 | 0.18 |
| Avail Cap(c_a), veh/h | 511 | 763 | 782 | 694 | 862 | 815 | 462 | 486 | 375 | 291 | 348 | 362 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.98 | 0.98 | 0.98 | 0.82 | 0.82 | 0.82 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 10.2 | 13.4 | 13.4 | 9.0 | 0.0 | 0.0 | 41.8 | 42.0 | 42.1 | 37.7 | 33.7 | 30.6 |
| Incr Delay (d2), s/veh | 0.1 | 0.5 | 0.5 | 0.1 | 0.5 | 0.5 | 0.2 | 1.1 | 2.0 | 15.2 | 0.2 | 0.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.5 | 2.0 | 2.1 | 1.1 | 0.1 | 0.1 | 0.1 | 0.3 | 0.3 | 5.5 | 0.6 | 1.1 |
| LnGrp Delay(d),s/veh | 10.3 | 13.9 | 13.9 | 9.1 | 0.5 | 0.5 | 41.9 | 43.1 | 44.1 | 52.9 | 33.9 | 30.9 |
| LnGrp LOS | B | B | B | A | A | A | D | D | D | D | C | C |
| Approach Vol, veh/h | | 320 | | | 918 | | | 26 | | | 269 | |
| Approach Delay, s/veh | | 13.4 | | | 1.4 | | | 43.5 | | | 46.5 | |
| Approach LOS | | B | | | A | | | D | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 12.4 | 49.6 | | 18.6 | 10.5 | 51.5 | | 9.3 |
| Change Period (Y+Rc), s | 6.0 | 6.5 | | 6.0 | 6.0 | 6.5 | | 6.0 |
| Max Green Setting (Gmax), s | 7.0 | 19.0 | | 16.5 | 7.0 | 19.0 | | 23.0 |
| Max Q Clear Time (g_c+I1), s | 4.3 | 6.5 | | 12.3 | 3.1 | 2.0 | | 2.7 |
| Green Ext Time (p_c), s | 0.0 | 6.7 | | 0.3 | 0.0 | 8.1 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 12.6 |
| HCM 2010 LOS | B |

Notes

User approved changes to right turn type.



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 186 | 461 | 288 | 176 | 365 |
| Future Volume (veh/h) | 0 | 186 | 461 | 288 | 176 | 365 |
| Number | 5 | 2 | 6 | 16 | 7 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 0 | 1727 | 1845 | 1900 | 1845 | 1810 |
| Adj Flow Rate, veh/h | 0 | 207 | 512 | 0 | 196 | 0 |
| Adj No. of Lanes | 0 | 2 | 2 | 0 | 2 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 10 | 3 | 3 | 3 | 5 |
| Cap, veh/h | 0 | 2569 | 2743 | 0 | 286 | 129 |
| Arrive On Green | 0.00 | 1.00 | 0.78 | 0.00 | 0.08 | 0.00 |
| Sat Flow, veh/h | 0 | 3455 | 3689 | 0 | 3408 | 1538 |
| Grp Volume(v), veh/h | 0 | 207 | 512 | 0 | 196 | 0 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1641 | 1752 | 0 | 1704 | 1538 |
| Q Serve(g_s), s | 0.0 | 0.0 | 3.3 | 0.0 | 5.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 | 0.0 | 3.3 | 0.0 | 5.0 | 0.0 |
| Prop In Lane | 0.00 | | | 0.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 2569 | 2743 | 0 | 286 | 129 |
| V/C Ratio(X) | 0.00 | 0.08 | 0.19 | 0.00 | 0.69 | 0.00 |
| Avail Cap(c_a), veh/h | 0 | 2569 | 2743 | 0 | 985 | 444 |
| HCM Platoon Ratio | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 0.09 | 0.95 | 0.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 0.0 | 0.0 | 2.5 | 0.0 | 40.1 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 0.1 | 0.0 | 2.9 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 0.0 | 1.6 | 0.0 | 2.5 | 0.0 |
| LnGrp Delay(d),s/veh | 0.0 | 0.0 | 2.6 | 0.0 | 43.0 | 0.0 |
| LnGrp LOS | | A | A | | D | |
| Approach Vol, veh/h | | 207 | 512 | | 196 | |
| Approach Delay, s/veh | | 0.0 | 2.6 | | 43.0 | |
| Approach LOS | | A | A | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | | 76.4 | | 13.6 | | 76.4 | | |
| Change Period (Y+Rc), s | | 6.0 | | 6.0 | | 6.0 | | |
| Max Green Setting (Gmax), s | | 12.0 | | 26.0 | | 34.0 | | |
| Max Q Clear Time (g_c+I1), s | | 2.0 | | 7.0 | | 5.3 | | |
| Green Ext Time (p_c), s | | 4.0 | | 0.6 | | 6.7 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 10.7 |
| HCM 2010 LOS | B |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 278 | 84 | 0 | 456 | 293 | 370 |
| Future Volume (veh/h) | 278 | 84 | 0 | 456 | 293 | 370 |
| Number | 2 | 12 | 1 | 6 | 3 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1792 | 1610 | 0 | 1827 | 1827 | 1845 |
| Adj Flow Rate, veh/h | 309 | 0 | 0 | 507 | 326 | 0 |
| Adj No. of Lanes | 2 | 1 | 0 | 2 | 2 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 6 | 18 | 0 | 4 | 4 | 3 |
| Cap, veh/h | 2016 | 810 | 0 | 2055 | 499 | 232 |
| Arrive On Green | 0.59 | 0.00 | 0.00 | 0.59 | 0.15 | 0.00 |
| Sat Flow, veh/h | 3495 | 1369 | 0 | 3654 | 3375 | 1568 |
| Grp Volume(v), veh/h | 309 | 0 | 0 | 507 | 326 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1703 | 1369 | 0 | 1736 | 1688 | 1568 |
| Q Serve(g_s), s | 2.0 | 0.0 | 0.0 | 3.5 | 4.6 | 0.0 |
| Cycle Q Clear(g_c), s | 2.0 | 0.0 | 0.0 | 3.5 | 4.6 | 0.0 |
| Prop In Lane | | 1.00 | 0.00 | | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 2016 | 810 | 0 | 2055 | 499 | 232 |
| V/C Ratio(X) | 0.15 | 0.00 | 0.00 | 0.25 | 0.65 | 0.00 |
| Avail Cap(c_a), veh/h | 2016 | 810 | 0 | 2055 | 1316 | 612 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.90 | 0.00 | 0.00 | 0.86 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 4.6 | 0.0 | 0.0 | 4.9 | 20.1 | 0.0 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 0.0 | 0.1 | 1.5 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.0 | 0.0 | 0.0 | 1.6 | 2.2 | 0.0 |
| LnGrp Delay(d),s/veh | 4.7 | 0.0 | 0.0 | 4.9 | 21.5 | 0.0 |
| LnGrp LOS | A | | | A | C | |
| Approach Vol, veh/h | 309 | | | 507 | 326 | |
| Approach Delay, s/veh | 4.7 | | | 4.9 | 21.5 | |
| Approach LOS | A | | | A | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 36.1 | | | | 36.1 | | 13.9 |
| Change Period (Y+Rc), s | | 6.5 | | | | 6.5 | | 6.5 |
| Max Green Setting (Gmax), s | | 17.5 | | | | 17.5 | | 19.5 |
| Max Q Clear Time (g_c+I1), s | | 4.0 | | | | 5.5 | | 6.6 |
| Green Ext Time (p_c), s | | 5.5 | | | | 5.1 | | 0.9 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 9.6 |
| HCM 2010 LOS | A |



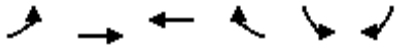
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 407 | 241 | 77 | 533 | 2081 | 471 |
| Future Volume (veh/h) | 407 | 241 | 77 | 533 | 2081 | 471 |
| Number | 3 | 18 | 1 | 6 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1810 | 1845 | 1810 | 1863 | 1827 |
| Adj Flow Rate, veh/h | 452 | 268 | 86 | 592 | 2312 | 523 |
| Adj No. of Lanes | 2 | 1 | 2 | 3 | 4 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 2 | 5 | 3 | 5 | 2 | 4 |
| Cap, veh/h | 664 | 297 | 277 | 5561 | 6098 | 1478 |
| Arrive On Green | 0.19 | 0.19 | 0.08 | 1.00 | 0.95 | 0.95 |
| Sat Flow, veh/h | 3442 | 1538 | 3408 | 5103 | 6669 | 1553 |
| Grp Volume(v), veh/h | 452 | 268 | 86 | 592 | 2312 | 523 |
| Grp Sat Flow(s),veh/h/ln | 1721 | 1538 | 1704 | 1647 | 1602 | 1553 |
| Q Serve(g_s), s | 8.5 | 11.9 | 1.7 | 0.0 | 1.9 | 1.7 |
| Cycle Q Clear(g_c), s | 8.5 | 11.9 | 1.7 | 0.0 | 1.9 | 1.7 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 664 | 297 | 277 | 5561 | 6098 | 1478 |
| V/C Ratio(X) | 0.68 | 0.90 | 0.31 | 0.11 | 0.38 | 0.35 |
| Avail Cap(c_a), veh/h | 664 | 297 | 341 | 5561 | 6098 | 1478 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.89 | 0.89 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 26.2 | 27.6 | 30.3 | 0.0 | 0.1 | 0.1 |
| Incr Delay (d2), s/veh | 2.5 | 26.7 | 0.6 | 0.0 | 0.2 | 0.7 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 4.3 | 7.2 | 0.8 | 0.0 | 0.7 | 0.9 |
| LnGrp Delay(d),s/veh | 28.8 | 54.3 | 30.9 | 0.0 | 0.3 | 0.8 |
| LnGrp LOS | C | D | C | A | A | A |
| Approach Vol, veh/h | 720 | | | 678 | 2835 | |
| Approach Delay, s/veh | 38.3 | | | 4.0 | 0.4 | |
| Approach LOS | D | | | A | A | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 12.2 | 76.8 | | | | 89.0 | | 22.5 |
| Change Period (Y+Rc), s | 6.5 | * 9 | | | | 9.0 | | 9.0 |
| Max Green Setting (Gmax), s | 7.6 | * 28 | | | | 38.5 | | 13.5 |
| Max Q Clear Time (g_c+I1), s | 13.7 | 3.9 | | | | 2.0 | | 13.9 |
| Green Ext Time (p_c), s | 0.1 | 21.3 | | | | 31.4 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 7.4 |
| HCM 2010 LOS | A |

Notes

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



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 2548 | 643 | 0 | 404 | 26 |
| Future Volume (veh/h) | 0 | 2548 | 643 | 0 | 404 | 26 |
| Number | 1 | 6 | 2 | 12 | 7 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 0 | 1827 | 1845 | 0 | 1863 | 1652 |
| Adj Flow Rate, veh/h | 0 | 2682 | 699 | 0 | 434 | 0 |
| Adj No. of Lanes | 0 | 2 | 2 | 0 | 2 | 1 |
| Peak Hour Factor | 0.95 | 0.95 | 0.92 | 0.92 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 0 | 4 | 3 | 0 | 2 | 15 |
| Cap, veh/h | 0 | 2589 | 2614 | 0 | 506 | 206 |
| Arrive On Green | 0.00 | 0.75 | 0.75 | 0.00 | 0.15 | 0.00 |
| Sat Flow, veh/h | 0 | 3654 | 3689 | 0 | 3442 | 1404 |
| Grp Volume(v), veh/h | 0 | 2682 | 699 | 0 | 434 | 0 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1736 | 1752 | 0 | 1721 | 1404 |
| Q Serve(g_s), s | 0.0 | 104.4 | 8.9 | 0.0 | 17.2 | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 | 104.4 | 8.9 | 0.0 | 17.2 | 0.0 |
| Prop In Lane | 0.00 | | | 0.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 2589 | 2614 | 0 | 506 | 206 |
| V/C Ratio(X) | 0.00 | 1.04 | 0.27 | 0.00 | 0.86 | 0.00 |
| Avail Cap(c_a), veh/h | 0 | 2589 | 2614 | 0 | 811 | 331 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 0.0 | 17.8 | 5.6 | 0.0 | 58.3 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 27.8 | 0.3 | 0.0 | 5.4 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 59.3 | 4.4 | 0.0 | 8.6 | 0.0 |
| LnGrp Delay(d),s/veh | 0.0 | 45.6 | 5.9 | 0.0 | 63.6 | 0.0 |
| LnGrp LOS | | F | A | | E | |
| Approach Vol, veh/h | | 2682 | 699 | | 434 | |
| Approach Delay, s/veh | | 45.6 | 5.9 | | 63.6 | |
| Approach LOS | | D | A | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | | 112.4 | | 27.6 | | 112.4 | | |
| Change Period (Y+Rc), s | | 8.0 | | 7.0 | | 8.0 | | |
| Max Green Setting (Gmax), s | | 92.0 | | 33.0 | | 92.0 | | |
| Max Q Clear Time (g_c+I1), s | | 10.9 | | 19.2 | | 106.4 | | |
| Green Ext Time (p_c), s | | 76.9 | | 1.3 | | 0.0 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 40.4 |
| HCM 2010 LOS | D |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 527 | 2438 | 10 | 25 | 519 | 9 | 2 | 5 | 1 | 3 | 5 | 820 |
| Future Volume (veh/h) | 527 | 2438 | 10 | 25 | 519 | 9 | 2 | 5 | 1 | 3 | 5 | 820 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1712 | 1825 | 1900 | 1827 | 1863 | 1900 | 1900 | 1652 | 1900 | 1900 | 1900 | 1696 |
| Adj Flow Rate, veh/h | 579 | 2679 | 11 | 28 | 577 | 10 | 2 | 6 | 1 | 3 | 5 | 0 |
| Adj No. of Lanes | 2 | 3 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 1 | 1 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 11 | 4 | 4 | 4 | 2 | 2 | 20 | 20 | 0 | 0 | 0 | 12 |
| Cap, veh/h | 1246 | 3821 | 16 | 134 | 2505 | 43 | 54 | 125 | 150 | 178 | 176 | 134 |
| Arrive On Green | 0.06 | 0.75 | 0.75 | 0.02 | 0.70 | 0.70 | 0.09 | 0.09 | 0.09 | 0.09 | 0.09 | 0.00 |
| Sat Flow, veh/h | 3163 | 5122 | 21 | 1740 | 3561 | 62 | 233 | 1344 | 1615 | 1431 | 1900 | 1442 |
| Grp Volume(v), veh/h | 579 | 1736 | 954 | 28 | 287 | 300 | 8 | 0 | 1 | 3 | 5 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1581 | 1661 | 1821 | 1740 | 1770 | 1852 | 1576 | 0 | 1615 | 1431 | 1900 | 1442 |
| Q Serve(g_s), s | 7.1 | 38.9 | 39.1 | 0.6 | 8.0 | 8.0 | 0.0 | 0.0 | 0.1 | 0.3 | 0.3 | 0.0 |
| Cycle Q Clear(g_c), s | 7.1 | 38.9 | 39.1 | 0.6 | 8.0 | 8.0 | 0.6 | 0.0 | 0.1 | 0.9 | 0.3 | 0.0 |
| Prop In Lane | 1.00 | | 0.01 | 1.00 | | 0.03 | 0.25 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 1246 | 2478 | 1359 | 134 | 1245 | 1303 | 179 | 0 | 150 | 178 | 176 | 134 |
| V/C Ratio(X) | 0.46 | 0.70 | 0.70 | 0.21 | 0.23 | 0.23 | 0.04 | 0.00 | 0.01 | 0.02 | 0.03 | 0.00 |
| Avail Cap(c_a), veh/h | 1246 | 2478 | 1359 | 519 | 1245 | 1303 | 179 | 0 | 150 | 178 | 176 | 134 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 4.9 | 9.5 | 9.5 | 10.8 | 7.3 | 7.3 | 57.9 | 0.0 | 57.6 | 58.3 | 57.8 | 0.0 |
| Incr Delay (d2), s/veh | 0.2 | 1.0 | 1.8 | 1.6 | 0.4 | 0.4 | 0.5 | 0.0 | 0.1 | 0.2 | 0.3 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.0 | 17.9 | 20.0 | 0.4 | 4.1 | 4.2 | 0.3 | 0.0 | 0.0 | 0.1 | 0.2 | 0.0 |
| LnGrp Delay(d),s/veh | 5.1 | 10.4 | 11.3 | 12.4 | 7.8 | 7.8 | 58.4 | 0.0 | 57.7 | 58.5 | 58.1 | 0.0 |
| LnGrp LOS | A | B | B | B | A | A | E | | E | E | E | |
| Approach Vol, veh/h | | 3269 | | | 615 | | | 9 | | | 8 | |
| Approach Delay, s/veh | | 9.7 | | | 8.0 | | | 58.3 | | | 58.2 | |
| Approach LOS | | A | | | A | | | E | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 9.1 | 110.9 | | 20.0 | 15.0 | 105.0 | | 20.0 |
| Change Period (Y+Rc), s | 6.4 | 6.5 | | 7.0 | 6.5 | 6.5 | | 7.0 |
| Max Green Setting (Gmax), s | 33.6 | 73.5 | | 13.0 | 8.5 | 98.5 | | 13.0 |
| Max Q Clear Time (g_c+I1), s | 2.6 | 41.1 | | 2.9 | 9.1 | 10.0 | | 2.6 |
| Green Ext Time (p_c), s | 0.1 | 31.1 | | 0.0 | 0.0 | 79.5 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 9.7 |
| HCM 2010 LOS | A |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 536 | 5 | 4 | 323 | 0 | 0 | 0 | 0 | 397 | 421 | 505 |
| Future Volume (veh/h) | 0 | 536 | 5 | 4 | 323 | 0 | 0 | 0 | 0 | 397 | 421 | 505 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | | | | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 0 | 1793 | 1900 | 1863 | 1863 | 0 | | | | 1863 | 1849 | 1610 |
| Adj Flow Rate, veh/h | 0 | 596 | 6 | 4 | 359 | 0 | | | | 290 | 633 | 537 |
| Adj No. of Lanes | 0 | 2 | 0 | 1 | 2 | 0 | | | | 1 | 2 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | | | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 0 | 6 | 6 | 2 | 2 | 0 | | | | 2 | 3 | 18 |
| Cap, veh/h | 0 | 1141 | 11 | 299 | 1168 | 0 | | | | 710 | 1479 | 547 |
| Arrive On Green | 0.00 | 0.33 | 0.33 | 0.33 | 0.33 | 0.00 | | | | 0.40 | 0.40 | 0.40 |
| Sat Flow, veh/h | 0 | 3546 | 35 | 814 | 3632 | 0 | | | | 1774 | 3698 | 1369 |
| Grp Volume(v), veh/h | 0 | 294 | 308 | 4 | 359 | 0 | | | | 290 | 633 | 537 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1704 | 1787 | 814 | 1770 | 0 | | | | 1774 | 1849 | 1369 |
| Q Serve(g_s), s | 0.0 | 7.0 | 7.0 | 0.2 | 3.8 | 0.0 | | | | 5.9 | 6.2 | 19.4 |
| Cycle Q Clear(g_c), s | 0.0 | 7.0 | 7.0 | 7.2 | 3.8 | 0.0 | | | | 5.9 | 6.2 | 19.4 |
| Prop In Lane | 0.00 | | 0.02 | 1.00 | | 0.00 | | | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 562 | 590 | 299 | 1168 | 0 | | | | 710 | 1479 | 547 |
| V/C Ratio(X) | 0.00 | 0.52 | 0.52 | 0.01 | 0.31 | 0.00 | | | | 0.41 | 0.43 | 0.98 |
| Avail Cap(c_a), veh/h | 0 | 562 | 590 | 299 | 1168 | 0 | | | | 710 | 1479 | 547 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 13.6 | 13.6 | 16.5 | 12.5 | 0.0 | | | | 10.8 | 10.9 | 14.8 |
| Incr Delay (d2), s/veh | 0.0 | 1.2 | 1.1 | 0.1 | 0.7 | 0.0 | | | | 0.5 | 0.3 | 33.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 3.4 | 3.6 | 0.1 | 2.0 | 0.0 | | | | 2.9 | 3.1 | 12.3 |
| LnGrp Delay(d),s/veh | 0.0 | 14.7 | 14.7 | 16.6 | 13.2 | 0.0 | | | | 11.3 | 11.1 | 48.3 |
| LnGrp LOS | | B | B | B | B | | | | | B | B | D |
| Approach Vol, veh/h | | 602 | | | 363 | | | | | | 1460 | |
| Approach Delay, s/veh | | 14.7 | | | 13.2 | | | | | | 24.9 | |
| Approach LOS | | B | | | B | | | | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | | 24.0 | | 26.0 | | 24.0 | | |
| Change Period (Y+Rc), s | | 7.5 | | 6.0 | | 7.5 | | |
| Max Green Setting (Gmax), s | | 16.5 | | 20.0 | | 16.5 | | |
| Max Q Clear Time (g_c+I1), s | | 9.2 | | 21.4 | | 9.0 | | |
| Green Ext Time (p_c), s | | 4.0 | | 0.0 | | 4.1 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 20.6 |
| HCM 2010 LOS | C |

Notes

User approved volume balancing among the lanes for turning movement.



| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 6 | 14 | 51 | 5 | 28 | 119 | 104 | 758 | 71 | 55 | 497 | 26 |
| Future Volume (veh/h) | 6 | 14 | 51 | 5 | 28 | 119 | 104 | 758 | 71 | 55 | 497 | 26 |
| Number | 3 | 8 | 18 | 7 | 4 | 14 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1570 | 1863 | 1583 | 1836 | 1900 | 1863 | 1831 | 1900 | 1900 | 1747 | 1900 |
| Adj Flow Rate, veh/h | 7 | 16 | 57 | 6 | 31 | 132 | 109 | 798 | 75 | 58 | 523 | 27 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 3 | 0 | 1 | 3 | 0 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 0 | 21 | 2 | 20 | 14 | 14 | 2 | 4 | 4 | 0 | 9 | 9 |
| Cap, veh/h | 82 | 194 | 249 | 180 | 38 | 161 | 658 | 3227 | 302 | 497 | 3170 | 163 |
| Arrive On Green | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.03 | 0.69 | 0.69 | 0.02 | 0.68 | 0.68 |
| Sat Flow, veh/h | 1242 | 1570 | 1583 | 1123 | 306 | 1301 | 1774 | 4653 | 435 | 1810 | 4646 | 238 |
| Grp Volume(v), veh/h | 7 | 16 | 57 | 6 | 0 | 163 | 109 | 571 | 302 | 58 | 357 | 193 |
| Grp Sat Flow(s),veh/h/ln | 1242 | 1570 | 1583 | 1123 | 0 | 1607 | 1774 | 1667 | 1755 | 1810 | 1590 | 1705 |
| Q Serve(g_s), s | 0.8 | 1.3 | 4.4 | 0.7 | 0.0 | 13.9 | 2.6 | 8.9 | 8.9 | 1.4 | 5.6 | 5.7 |
| Cycle Q Clear(g_c), s | 14.6 | 1.3 | 4.4 | 1.9 | 0.0 | 13.9 | 2.6 | 8.9 | 8.9 | 1.4 | 5.6 | 5.7 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.81 | 1.00 | | 0.25 | 1.00 | | 0.14 |
| Lane Grp Cap(c), veh/h | 82 | 194 | 249 | 180 | 0 | 199 | 658 | 2312 | 1217 | 497 | 2169 | 1163 |
| V/C Ratio(X) | 0.09 | 0.08 | 0.23 | 0.03 | 0.00 | 0.82 | 0.17 | 0.25 | 0.25 | 0.12 | 0.16 | 0.17 |
| Avail Cap(c_a), veh/h | 119 | 241 | 296 | 214 | 0 | 247 | 783 | 2312 | 1217 | 645 | 2169 | 1163 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 66.9 | 54.3 | 51.6 | 55.2 | 0.0 | 59.8 | 6.2 | 7.9 | 7.9 | 6.5 | 8.0 | 8.0 |
| Incr Delay (d2), s/veh | 0.6 | 0.3 | 0.7 | 0.1 | 0.0 | 17.9 | 0.1 | 0.1 | 0.2 | 0.1 | 0.2 | 0.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.3 | 0.6 | 2.0 | 0.2 | 0.0 | 7.1 | 1.3 | 4.1 | 4.3 | 0.7 | 2.5 | 2.8 |
| LnGrp Delay(d),s/veh | 67.6 | 54.6 | 52.3 | 55.3 | 0.0 | 77.7 | 6.3 | 8.0 | 8.1 | 6.6 | 8.1 | 8.3 |
| LnGrp LOS | E | D | D | E | | E | A | A | A | A | A | A |
| Approach Vol, veh/h | | 80 | | | 169 | | | 982 | | | 608 | |
| Approach Delay, s/veh | | 54.1 | | | 76.9 | | | 7.9 | | | 8.0 | |
| Approach LOS | | D | | | E | | | A | | | A | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 11.2 | 103.0 | | 25.8 | 9.6 | 104.6 | | 25.8 |
| Change Period (Y+Rc), s | 6.5 | 7.5 | | 8.5 | 6.5 | 7.5 | | 8.5 |
| Max Green Setting (Gmax), s | 14.5 | 81.5 | | 21.5 | 14.5 | 81.5 | | 21.5 |
| Max Q Clear Time (g_c+I1), s | 16.6 | 7.7 | | 15.9 | 3.4 | 10.9 | | 16.6 |
| Green Ext Time (p_c), s | 0.1 | 23.6 | | 0.8 | 0.0 | 23.4 | | 0.7 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 16.3 |
| HCM 2010 LOS | B |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 43 | 751 | 54 | 36 | 534 | 153 | 29 | 70 | 32 | 199 | 105 | 59 |
| Future Volume (veh/h) | 43 | 751 | 54 | 36 | 534 | 153 | 29 | 70 | 32 | 199 | 105 | 59 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1799 | 1900 | 1900 | 1759 | 1900 | 1900 | 1887 | 1900 | 1845 | 1833 | 1863 |
| Adj Flow Rate, veh/h | 48 | 834 | 60 | 40 | 593 | 0 | 32 | 78 | 36 | 169 | 190 | 66 |
| Adj No. of Lanes | 1 | 3 | 0 | 1 | 3 | 1 | 1 | 1 | 0 | 1 | 1 | 1 |
| 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, % | 0 | 6 | 6 | 0 | 8 | 0 | 0 | 1 | 1 | 3 | 4 | 2 |
| Cap, veh/h | 364 | 1393 | 100 | 285 | 1404 | 472 | 271 | 183 | 85 | 240 | 251 | 216 |
| Arrive On Green | 0.05 | 0.30 | 0.30 | 0.04 | 0.29 | 0.00 | 0.15 | 0.15 | 0.15 | 0.14 | 0.14 | 0.14 |
| Sat Flow, veh/h | 1810 | 4679 | 335 | 1810 | 4803 | 1615 | 1810 | 1223 | 564 | 1757 | 1833 | 1583 |
| Grp Volume(v), veh/h | 48 | 583 | 311 | 40 | 593 | 0 | 32 | 0 | 114 | 169 | 190 | 66 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1637 | 1740 | 1810 | 1601 | 1615 | 1810 | 0 | 1787 | 1757 | 1833 | 1583 |
| Q Serve(g_s), s | 1.1 | 9.1 | 9.2 | 0.9 | 6.0 | 0.0 | 0.9 | 0.0 | 3.5 | 5.5 | 6.0 | 2.3 |
| Cycle Q Clear(g_c), s | 1.1 | 9.1 | 9.2 | 0.9 | 6.0 | 0.0 | 0.9 | 0.0 | 3.5 | 5.5 | 6.0 | 2.3 |
| Prop In Lane | 1.00 | | 0.19 | 1.00 | | 1.00 | 1.00 | | 0.32 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 364 | 975 | 518 | 285 | 1404 | 472 | 271 | 0 | 268 | 240 | 251 | 216 |
| V/C Ratio(X) | 0.13 | 0.60 | 0.60 | 0.14 | 0.42 | 0.00 | 0.12 | 0.00 | 0.43 | 0.70 | 0.76 | 0.30 |
| Avail Cap(c_a), veh/h | 432 | 975 | 518 | 362 | 1404 | 472 | 271 | 0 | 268 | 264 | 275 | 237 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 13.8 | 18.0 | 18.0 | 14.3 | 17.1 | 0.0 | 22.1 | 0.0 | 23.2 | 24.7 | 24.9 | 23.3 |
| Incr Delay (d2), s/veh | 0.2 | 2.7 | 5.1 | 0.2 | 0.2 | 0.0 | 0.9 | 0.0 | 4.9 | 7.4 | 10.6 | 0.8 |
| 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 | 0.5 | 4.5 | 5.1 | 0.5 | 2.7 | 0.0 | 0.5 | 0.0 | 2.1 | 3.2 | 3.7 | 1.0 |
| LnGrp Delay(d),s/veh | 14.0 | 20.7 | 23.1 | 14.6 | 17.3 | 0.0 | 22.9 | 0.0 | 28.0 | 32.1 | 35.5 | 24.1 |
| LnGrp LOS | B | C | C | B | B | | C | | C | C | D | C |
| Approach Vol, veh/h | | 942 | | | 633 | | | 146 | | | 425 | |
| Approach Delay, s/veh | | 21.1 | | | 17.2 | | | 26.9 | | | 32.4 | |
| Approach LOS | | C | | | B | | | C | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 6.9 | 23.9 | | 15.0 | 7.3 | 23.5 | | 14.2 |
| Change Period (Y+Rc), s | 4.5 | 6.0 | | 6.0 | 4.5 | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | 5.6 | 14.5 | | 9.0 | 5.0 | 14.5 | | 9.0 |
| Max Q Clear Time (g_c+I1), s | 2.9 | 11.2 | | 5.5 | 3.1 | 8.0 | | 8.0 |
| Green Ext Time (p_c), s | 0.0 | 2.4 | | 0.2 | 0.0 | 4.3 | | 0.2 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 22.6 |
| HCM 2010 LOS | C |

Notes

User approved volume balancing among the lanes for turning movement.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 21 | 1755 | 2 | 2 | 1165 | 98 | 5 | 1 | 0 | 119 | 0 | 29 |
| Future Volume (veh/h) | 21 | 1755 | 2 | 2 | 1165 | 98 | 5 | 1 | 0 | 119 | 0 | 29 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1863 | 1900 | 1900 | 1848 | 1900 | 1900 | 1900 | 1900 | 1900 | 1855 | 1900 |
| Adj Flow Rate, veh/h | 23 | 1929 | 2 | 2 | 1280 | 108 | 6 | 1 | 0 | 132 | 0 | 32 |
| Adj No. of Lanes | 1 | 2 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 1 | 0 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 2 | 2 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cap, veh/h | 294 | 2788 | 3 | 26 | 2464 | 207 | 250 | 250 | 0 | 198 | 0 | 37 |
| Arrive On Green | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.13 | 0.13 | 0.00 | 0.13 | 0.00 | 0.13 |
| Sat Flow, veh/h | 396 | 3628 | 4 | 1 | 3206 | 269 | 1399 | 1900 | 0 | 1151 | 0 | 279 |
| Grp Volume(v), veh/h | 23 | 941 | 990 | 735 | 0 | 655 | 6 | 1 | 0 | 164 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 396 | 1770 | 1862 | 1842 | 0 | 1634 | 1399 | 1900 | 0 | 1430 | 0 | 0 |
| Q Serve(g_s), s | 3.3 | 36.8 | 36.8 | 0.0 | 0.0 | 21.7 | 0.0 | 0.1 | 0.0 | 15.7 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 25.0 | 36.8 | 36.8 | 21.4 | 0.0 | 21.7 | 0.5 | 0.1 | 0.0 | 15.8 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.00 | 0.00 | | 0.16 | 1.00 | | 0.00 | 0.80 | | 0.20 |
| Lane Grp Cap(c), veh/h | 294 | 1360 | 1431 | 1441 | 0 | 1255 | 250 | 250 | 0 | 235 | 0 | 0 |
| V/C Ratio(X) | 0.08 | 0.69 | 0.69 | 0.51 | 0.00 | 0.52 | 0.02 | 0.00 | 0.00 | 0.70 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 294 | 1360 | 1431 | 1441 | 0 | 1255 | 376 | 421 | 0 | 364 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 11.1 | 8.0 | 8.0 | 6.2 | 0.0 | 6.3 | 53.0 | 52.8 | 0.0 | 59.7 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.5 | 2.9 | 2.8 | 0.4 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 3.7 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.4 | 18.9 | 19.8 | 11.0 | 0.0 | 9.8 | 0.2 | 0.0 | 0.0 | 6.5 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 11.6 | 10.9 | 10.8 | 6.7 | 0.0 | 6.8 | 53.0 | 52.8 | 0.0 | 63.4 | 0.0 | 0.0 |
| LnGrp LOS | B | B | B | A | | A | D | D | | E | | |
| Approach Vol, veh/h | | 1954 | | | 1390 | | | 7 | | | 164 | |
| Approach Delay, s/veh | | 10.9 | | | 6.7 | | | 53.0 | | | 63.4 | |
| Approach LOS | | B | | | A | | | D | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 114.6 | | 25.4 | | 114.6 | | 25.4 |
| Change Period (Y+Rc), s | | 7.0 | | 7.0 | | 7.0 | | 7.0 |
| Max Green Setting (Gmax), s | | 95.0 | | 31.0 | | 95.0 | | 31.0 |
| Max Q Clear Time (g_c+I1), s | | 38.8 | | 17.8 | | 23.7 | | 2.5 |
| Green Ext Time (p_c), s | | 53.0 | | 0.7 | | 66.3 | | 1.0 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 11.8 |
| HCM 2010 LOS | | B |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 23 | 2277 | 36 | 110 | 1234 | 146 | 81 | 55 | 36 | 151 | 73 | 31 |
| Future Volume (veh/h) | 23 | 2277 | 36 | 110 | 1234 | 146 | 81 | 55 | 36 | 151 | 73 | 31 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1827 | 1809 | 1900 | 1792 | 1699 | 1900 | 1810 | 1856 | 1900 | 1881 | 1893 | 1845 |
| Adj Flow Rate, veh/h | 24 | 2397 | 38 | 116 | 1299 | 154 | 90 | 61 | 40 | 123 | 140 | 34 |
| Adj No. of Lanes | 1 | 3 | 0 | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.90 | 0.90 | 0.90 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, % | 4 | 5 | 5 | 6 | 13 | 13 | 5 | 0 | 0 | 1 | 0 | 3 |
| Cap, veh/h | 279 | 2778 | 44 | 208 | 2467 | 292 | 147 | 124 | 82 | 174 | 225 | 186 |
| Arrive On Green | 0.03 | 0.55 | 0.55 | 0.06 | 0.59 | 0.59 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| Sat Flow, veh/h | 1740 | 5007 | 79 | 1707 | 4205 | 498 | 1171 | 1048 | 687 | 1301 | 1893 | 1568 |
| Grp Volume(v), veh/h | 24 | 1574 | 861 | 116 | 955 | 498 | 90 | 0 | 101 | 123 | 140 | 34 |
| Grp Sat Flow(s),veh/h/ln | 1740 | 1646 | 1795 | 1707 | 1546 | 1611 | 1171 | 0 | 1735 | 1301 | 1893 | 1568 |
| Q Serve(g_s), s | 0.5 | 32.6 | 32.9 | 2.3 | 14.8 | 14.8 | 3.9 | 0.0 | 4.4 | 5.1 | 5.6 | 1.6 |
| Cycle Q Clear(g_c), s | 0.5 | 32.6 | 32.9 | 2.3 | 14.8 | 14.8 | 9.5 | 0.0 | 4.4 | 9.5 | 5.6 | 1.6 |
| Prop In Lane | 1.00 | | 0.04 | 1.00 | | 0.31 | 1.00 | | 0.40 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 279 | 1826 | 996 | 208 | 1814 | 945 | 147 | 0 | 206 | 174 | 225 | 186 |
| V/C Ratio(X) | 0.09 | 0.86 | 0.86 | 0.56 | 0.53 | 0.53 | 0.61 | 0.00 | 0.49 | 0.71 | 0.62 | 0.18 |
| Avail Cap(c_a), veh/h | 342 | 1831 | 998 | 216 | 1814 | 945 | 147 | 0 | 206 | 174 | 225 | 186 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 8.1 | 15.2 | 15.2 | 17.8 | 9.9 | 9.9 | 38.8 | 0.0 | 33.0 | 38.3 | 33.5 | 31.8 |
| Incr Delay (d2), s/veh | 0.1 | 5.6 | 9.9 | 2.9 | 1.1 | 2.1 | 7.4 | 0.0 | 1.8 | 12.5 | 5.2 | 0.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 16.1 | 18.8 | 1.6 | 6.5 | 7.0 | 2.3 | 0.0 | 2.2 | 3.3 | 3.3 | 0.7 |
| LnGrp Delay(d),s/veh | 8.3 | 20.8 | 25.2 | 20.7 | 11.0 | 12.0 | 46.2 | 0.0 | 34.8 | 50.7 | 38.8 | 32.2 |
| LnGrp LOS | A | C | C | C | B | B | D | | C | D | D | C |
| Approach Vol, veh/h | | 2459 | | | 1569 | | | 191 | | | 297 | |
| Approach Delay, s/veh | | 22.2 | | | 12.0 | | | 40.1 | | | 43.0 | |
| Approach LOS | | C | | | B | | | D | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 11.6 | 51.9 | | 16.5 | 9.1 | 54.4 | | 16.5 |
| Change Period (Y+Rc), s | 7.0 | 7.5 | | * 7 | 7.0 | 7.5 | | 7.0 |
| Max Green Setting (Gmax), s | 5.6 | 44.5 | | * 9.5 | 5.0 | 44.5 | | 9.0 |
| Max Q Clear Time (g_c+I1), s | 4.3 | 34.9 | | 11.5 | 2.5 | 16.8 | | 11.5 |
| Green Ext Time (p_c), s | 0.0 | 9.4 | | 0.0 | 0.0 | 26.2 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 20.8 |
| HCM 2010 LOS | C |

Notes

User approved volume balancing among the lanes for turning movement.

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 156 | 2526 | 99 | 16 | 811 | 156 | 0 | 0 | 16 | 0 | 0 | 105 |
| Future Vol, veh/h | 156 | 2526 | 99 | 16 | 811 | 156 | 0 | 0 | 16 | 0 | 0 | 105 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | Free | - | - | Free | - | - | Stop | - | - | Stop |
| Storage Length | 345 | - | 0 | 250 | - | 0 | - | - | 0 | - | - | 0 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 1 | 3 | 0 | 0 | 10 | 1 | 2 | 2 | 31 | 2 | 2 | 2 |
| Mvmt Flow | 164 | 2659 | 104 | 18 | 901 | 173 | 0 | 0 | 18 | 0 | 0 | 117 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 901 | 0 | - | 2659 | 0 | 0 | - | - | 1329 | - | - | 451 |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy | 5.32 | - | - | 5.3 | - | - | - | - | 7.72 | - | - | 7.14 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.11 | - | - | 3.1 | - | - | - | - | 4.21 | - | - | 3.92 |
| Pot Cap-1 Maneuver | 440 | - | 0 | 59 | - | 0 | 0 | 0 | 97 | 0 | 0 | 475 |
| Stage 1 | - | - | 0 | - | - | 0 | 0 | 0 | - | 0 | 0 | - |
| Stage 2 | - | - | 0 | - | - | 0 | 0 | 0 | - | 0 | 0 | - |
| Platoon blocked, % | | - | | | - | | | | | | | |
| Mov Cap-1 Maneuver | 440 | - | - | 59 | - | - | - | - | 97 | - | - | 475 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 1 | 1.7 | 50.3 | 15 |
| HCM LOS | | | F | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | WBL | WBT | SBLn1 |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 97 | 440 | - | 59 | - | 475 |
| HCM Lane V/C Ratio | 0.183 | 0.373 | - | 0.301 | - | 0.246 |
| HCM Control Delay (s) | 50.3 | 18 | - | 90.4 | - | 15 |
| HCM Lane LOS | F | C | - | F | - | C |
| HCM 95th %tile Q(veh) | 0.6 | 1.7 | - | 1.1 | - | 1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.5 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 12 | 210 | 343 | 82 | 150 | 27 |
| Future Vol, veh/h | 12 | 210 | 343 | 82 | 150 | 27 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | 0 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 13 | 228 | 373 | 89 | 163 | 29 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 373 | 0 | - | 0 | 513 | 373 |
| Stage 1 | - | - | - | - | 373 | - |
| Stage 2 | - | - | - | - | 140 | - |
| Critical Hdwy | 4.13 | - | - | - | 6.63 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.43 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.83 | - |
| Follow-up Hdwy | 2.219 | - | - | - | 3.519 | 3.319 |
| Pot Cap-1 Maneuver | 1184 | - | - | - | 506 | 672 |
| Stage 1 | - | - | - | - | 696 | - |
| Stage 2 | - | - | - | - | 873 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1184 | - | - | - | 499 | 672 |
| Mov Cap-2 Maneuver | - | - | - | - | 499 | - |
| Stage 1 | - | - | - | - | 696 | - |
| Stage 2 | - | - | - | - | 862 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0.4 | 0 | 16 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1184 | - | - | - | 519 |
| HCM Lane V/C Ratio | 0.011 | - | - | - | 0.371 |
| HCM Control Delay (s) | 8.1 | 0 | - | - | 16 |
| HCM Lane LOS | A | A | - | - | C |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 1.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 44 | 1705 | 16 | 90 | 1993 | 325 | 59 | 43 | 11 | 292 | 64 | 100 |
| Future Volume (veh/h) | 44 | 1705 | 16 | 90 | 1993 | 325 | 59 | 43 | 11 | 292 | 64 | 100 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1828 | 1900 | 1863 | 1850 | 1900 | 1900 | 1900 | 1900 | 1881 | 1875 | 1863 |
| Adj Flow Rate, veh/h | 49 | 1894 | 18 | 99 | 2190 | 357 | 66 | 48 | 12 | 375 | 0 | 111 |
| Adj No. of Lanes | 1 | 3 | 0 | 1 | 3 | 0 | 1 | 1 | 0 | 2 | 0 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.91 | 0.91 | 0.91 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 4 | 4 | 2 | 3 | 3 | 0 | 0 | 0 | 1 | 2 | 2 |
| Cap, veh/h | 135 | 3156 | 30 | 206 | 2743 | 434 | 302 | 282 | 71 | 548 | 0 | 304 |
| Arrive On Green | 0.03 | 0.62 | 0.62 | 0.03 | 0.62 | 0.62 | 0.19 | 0.19 | 0.19 | 0.19 | 0.00 | 0.19 |
| Sat Flow, veh/h | 1810 | 5097 | 48 | 1774 | 4397 | 696 | 1302 | 1468 | 367 | 2701 | 0 | 1583 |
| Grp Volume(v), veh/h | 49 | 1236 | 676 | 99 | 1662 | 885 | 66 | 0 | 60 | 375 | 0 | 111 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1663 | 1819 | 1774 | 1683 | 1727 | 1302 | 0 | 1835 | 1350 | 0 | 1583 |
| Q Serve(g_s), s | 1.4 | 31.5 | 31.5 | 2.9 | 51.4 | 55.4 | 6.0 | 0.0 | 3.8 | 18.8 | 0.0 | 8.5 |
| Cycle Q Clear(g_c), s | 1.4 | 31.5 | 31.5 | 2.9 | 51.4 | 55.4 | 6.0 | 0.0 | 3.8 | 22.7 | 0.0 | 8.5 |
| Prop In Lane | 1.00 | | 0.03 | 1.00 | | 0.40 | 1.00 | | 0.20 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 135 | 2060 | 1126 | 206 | 2100 | 1077 | 302 | 0 | 353 | 548 | 0 | 304 |
| V/C Ratio(X) | 0.36 | 0.60 | 0.60 | 0.48 | 0.79 | 0.82 | 0.22 | 0.00 | 0.17 | 0.68 | 0.00 | 0.36 |
| Avail Cap(c_a), veh/h | 248 | 2060 | 1126 | 308 | 2100 | 1077 | 451 | 0 | 564 | 868 | 0 | 492 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 26.2 | 16.1 | 16.2 | 15.0 | 19.6 | 20.3 | 48.1 | 0.0 | 47.2 | 56.7 | 0.0 | 49.1 |
| Incr Delay (d2), s/veh | 1.6 | 1.3 | 2.4 | 1.7 | 3.1 | 7.1 | 0.4 | 0.0 | 0.2 | 1.5 | 0.0 | 0.7 |
| 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 | 1.2 | 14.8 | 16.5 | 1.6 | 24.7 | 28.4 | 2.2 | 0.0 | 2.0 | 7.1 | 0.0 | 3.8 |
| LnGrp Delay(d),s/veh | 27.8 | 17.5 | 18.5 | 16.8 | 22.7 | 27.4 | 48.5 | 0.0 | 47.4 | 58.2 | 0.0 | 49.8 |
| LnGrp LOS | C | B | B | B | C | C | D | | D | E | | D |
| Approach Vol, veh/h | | 1961 | | | 2646 | | | 126 | | | 486 | |
| Approach Delay, s/veh | | 18.1 | | | 24.1 | | | 48.0 | | | 56.3 | |
| Approach LOS | | B | | | C | | | D | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 11.9 | 94.2 | | 33.9 | 11.3 | 94.8 | | 33.9 |
| Change Period (Y+Rc), s | 7.0 | 7.5 | | * 7 | 7.0 | 7.5 | | 7.0 |
| Max Green Setting (Gmax), s | 13.0 | 62.5 | | * 44 | 13.0 | 62.5 | | 43.0 |
| Max Q Clear Time (g_c+I1), s | 4.9 | 33.5 | | 24.7 | 3.4 | 57.4 | | 8.0 |
| Green Ext Time (p_c), s | 0.1 | 28.2 | | 2.2 | 0.0 | 5.1 | | 2.4 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 25.4 |
| HCM 2010 LOS | C |

Notes

User approved volume balancing among the lanes for turning movement.

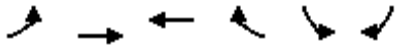
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 386 | 1691 | 26 | 16 | 1371 | 19 | 22 | 5 | 13 | 20 | 31 | 1532 |
| Future Volume (veh/h) | 386 | 1691 | 26 | 16 | 1371 | 19 | 22 | 5 | 13 | 20 | 31 | 1532 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1881 | 1828 | 1900 | 1792 | 1880 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1845 |
| Adj Flow Rate, veh/h | 429 | 1879 | 29 | 18 | 1523 | 21 | 24 | 6 | 14 | 21 | 33 | 0 |
| Adj No. of Lanes | 2 | 3 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 1 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 1 | 4 | 4 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| Cap, veh/h | 567 | 3584 | 55 | 197 | 2410 | 33 | 180 | 40 | 208 | 192 | 244 | 202 |
| Arrive On Green | 0.05 | 0.71 | 0.71 | 0.01 | 0.67 | 0.67 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 | 0.00 |
| Sat Flow, veh/h | 3476 | 5063 | 78 | 1707 | 3608 | 50 | 1039 | 313 | 1615 | 1414 | 1900 | 1568 |
| Grp Volume(v), veh/h | 429 | 1234 | 674 | 18 | 753 | 791 | 30 | 0 | 14 | 21 | 33 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1738 | 1663 | 1814 | 1707 | 1786 | 1871 | 1352 | 0 | 1615 | 1414 | 1900 | 1568 |
| Q Serve(g_s), s | 5.3 | 24.1 | 24.2 | 0.5 | 33.9 | 34.0 | 1.9 | 0.0 | 1.1 | 1.9 | 2.2 | 0.0 |
| Cycle Q Clear(g_c), s | 5.3 | 24.1 | 24.2 | 0.5 | 33.9 | 34.0 | 4.1 | 0.0 | 1.1 | 6.0 | 2.2 | 0.0 |
| Prop In Lane | 1.00 | | 0.04 | 1.00 | | 0.03 | 0.80 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 567 | 2355 | 1284 | 197 | 1193 | 1250 | 220 | 0 | 208 | 192 | 244 | 202 |
| V/C Ratio(X) | 0.76 | 0.52 | 0.52 | 0.09 | 0.63 | 0.63 | 0.14 | 0.00 | 0.07 | 0.11 | 0.14 | 0.00 |
| Avail Cap(c_a), veh/h | 592 | 2355 | 1284 | 521 | 1193 | 1250 | 220 | 0 | 208 | 192 | 244 | 202 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 18.5 | 9.5 | 9.5 | 8.5 | 13.4 | 13.4 | 55.3 | 0.0 | 53.6 | 57.6 | 54.1 | 0.0 |
| Incr Delay (d2), s/veh | 5.1 | 0.3 | 0.5 | 0.4 | 2.5 | 2.4 | 1.3 | 0.0 | 0.6 | 1.1 | 1.1 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 6.0 | 11.1 | 12.2 | 0.2 | 17.4 | 18.2 | 1.1 | 0.0 | 0.5 | 0.8 | 1.2 | 0.0 |
| LnGrp Delay(d),s/veh | 23.6 | 9.8 | 10.0 | 8.9 | 15.9 | 15.8 | 56.5 | 0.0 | 54.2 | 58.8 | 55.2 | 0.0 |
| LnGrp LOS | C | A | B | A | B | B | E | | D | E | E | |
| Approach Vol, veh/h | | 2337 | | | 1562 | | | 44 | | | 54 | |
| Approach Delay, s/veh | | 12.4 | | | 15.8 | | | 55.8 | | | 56.6 | |
| Approach LOS | | B | | | B | | | E | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 8.4 | 105.6 | | 25.0 | 14.0 | 100.0 | | 25.0 |
| Change Period (Y+Rc), s | 6.4 | 6.5 | | 7.0 | 6.5 | 6.5 | | 7.0 |
| Max Green Setting (Gmax), s | 28.6 | 73.5 | | 18.0 | 8.5 | 93.5 | | 18.0 |
| Max Q Clear Time (g_c+I1), s | 2.5 | 26.2 | | 8.0 | 7.3 | 36.0 | | 6.1 |
| Green Ext Time (p_c), s | 0.1 | 44.8 | | 0.2 | 0.2 | 53.8 | | 0.2 |

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



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 2047 | 1275 | 0 | 727 | 302 |
| Future Volume (veh/h) | 0 | 2047 | 1275 | 0 | 727 | 302 |
| Number | 1 | 6 | 2 | 12 | 7 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 0 | 1863 | 1863 | 0 | 1863 | 1863 |
| Adj Flow Rate, veh/h | 0 | 2274 | 1417 | 0 | 808 | 0 |
| Adj No. of Lanes | 0 | 2 | 2 | 0 | 2 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 2 | 2 | 0 | 2 | 2 |
| Cap, veh/h | 0 | 2265 | 2265 | 0 | 870 | 400 |
| Arrive On Green | 0.00 | 0.64 | 0.64 | 0.00 | 0.25 | 0.00 |
| Sat Flow, veh/h | 0 | 3725 | 3725 | 0 | 3442 | 1583 |
| Grp Volume(v), veh/h | 0 | 2274 | 1417 | 0 | 808 | 0 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1770 | 1770 | 0 | 1721 | 1583 |
| Q Serve(g_s), s | 0.0 | 89.6 | 33.7 | 0.0 | 32.1 | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 | 89.6 | 33.7 | 0.0 | 32.1 | 0.0 |
| Prop In Lane | 0.00 | | | 0.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 2265 | 2265 | 0 | 870 | 400 |
| V/C Ratio(X) | 0.00 | 1.00 | 0.63 | 0.00 | 0.93 | 0.00 |
| Avail Cap(c_a), veh/h | 0 | 2265 | 2265 | 0 | 934 | 430 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 0.0 | 25.2 | 15.1 | 0.0 | 51.1 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 19.9 | 1.3 | 0.0 | 14.5 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 49.7 | 16.7 | 0.0 | 17.0 | 0.0 |
| LnGrp Delay(d),s/veh | 0.0 | 45.1 | 16.5 | 0.0 | 65.6 | 0.0 |
| LnGrp LOS | | F | B | | E | |
| Approach Vol, veh/h | | 2274 | 1417 | | 808 | |
| Approach Delay, s/veh | | 45.1 | 16.5 | | 65.6 | |
| Approach LOS | | D | B | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | | 97.6 | | 42.4 | | 97.6 | | |
| Change Period (Y+Rc), s | | 8.0 | | 7.0 | | 8.0 | | |
| Max Green Setting (Gmax), s | | 87.0 | | 38.0 | | 87.0 | | |
| Max Q Clear Time (g_c+I1), s | | 35.7 | | 34.1 | | 91.6 | | |
| Green Ext Time (p_c), s | | 49.4 | | 1.3 | | 0.0 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 39.7 |
| HCM 2010 LOS | D |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 405 | 5 | 46 | 694 | 0 | 0 | 0 | 0 | 530 | 978 | 889 |
| Future Volume (veh/h) | 0 | 405 | 5 | 46 | 694 | 0 | 0 | 0 | 0 | 530 | 978 | 889 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | | | | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 0 | 1857 | 1900 | 1863 | 1881 | 0 | | | | 1881 | 1881 | 1810 |
| Adj Flow Rate, veh/h | 0 | 450 | 6 | 51 | 771 | 0 | | | | 559 | 1129 | 988 |
| Adj No. of Lanes | 0 | 2 | 0 | 1 | 2 | 0 | | | | 1 | 2 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | | | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 1 | 1 | 2 | 1 | 0 | | | | 1 | 1 | 5 |
| Cap, veh/h | 0 | 804 | 11 | 157 | 806 | 0 | | | | 1215 | 2551 | 1043 |
| Arrive On Green | 0.00 | 0.23 | 0.23 | 0.23 | 0.23 | 0.00 | | | | 0.68 | 0.68 | 0.68 |
| Sat Flow, veh/h | 0 | 3659 | 48 | 931 | 3668 | 0 | | | | 1792 | 3762 | 1538 |
| Grp Volume(v), veh/h | 0 | 223 | 233 | 51 | 771 | 0 | | | | 559 | 1129 | 988 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1764 | 1849 | 931 | 1787 | 0 | | | | 1792 | 1881 | 1538 |
| Q Serve(g_s), s | 0.0 | 15.7 | 15.7 | 7.2 | 29.8 | 0.0 | | | | 20.4 | 19.3 | 80.9 |
| Cycle Q Clear(g_c), s | 0.0 | 15.7 | 15.7 | 22.9 | 29.8 | 0.0 | | | | 20.4 | 19.3 | 80.9 |
| Prop In Lane | 0.00 | | 0.03 | 1.00 | | 0.00 | | | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 398 | 417 | 157 | 806 | 0 | | | | 1215 | 2551 | 1043 |
| V/C Ratio(X) | 0.00 | 0.56 | 0.56 | 0.32 | 0.96 | 0.00 | | | | 0.46 | 0.44 | 0.95 |
| Avail Cap(c_a), veh/h | 0 | 398 | 417 | 157 | 806 | 0 | | | | 1229 | 2580 | 1055 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 48.1 | 48.1 | 58.2 | 53.5 | 0.0 | | | | 10.5 | 10.4 | 20.3 |
| Incr Delay (d2), s/veh | 0.0 | 2.2 | 2.1 | 5.4 | 22.8 | 0.0 | | | | 0.4 | 0.2 | 16.6 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 7.9 | 8.3 | 2.1 | 17.3 | 0.0 | | | | 10.2 | 10.1 | 38.8 |
| LnGrp Delay(d),s/veh | 0.0 | 50.3 | 50.2 | 63.6 | 76.3 | 0.0 | | | | 10.9 | 10.5 | 36.9 |
| LnGrp LOS | | D | D | E | E | | | | | B | B | D |
| Approach Vol, veh/h | | 456 | | | 822 | | | | | | 2676 | |
| Approach Delay, s/veh | | 50.2 | | | 75.5 | | | | | | 20.4 | |
| Approach LOS | | D | | | E | | | | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | | 39.1 | | 100.9 | | 39.1 | | |
| Change Period (Y+Rc), s | | 7.5 | | 6.0 | | 7.5 | | |
| Max Green Setting (Gmax), s | | 30.5 | | 96.0 | | 30.5 | | |
| Max Q Clear Time (g_c+I1), s | | 31.8 | | 82.9 | | 17.7 | | |
| Green Ext Time (p_c), s | | 0.0 | | 12.0 | | 7.8 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 35.3 |
| HCM 2010 LOS | D |

Notes

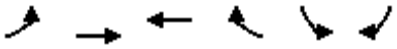
User approved volume balancing among the lanes for turning movement.



| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 39 | 68 | 233 | 27 | 65 | 91 | 159 | 695 | 81 | 110 | 1048 | 48 |
| Future Volume (veh/h) | 39 | 68 | 233 | 27 | 65 | 91 | 159 | 695 | 81 | 110 | 1048 | 48 |
| Number | 3 | 8 | 18 | 7 | 4 | 14 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1845 | 1881 | 1900 | 1843 | 1900 | 1863 | 1881 | 1900 | 1881 | 1882 | 1900 |
| Adj Flow Rate, veh/h | 43 | 76 | 259 | 29 | 70 | 98 | 177 | 772 | 90 | 122 | 1164 | 53 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 3 | 0 | 1 | 3 | 0 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.93 | 0.93 | 0.93 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 3 | 1 | 0 | 6 | 6 | 2 | 1 | 1 | 1 | 1 | 1 |
| Cap, veh/h | 159 | 330 | 373 | 204 | 125 | 175 | 370 | 2893 | 335 | 475 | 3054 | 139 |
| Arrive On Green | 0.18 | 0.18 | 0.18 | 0.18 | 0.18 | 0.18 | 0.05 | 0.62 | 0.62 | 0.04 | 0.61 | 0.61 |
| Sat Flow, veh/h | 1237 | 1845 | 1599 | 1062 | 696 | 975 | 1774 | 4669 | 541 | 1792 | 5038 | 229 |
| Grp Volume(v), veh/h | 43 | 76 | 259 | 29 | 0 | 168 | 177 | 565 | 297 | 122 | 791 | 426 |
| Grp Sat Flow(s),veh/h/ln | 1237 | 1845 | 1599 | 1062 | 0 | 1671 | 1774 | 1712 | 1786 | 1792 | 1713 | 1842 |
| Q Serve(g_s), s | 4.6 | 4.9 | 20.8 | 3.4 | 0.0 | 12.8 | 5.3 | 10.5 | 10.6 | 3.6 | 16.6 | 16.6 |
| Cycle Q Clear(g_c), s | 17.4 | 4.9 | 20.8 | 8.3 | 0.0 | 12.8 | 5.3 | 10.5 | 10.6 | 3.6 | 16.6 | 16.6 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.58 | 1.00 | | 0.30 | 1.00 | | 0.12 |
| Lane Grp Cap(c), veh/h | 159 | 330 | 373 | 204 | 0 | 299 | 370 | 2122 | 1107 | 475 | 2076 | 1116 |
| V/C Ratio(X) | 0.27 | 0.23 | 0.69 | 0.14 | 0.00 | 0.56 | 0.48 | 0.27 | 0.27 | 0.26 | 0.38 | 0.38 |
| Avail Cap(c_a), veh/h | 207 | 402 | 435 | 245 | 0 | 364 | 623 | 2122 | 1107 | 588 | 2076 | 1116 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 60.4 | 49.2 | 49.1 | 52.8 | 0.0 | 52.5 | 10.6 | 12.1 | 12.1 | 9.7 | 14.1 | 14.1 |
| Incr Delay (d2), s/veh | 1.3 | 0.5 | 4.7 | 0.4 | 0.0 | 2.3 | 0.7 | 0.1 | 0.2 | 0.2 | 0.5 | 1.0 |
| 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 | 1.6 | 2.6 | 9.6 | 1.0 | 0.0 | 6.1 | 2.6 | 5.0 | 5.3 | 1.8 | 8.0 | 8.7 |
| LnGrp Delay(d),s/veh | 61.7 | 49.7 | 53.8 | 53.2 | 0.0 | 54.8 | 11.3 | 12.2 | 12.4 | 9.9 | 14.6 | 15.1 |
| LnGrp LOS | E | D | D | D | | D | B | B | B | A | B | B |
| Approach Vol, veh/h | | 378 | | | 197 | | | 1039 | | | 1339 | |
| Approach Delay, s/veh | | 53.9 | | | 54.6 | | | 12.1 | | | 14.4 | |
| Approach LOS | | D | | | D | | | B | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 14.1 | 92.4 | | 33.6 | 12.2 | 94.3 | | 33.6 |
| Change Period (Y+Rc), s | 6.5 | 7.5 | | 8.5 | 6.5 | 7.5 | | 8.5 |
| Max Green Setting (Gmax), s | 27.5 | 59.5 | | 30.5 | 14.5 | 72.5 | | 30.5 |
| Max Q Clear Time (g_c+I1), s | 7.3 | 18.6 | | 14.8 | 5.6 | 12.6 | | 22.8 |
| Green Ext Time (p_c), s | 0.3 | 29.7 | | 3.5 | 0.1 | 38.5 | | 2.3 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 21.3 |
| HCM 2010 LOS | C |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 82 | 2092 | 1735 | 87 | 138 | 107 |
| Future Volume (veh/h) | 82 | 2092 | 1735 | 87 | 138 | 107 |
| Number | 5 | 2 | 6 | 16 | 7 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1845 | 1881 | 1881 | 1900 | 1863 | 1881 |
| Adj Flow Rate, veh/h | 91 | 2324 | 1907 | 96 | 153 | 119 |
| Adj No. of Lanes | 1 | 2 | 3 | 0 | 1 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.91 | 0.91 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 3 | 1 | 1 | 1 | 2 | 1 |
| Cap, veh/h | 194 | 2849 | 3992 | 201 | 176 | 159 |
| Arrive On Green | 0.80 | 0.80 | 0.80 | 0.80 | 0.10 | 0.10 |
| Sat Flow, veh/h | 212 | 3668 | 5178 | 252 | 1774 | 1599 |
| Grp Volume(v), veh/h | 91 | 2324 | 1302 | 701 | 153 | 119 |
| Grp Sat Flow(s),veh/h/ln | 212 | 1787 | 1712 | 1837 | 1774 | 1599 |
| Q Serve(g_s), s | 34.6 | 52.8 | 17.4 | 17.5 | 11.9 | 10.1 |
| Cycle Q Clear(g_c), s | 52.2 | 52.8 | 17.4 | 17.5 | 11.9 | 10.1 |
| Prop In Lane | 1.00 | | | 0.14 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 194 | 2849 | 2729 | 1464 | 176 | 159 |
| V/C Ratio(X) | 0.47 | 0.82 | 0.48 | 0.48 | 0.87 | 0.75 |
| Avail Cap(c_a), veh/h | 194 | 2849 | 2739 | 1469 | 177 | 160 |
| 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 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 13.2 | 8.2 | 4.7 | 4.7 | 62.1 | 61.3 |
| Incr Delay (d2), s/veh | 8.0 | 2.7 | 0.2 | 0.3 | 33.6 | 17.5 |
| 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 | 26.6 | 8.2 | 8.9 | 7.5 | 5.3 |
| LnGrp Delay(d),s/veh | 21.2 | 10.9 | 4.8 | 5.0 | 95.8 | 78.9 |
| LnGrp LOS | C | B | A | A | F | E |
| Approach Vol, veh/h | | 2415 | 2003 | | 272 | |
| Approach Delay, s/veh | | 11.3 | 4.9 | | 88.4 | |
| Approach LOS | | B | A | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | | 119.1 | | 20.9 | | 119.1 | | |
| Change Period (Y+Rc), s | | 7.5 | | 7.0 | | * 7.5 | | |
| Max Green Setting (Gmax), s | | 111.5 | | 14.0 | | * 1.1E2 | | |
| Max Q Clear Time (g_c+I1), s | | 54.8 | | 13.9 | | 19.5 | | |
| Green Ext Time (p_c), s | | 56.3 | | 0.0 | | 91.5 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 13.1 |
| HCM 2010 LOS | B |

Notes

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 85 | 598 | 70 | 49 | 890 | 362 | 85 | 148 | 45 | 293 | 175 | 163 |
| Future Volume (veh/h) | 85 | 598 | 70 | 49 | 890 | 362 | 85 | 148 | 45 | 293 | 175 | 163 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1883 | 1900 | 1900 | 1881 | 1863 | 1900 | 1886 | 1900 | 1881 | 1881 | 1863 |
| Adj Flow Rate, veh/h | 94 | 664 | 78 | 53 | 967 | 0 | 94 | 164 | 50 | 252 | 277 | 175 |
| Adj No. of Lanes | 1 | 3 | 0 | 1 | 3 | 1 | 1 | 1 | 0 | 1 | 1 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.92 | 0.92 | 0.92 | 0.90 | 0.90 | 0.90 | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 1 | 1 | 1 | 1 | 2 |
| Cap, veh/h | 322 | 2189 | 255 | 385 | 2357 | 727 | 297 | 228 | 70 | 314 | 329 | 277 |
| Arrive On Green | 0.04 | 0.47 | 0.47 | 0.03 | 0.46 | 0.00 | 0.16 | 0.16 | 0.16 | 0.18 | 0.18 | 0.18 |
| Sat Flow, veh/h | 1810 | 4671 | 544 | 1810 | 5136 | 1583 | 1810 | 1388 | 423 | 1792 | 1881 | 1583 |
| Grp Volume(v), veh/h | 94 | 486 | 256 | 53 | 967 | 0 | 94 | 0 | 214 | 252 | 277 | 175 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1714 | 1787 | 1810 | 1712 | 1583 | 1810 | 0 | 1811 | 1792 | 1881 | 1583 |
| Q Serve(g_s), s | 3.8 | 12.3 | 12.5 | 2.2 | 17.6 | 0.0 | 6.4 | 0.0 | 15.7 | 18.9 | 19.9 | 14.4 |
| Cycle Q Clear(g_c), s | 3.8 | 12.3 | 12.5 | 2.2 | 17.6 | 0.0 | 6.4 | 0.0 | 15.7 | 18.9 | 19.9 | 14.4 |
| Prop In Lane | 1.00 | | 0.30 | 1.00 | | 1.00 | 1.00 | | 0.23 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 322 | 1607 | 838 | 385 | 2357 | 727 | 297 | 0 | 298 | 314 | 329 | 277 |
| V/C Ratio(X) | 0.29 | 0.30 | 0.31 | 0.14 | 0.41 | 0.00 | 0.32 | 0.00 | 0.72 | 0.80 | 0.84 | 0.63 |
| Avail Cap(c_a), veh/h | 358 | 1607 | 838 | 451 | 2357 | 727 | 297 | 0 | 298 | 448 | 470 | 396 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 19.8 | 23.0 | 23.1 | 19.2 | 25.2 | 0.0 | 51.6 | 0.0 | 55.4 | 55.4 | 55.9 | 53.6 |
| Incr Delay (d2), s/veh | 0.5 | 0.5 | 0.9 | 0.2 | 0.1 | 0.0 | 2.8 | 0.0 | 14.0 | 6.8 | 9.1 | 2.4 |
| 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 | 2.0 | 5.9 | 6.3 | 1.1 | 8.4 | 0.0 | 3.4 | 0.0 | 9.0 | 10.0 | 11.2 | 6.5 |
| LnGrp Delay(d),s/veh | 20.3 | 23.5 | 24.0 | 19.4 | 25.4 | 0.0 | 54.3 | 0.0 | 69.4 | 62.3 | 65.0 | 55.9 |
| LnGrp LOS | C | C | C | B | C | | D | | E | E | E | E |
| Approach Vol, veh/h | | 836 | | | 1020 | | | 308 | | | 704 | |
| Approach Delay, s/veh | | 23.3 | | | 25.0 | | | 64.8 | | | 61.8 | |
| Approach LOS | | C | | | C | | | E | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 8.9 | 71.6 | | 29.0 | 10.2 | 70.3 | | 30.5 |
| Change Period (Y+Rc), s | 4.5 | 6.0 | | 6.0 | 4.5 | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | 9.5 | 50.0 | | 23.0 | 8.5 | 51.0 | | 35.0 |
| Max Q Clear Time (g_c+I1), s | 4.2 | 14.5 | | 17.7 | 5.8 | 19.6 | | 21.9 |
| Green Ext Time (p_c), s | 0.0 | 14.2 | | 0.7 | 0.0 | 13.6 | | 2.6 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 37.8 |
| HCM 2010 LOS | D |

Notes

User approved volume balancing among the lanes for turning movement.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 23 | 1348 | 6 | 4 | 1933 | 103 | 3 | 2 | 2 | 162 | 3 | 68 |
| Future Volume (veh/h) | 23 | 1348 | 6 | 4 | 1933 | 103 | 3 | 2 | 2 | 162 | 3 | 68 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1881 | 1900 | 1900 | 1881 | 1900 | 1900 | 1900 | 1900 | 1900 | 1871 | 1900 |
| Adj Flow Rate, veh/h | 26 | 1498 | 7 | 4 | 2035 | 108 | 3 | 2 | 2 | 180 | 3 | 76 |
| Adj No. of Lanes | 1 | 2 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 1 | 0 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.95 | 0.95 | 0.95 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cap, veh/h | 100 | 2584 | 12 | 27 | 2392 | 126 | 305 | 167 | 167 | 237 | 3 | 82 |
| Arrive On Green | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.19 | 0.19 | 0.19 | 0.19 | 0.19 | 0.19 |
| Sat Flow, veh/h | 190 | 3648 | 17 | 1 | 3376 | 177 | 1341 | 873 | 873 | 1008 | 17 | 426 |
| Grp Volume(v), veh/h | 26 | 734 | 771 | 1124 | 0 | 1023 | 3 | 0 | 4 | 259 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 190 | 1787 | 1878 | 1875 | 0 | 1681 | 1341 | 0 | 1746 | 1450 | 0 | 0 |
| Q Serve(g_s), s | 16.5 | 28.4 | 28.5 | 0.0 | 0.0 | 63.5 | 0.0 | 0.0 | 0.3 | 24.4 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 80.0 | 28.4 | 28.5 | 60.6 | 0.0 | 63.5 | 0.3 | 0.0 | 0.3 | 24.6 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.01 | 0.00 | | 0.11 | 1.00 | | 0.50 | 0.69 | | 0.29 |
| Lane Grp Cap(c), veh/h | 100 | 1266 | 1330 | 1354 | 0 | 1190 | 305 | 0 | 335 | 322 | 0 | 0 |
| V/C Ratio(X) | 0.26 | 0.58 | 0.58 | 0.83 | 0.00 | 0.86 | 0.01 | 0.00 | 0.01 | 0.81 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 100 | 1266 | 1330 | 1354 | 0 | 1190 | 316 | 0 | 349 | 334 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 45.0 | 10.1 | 10.1 | 14.8 | 0.0 | 15.2 | 45.8 | 0.0 | 45.8 | 55.8 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 6.2 | 1.9 | 1.8 | 4.7 | 0.0 | 6.7 | 0.0 | 0.0 | 0.0 | 13.1 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.0 | 14.5 | 15.3 | 33.0 | 0.0 | 31.2 | 0.1 | 0.0 | 0.1 | 11.0 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 51.3 | 12.0 | 12.0 | 19.5 | 0.0 | 21.9 | 45.9 | 0.0 | 45.9 | 68.9 | 0.0 | 0.0 |
| LnGrp LOS | D | B | B | B | | C | D | | D | E | | |
| Approach Vol, veh/h | | 1531 | | | 2147 | | | 7 | | | 259 | |
| Approach Delay, s/veh | | 12.7 | | | 20.7 | | | 45.9 | | | 68.9 | |
| Approach LOS | | B | | | C | | | D | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 106.2 | | 33.8 | | 106.2 | | 33.8 |
| Change Period (Y+Rc), s | | 7.0 | | 7.0 | | 7.0 | | 7.0 |
| Max Green Setting (Gmax), s | | 98.0 | | 28.0 | | 98.0 | | 28.0 |
| Max Q Clear Time (g_c+I1), s | | 82.0 | | 26.6 | | 65.5 | | 2.3 |
| Green Ext Time (p_c), s | | 15.8 | | 0.2 | | 32.0 | | 1.6 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 20.8 |
| HCM 2010 LOS | | C |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.1 |

| Movement | NBL | NBT | SBT | SBR | NEL | NER |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 119 | 795 | 687 | 7 | 5 | 189 |
| Future Vol, veh/h | 119 | 795 | 687 | 7 | 5 | 189 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 94 | 94 | 90 | 90 | 95 | 95 |
| Heavy Vehicles, % | 1 | 1 | 2 | 0 | 0 | 0 |
| Mvmt Flow | 127 | 846 | 763 | 8 | 5 | 199 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 771 | 0 | - | 0 | 1866 | 767 |
| Stage 1 | - | - | - | - | 767 | - |
| Stage 2 | - | - | - | - | 1099 | - |
| Critical Hdwy | 4.11 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.209 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 848 | - | - | - | 81 | 405 |
| Stage 1 | - | - | - | - | 462 | - |
| Stage 2 | - | - | - | - | 322 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 848 | - | - | - | 58 | 405 |
| Mov Cap-2 Maneuver | - | - | - | - | 58 | - |
| Stage 1 | - | - | - | - | 462 | - |
| Stage 2 | - | - | - | - | 231 | - |

| Approach | NB | SB | NE |
|---|---|---|---|
| HCM Control Delay, s | 1.3 | 0 | 23.5 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NELn1 | NELn2 | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 58 | 405 | 848 | - | - | - |
| HCM Lane V/C Ratio | 0.091 | 0.491 | 0.149 | - | - | - |
| HCM Control Delay (s) | 73.2 | 22.2 | 10 | 0 | - | - |
| HCM Lane LOS | F | C | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.3 | 2.6 | 0.5 | - | - | - |

| Movement | NBL | NBT | NBR | SBL | SBT | SBR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 794 | 86 | 83 | 791 | 2 | 0 | 1 | 2 | 11 | 1 | 120 |
| Future Volume (veh/h) | 0 | 794 | 86 | 83 | 791 | 2 | 0 | 1 | 2 | 11 | 1 | 120 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 0 | 1863 | 1900 | 1900 | 1881 | 1900 | 1900 | 1863 | 1900 | 1900 | 1424 | 1900 |
| Adj Flow Rate, veh/h | 0 | 863 | 93 | 90 | 860 | 2 | 0 | 1 | 2 | 12 | 1 | 130 |
| Adj No. of Lanes | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 0 | 2 | 2 | 0 | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 0 |
| Cap, veh/h | 0 | 1084 | 117 | 295 | 1230 | 3 | 0 | 58 | 115 | 225 | 13 | 167 |
| Arrive On Green | 0.00 | 0.66 | 0.66 | 0.66 | 0.66 | 0.66 | 0.00 | 0.10 | 0.10 | 0.10 | 0.10 | 0.10 |
| Sat Flow, veh/h | 0 | 1653 | 178 | 596 | 1876 | 4 | 0 | 556 | 1111 | 984 | 123 | 1615 |
| Grp Volume(v), veh/h | 0 | 0 | 956 | 90 | 0 | 862 | 0 | 0 | 3 | 13 | 0 | 130 |
| Grp Sat Flow(s),veh/h/ln | 0 | 0 | 1831 | 596 | 0 | 1880 | 0 | 0 | 1667 | 1107 | 0 | 1615 |
| Q Serve(g_s), s | 0.0 | 0.0 | 21.1 | 7.2 | 0.0 | 16.4 | 0.0 | 0.0 | 0.1 | 0.4 | 0.0 | 4.4 |
| Cycle Q Clear(g_c), s | 0.0 | 0.0 | 21.1 | 28.3 | 0.0 | 16.4 | 0.0 | 0.0 | 0.1 | 0.6 | 0.0 | 4.4 |
| Prop In Lane | 0.00 | | 0.10 | 1.00 | | 0.00 | 0.00 | | 0.67 | 0.92 | | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 0 | 1201 | 295 | 0 | 1233 | 0 | 0 | 173 | 238 | 0 | 167 |
| V/C Ratio(X) | 0.00 | 0.00 | 0.80 | 0.30 | 0.00 | 0.70 | 0.00 | 0.00 | 0.02 | 0.05 | 0.00 | 0.78 |
| Avail Cap(c_a), veh/h | 0 | 0 | 1240 | 308 | 0 | 1273 | 0 | 0 | 252 | 291 | 0 | 245 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 0.0 | 7.0 | 17.1 | 0.0 | 6.1 | 0.0 | 0.0 | 22.6 | 22.8 | 0.0 | 24.5 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 3.6 | 0.6 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 9.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 0.0 | 11.6 | 1.2 | 0.0 | 8.7 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 2.4 |
| LnGrp Delay(d),s/veh | 0.0 | 0.0 | 10.6 | 17.7 | 0.0 | 7.8 | 0.0 | 0.0 | 22.6 | 22.9 | 0.0 | 33.6 |
| LnGrp LOS | | | B | B | | A | | | C | C | | C |
| Approach Vol, veh/h | | 956 | | | 952 | | | 3 | | | 143 | |
| Approach Delay, s/veh | | 10.6 | | | 8.7 | | | 22.6 | | | 32.6 | |
| Approach LOS | | B | | | A | | | C | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 43.8 | | 12.3 | | 43.8 | | 12.3 |
| Change Period (Y+Rc), s | | 7.0 | | 6.5 | | 7.0 | | 6.5 |
| Max Green Setting (Gmax), s | | 38.0 | | 8.5 | | 38.0 | | 8.5 |
| Max Q Clear Time (g_c+I1), s | | 23.1 | | 2.1 | | 30.3 | | 6.4 |
| Green Ext Time (p_c), s | | 11.5 | | 0.2 | | 6.5 | | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 11.3 |
| HCM 2010 LOS | B |

Notes

User approved pedestrian interval to be less than phase max green.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 144 | 1015 | 77 | 214 | 2351 | 891 | 254 | 205 | 356 | 632 | 131 | 121 |
| Future Volume (veh/h) | 144 | 1015 | 77 | 214 | 2351 | 891 | 254 | 205 | 356 | 632 | 131 | 121 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1881 | 1845 | 1900 | 1881 | 1881 | 1881 | 1881 | 1900 | 1881 | 1863 | 1881 | 1900 |
| Adj Flow Rate, veh/h | 160 | 1128 | 86 | 238 | 2612 | 0 | 282 | 228 | 396 | 702 | 146 | 134 |
| Adj No. of Lanes | 1 | 3 | 1 | 2 | 3 | 1 | 1 | 1 | 1 | 2 | 1 | 0 |
| 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, % | 1 | 3 | 0 | 1 | 1 | 1 | 1 | 0 | 1 | 2 | 1 | 1 |
| Cap, veh/h | 184 | 2374 | 934 | 273 | 2445 | 990 | 192 | 326 | 400 | 492 | 187 | 172 |
| Arrive On Green | 0.07 | 0.47 | 0.47 | 0.08 | 0.48 | 0.00 | 0.11 | 0.17 | 0.17 | 0.14 | 0.21 | 0.21 |
| Sat Flow, veh/h | 1792 | 5036 | 1615 | 3476 | 5136 | 1599 | 1792 | 1900 | 1599 | 3442 | 905 | 830 |
| Grp Volume(v), veh/h | 160 | 1128 | 86 | 238 | 2612 | 0 | 282 | 228 | 396 | 702 | 0 | 280 |
| Grp Sat Flow(s),veh/h/ln | 1792 | 1679 | 1615 | 1738 | 1712 | 1599 | 1792 | 1900 | 1599 | 1721 | 0 | 1735 |
| Q Serve(g_s), s | 8.3 | 21.4 | 3.3 | 9.5 | 66.7 | 0.0 | 15.0 | 15.8 | 24.0 | 20.0 | 0.0 | 21.4 |
| Cycle Q Clear(g_c), s | 8.3 | 21.4 | 3.3 | 9.5 | 66.7 | 0.0 | 15.0 | 15.8 | 24.0 | 20.0 | 0.0 | 21.4 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.48 |
| Lane Grp Cap(c), veh/h | 184 | 2374 | 934 | 273 | 2445 | 990 | 192 | 326 | 400 | 492 | 0 | 359 |
| V/C Ratio(X) | 0.87 | 0.48 | 0.09 | 0.87 | 1.07 | 0.00 | 1.47 | 0.70 | 0.99 | 1.43 | 0.00 | 0.78 |
| Avail Cap(c_a), veh/h | 205 | 2374 | 934 | 273 | 2445 | 990 | 192 | 326 | 400 | 492 | 0 | 359 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 42.1 | 25.2 | 13.1 | 63.8 | 36.7 | 0.0 | 62.5 | 54.6 | 52.3 | 60.0 | 0.0 | 52.5 |
| Incr Delay (d2), s/veh | 28.9 | 0.7 | 0.2 | 24.9 | 39.6 | 0.0 | 237.2 | 7.2 | 42.4 | 204.0 | 0.0 | 11.0 |
| 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 | 7.6 | 10.1 | 1.5 | 5.5 | 40.4 | 0.0 | 20.1 | 8.9 | 20.0 | 23.4 | 0.0 | 11.4 |
| LnGrp Delay(d),s/veh | 71.0 | 25.9 | 13.3 | 88.7 | 76.3 | 0.0 | 299.7 | 61.8 | 94.8 | 264.0 | 0.0 | 63.5 |
| LnGrp LOS | E | C | B | F | F | | F | E | F | F | | E |
| Approach Vol, veh/h | | 1374 | | | 2850 | | | 906 | | | 982 | |
| Approach Delay, s/veh | | 30.3 | | | 77.3 | | | 150.3 | | | 206.9 | |
| Approach LOS | | C | | | E | | | F | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 14.3 | 71.7 | 25.0 | 29.0 | 15.0 | 71.0 | 20.0 | 34.0 |
| Change Period (Y+Rc), s | 4.0 | 5.0 | 5.0 | 5.0 | 4.0 | 5.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 12.6 | 65.0 | 20.0 | 24.0 | 11.0 | 66.0 | 15.0 | 29.0 |
| Max Q Clear Time (g_c+I1), s | 10.3 | 68.7 | 22.0 | 26.0 | 11.5 | 23.4 | 17.0 | 23.4 |
| Green Ext Time (p_c), s | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 41.6 | 0.0 | 2.9 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 98.4 |
| HCM 2010 LOS | F |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 0 | 1497 | 692 | 0 | 977 | 0 | 0 | 0 | 0 |
| Future Volume (veh/h) | 0 | 0 | 0 | 0 | 1497 | 692 | 0 | 977 | 0 | 0 | 0 | 0 |
| Number | | | | 5 | 2 | 12 | 7 | 4 | 14 | | | |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | | | | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Adj Sat Flow, veh/h/ln | | | | 0 | 1881 | 1845 | 0 | 1810 | 0 | | | |
| Adj Flow Rate, veh/h | | | | 0 | 1627 | 0 | 0 | 1086 | 0 | | | |
| Adj No. of Lanes | | | | 0 | 2 | 1 | 0 | 2 | 0 | | | |
| Peak Hour Factor | | | | 0.92 | 0.92 | 0.92 | 0.90 | 0.90 | 0.90 | | | |
| Percent Heavy Veh, % | | | | 0 | 1 | 3 | 0 | 5 | 0 | | | |
| Cap, veh/h | | | | 0 | 2030 | 890 | 0 | 1191 | 0 | | | |
| Arrive On Green | | | | 0.00 | 0.57 | 0.00 | 0.00 | 0.35 | 0.00 | | | |
| Sat Flow, veh/h | | | | 0 | 3668 | 1568 | 0 | 3619 | 0 | | | |
| Grp Volume(v), veh/h | | | | 0 | 1627 | 0 | 0 | 1086 | 0 | | | |
| Grp Sat Flow(s),veh/h/ln | | | | 0 | 1787 | 1568 | 0 | 1719 | 0 | | | |
| Q Serve(g_s), s | | | | 0.0 | 50.5 | 0.0 | 0.0 | 42.2 | 0.0 | | | |
| Cycle Q Clear(g_c), s | | | | 0.0 | 50.5 | 0.0 | 0.0 | 42.2 | 0.0 | | | |
| Prop In Lane | | | | 0.00 | | 1.00 | 0.00 | | 0.00 | | | |
| Lane Grp Cap(c), veh/h | | | | 0 | 2030 | 890 | 0 | 1191 | 0 | | | |
| V/C Ratio(X) | | | | 0.00 | 0.80 | 0.00 | 0.00 | 0.91 | 0.00 | | | |
| Avail Cap(c_a), veh/h | | | | 0 | 2030 | 890 | 0 | 1191 | 0 | | | |
| HCM Platoon Ratio | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | | | | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | | | |
| Uniform Delay (d), s/veh | | | | 0.0 | 24.0 | 0.0 | 0.0 | 43.7 | 0.0 | | | |
| Incr Delay (d2), s/veh | | | | 0.0 | 3.5 | 0.0 | 0.0 | 12.0 | 0.0 | | | |
| Initial Q Delay(d3),s/veh | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | | | | 0.0 | 25.8 | 0.0 | 0.0 | 22.0 | 0.0 | | | |
| LnGrp Delay(d),s/veh | | | | 0.0 | 27.4 | 0.0 | 0.0 | 55.7 | 0.0 | | | |
| LnGrp LOS | | | | | C | | | E | | | | |
| Approach Vol, veh/h | | | | | 1627 | | | 1086 | | | | |
| Approach Delay, s/veh | | | | | 27.4 | | | 55.7 | | | | |
| Approach LOS | | | | | C | | | E | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | | | |
| Phs Duration (G+Y+Rc), s | | 85.0 | | 55.0 | | | | |
| Change Period (Y+Rc), s | | 5.5 | | 6.5 | | | | |
| Max Green Setting (Gmax), s | | 79.5 | | 48.5 | | | | |
| Max Q Clear Time (g_c+I1), s | | 52.5 | | 44.2 | | | | |
| Green Ext Time (p_c), s | | 19.3 | | 2.7 | | | | |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 38.8 |
| HCM 2010 LOS | | D |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 217 | 766 | 550 | 37 | 1311 | 11 | 381 | 176 | 28 | 35 | 242 | 497 |
| Future Volume (veh/h) | 217 | 766 | 550 | 37 | 1311 | 11 | 381 | 176 | 28 | 35 | 242 | 497 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1881 | 1881 | 1900 | 1881 | 1900 | 1881 | 1884 | 1900 | 1845 | 1881 | 1845 |
| Adj Flow Rate, veh/h | 241 | 851 | 611 | 41 | 1457 | 12 | 401 | 185 | 29 | 38 | 263 | 540 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.95 | 0.95 | 0.95 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 3 |
| Cap, veh/h | 219 | 1871 | 837 | 186 | 1417 | 12 | 338 | 615 | 96 | 301 | 414 | 345 |
| Arrive On Green | 0.10 | 0.52 | 0.52 | 0.39 | 0.39 | 0.39 | 0.13 | 0.39 | 0.39 | 0.22 | 0.22 | 0.22 |
| Sat Flow, veh/h | 1774 | 3574 | 1599 | 369 | 3633 | 30 | 1792 | 1590 | 249 | 1151 | 1881 | 1568 |
| Grp Volume(v), veh/h | 241 | 851 | 611 | 41 | 716 | 753 | 401 | 0 | 214 | 38 | 263 | 540 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1787 | 1599 | 369 | 1787 | 1876 | 1792 | 0 | 1840 | 1151 | 1881 | 1568 |
| Q Serve(g_s), s | 14.5 | 22.3 | 44.2 | 11.7 | 58.5 | 58.5 | 19.0 | 0.0 | 12.1 | 4.0 | 19.0 | 33.0 |
| Cycle Q Clear(g_c), s | 14.5 | 22.3 | 44.2 | 14.1 | 58.5 | 58.5 | 19.0 | 0.0 | 12.1 | 4.0 | 19.0 | 33.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.02 | 1.00 | | 0.14 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 219 | 1871 | 837 | 186 | 697 | 732 | 338 | 0 | 711 | 301 | 414 | 345 |
| V/C Ratio(X) | 1.10 | 0.45 | 0.73 | 0.22 | 1.03 | 1.03 | 1.18 | 0.00 | 0.30 | 0.13 | 0.64 | 1.57 |
| Avail Cap(c_a), veh/h | 219 | 1871 | 837 | 186 | 697 | 732 | 338 | 0 | 711 | 301 | 414 | 345 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 49.8 | 22.4 | 27.6 | 33.0 | 45.8 | 45.8 | 43.9 | 0.0 | 31.9 | 47.2 | 53.0 | 58.5 |
| Incr Delay (d2), s/veh | 89.4 | 0.4 | 4.0 | 2.7 | 41.4 | 40.8 | 109.1 | 0.0 | 0.4 | 0.3 | 4.0 | 268.2 |
| 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 | 14.5 | 11.1 | 20.4 | 1.3 | 36.9 | 38.6 | 10.3 | 0.0 | 6.2 | 1.3 | 10.3 | 40.0 |
| LnGrp Delay(d),s/veh | 139.2 | 22.7 | 31.6 | 35.7 | 87.1 | 86.5 | 152.9 | 0.0 | 32.3 | 47.5 | 57.1 | 326.7 |
| LnGrp LOS | F | C | C | D | F | F | F | | C | D | E | F |
| Approach Vol, veh/h | | 1703 | | | 1510 | | | 615 | | | 841 | |
| Approach Delay, s/veh | | 42.4 | | | 85.4 | | | 111.0 | | | 229.7 | |
| Approach LOS | | D | | | F | | | F | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 20.0 | 65.0 | | 65.0 | | 85.0 | 25.0 | 40.0 |
| Change Period (Y+Rc), s | 5.5 | 6.5 | | 7.0 | | 6.5 | 6.0 | 7.0 |
| Max Green Setting (Gmax), s | 14.5 | 58.5 | | 58.0 | | 78.5 | 19.0 | 33.0 |
| Max Q Clear Time (g_c+I1), s | 16.5 | 60.5 | | 14.1 | | 46.2 | 21.0 | 35.0 |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | 11.9 | | 30.9 | 0.0 | 0.0 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | 99.1 | |
| HCM 2010 LOS | F | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 29.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 10 | 227 | 0 | 37 | 52 | 82 | 2 | 17 | 316 | 297 | 5 | 9 |
| Future Vol, veh/h | 10 | 227 | 0 | 37 | 52 | 82 | 2 | 17 | 316 | 297 | 5 | 9 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 0 | 3 | 0 | 0 | 9 | 4 | 0 | 0 | 1 | 1 | 0 | 11 |
| Mvmt Flow | 11 | 252 | 0 | 41 | 58 | 91 | 2 | 19 | 351 | 330 | 6 | 10 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 149 | 0 | 0 | 252 | 0 | 0 | 388 | 505 | 126 | 344 | 460 | 74 |
| Stage 1 | - | - | - | - | - | - | 274 | 274 | - | 186 | 186 | - |
| Stage 2 | - | - | - | - | - | - | 114 | 231 | - | 158 | 274 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.92 | 7.52 | 6.5 | 7.12 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.52 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.52 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.31 | 3.51 | 4 | 3.41 |
| Pot Cap-1 Maneuver | 1445 | - | - | 1325 | - | - | 550 | 473 | 904 | 588 | 501 | 944 |
| Stage 1 | - | - | - | - | - | - | 714 | 687 | - | 801 | 750 | - |
| Stage 2 | - | - | - | - | - | - | 884 | 717 | - | 831 | 687 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1445 | - | - | 1325 | - | - | 522 | 453 | 904 | 337 | 480 | 944 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 522 | 453 | - | 337 | 480 | - |
| Stage 1 | - | - | - | - | - | - | 708 | 681 | - | 794 | 725 | - |
| Stage 2 | - | - | - | - | - | - | 838 | 693 | - | 490 | 681 | - |

| Approach | EB | WB | NE | SW |
|---|---|---|---|---|
| HCM Control Delay, s | 0.3 | 1.7 | 12.4 | 84.4 |
| HCM LOS | | | B | F |

| Minor Lane/Major Mvmt | NELn1 | EBL | EBT | EBR | WBL | WBT | WBR | SWLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 857 | 1445 | - | - | 1325 | - | - | 345 |
| HCM Lane V/C Ratio | 0.434 | 0.008 | - | - | 0.031 | - | - | 1.002 |
| HCM Control Delay (s) | 12.4 | 7.5 | 0 | - | 7.8 | 0.1 | - | 84.4 |
| HCM Lane LOS | B | A | A | - | A | A | - | F |
| HCM 95th %tile Q(veh) | 2.2 | 0 | - | - | 0.1 | - | - | 11.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 536 | 304 | 490 | 120 | 0 | 0 | 0 | 0 | 102 | 55 | 51 |
| Future Volume (veh/h) | 0 | 536 | 304 | 490 | 120 | 0 | 0 | 0 | 0 | 102 | 55 | 51 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | | | | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 0 | 1876 | 1900 | 1845 | 1810 | 0 | | | | 1900 | 1816 | 1863 |
| Adj Flow Rate, veh/h | 0 | 596 | 338 | 516 | 126 | 0 | | | | 113 | 61 | 57 |
| Adj No. of Lanes | 0 | 2 | 0 | 1 | 2 | 0 | | | | 0 | 1 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.95 | 0.95 | 0.95 | | | | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 2 | 2 | 3 | 5 | 0 | | | | 2 | 2 | 2 |
| Cap, veh/h | 0 | 1107 | 628 | 559 | 2522 | 0 | | | | 155 | 84 | 215 |
| Arrive On Green | 0.00 | 0.50 | 0.50 | 0.16 | 0.73 | 0.00 | | | | 0.14 | 0.14 | 0.14 |
| Sat Flow, veh/h | 0 | 2288 | 1244 | 1757 | 3529 | 0 | | | | 1143 | 617 | 1583 |
| Grp Volume(v), veh/h | 0 | 484 | 450 | 516 | 126 | 0 | | | | 174 | 0 | 57 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1782 | 1656 | 1757 | 1719 | 0 | | | | 1759 | 0 | 1583 |
| Q Serve(g_s), s | 0.0 | 16.3 | 16.3 | 11.4 | 0.9 | 0.0 | | | | 8.3 | 0.0 | 2.8 |
| Cycle Q Clear(g_c), s | 0.0 | 16.3 | 16.3 | 11.4 | 0.9 | 0.0 | | | | 8.3 | 0.0 | 2.8 |
| Prop In Lane | 0.00 | | 0.75 | 1.00 | | 0.00 | | | | 0.65 | | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 899 | 836 | 559 | 2522 | 0 | | | | 239 | 0 | 215 |
| V/C Ratio(X) | 0.00 | 0.54 | 0.54 | 0.92 | 0.05 | 0.00 | | | | 0.73 | 0.00 | 0.26 |
| Avail Cap(c_a), veh/h | 0 | 899 | 836 | 836 | 2522 | 0 | | | | 352 | 0 | 317 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 1.00 | 1.00 | 0.51 | 0.51 | 0.00 | | | | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 14.8 | 14.8 | 13.1 | 3.2 | 0.0 | | | | 36.5 | 0.0 | 34.1 |
| Incr Delay (d2), s/veh | 0.0 | 2.3 | 2.5 | 6.0 | 0.0 | 0.0 | | | | 3.1 | 0.0 | 0.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 8.5 | 8.0 | 7.5 | 0.4 | 0.0 | | | | 4.3 | 0.0 | 1.3 |
| LnGrp Delay(d),s/veh | 0.0 | 17.1 | 17.3 | 19.1 | 3.3 | 0.0 | | | | 39.6 | 0.0 | 34.6 |
| LnGrp LOS | | B | B | B | A | | | | | D | | C |
| Approach Vol, veh/h | | 934 | | | 642 | | | | | | 231 | |
| Approach Delay, s/veh | | 17.2 | | | 16.0 | | | | | | 38.4 | |
| Approach LOS | | B | | | B | | | | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | 20.1 | 50.5 | | 17.4 | | 70.6 | | |
| Change Period (Y+Rc), s | * 5.7 | 6.1 | | * 5.4 | | 6.1 | | |
| Max Green Setting (Gmax), s | * 28 | 24.9 | | * 18 | | 58.9 | | |
| Max Q Clear Time (g_c+I1), s | 13.4 | 18.3 | | 10.3 | | 2.9 | | |
| Green Ext Time (p_c), s | 1.1 | 5.3 | | 0.5 | | 24.6 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 19.5 |
| HCM 2010 LOS | B |

Notes

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | SBL | SBR | NEL2 | NEL | NER |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | |
| Traffic Volume (veh/h) | 358 | 280 | 0 | 0 | 572 | 498 | 0 | 0 | 38 | 0 | 264 |
| Future Volume (veh/h) | 358 | 280 | 0 | 0 | 572 | 498 | 0 | 0 | 38 | 0 | 264 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | | | 3 | 3 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1827 | 0 | 0 | 1861 | 1900 | | | 1900 | 1900 | 1638 |
| Adj Flow Rate, veh/h | 398 | 311 | 0 | 0 | 636 | 553 | | | 42 | 42 | 293 |
| Adj No. of Lanes | 1 | 2 | 0 | 0 | 2 | 0 | | | 0 | 0 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 2 | 4 | 0 | 0 | 3 | 3 | | | 16 | 16 | 16 |
| Cap, veh/h | 445 | 2367 | 0 | 0 | 807 | 697 | | | 318 | 318 | 264 |
| Arrive On Green | 0.05 | 0.23 | 0.00 | 0.00 | 0.45 | 0.45 | | | 0.19 | 0.19 | 0.19 |
| Sat Flow, veh/h | 1774 | 3563 | 0 | 0 | 1894 | 1555 | | | 1675 | 1675 | 1392 |
| Grp Volume(v), veh/h | 398 | 311 | 0 | 0 | 624 | 565 | | | 42 | 42 | 293 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1736 | 0 | 0 | 1768 | 1587 | | | 1675 | 1675 | 1392 |
| Q Serve(g_s), s | 12.2 | 6.3 | 0.0 | 0.0 | 26.5 | 26.8 | | | 1.8 | 1.8 | 16.7 |
| Cycle Q Clear(g_c), s | 12.2 | 6.3 | 0.0 | 0.0 | 26.5 | 26.8 | | | 1.8 | 1.8 | 16.7 |
| Prop In Lane | 1.00 | | 0.00 | 0.00 | | 0.98 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 445 | 2367 | 0 | 0 | 793 | 711 | | | 318 | 318 | 264 |
| V/C Ratio(X) | 0.90 | 0.13 | 0.00 | 0.00 | 0.79 | 0.79 | | | 0.13 | 0.13 | 1.11 |
| Avail Cap(c_a), veh/h | 554 | 2367 | 0 | 0 | 793 | 711 | | | 318 | 318 | 264 |
| HCM Platoon Ratio | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.65 | 0.65 | 0.00 | 0.00 | 0.87 | 0.87 | | | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 25.1 | 13.3 | 0.0 | 0.0 | 20.7 | 20.8 | | | 29.6 | 29.6 | 35.7 |
| Incr Delay (d2), s/veh | 9.8 | 0.1 | 0.0 | 0.0 | 6.9 | 7.8 | | | 0.9 | 0.9 | 87.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 10.8 | 3.1 | 0.0 | 0.0 | 14.4 | 13.2 | | | 0.9 | 0.9 | 12.8 |
| LnGrp Delay(d),s/veh | 34.9 | 13.4 | 0.0 | 0.0 | 27.6 | 28.6 | | | 30.5 | 30.5 | 123.4 |
| LnGrp LOS | C | B | | | C | C | | | C | C | F |
| Approach Vol, veh/h | | 709 | | | 1189 | | | | 335 | 335 | |
| Approach Delay, s/veh | | 25.5 | | | 28.1 | | | | 111.8 | 111.8 | |
| Approach LOS | | C | | | C | | | | F | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 66.0 | | | 20.6 | 45.4 | | 22.0 |
| Change Period (Y+Rc), s | | * 6 | | | 5.9 | * 6 | | 5.3 |
| Max Green Setting (Gmax), s | | * 60 | | | 20.1 | * 34 | | 16.7 |
| Max Q Clear Time (g_c+I1), s | | 8.3 | | | 14.2 | 28.8 | | 18.7 |
| Green Ext Time (p_c), s | | 36.2 | | | 0.5 | 4.8 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 39.8 |
| HCM 2010 LOS | D |

Notes

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



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 487 | 263 | 473 | 71 | 79 | 583 |
| Future Volume (veh/h) | 487 | 263 | 473 | 71 | 79 | 583 |
| Number | 3 | 18 | 2 | 12 | 1 | 6 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1956 | 1937 | 1712 | 1727 | 1881 | 1918 |
| Adj Flow Rate, veh/h | 541 | 292 | 526 | 0 | 88 | 648 |
| Adj No. of Lanes | 2 | 1 | 2 | 1 | 1 | 2 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 1 | 2 | 11 | 10 | 1 | 3 |
| Cap, veh/h | 791 | 478 | 1084 | 489 | 455 | 1920 |
| Arrive On Green | 0.22 | 0.22 | 0.33 | 0.00 | 0.07 | 0.53 |
| Sat Flow, veh/h | 3615 | 1647 | 3338 | 1468 | 1792 | 3741 |
| Grp Volume(v), veh/h | 541 | 292 | 526 | 0 | 88 | 648 |
| Grp Sat Flow(s),veh/h/ln | 1807 | 1647 | 1626 | 1468 | 1792 | 1823 |
| Q Serve(g_s), s | 6.8 | 7.5 | 6.3 | 0.0 | 1.4 | 5.0 |
| Cycle Q Clear(g_c), s | 6.8 | 7.5 | 6.3 | 0.0 | 1.4 | 5.0 |
| Prop In Lane | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Lane Grp Cap(c), veh/h | 791 | 478 | 1084 | 489 | 455 | 1920 |
| V/C Ratio(X) | 0.68 | 0.61 | 0.49 | 0.00 | 0.19 | 0.34 |
| Avail Cap(c_a), veh/h | 994 | 570 | 2384 | 1076 | 546 | 1920 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 17.6 | 15.0 | 13.0 | 0.0 | 8.7 | 6.7 |
| Incr Delay (d2), s/veh | 1.3 | 1.3 | 0.4 | 0.0 | 0.2 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.4 | 3.6 | 2.8 | 0.0 | 0.7 | 2.6 |
| LnGrp Delay(d),s/veh | 18.9 | 16.3 | 13.4 | 0.0 | 8.9 | 6.8 |
| LnGrp LOS | B | B | B | | A | A |
| Approach Vol, veh/h | 833 | | 526 | | | 736 |
| Approach Delay, s/veh | 18.0 | | 13.4 | | | 7.1 |
| Approach LOS | B | | B | | | A |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 9.5 | 22.4 | | | | 31.9 | | 17.2 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | | | * 6 | | 6.5 |
| Max Green Setting (Gmax), s | 6.0 | 36.0 | | | | * 24 | | 13.5 |
| Max Q Clear Time (g_c+I1), s | 13.4 | 8.3 | | | | 7.0 | | 9.5 |
| Green Ext Time (p_c), s | 0.0 | 8.0 | | | | 8.0 | | 1.2 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 13.0 |
| HCM 2010 LOS | B |

Notes

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

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 555 | 1112 | 13 | 32 | 1155 | 92 | 8 | 16 | 26 | 93 | 26 | 1152 |
| Future Volume (veh/h) | 555 | 1112 | 13 | 32 | 1155 | 92 | 8 | 16 | 26 | 93 | 26 | 1152 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1845 | 1825 | 1900 | 1976 | 1827 | 1918 | 1824 | 1754 | 1754 | 1900 | 1871 | 1845 |
| Adj Flow Rate, veh/h | 617 | 1236 | 14 | 36 | 1283 | 102 | 9 | 18 | 29 | 103 | 29 | 0 |
| Adj No. of Lanes | 2 | 2 | 0 | 1 | 2 | 1 | 0 | 1 | 1 | 0 | 1 | 1 |
| 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, % | 3 | 4 | 4 | 0 | 4 | 3 | 6 | 6 | 4 | 0 | 0 | 3 |
| Cap, veh/h | 739 | 2083 | 24 | 337 | 1429 | 671 | 111 | 175 | 195 | 218 | 41 | 205 |
| Arrive On Green | 0.22 | 0.59 | 0.59 | 0.04 | 0.41 | 0.41 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 | 0.00 |
| Sat Flow, veh/h | 3408 | 3511 | 40 | 1882 | 3471 | 1631 | 360 | 1338 | 1491 | 1011 | 311 | 1568 |
| Grp Volume(v), veh/h | 617 | 610 | 640 | 36 | 1283 | 102 | 27 | 0 | 29 | 132 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1704 | 1734 | 1818 | 1882 | 1736 | 1631 | 1698 | 0 | 1491 | 1322 | 0 | 1568 |
| Q Serve(g_s), s | 13.0 | 16.5 | 16.5 | 0.8 | 25.8 | 2.9 | 0.0 | 0.0 | 1.3 | 6.4 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 13.0 | 16.5 | 16.5 | 0.8 | 25.8 | 2.9 | 1.0 | 0.0 | 1.3 | 7.5 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.02 | 1.00 | | 1.00 | 0.33 | | 1.00 | 0.78 | | 1.00 |
| Lane Grp Cap(c), veh/h | 739 | 1029 | 1078 | 337 | 1429 | 671 | 286 | 0 | 195 | 259 | 0 | 205 |
| V/C Ratio(X) | 0.83 | 0.59 | 0.59 | 0.11 | 0.90 | 0.15 | 0.09 | 0.00 | 0.15 | 0.51 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 1111 | 1029 | 1078 | 633 | 1429 | 671 | 802 | 0 | 685 | 336 | 0 | 289 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 28.0 | 9.5 | 9.6 | 11.7 | 20.5 | 13.8 | 28.7 | 0.0 | 28.8 | 31.9 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 3.0 | 2.5 | 2.4 | 0.1 | 9.2 | 0.5 | 0.1 | 0.0 | 0.3 | 1.6 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 6.4 | 8.5 | 8.9 | 0.4 | 14.1 | 1.4 | 0.5 | 0.0 | 0.6 | 2.8 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 31.0 | 12.1 | 12.0 | 11.8 | 29.8 | 14.3 | 28.8 | 0.0 | 29.2 | 33.4 | 0.0 | 0.0 |
| LnGrp LOS | C | B | B | B | C | B | C | | C | C | | |
| Approach Vol, veh/h | | 1867 | | | 1421 | | | 56 | | | 132 | |
| Approach Delay, s/veh | | 18.3 | | | 28.2 | | | 29.0 | | | 33.4 | |
| Approach LOS | | B | | | C | | | C | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 8.2 | 50.6 | | 16.0 | 21.8 | 37.0 | | 16.0 |
| Change Period (Y+Rc), s | 5.6 | * 6.2 | | * 6.2 | 5.6 | * 6.2 | | * 6.2 |
| Max Green Setting (Gmax), s | 14.4 | * 44 | | * 14 | 24.4 | * 14 | | * 34 |
| Max Q Clear Time (g_c+I1), s | 2.8 | 18.5 | | 9.5 | 15.0 | 27.8 | | 3.3 |
| Green Ext Time (p_c), s | 0.0 | 21.4 | | 0.3 | 1.3 | 0.0 | | 1.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 23.1 |
| HCM 2010 LOS | C |

Notes

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



| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 4 | 1258 | 37 | 79 | 1485 | 8 | 39 | 0 | 87 | 37 | 0 | 34 |
| Future Volume (veh/h) | 4 | 1258 | 37 | 79 | 1485 | 8 | 39 | 0 | 87 | 37 | 0 | 34 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1826 | 1900 | 1881 | 1859 | 1900 | 1900 | 1845 | 1863 | 1667 | 1743 | 1900 |
| Adj Flow Rate, veh/h | 4 | 1353 | 40 | 88 | 1650 | 9 | 43 | 0 | 97 | 41 | 0 | 38 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 1 | 0 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 4 | 4 | 1 | 2 | 2 | 0 | 0 | 2 | 14 | 0 | 0 |
| Cap, veh/h | 248 | 2220 | 66 | 330 | 2725 | 15 | 200 | 0 | 178 | 148 | 0 | 166 |
| Arrive On Green | 0.64 | 0.64 | 0.64 | 0.05 | 0.76 | 0.76 | 0.11 | 0.00 | 0.11 | 0.11 | 0.00 | 0.11 |
| Sat Flow, veh/h | 305 | 3442 | 102 | 1792 | 3602 | 20 | 1070 | 0 | 1583 | 1157 | 0 | 1482 |
| Grp Volume(v), veh/h | 4 | 681 | 712 | 88 | 809 | 850 | 43 | 0 | 97 | 41 | 0 | 38 |
| Grp Sat Flow(s),veh/h/ln | 305 | 1735 | 1808 | 1792 | 1766 | 1856 | 1070 | 0 | 1583 | 1157 | 0 | 1482 |
| Q Serve(g_s), s | 0.5 | 20.7 | 20.7 | 1.3 | 18.5 | 18.5 | 2.7 | 0.0 | 5.2 | 3.1 | 0.0 | 2.1 |
| Cycle Q Clear(g_c), s | 9.0 | 20.7 | 20.7 | 1.3 | 18.5 | 18.5 | 4.8 | 0.0 | 5.2 | 7.9 | 0.0 | 2.1 |
| Prop In Lane | 1.00 | | 0.06 | 1.00 | | 0.01 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 248 | 1119 | 1166 | 330 | 1336 | 1404 | 200 | 0 | 178 | 148 | 0 | 166 |
| V/C Ratio(X) | 0.02 | 0.61 | 0.61 | 0.27 | 0.61 | 0.61 | 0.21 | 0.00 | 0.55 | 0.28 | 0.00 | 0.23 |
| Avail Cap(c_a), veh/h | 248 | 1119 | 1166 | 528 | 1336 | 1404 | 406 | 0 | 419 | 324 | 0 | 392 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.76 | 0.76 | 0.76 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 9.2 | 9.3 | 9.4 | 7.5 | 4.9 | 4.9 | 38.6 | 0.0 | 37.8 | 41.3 | 0.0 | 36.4 |
| Incr Delay (d2), s/veh | 0.1 | 1.9 | 1.8 | 0.4 | 1.7 | 1.6 | 1.9 | 0.0 | 9.1 | 3.6 | 0.0 | 2.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 10.4 | 10.9 | 0.7 | 9.4 | 9.8 | 1.1 | 0.0 | 2.7 | 1.1 | 0.0 | 1.0 |
| LnGrp Delay(d),s/veh | 9.3 | 11.2 | 11.2 | 7.9 | 6.6 | 6.5 | 40.5 | 0.0 | 46.9 | 44.9 | 0.0 | 38.9 |
| LnGrp LOS | A | B | B | A | A | A | D | | D | D | | D |
| Approach Vol, veh/h | | 1397 | | | 1747 | | | 140 | | | 79 | |
| Approach Delay, s/veh | | 11.2 | | | 6.6 | | | 44.9 | | | 42.0 | |
| Approach LOS | | B | | | A | | | D | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 10.0 | 63.6 | | 16.3 | | 73.7 | | 16.3 |
| Change Period (Y+Rc), s | 5.6 | 5.6 | | * 6.2 | | 5.6 | | * 6.2 |
| Max Green Setting (Gmax), s | 14.4 | 34.4 | | * 24 | | 54.4 | | * 24 |
| Max Q Clear Time (g_c+I1), s | 2.3 | 22.7 | | 7.2 | | 20.5 | | 9.9 |
| Green Ext Time (p_c), s | 0.1 | 11.6 | | 2.0 | | 29.3 | | 1.8 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 11.0 |
| HCM 2010 LOS | B |

Notes

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 740 | 551 | 39 | 1468 | 0 | 0 | 0 | 0 | 257 | 141 | 50 |
| Future Volume (veh/h) | 0 | 740 | 551 | 39 | 1468 | 0 | 0 | 0 | 0 | 257 | 141 | 50 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | | | | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 0 | 1810 | 1845 | 1810 | 1863 | 0 | | | | 1792 | 1853 | 1696 |
| Adj Flow Rate, veh/h | 0 | 779 | 580 | 43 | 1631 | 0 | | | | 222 | 247 | 0 |
| Adj No. of Lanes | 0 | 2 | 1 | 1 | 2 | 0 | | | | 1 | 1 | 1 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.90 | 0.90 | 0.90 | | | | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 5 | 3 | 5 | 2 | 0 | | | | 6 | 1 | 12 |
| Cap, veh/h | 0 | 1932 | 881 | 349 | 2452 | 0 | | | | 280 | 304 | 236 |
| Arrive On Green | 0.00 | 0.56 | 0.56 | 0.06 | 0.69 | 0.00 | | | | 0.16 | 0.16 | 0.00 |
| Sat Flow, veh/h | 0 | 3529 | 1568 | 1723 | 3632 | 0 | | | | 1707 | 1853 | 1442 |
| Grp Volume(v), veh/h | 0 | 779 | 580 | 43 | 1631 | 0 | | | | 222 | 247 | 0 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1719 | 1568 | 1723 | 1770 | 0 | | | | 1707 | 1853 | 1442 |
| Q Serve(g_s), s | 0.0 | 11.5 | 23.1 | 0.8 | 23.6 | 0.0 | | | | 11.2 | 11.6 | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 | 11.5 | 23.1 | 0.8 | 23.6 | 0.0 | | | | 11.2 | 11.6 | 0.0 |
| Prop In Lane | 0.00 | | 1.00 | 1.00 | | 0.00 | | | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 1932 | 881 | 349 | 2452 | 0 | | | | 280 | 304 | 236 |
| V/C Ratio(X) | 0.00 | 0.40 | 0.66 | 0.12 | 0.67 | 0.00 | | | | 0.79 | 0.81 | 0.00 |
| Avail Cap(c_a), veh/h | 0 | 1932 | 881 | 401 | 2452 | 0 | | | | 645 | 700 | 545 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 1.00 | 1.00 | 0.55 | 0.55 | 0.00 | | | | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 0.0 | 11.2 | 13.7 | 7.0 | 7.9 | 0.0 | | | | 36.2 | 36.3 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.6 | 3.8 | 0.0 | 0.8 | 0.0 | | | | 1.9 | 2.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 5.6 | 10.9 | 0.4 | 11.6 | 0.0 | | | | 5.5 | 6.1 | 0.0 |
| LnGrp Delay(d),s/veh | 0.0 | 11.8 | 17.5 | 7.1 | 8.7 | 0.0 | | | | 38.1 | 38.3 | 0.0 |
| LnGrp LOS | | B | B | A | A | | | | | D | D | |
| Approach Vol, veh/h | | 1359 | | | 1674 | | | | | | 469 | |
| Approach Delay, s/veh | | 14.2 | | | 8.6 | | | | | | 38.2 | |
| Approach LOS | | B | | | A | | | | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | 11.8 | 57.1 | | 21.1 | | 68.9 | | |
| Change Period (Y+Rc), s | 6.5 | 6.5 | | * 6.4 | | 6.5 | | |
| Max Green Setting (Gmax), s | 8.6 | 28.6 | | * 34 | | 43.1 | | |
| Max Q Clear Time (g_c+I1), s | 12.8 | 25.1 | | 13.6 | | 25.6 | | |
| Green Ext Time (p_c), s | 0.0 | 3.5 | | 1.2 | | 17.3 | | |

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

Notes

User approved volume balancing among the lanes for turning movement.

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 93 | 904 | 0 | 0 | 1023 | 519 | 484 | 267 | 18 | 0 | 0 | 0 |
| Future Volume (veh/h) | 93 | 904 | 0 | 0 | 1023 | 519 | 484 | 267 | 18 | 0 | 0 | 0 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | | | |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Adj Sat Flow, veh/h/ln | 1727 | 1810 | 0 | 0 | 1881 | 1956 | 1845 | 1870 | 1864 | | | |
| Adj Flow Rate, veh/h | 98 | 952 | 0 | 0 | 1137 | 0 | 418 | 466 | 0 | | | |
| Adj No. of Lanes | 1 | 2 | 0 | 0 | 2 | 1 | 1 | 1 | 1 | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | | |
| Percent Heavy Veh, % | 10 | 5 | 0 | 0 | 1 | 1 | 3 | 1 | 6 | | | |
| Cap, veh/h | 125 | 1996 | 0 | 0 | 1626 | 756 | 493 | 525 | 444 | | | |
| Arrive On Green | 0.05 | 0.39 | 0.00 | 0.00 | 0.45 | 0.00 | 0.09 | 0.09 | 0.00 | | | |
| Sat Flow, veh/h | 1645 | 3529 | 0 | 0 | 3668 | 1663 | 1757 | 1870 | 1585 | | | |
| Grp Volume(v), veh/h | 98 | 952 | 0 | 0 | 1137 | 0 | 418 | 466 | 0 | | | |
| Grp Sat Flow(s),veh/h/ln | 1645 | 1719 | 0 | 0 | 1787 | 1663 | 1757 | 1870 | 1585 | | | |
| Q Serve(g_s), s | 5.3 | 18.7 | 0.0 | 0.0 | 22.9 | 0.0 | 21.1 | 22.2 | 0.0 | | | |
| Cycle Q Clear(g_c), s | 5.3 | 18.7 | 0.0 | 0.0 | 22.9 | 0.0 | 21.1 | 22.2 | 0.0 | | | |
| Prop In Lane | 1.00 | | 0.00 | 0.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Lane Grp Cap(c), veh/h | 125 | 1996 | 0 | 0 | 1626 | 756 | 493 | 525 | 444 | | | |
| V/C Ratio(X) | 0.79 | 0.48 | 0.00 | 0.00 | 0.70 | 0.00 | 0.85 | 0.89 | 0.00 | | | |
| Avail Cap(c_a), veh/h | 358 | 1996 | 0 | 0 | 1626 | 756 | 517 | 551 | 467 | | | |
| HCM Platoon Ratio | 0.67 | 0.67 | 1.00 | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 | | | |
| Upstream Filter(I) | 0.88 | 0.88 | 0.00 | 0.00 | 0.73 | 0.00 | 0.72 | 0.72 | 0.00 | | | |
| Uniform Delay (d), s/veh | 42.0 | 17.2 | 0.0 | 0.0 | 19.6 | 0.0 | 38.9 | 39.4 | 0.0 | | | |
| Incr Delay (d2), s/veh | 9.3 | 0.7 | 0.0 | 0.0 | 1.0 | 0.0 | 9.1 | 12.1 | 0.0 | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | 2.7 | 9.1 | 0.0 | 0.0 | 11.4 | 0.0 | 11.5 | 13.2 | 0.0 | | | |
| LnGrp Delay(d),s/veh | 51.3 | 18.0 | 0.0 | 0.0 | 20.6 | 0.0 | 48.1 | 51.5 | 0.0 | | | |
| LnGrp LOS | D | B | | | C | | D | D | | | | |
| Approach Vol, veh/h | | 1050 | | | 1137 | | | 884 | | | | |
| Approach Delay, s/veh | | 21.1 | | | 20.6 | | | 49.9 | | | | |
| Approach LOS | | C | | | C | | | D | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 58.3 | | | 11.3 | 46.9 | | 31.7 |
| Change Period (Y+Rc), s | | 6.0 | | | 4.5 | 6.0 | | 6.5 |
| Max Green Setting (Gmax), s | | 51.0 | | | 19.6 | 26.9 | | 26.5 |
| Max Q Clear Time (g_c+I1), s | | 20.7 | | | 7.3 | 24.9 | | 24.2 |
| Green Ext Time (p_c), s | | 18.5 | | | 0.2 | 1.8 | | 1.1 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 29.2 |
| HCM 2010 LOS | C |

Notes

User approved volume balancing among the lanes for turning movement.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 16 | 867 | 39 | 119 | 1403 | 5 | 74 | 5 | 166 | 26 | 28 | 65 |
| Future Volume (veh/h) | 16 | 867 | 39 | 119 | 1403 | 5 | 74 | 5 | 166 | 26 | 28 | 65 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1681 | 1811 | 1900 | 1863 | 1863 | 1900 | 1900 | 1882 | 1827 | 1900 | 1863 | 1900 |
| Adj Flow Rate, veh/h | 18 | 963 | 43 | 132 | 1559 | 6 | 82 | 6 | 184 | 29 | 31 | 72 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 1 | 0 | 1 | 1 | 0 | 1 | 0 |
| 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, % | 13 | 5 | 5 | 2 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| Cap, veh/h | 221 | 2024 | 90 | 434 | 2268 | 1035 | 165 | 10 | 294 | 53 | 38 | 53 |
| Arrive On Green | 0.02 | 0.60 | 0.60 | 0.06 | 0.64 | 0.64 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 |
| Sat Flow, veh/h | 1601 | 3355 | 150 | 1774 | 3539 | 1615 | 711 | 75 | 1553 | 48 | 297 | 414 |
| Grp Volume(v), veh/h | 18 | 494 | 512 | 132 | 1559 | 6 | 88 | 0 | 184 | 132 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1601 | 1720 | 1785 | 1774 | 1770 | 1615 | 786 | 0 | 1553 | 759 | 0 | 0 |
| Q Serve(g_s), s | 0.4 | 15.0 | 15.0 | 2.5 | 26.6 | 0.1 | 0.0 | 0.0 | 10.2 | 1.7 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.4 | 15.0 | 15.0 | 2.5 | 26.6 | 0.1 | 10.3 | 0.0 | 10.2 | 12.0 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.08 | 1.00 | | 1.00 | 0.93 | | 1.00 | 0.22 | | 0.55 |
| Lane Grp Cap(c), veh/h | 221 | 1038 | 1076 | 434 | 2268 | 1035 | 174 | 0 | 294 | 144 | 0 | 0 |
| V/C Ratio(X) | 0.08 | 0.48 | 0.48 | 0.30 | 0.69 | 0.01 | 0.50 | 0.00 | 0.63 | 0.92 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 285 | 1038 | 1076 | 484 | 2268 | 1035 | 174 | 0 | 294 | 144 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.88 | 0.88 | 0.88 | 0.09 | 0.09 | 0.09 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 9.6 | 10.4 | 10.4 | 7.3 | 10.8 | 6.1 | 40.2 | 0.0 | 35.0 | 41.5 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.1 | 1.4 | 1.3 | 0.0 | 0.1 | 0.0 | 1.8 | 0.0 | 3.7 | 51.2 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 7.5 | 7.8 | 1.2 | 12.8 | 0.1 | 2.3 | 0.0 | 4.7 | 5.5 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 9.7 | 11.8 | 11.7 | 7.3 | 11.0 | 6.1 | 41.9 | 0.0 | 38.7 | 92.8 | 0.0 | 0.0 |
| LnGrp LOS | A | B | B | A | B | A | D | | D | F | | |
| Approach Vol, veh/h | | 1024 | | | 1697 | | | 272 | | | 132 | |
| Approach Delay, s/veh | | 11.7 | | | 10.7 | | | 39.8 | | | 92.8 | |
| Approach LOS | | B | | | B | | | D | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 12.3 | 63.2 | | 18.5 | 8.7 | 66.8 | | 18.5 |
| Change Period (Y+Rc), s | 6.5 | 6.5 | | 6.5 | 6.5 | 6.5 | | 6.5 |
| Max Green Setting (Gmax), s | 8.5 | 51.5 | | 12.0 | 6.0 | 56.5 | | 12.0 |
| Max Q Clear Time (g_c+I1), s | 14.5 | 17.0 | | 14.0 | 2.4 | 28.6 | | 12.3 |
| Green Ext Time (p_c), s | 0.1 | 33.5 | | 0.0 | 0.0 | 27.0 | | 0.0 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 17.0 |
| HCM 2010 LOS | | B |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 484 | 38 | 67 | 157 | 0 | 0 | 0 | 0 | 40 | 547 | 144 |
| Future Volume (veh/h) | 0 | 484 | 38 | 67 | 157 | 0 | 0 | 0 | 0 | 40 | 547 | 144 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | | | | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 0 | 1883 | 1900 | 1845 | 1863 | 0 | | | | 1900 | 1850 | 1900 |
| Adj Flow Rate, veh/h | 0 | 538 | 42 | 74 | 174 | 0 | | | | 44 | 608 | 160 |
| Adj No. of Lanes | 0 | 2 | 0 | 1 | 2 | 0 | | | | 0 | 2 | 0 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | | | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 1 | 1 | 3 | 2 | 0 | | | | 0 | 3 | 0 |
| Cap, veh/h | 0 | 1842 | 143 | 460 | 1938 | 0 | | | | 58 | 827 | 231 |
| Arrive On Green | 0.00 | 0.55 | 0.55 | 0.55 | 0.55 | 0.00 | | | | 0.10 | 0.10 | 0.10 |
| Sat Flow, veh/h | 0 | 3457 | 262 | 823 | 3632 | 0 | | | | 185 | 2639 | 737 |
| Grp Volume(v), veh/h | 0 | 286 | 294 | 74 | 174 | 0 | | | | 438 | 0 | 374 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1788 | 1836 | 823 | 1770 | 0 | | | | 1841 | 0 | 1720 |
| Q Serve(g_s), s | 0.0 | 7.7 | 7.8 | 4.8 | 2.1 | 0.0 | | | | 20.9 | 0.0 | 18.9 |
| Cycle Q Clear(g_c), s | 0.0 | 7.7 | 7.8 | 12.6 | 2.1 | 0.0 | | | | 20.9 | 0.0 | 18.9 |
| Prop In Lane | 0.00 | | 0.14 | 1.00 | | 0.00 | | | | 0.10 | | 0.43 |
| Lane Grp Cap(c), veh/h | 0 | 980 | 1006 | 460 | 1938 | 0 | | | | 577 | 0 | 539 |
| V/C Ratio(X) | 0.00 | 0.29 | 0.29 | 0.16 | 0.09 | 0.00 | | | | 0.76 | 0.00 | 0.69 |
| Avail Cap(c_a), veh/h | 0 | 980 | 1006 | 460 | 1938 | 0 | | | | 890 | 0 | 831 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 0.33 | 0.33 | 0.33 |
| Upstream Filter(I) | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | 0.78 | 0.00 | 0.78 |
| Uniform Delay (d), s/veh | 0.0 | 11.0 | 11.0 | 14.3 | 9.7 | 0.0 | | | | 37.1 | 0.0 | 36.2 |
| Incr Delay (d2), s/veh | 0.0 | 0.8 | 0.7 | 0.7 | 0.1 | 0.0 | | | | 1.7 | 0.0 | 1.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 4.0 | 4.1 | 1.2 | 1.0 | 0.0 | | | | 10.9 | 0.0 | 9.2 |
| LnGrp Delay(d),s/veh | 0.0 | 11.7 | 11.7 | 15.1 | 9.8 | 0.0 | | | | 38.7 | 0.0 | 37.4 |
| LnGrp LOS | | B | B | B | A | | | | | D | | D |
| Approach Vol, veh/h | | 580 | | | 248 | | | | | | 812 | |
| Approach Delay, s/veh | | 11.7 | | | 11.4 | | | | | | 38.1 | |
| Approach LOS | | B | | | B | | | | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | | 55.3 | | 34.7 | | 55.3 | | |
| Change Period (Y+Rc), s | | 6.0 | | 6.5 | | 6.0 | | |
| Max Green Setting (Gmax), s | | 34.0 | | 43.5 | | 34.0 | | |
| Max Q Clear Time (g_c+I1), s | | 9.8 | | 22.9 | | 14.6 | | |
| Green Ext Time (p_c), s | | 6.6 | | 5.3 | | 6.0 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 24.7 |
| HCM 2010 LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 350 | 174 | 0 | 0 | 174 | 12 | 50 | 407 | 71 | 0 | 0 | 0 |
| Future Volume (veh/h) | 350 | 174 | 0 | 0 | 174 | 12 | 50 | 407 | 71 | 0 | 0 | 0 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | | | |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Adj Sat Flow, veh/h/ln | 1881 | 1863 | 0 | 0 | 1865 | 1900 | 1900 | 1844 | 1900 | | | |
| Adj Flow Rate, veh/h | 389 | 193 | 0 | 0 | 193 | 13 | 56 | 452 | 79 | | | |
| Adj No. of Lanes | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | | |
| Percent Heavy Veh, % | 1 | 2 | 0 | 0 | 2 | 2 | 0 | 3 | 0 | | | |
| Cap, veh/h | 819 | 2289 | 0 | 0 | 2180 | 146 | 70 | 590 | 108 | | | |
| Arrive On Green | 1.00 | 1.00 | 0.00 | 0.00 | 0.65 | 0.65 | 0.21 | 0.21 | 0.21 | | | |
| Sat Flow, veh/h | 1183 | 3632 | 0 | 0 | 3465 | 226 | 328 | 2750 | 505 | | | |
| Grp Volume(v), veh/h | 389 | 193 | 0 | 0 | 101 | 105 | 312 | 0 | 275 | | | |
| Grp Sat Flow(s),veh/h/ln | 1183 | 1770 | 0 | 0 | 1772 | 1825 | 1828 | 0 | 1755 | | | |
| Q Serve(g_s), s | 2.0 | 0.0 | 0.0 | 0.0 | 1.9 | 1.9 | 14.6 | 0.0 | 13.1 | | | |
| Cycle Q Clear(g_c), s | 4.0 | 0.0 | 0.0 | 0.0 | 1.9 | 1.9 | 14.6 | 0.0 | 13.1 | | | |
| Prop In Lane | 1.00 | | 0.00 | 0.00 | | 0.12 | 0.18 | | 0.29 | | | |
| Lane Grp Cap(c), veh/h | 819 | 2289 | 0 | 0 | 1146 | 1180 | 392 | 0 | 376 | | | |
| V/C Ratio(X) | 0.47 | 0.08 | 0.00 | 0.00 | 0.09 | 0.09 | 0.80 | 0.00 | 0.73 | | | |
| Avail Cap(c_a), veh/h | 819 | 2289 | 0 | 0 | 1146 | 1180 | 558 | 0 | 536 | | | |
| HCM Platoon Ratio | 1.67 | 1.67 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | 0.96 | 0.96 | 0.00 | 0.00 | 0.89 | 0.89 | 1.00 | 0.00 | 1.00 | | | |
| Uniform Delay (d), s/veh | 0.1 | 0.0 | 0.0 | 0.0 | 6.0 | 6.0 | 33.5 | 0.0 | 32.9 | | | |
| Incr Delay (d2), s/veh | 1.9 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 | 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 | | | |
| %ile BackOfQ(50%),veh/ln | 0.8 | 0.0 | 0.0 | 0.0 | 0.9 | 1.0 | 7.9 | 0.0 | 6.6 | | | |
| LnGrp Delay(d),s/veh | 2.0 | 0.1 | 0.0 | 0.0 | 6.0 | 6.0 | 38.8 | 0.0 | 35.9 | | | |
| LnGrp LOS | A | A | | | A | A | D | | D | | | |
| Approach Vol, veh/h | | 582 | | | 206 | | | 587 | | | | |
| Approach Delay, s/veh | | 1.3 | | | 6.0 | | | 37.4 | | | | |
| Approach LOS | | A | | | A | | | D | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 64.2 | | | | 64.2 | | 25.8 |
| Change Period (Y+Rc), s | | 6.0 | | | | 6.0 | | 6.5 |
| Max Green Setting (Gmax), s | | 50.0 | | | | 50.0 | | 27.5 |
| Max Q Clear Time (g_c+I1), s | | 6.0 | | | | 3.9 | | 16.6 |
| Green Ext Time (p_c), s | | 5.3 | | | | 5.3 | | 2.7 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 17.4 |
| HCM 2010 LOS | | B |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 133 | 632 | 200 | 95 | 777 | 66 | 453 | 165 | 153 | 121 | 71 | 127 |
| Future Volume (veh/h) | 133 | 632 | 200 | 95 | 777 | 66 | 453 | 165 | 153 | 121 | 71 | 127 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1827 | 1814 | 1900 | 1810 | 1866 | 1900 | 1863 | 1881 | 1863 | 1863 | 1861 | 1900 |
| Adj Flow Rate, veh/h | 148 | 702 | 222 | 106 | 863 | 73 | 503 | 183 | 170 | 134 | 79 | 141 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 1 | 1 | 1 | 0 |
| 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, % | 4 | 4 | 4 | 5 | 2 | 2 | 2 | 1 | 2 | 2 | 4 | 4 |
| Cap, veh/h | 294 | 904 | 286 | 277 | 1133 | 96 | 342 | 391 | 329 | 360 | 117 | 209 |
| Arrive On Green | 0.08 | 0.35 | 0.35 | 0.07 | 0.34 | 0.34 | 0.09 | 0.21 | 0.21 | 0.08 | 0.19 | 0.19 |
| Sat Flow, veh/h | 1740 | 2579 | 815 | 1723 | 3309 | 280 | 1774 | 1881 | 1583 | 1774 | 600 | 1072 |
| Grp Volume(v), veh/h | 148 | 469 | 455 | 106 | 462 | 474 | 503 | 183 | 170 | 134 | 0 | 220 |
| Grp Sat Flow(s),veh/h/ln | 1740 | 1724 | 1670 | 1723 | 1772 | 1816 | 1774 | 1881 | 1583 | 1774 | 0 | 1672 |
| Q Serve(g_s), s | 4.1 | 18.7 | 18.7 | 3.0 | 17.9 | 17.9 | 7.1 | 6.6 | 7.3 | 4.6 | 0.0 | 9.4 |
| Cycle Q Clear(g_c), s | 4.1 | 18.7 | 18.7 | 3.0 | 17.9 | 17.9 | 7.1 | 6.6 | 7.3 | 4.6 | 0.0 | 9.4 |
| Prop In Lane | 1.00 | | 0.49 | 1.00 | | 0.15 | 1.00 | | 1.00 | 1.00 | | 0.64 |
| Lane Grp Cap(c), veh/h | 294 | 604 | 586 | 277 | 607 | 622 | 342 | 391 | 329 | 360 | 0 | 326 |
| V/C Ratio(X) | 0.50 | 0.78 | 0.78 | 0.38 | 0.76 | 0.76 | 1.47 | 0.47 | 0.52 | 0.37 | 0.00 | 0.67 |
| Avail Cap(c_a), veh/h | 382 | 656 | 636 | 293 | 610 | 625 | 342 | 391 | 329 | 360 | 0 | 326 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 16.9 | 22.3 | 22.3 | 16.7 | 22.5 | 22.5 | 28.9 | 26.7 | 27.0 | 22.2 | 0.0 | 28.7 |
| Incr Delay (d2), s/veh | 1.3 | 5.4 | 5.6 | 0.9 | 5.6 | 5.5 | 228.0 | 0.9 | 1.4 | 0.6 | 0.0 | 5.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.1 | 9.8 | 9.5 | 1.5 | 9.7 | 9.9 | 21.6 | 3.5 | 3.3 | 2.3 | 0.0 | 4.8 |
| LnGrp Delay(d),s/veh | 18.2 | 27.7 | 27.9 | 17.6 | 28.1 | 28.0 | 256.9 | 27.6 | 28.4 | 22.8 | 0.0 | 34.1 |
| LnGrp LOS | B | C | C | B | C | C | F | C | C | C | | C |
| Approach Vol, veh/h | | 1072 | | | 1042 | | | 856 | | | 354 | |
| Approach Delay, s/veh | | 26.5 | | | 27.0 | | | 162.5 | | | 29.8 | |
| Approach LOS | | C | | | C | | | F | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 10.7 | 33.7 | 12.0 | 20.6 | 11.3 | 33.1 | 11.0 | 21.6 |
| Change Period (Y+Rc), s | * 5.3 | * 6.7 | * 4.9 | 5.6 | * 5.3 | * 6.7 | * 4.9 | 5.6 |
| Max Green Setting (Gmax), s | * 6.1 | * 29 | * 7.1 | 15.0 | * 9.9 | * 27 | * 6.1 | 16.0 |
| Max Q Clear Time (g_c+I1), s | 6.1 | 20.7 | 9.1 | 11.4 | 6.1 | 19.9 | 6.6 | 9.3 |
| Green Ext Time (p_c), s | 0.0 | 6.3 | 0.0 | 1.0 | 0.1 | 5.1 | 0.0 | 1.6 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 62.0 |
| HCM 2010 LOS | E |

Notes

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 30 | 971 | 24 | 11 | 1083 | 142 | 18 | 9 | 34 | 150 | 7 | 30 |
| Future Volume (veh/h) | 30 | 971 | 24 | 11 | 1083 | 142 | 18 | 9 | 34 | 150 | 7 | 30 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1880 | 1900 | 1900 | 1816 | 1900 | 1900 | 1812 | 1900 | 1881 | 1798 | 1900 |
| Adj Flow Rate, veh/h | 33 | 1079 | 27 | 12 | 1203 | 158 | 20 | 10 | 38 | 167 | 8 | 33 |
| Adj No. of Lanes | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 0 |
| 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, % | 0 | 1 | 1 | 5 | 5 | 5 | 11 | 11 | 11 | 1 | 29 | 29 |
| Cap, veh/h | 284 | 2191 | 55 | 77 | 1835 | 239 | 131 | 67 | 135 | 368 | 47 | 196 |
| Arrive On Green | 0.62 | 0.62 | 0.62 | 0.62 | 0.62 | 0.62 | 0.15 | 0.15 | 0.15 | 0.15 | 0.15 | 0.15 |
| Sat Flow, veh/h | 406 | 3561 | 89 | 8 | 2983 | 388 | 255 | 435 | 874 | 1365 | 307 | 1267 |
| Grp Volume(v), veh/h | 33 | 541 | 565 | 728 | 0 | 645 | 68 | 0 | 0 | 167 | 0 | 41 |
| Grp Sat Flow(s),veh/h/ln | 406 | 1786 | 1864 | 1795 | 0 | 1584 | 1564 | 0 | 0 | 1365 | 0 | 1575 |
| Q Serve(g_s), s | 2.9 | 8.5 | 8.5 | 0.0 | 0.0 | 13.4 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 1.1 |
| Cycle Q Clear(g_c), s | 16.3 | 8.5 | 8.5 | 13.1 | 0.0 | 13.4 | 1.8 | 0.0 | 0.0 | 5.3 | 0.0 | 1.1 |
| Prop In Lane | 1.00 | | 0.05 | 0.02 | | 0.24 | 0.29 | | 0.56 | 1.00 | | 0.80 |
| Lane Grp Cap(c), veh/h | 284 | 1099 | 1147 | 1176 | 0 | 975 | 333 | 0 | 0 | 368 | 0 | 243 |
| V/C Ratio(X) | 0.12 | 0.49 | 0.49 | 0.62 | 0.00 | 0.66 | 0.20 | 0.00 | 0.00 | 0.45 | 0.00 | 0.17 |
| Avail Cap(c_a), veh/h | 305 | 1189 | 1241 | 1264 | 0 | 1055 | 382 | 0 | 0 | 413 | 0 | 295 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 11.6 | 5.4 | 5.4 | 6.3 | 0.0 | 6.3 | 18.9 | 0.0 | 0.0 | 20.2 | 0.0 | 18.6 |
| Incr Delay (d2), s/veh | 0.2 | 0.3 | 0.3 | 0.8 | 0.0 | 1.4 | 0.3 | 0.0 | 0.0 | 0.9 | 0.0 | 0.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.3 | 4.2 | 4.3 | 6.7 | 0.0 | 6.1 | 0.9 | 0.0 | 0.0 | 2.3 | 0.0 | 0.5 |
| LnGrp Delay(d),s/veh | 11.8 | 5.7 | 5.7 | 7.1 | 0.0 | 7.7 | 19.2 | 0.0 | 0.0 | 21.1 | 0.0 | 19.0 |
| LnGrp LOS | B | A | A | A | | A | B | | | C | | B |
| Approach Vol, veh/h | | 1139 | | | 1373 | | | 68 | | | 208 | |
| Approach Delay, s/veh | | 5.9 | | | 7.4 | | | 19.2 | | | 20.7 | |
| Approach LOS | | A | | | A | | | B | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 37.4 | | 13.3 | | 37.4 | | 13.3 |
| Change Period (Y+Rc), s | | 6.2 | | 5.5 | | 6.2 | | 5.5 |
| Max Green Setting (Gmax), s | | 33.8 | | 9.5 | | 33.8 | | 9.5 |
| Max Q Clear Time (g_c+I1), s | | 18.3 | | 7.3 | | 15.4 | | 3.8 |
| Green Ext Time (p_c), s | | 12.9 | | 0.2 | | 14.9 | | 0.5 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 8.1 |
| HCM 2010 LOS | A |

Notes

User approved pedestrian interval to be less than phase max green.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 732 | 423 | 126 | 1004 | 0 | 0 | 0 | 0 | 157 | 0 | 232 |
| Future Volume (veh/h) | 0 | 732 | 423 | 126 | 1004 | 0 | 0 | 0 | 0 | 157 | 0 | 232 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | | | | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 0 | 1810 | 1881 | 1881 | 1827 | 0 | | | | 1845 | 0 | 1597 |
| Adj Flow Rate, veh/h | 0 | 813 | 0 | 133 | 1057 | 0 | | | | 174 | 0 | 0 |
| Adj No. of Lanes | 0 | 2 | 1 | 1 | 2 | 0 | | | | 1 | 0 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.95 | 0.95 | 0.95 | | | | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 5 | 1 | 1 | 4 | 0 | | | | 3 | 0 | 19 |
| Cap, veh/h | 0 | 1929 | 897 | 160 | 2503 | 0 | | | | 214 | 0 | 165 |
| Arrive On Green | 0.00 | 0.56 | 0.00 | 0.09 | 0.72 | 0.00 | | | | 0.12 | 0.00 | 0.00 |
| Sat Flow, veh/h | 0 | 3529 | 1599 | 1792 | 3563 | 0 | | | | 1757 | 0 | 1357 |
| Grp Volume(v), veh/h | 0 | 813 | 0 | 133 | 1057 | 0 | | | | 174 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1719 | 1599 | 1792 | 1736 | 0 | | | | 1757 | 0 | 1357 |
| Q Serve(g_s), s | 0.0 | 10.2 | 0.0 | 5.5 | 9.2 | 0.0 | | | | 7.2 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 | 10.2 | 0.0 | 5.5 | 9.2 | 0.0 | | | | 7.2 | 0.0 | 0.0 |
| Prop In Lane | 0.00 | | 1.00 | 1.00 | | 0.00 | | | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 1929 | 897 | 160 | 2503 | 0 | | | | 214 | 0 | 165 |
| V/C Ratio(X) | 0.00 | 0.42 | 0.00 | 0.83 | 0.42 | 0.00 | | | | 0.81 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 0 | 1929 | 897 | 160 | 2503 | 0 | | | | 293 | 0 | 226 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 0.82 | 0.00 | 0.61 | 0.61 | 0.00 | | | | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 0.0 | 9.5 | 0.0 | 33.6 | 4.2 | 0.0 | | | | 32.1 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.6 | 0.0 | 19.7 | 0.3 | 0.0 | | | | 11.7 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 4.9 | 0.0 | 3.6 | 4.4 | 0.0 | | | | 4.2 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 0.0 | 10.0 | 0.0 | 53.3 | 4.5 | 0.0 | | | | 43.8 | 0.0 | 0.0 |
| LnGrp LOS | | B | | D | A | | | | | D | | |
| Approach Vol, veh/h | | 813 | | | 1190 | | | | | | 174 | |
| Approach Delay, s/veh | | 10.0 | | | 10.0 | | | | | | 43.8 | |
| Approach LOS | | B | | | A | | | | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | 12.0 | 48.4 | | 14.6 | | 60.4 | | |
| Change Period (Y+Rc), s | * 5.3 | * 6.3 | | 5.5 | | * 6.3 | | |
| Max Green Setting (Gmax), s | * 6.7 | * 39 | | 12.5 | | * 51 | | |
| Max Q Clear Time (g_c+I1), s | 7.5 | 12.2 | | 9.2 | | 11.2 | | |
| Green Ext Time (p_c), s | 0.0 | 15.5 | | 0.1 | | 19.2 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 12.7 |
| HCM 2010 LOS | B |

Notes

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 201 | 686 | 2 | 0 | 746 | 228 | 384 | 1 | 113 | 0 | 0 | 0 |
| Future Volume (veh/h) | 201 | 686 | 2 | 0 | 746 | 228 | 384 | 1 | 113 | 0 | 0 | 0 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 7 | 4 | 14 | | | |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Adj Sat Flow, veh/h/ln | 1810 | 1881 | 1900 | 0 | 1849 | 1900 | 1845 | 1845 | 1863 | | | |
| Adj Flow Rate, veh/h | 223 | 762 | 2 | 0 | 811 | 248 | 428 | 0 | 0 | | | |
| Adj No. of Lanes | 1 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.92 | 0.92 | 0.92 | 0.90 | 0.90 | 0.90 | | | |
| Percent Heavy Veh, % | 5 | 1 | 1 | 0 | 3 | 3 | 3 | 0 | 2 | | | |
| Cap, veh/h | 154 | 2497 | 7 | 0 | 1386 | 424 | 515 | 0 | 232 | | | |
| Arrive On Green | 0.18 | 1.00 | 1.00 | 0.00 | 0.52 | 0.52 | 0.15 | 0.00 | 0.00 | | | |
| Sat Flow, veh/h | 1723 | 3657 | 10 | 0 | 2744 | 811 | 3514 | 0 | 1583 | | | |
| Grp Volume(v), veh/h | 223 | 372 | 392 | 0 | 537 | 522 | 428 | 0 | 0 | | | |
| Grp Sat Flow(s),veh/h/ln | 1723 | 1787 | 1880 | 0 | 1756 | 1706 | 1757 | 0 | 1583 | | | |
| Q Serve(g_s), s | 6.7 | 0.0 | 0.0 | 0.0 | 15.8 | 15.8 | 8.9 | 0.0 | 0.0 | | | |
| Cycle Q Clear(g_c), s | 6.7 | 0.0 | 0.0 | 0.0 | 15.8 | 15.8 | 8.9 | 0.0 | 0.0 | | | |
| Prop In Lane | 1.00 | | 0.01 | 0.00 | | 0.48 | 1.00 | | 1.00 | | | |
| Lane Grp Cap(c), veh/h | 154 | 1220 | 1283 | 0 | 918 | 892 | 515 | 0 | 232 | | | |
| V/C Ratio(X) | 1.45 | 0.31 | 0.31 | 0.00 | 0.58 | 0.59 | 0.83 | 0.00 | 0.00 | | | |
| Avail Cap(c_a), veh/h | 154 | 1220 | 1283 | 0 | 918 | 892 | 539 | 0 | 243 | | | |
| HCM Platoon Ratio | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | 0.85 | 0.85 | 0.85 | 0.00 | 0.55 | 0.55 | 1.00 | 0.00 | 0.00 | | | |
| Uniform Delay (d), s/veh | 30.8 | 0.0 | 0.0 | 0.0 | 12.3 | 12.3 | 31.1 | 0.0 | 0.0 | | | |
| Incr Delay (d2), s/veh | 230.0 | 0.6 | 0.5 | 0.0 | 0.5 | 0.6 | 10.2 | 0.0 | 0.0 | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | 13.0 | 0.2 | 0.2 | 0.0 | 7.7 | 7.5 | 5.0 | 0.0 | 0.0 | | | |
| LnGrp Delay(d),s/veh | 260.8 | 0.6 | 0.5 | 0.0 | 12.8 | 12.9 | 41.3 | 0.0 | 0.0 | | | |
| LnGrp LOS | F | A | A | | B | B | D | | | | | |
| Approach Vol, veh/h | | 987 | | | 1059 | | | 428 | | | | |
| Approach Delay, s/veh | | 59.3 | | | 12.8 | | | 41.3 | | | | |
| Approach LOS | | E | | | B | | | D | | | | |

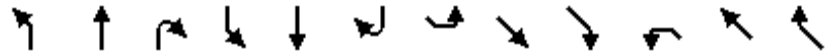
| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | 5 | 6 | | |
| Phs Duration (G+Y+Rc), s | | 57.5 | | 17.5 | 12.0 | 45.5 | | |
| Change Period (Y+Rc), s | | * 6.3 | | 6.5 | * 5.3 | * 6.3 | | |
| Max Green Setting (Gmax), s | | * 51 | | 11.5 | * 6.7 | * 39 | | |
| Max Q Clear Time (g_c+I1), s | | 2.0 | | 10.9 | 8.7 | 17.8 | | |
| Green Ext Time (p_c), s | | 17.9 | | 0.1 | 0.0 | 12.1 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 36.3 |
| HCM 2010 LOS | D |

Notes

User approved volume balancing among the lanes for turning movement.

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



| Movement | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 366 | 429 | 6 | 1 | 537 | 44 | 37 | 2 | 424 | 13 | 7 | 10 |
| Future Volume (veh/h) | 366 | 429 | 6 | 1 | 537 | 44 | 37 | 2 | 424 | 13 | 7 | 10 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1881 | 1827 | 1900 | 1900 | 1860 | 1863 | 1900 | 1806 | 1863 | 1900 | 1794 | 1900 |
| Adj Flow Rate, veh/h | 407 | 477 | 7 | 1 | 597 | 49 | 41 | 2 | 471 | 14 | 8 | 11 |
| Adj No. of Lanes | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 0 |
| 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, % | 1 | 4 | 0 | 2 | 2 | 2 | 50 | 50 | 2 | 0 | 14 | 14 |
| Cap, veh/h | 360 | 1012 | 895 | 51 | 640 | 545 | 356 | 15 | 317 | 288 | 201 | 276 |
| Arrive On Green | 0.13 | 0.55 | 0.55 | 0.34 | 0.34 | 0.34 | 0.20 | 0.20 | 0.20 | 0.01 | 0.29 | 0.29 |
| Sat Flow, veh/h | 1792 | 1827 | 1615 | 0 | 1859 | 1583 | 1290 | 75 | 1583 | 1810 | 685 | 942 |
| Grp Volume(v), veh/h | 407 | 477 | 7 | 598 | 0 | 49 | 43 | 0 | 471 | 14 | 0 | 19 |
| Grp Sat Flow(s),veh/h/ln | 1792 | 1827 | 1615 | 1859 | 0 | 1583 | 1365 | 0 | 1583 | 1810 | 0 | 1628 |
| Q Serve(g_s), s | 9.3 | 11.3 | 0.1 | 0.9 | 0.0 | 1.5 | 1.7 | 0.0 | 14.3 | 0.4 | 0.0 | 0.6 |
| Cycle Q Clear(g_c), s | 9.3 | 11.3 | 0.1 | 22.2 | 0.0 | 1.5 | 1.8 | 0.0 | 14.3 | 0.4 | 0.0 | 0.6 |
| Prop In Lane | 1.00 | | 1.00 | 0.00 | | 1.00 | 0.95 | | 1.00 | 1.00 | | 0.58 |
| Lane Grp Cap(c), veh/h | 360 | 1012 | 895 | 691 | 0 | 545 | 371 | 0 | 317 | 288 | 0 | 478 |
| V/C Ratio(X) | 1.13 | 0.47 | 0.01 | 0.87 | 0.00 | 0.09 | 0.12 | 0.00 | 1.49 | 0.05 | 0.00 | 0.04 |
| Avail Cap(c_a), veh/h | 360 | 1017 | 899 | 695 | 0 | 549 | 371 | 0 | 317 | 499 | 0 | 667 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 16.8 | 9.6 | 7.1 | 22.6 | 0.0 | 15.9 | 23.6 | 0.0 | 28.6 | 20.8 | 0.0 | 18.1 |
| Incr Delay (d2), s/veh | 87.4 | 0.3 | 0.0 | 11.1 | 0.0 | 0.1 | 0.1 | 0.0 | 235.3 | 0.1 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 15.8 | 5.7 | 0.1 | 13.4 | 0.0 | 0.7 | 0.7 | 0.0 | 27.0 | 0.2 | 0.0 | 0.3 |
| LnGrp Delay(d),s/veh | 104.2 | 10.0 | 7.1 | 33.7 | 0.0 | 15.9 | 23.7 | 0.0 | 263.9 | 20.9 | 0.0 | 18.1 |
| LnGrp LOS | F | A | A | C | | B | C | | F | C | | B |
| Approach Vol, veh/h | | 891 | | | 647 | | | 514 | | | 33 | |
| Approach Delay, s/veh | | 53.0 | | | 32.4 | | | 243.8 | | | 19.3 | |
| Approach LOS | | D | | | C | | | F | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | 3 | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 44.8 | 6.7 | 20.0 | 15.0 | 29.8 | | 26.7 |
| Change Period (Y+Rc), s | | * 5.2 | 5.7 | 5.7 | 5.7 | * 5.2 | | 5.7 |
| Max Green Setting (Gmax), s | | * 40 | 9.3 | 14.3 | 9.3 | * 25 | | 29.3 |
| Max Q Clear Time (g_c+I1), s | | 13.3 | 2.4 | 16.3 | 11.3 | 24.2 | | 2.6 |
| Green Ext Time (p_c), s | | 8.0 | 0.0 | 0.0 | 0.0 | 0.4 | | 2.1 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 93.1 |
| HCM 2010 LOS | F |

Notes

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 354 | 1170 | 9 | 39 | 1403 | 76 | 12 | 52 | 41 | 80 | 60 | 532 |
| Future Volume (veh/h) | 354 | 1170 | 9 | 39 | 1403 | 76 | 12 | 52 | 41 | 80 | 60 | 532 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1827 | 1845 | 1900 | 1900 | 1881 | 1827 | 1900 | 1900 | 1810 | 1681 | 1545 | 1845 |
| Adj Flow Rate, veh/h | 393 | 1300 | 10 | 43 | 1559 | 84 | 13 | 58 | 46 | 89 | 67 | 591 |
| Adj No. of Lanes | 2 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 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, % | 4 | 3 | 0 | 0 | 1 | 4 | 0 | 0 | 5 | 13 | 23 | 3 |
| Cap, veh/h | 447 | 1037 | 908 | 112 | 1621 | 704 | 214 | 446 | 361 | 301 | 362 | 575 |
| Arrive On Green | 0.13 | 0.56 | 0.56 | 0.03 | 0.45 | 0.45 | 0.23 | 0.23 | 0.23 | 0.23 | 0.23 | 0.23 |
| Sat Flow, veh/h | 3375 | 1845 | 1615 | 1810 | 3574 | 1553 | 788 | 1900 | 1538 | 1160 | 1545 | 1568 |
| Grp Volume(v), veh/h | 393 | 1300 | 10 | 43 | 1559 | 84 | 13 | 58 | 46 | 89 | 67 | 591 |
| Grp Sat Flow(s),veh/h/ln | 1688 | 1845 | 1615 | 1810 | 1787 | 1553 | 788 | 1900 | 1538 | 1160 | 1545 | 1568 |
| Q Serve(g_s), s | 14.5 | 71.4 | 0.3 | 1.6 | 53.7 | 4.0 | 1.7 | 3.1 | 3.0 | 8.3 | 4.4 | 29.8 |
| Cycle Q Clear(g_c), s | 14.5 | 71.4 | 0.3 | 1.6 | 53.7 | 4.0 | 6.1 | 3.1 | 3.0 | 11.4 | 4.4 | 29.8 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 447 | 1037 | 908 | 112 | 1621 | 704 | 214 | 446 | 361 | 301 | 362 | 575 |
| V/C Ratio(X) | 0.88 | 1.25 | 0.01 | 0.38 | 0.96 | 0.12 | 0.06 | 0.13 | 0.13 | 0.30 | 0.18 | 1.03 |
| Avail Cap(c_a), veh/h | 500 | 1037 | 908 | 865 | 1621 | 704 | 214 | 446 | 361 | 301 | 362 | 575 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 54.1 | 27.8 | 12.2 | 30.4 | 33.6 | 20.0 | 41.3 | 38.4 | 38.3 | 42.9 | 38.9 | 40.2 |
| Incr Delay (d2), s/veh | 14.9 | 122.1 | 0.0 | 1.6 | 14.8 | 0.3 | 0.1 | 0.1 | 0.1 | 0.4 | 0.2 | 44.6 |
| 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 | 7.7 | 71.2 | 0.2 | 0.8 | 29.7 | 1.8 | 0.4 | 1.6 | 1.3 | 2.7 | 1.9 | 27.3 |
| LnGrp Delay(d),s/veh | 69.0 | 149.9 | 12.3 | 31.9 | 48.4 | 20.3 | 41.4 | 38.5 | 38.5 | 43.3 | 39.1 | 84.8 |
| LnGrp LOS | E | F | B | C | D | C | D | D | D | D | D | F |
| Approach Vol, veh/h | | 1703 | | | 1686 | | | 117 | | | 747 | |
| Approach Delay, s/veh | | 130.4 | | | 46.6 | | | 38.8 | | | 75.8 | |
| Approach LOS | | F | | | D | | | D | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 11.2 | 78.8 | | 37.0 | 25.0 | 65.0 | | 37.0 |
| Change Period (Y+Rc), s | 7.3 | * 7.4 | | * 7.2 | 8.2 | * 7.4 | | * 7.2 |
| Max Green Setting (Gmax), s | 6.7 | * 19 | | * 30 | 18.8 | * 19 | | * 30 |
| Max Q Clear Time (g_c+I1), s | 13.6 | 73.4 | | 31.8 | 16.5 | 55.7 | | 8.1 |
| Green Ext Time (p_c), s | 0.1 | 0.0 | | 0.0 | 0.3 | 0.0 | | 2.6 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 85.1 |
| HCM 2010 LOS | F |

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.



| Movement | NBL | NBT | NBR | SBL | SBT | SBR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 46 | 6 | 293 | 0 | 592 | 32 | 326 | 512 | 0 |
| Future Volume (veh/h) | 0 | 0 | 0 | 46 | 6 | 293 | 0 | 592 | 32 | 326 | 512 | 0 |
| Number | | | | 7 | 4 | 14 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | | | | 1900 | 1835 | 1696 | 0 | 1825 | 1900 | 1827 | 1845 | 0 |
| Adj Flow Rate, veh/h | | | | 51 | 7 | 326 | 0 | 637 | 34 | 362 | 569 | 0 |
| Adj No. of Lanes | | | | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 2 | 0 |
| Peak Hour Factor | | | | 0.90 | 0.90 | 0.90 | 0.93 | 0.93 | 0.93 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | | | | 12 | 0 | 12 | 0 | 4 | 4 | 4 | 3 | 0 |
| Cap, veh/h | | | | 330 | 45 | 308 | 0 | 1339 | 71 | 536 | 2178 | 0 |
| Arrive On Green | | | | 0.21 | 0.21 | 0.21 | 0.00 | 0.40 | 0.40 | 0.14 | 0.62 | 0.00 |
| Sat Flow, veh/h | | | | 1546 | 212 | 1442 | 0 | 3440 | 179 | 1740 | 3597 | 0 |
| Grp Volume(v), veh/h | | | | 58 | 0 | 326 | 0 | 330 | 341 | 362 | 569 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | | 1758 | 0 | 1442 | 0 | 1734 | 1794 | 1740 | 1752 | 0 |
| Q Serve(g_s), s | | | | 2.0 | 0.0 | 16.0 | 0.0 | 10.6 | 10.6 | 8.5 | 5.5 | 0.0 |
| Cycle Q Clear(g_c), s | | | | 2.0 | 0.0 | 16.0 | 0.0 | 10.6 | 10.6 | 8.5 | 5.5 | 0.0 |
| Prop In Lane | | | | 0.88 | | 1.00 | 0.00 | | 0.10 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | | | | 375 | 0 | 308 | 0 | 693 | 717 | 536 | 2178 | 0 |
| V/C Ratio(X) | | | | 0.15 | 0.00 | 1.06 | 0.00 | 0.48 | 0.48 | 0.68 | 0.26 | 0.00 |
| Avail Cap(c_a), veh/h | | | | 375 | 0 | 308 | 0 | 693 | 717 | 568 | 2178 | 0 |
| HCM Platoon Ratio | | | | 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 | 0.00 | 1.00 | 1.00 | 0.68 | 0.68 | 0.00 |
| Uniform Delay (d), s/veh | | | | 24.0 | 0.0 | 29.5 | 0.0 | 16.7 | 16.7 | 10.9 | 6.4 | 0.0 |
| Incr Delay (d2), s/veh | | | | 0.1 | 0.0 | 68.0 | 0.0 | 2.3 | 2.3 | 1.6 | 0.2 | 0.0 |
| Initial Q Delay(d3),s/veh | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | | 1.0 | 0.0 | 12.1 | 0.0 | 5.5 | 5.7 | 4.2 | 2.7 | 0.0 |
| LnGrp Delay(d),s/veh | | | | 24.1 | 0.0 | 97.5 | 0.0 | 19.0 | 18.9 | 12.5 | 6.6 | 0.0 |
| LnGrp LOS | | | | C | | F | | B | B | B | A | |
| Approach Vol, veh/h | | | | | 384 | | | 671 | | | 931 | |
| Approach Delay, s/veh | | | | | 86.4 | | | 19.0 | | | 8.9 | |
| Approach LOS | | | | | F | | | B | | | A | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | 16.6 | 36.4 | | 22.0 | | 53.0 | | |
| Change Period (Y+Rc), s | 6.0 | * 6.4 | | 6.0 | | 6.4 | | |
| Max Green Setting (Gmax), s | 12.6 | * 29 | | 16.0 | | 46.6 | | |
| Max Q Clear Time (g_c+I1), s | 10.5 | 12.6 | | 18.0 | | 7.5 | | |
| Green Ext Time (p_c), s | 0.1 | 12.4 | | 0.0 | | 23.4 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 27.3 |
| HCM 2010 LOS | C |

Notes

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 201 | 437 | 0 | 0 | 758 | 37 | 80 | 317 | 495 | 0 | 0 | 0 |
| Future Volume (veh/h) | 201 | 437 | 0 | 0 | 758 | 37 | 80 | 317 | 495 | 0 | 0 | 0 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | | | |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Adj Sat Flow, veh/h/ln | 1810 | 1827 | 0 | 0 | 1847 | 1900 | 1900 | 1885 | 1845 | | | |
| Adj Flow Rate, veh/h | 223 | 486 | 0 | 0 | 842 | 41 | 89 | 500 | 451 | | | |
| Adj No. of Lanes | 1 | 2 | 0 | 0 | 2 | 0 | 1 | 1 | 1 | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | | |
| Percent Heavy Veh, % | 5 | 4 | 0 | 0 | 3 | 3 | 0 | 0 | 3 | | | |
| Cap, veh/h | 425 | 2175 | 0 | 0 | 1539 | 75 | 386 | 402 | 334 | | | |
| Arrive On Green | 0.09 | 0.63 | 0.00 | 0.00 | 0.45 | 0.45 | 0.21 | 0.21 | 0.21 | | | |
| Sat Flow, veh/h | 1723 | 3563 | 0 | 0 | 3499 | 166 | 1810 | 1885 | 1568 | | | |
| Grp Volume(v), veh/h | 223 | 486 | 0 | 0 | 434 | 449 | 89 | 500 | 451 | | | |
| Grp Sat Flow(s),veh/h/ln | 1723 | 1736 | 0 | 0 | 1755 | 1818 | 1810 | 1885 | 1568 | | | |
| Q Serve(g_s), s | 4.8 | 4.6 | 0.0 | 0.0 | 13.5 | 13.5 | 3.1 | 16.0 | 16.0 | | | |
| Cycle Q Clear(g_c), s | 4.8 | 4.6 | 0.0 | 0.0 | 13.5 | 13.5 | 3.1 | 16.0 | 16.0 | | | |
| Prop In Lane | 1.00 | | 0.00 | 0.00 | | 0.09 | 1.00 | | 1.00 | | | |
| Lane Grp Cap(c), veh/h | 425 | 2175 | 0 | 0 | 793 | 821 | 386 | 402 | 334 | | | |
| V/C Ratio(X) | 0.52 | 0.22 | 0.00 | 0.00 | 0.55 | 0.55 | 0.23 | 1.24 | 1.35 | | | |
| Avail Cap(c_a), veh/h | 537 | 2175 | 0 | 0 | 793 | 821 | 386 | 402 | 334 | | | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | 0.92 | 0.92 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Uniform Delay (d), s/veh | 10.4 | 6.1 | 0.0 | 0.0 | 15.0 | 15.0 | 24.4 | 29.5 | 29.5 | | | |
| Incr Delay (d2), s/veh | 1.3 | 0.2 | 0.0 | 0.0 | 0.8 | 0.8 | 1.4 | 128.9 | 175.3 | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | 2.4 | 2.2 | 0.0 | 0.0 | 6.7 | 6.9 | 1.7 | 22.7 | 23.2 | | | |
| LnGrp Delay(d),s/veh | 11.7 | 6.3 | 0.0 | 0.0 | 15.8 | 15.7 | 25.8 | 158.4 | 204.8 | | | |
| LnGrp LOS | B | A | | | B | B | C | F | F | | | |
| Approach Vol, veh/h | | 709 | | | 883 | | | 1040 | | | | |
| Approach Delay, s/veh | | 8.0 | | | 15.7 | | | 167.2 | | | | |
| Approach LOS | | A | | | B | | | F | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 53.0 | | | 13.1 | 39.9 | | 22.0 |
| Change Period (Y+Rc), s | | 6.0 | | | 6.0 | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | | 47.0 | | | 12.0 | 29.0 | | 16.0 |
| Max Q Clear Time (g_c+I1), s | | 6.6 | | | 6.8 | 15.5 | | 18.0 |
| Green Ext Time (p_c), s | | 10.3 | | | 0.4 | 6.7 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 73.5 |
| HCM 2010 LOS | E |

Notes

User approved volume balancing among the lanes for turning movement.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 149 | 783 | 0 | 0 | 668 | 26 | 0 | 0 | 0 | 47 | 0 | 127 |
| Future Volume (veh/h) | 149 | 783 | 0 | 0 | 668 | 26 | 0 | 0 | 0 | 47 | 0 | 127 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1827 | 1900 | 1900 | 1861 | 1900 | 1900 | 1863 | 1900 | 1827 | 0 | 1863 |
| Adj Flow Rate, veh/h | 166 | 870 | 0 | 0 | 742 | 29 | 0 | 0 | 0 | 52 | 0 | 141 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.92 | 0.92 | 0.92 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 4 | 4 | 0 | 2 | 2 | 2 | 2 | 2 | 4 | 0 | 2 |
| Cap, veh/h | 214 | 2292 | 0 | 195 | 1459 | 57 | 0 | 5 | 0 | 97 | 0 | 0 |
| Arrive On Green | 0.12 | 0.66 | 0.00 | 0.00 | 0.42 | 0.42 | 0.00 | 0.00 | 0.00 | 0.06 | 0.00 | 0.00 |
| Sat Flow, veh/h | 1810 | 3563 | 0 | 647 | 3470 | 136 | 0 | 1117 | 65 | 0 | 1740 | 52 |
| Grp Volume(v), veh/h | 166 | 870 | 0 | 0 | 378 | 393 | 0 | 0 | 0 | 52 | 21.5 | |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1736 | 0 | 647 | 1768 | 1837 | 0 | 1863 | 0 | 1740 | C | |
| Q Serve(g_s), s | 3.3 | 4.2 | 0.0 | 0.0 | 5.8 | 5.8 | 0.0 | 0.0 | 0.0 | 1.1 | | |
| Cycle Q Clear(g_c), s | 3.3 | 4.2 | 0.0 | 0.0 | 5.8 | 5.8 | 0.0 | 0.0 | 0.0 | 1.1 | | |
| Prop In Lane | 1.00 | | 0.00 | 1.00 | | 0.07 | 0.00 | | 0.00 | 1.00 | | |
| Lane Grp Cap(c), veh/h | 214 | 2292 | 0 | 195 | 744 | 773 | 0 | 5 | 0 | 97 | | |
| V/C Ratio(X) | 0.78 | 0.38 | 0.00 | 0.00 | 0.51 | 0.51 | 0.00 | 0.00 | 0.00 | 0.53 | | |
| Avail Cap(c_a), veh/h | 318 | 2851 | 0 | 262 | 927 | 963 | 0 | 906 | 0 | 235 | | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | | |
| Uniform Delay (d), s/veh | 15.8 | 2.8 | 0.0 | 0.0 | 7.9 | 7.9 | 0.0 | 0.0 | 0.0 | 17.0 | | |
| Incr Delay (d2), s/veh | 6.8 | 0.1 | 0.0 | 0.0 | 0.5 | 0.5 | 0.0 | 0.0 | 0.0 | 4.5 | | |
| 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 | | |
| %ile BackOfQ(50%),veh/ln | 2.0 | 2.0 | 0.0 | 0.0 | 2.9 | 3.1 | 0.0 | 0.0 | 0.0 | 0.6 | | |
| LnGrp Delay(d),s/veh | 22.7 | 3.0 | 0.0 | 0.0 | 8.4 | 8.4 | 0.0 | 0.0 | 0.0 | 21.5 | | |
| LnGrp LOS | C | A | | | A | A | | | | C | | |
| Approach Vol, veh/h | | 1036 | | | 771 | | | 0 | | | | |
| Approach Delay, s/veh | | 6.1 | | | 8.4 | | | 0.0 | | | | |
| Approach LOS | | A | | | A | | | | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | | 30.4 | | | 8.9 | 21.6 | 6.6 | 0.0 |
| Change Period (Y+Rc), s | | 6.0 | | | 4.5 | 6.0 | 4.5 | 6.0 |
| Max Green Setting (Gmax), s | | 30.4 | | | 6.5 | 19.4 | 5.0 | 18.0 |
| Max Q Clear Time (g_c+I1), s | | 6.2 | | | 5.3 | 7.8 | 3.1 | 0.0 |
| Green Ext Time (p_c), s | | 12.6 | | | 0.1 | 7.7 | 0.0 | 0.0 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 7.5 |
| HCM 2010 LOS | | A |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 143 | 398 | 101 | 38 | 477 | 474 | 71 | 133 | 23 | 439 | 123 | 139 |
| Future Volume (veh/h) | 143 | 398 | 101 | 38 | 477 | 474 | 71 | 133 | 23 | 439 | 123 | 139 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1881 | 1881 | 1900 | 1810 | 1863 | 1900 | 1900 | 1900 | 1900 | 1881 | 1827 | 1863 |
| Adj Flow Rate, veh/h | 159 | 442 | 112 | 42 | 530 | 527 | 79 | 148 | 26 | 488 | 137 | 154 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 2 | 1 | 1 |
| 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, % | 1 | 1 | 1 | 5 | 3 | 3 | 0 | 0 | 0 | 1 | 4 | 2 |
| Cap, veh/h | 372 | 1840 | 463 | 495 | 888 | 794 | 243 | 650 | 112 | 563 | 386 | 334 |
| Arrive On Green | 0.09 | 0.65 | 0.65 | 0.50 | 0.50 | 0.50 | 0.21 | 0.21 | 0.21 | 0.21 | 0.21 | 0.21 |
| Sat Flow, veh/h | 1792 | 2831 | 712 | 827 | 1770 | 1583 | 1105 | 3081 | 531 | 2362 | 1827 | 1583 |
| Grp Volume(v), veh/h | 159 | 278 | 276 | 42 | 530 | 527 | 79 | 85 | 89 | 488 | 137 | 154 |
| Grp Sat Flow(s),veh/h/ln | 1792 | 1787 | 1756 | 827 | 1770 | 1583 | 1105 | 1805 | 1806 | 1181 | 1827 | 1583 |
| Q Serve(g_s), s | 3.4 | 5.8 | 5.9 | 2.4 | 19.2 | 22.4 | 5.9 | 3.5 | 3.7 | 15.3 | 5.8 | 7.6 |
| Cycle Q Clear(g_c), s | 3.4 | 5.8 | 5.9 | 2.4 | 19.2 | 22.4 | 11.7 | 3.5 | 3.7 | 19.0 | 5.8 | 7.6 |
| Prop In Lane | 1.00 | | 0.41 | 1.00 | | 1.00 | 1.00 | | 0.29 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 372 | 1162 | 1141 | 495 | 888 | 794 | 243 | 381 | 381 | 563 | 386 | 334 |
| V/C Ratio(X) | 0.43 | 0.24 | 0.24 | 0.08 | 0.60 | 0.66 | 0.33 | 0.22 | 0.23 | 0.87 | 0.36 | 0.46 |
| Avail Cap(c_a), veh/h | 405 | 1162 | 1141 | 495 | 888 | 794 | 353 | 562 | 562 | 563 | 386 | 334 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.97 | 0.97 | 0.97 | 0.72 | 0.72 | 0.72 | 0.76 | 0.76 | 0.76 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 12.2 | 6.5 | 6.5 | 11.8 | 16.0 | 16.8 | 35.2 | 29.4 | 29.4 | 38.7 | 30.3 | 31.0 |
| Incr Delay (d2), s/veh | 0.8 | 0.5 | 0.5 | 0.1 | 1.1 | 1.8 | 0.6 | 0.2 | 0.2 | 13.5 | 0.6 | 1.0 |
| 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 | 1.7 | 3.0 | 3.0 | 0.6 | 9.5 | 10.1 | 1.8 | 1.8 | 1.8 | 7.1 | 3.0 | 3.4 |
| LnGrp Delay(d),s/veh | 12.9 | 7.0 | 7.0 | 11.9 | 17.0 | 18.6 | 35.8 | 29.6 | 29.7 | 52.2 | 30.8 | 32.0 |
| LnGrp LOS | B | A | A | B | B | B | D | C | C | D | C | C |
| Approach Vol, veh/h | | 713 | | | 1099 | | | 253 | | | 779 | |
| Approach Delay, s/veh | | 8.3 | | | 17.6 | | | 31.6 | | | 44.4 | |
| Approach LOS | | A | | | B | | | C | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 65.0 | | 25.0 | 13.3 | 51.7 | | 25.0 |
| Change Period (Y+Rc), s | | 6.5 | | 6.0 | 5.5 | * 6.5 | | 6.0 |
| Max Green Setting (Gmax), s | | 49.5 | | 19.0 | 9.5 | * 29 | | 28.0 |
| Max Q Clear Time (g_c+I1), s | | 7.9 | | 21.0 | 5.4 | 24.4 | | 13.7 |
| Green Ext Time (p_c), s | | 23.1 | | 0.0 | 0.1 | 4.0 | | 4.4 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 23.9 |
| HCM 2010 LOS | | C |

Notes

User approved pedestrian interval to be less than phase max green.

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 731 | 81 | 64 | 56 | 70 | 238 | 92 | 699 | 31 | 118 | 861 | 730 |
| Future Volume (veh/h) | 731 | 81 | 64 | 56 | 70 | 238 | 92 | 699 | 31 | 118 | 861 | 730 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1881 | 1823 | 1900 | 1610 | 1743 | 1759 | 1863 | 1833 | 1900 | 1367 | 1863 | 1845 |
| Adj Flow Rate, veh/h | 812 | 90 | 71 | 62 | 78 | 264 | 102 | 777 | 34 | 131 | 957 | 811 |
| Adj No. of Lanes | 2 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 1 |
| 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, % | 1 | 6 | 6 | 18 | 9 | 8 | 2 | 2 | 2 | 39 | 2 | 3 |
| Cap, veh/h | 270 | 294 | 232 | 417 | 504 | 432 | 140 | 1473 | 64 | 210 | 1534 | 679 |
| Arrive On Green | 0.08 | 0.31 | 0.31 | 0.06 | 0.29 | 0.29 | 0.43 | 0.43 | 0.43 | 0.43 | 0.43 | 0.43 |
| Sat Flow, veh/h | 3476 | 945 | 746 | 1533 | 1743 | 1495 | 269 | 3399 | 149 | 492 | 3539 | 1568 |
| Grp Volume(v), veh/h | 812 | 0 | 161 | 62 | 78 | 264 | 102 | 398 | 413 | 131 | 957 | 811 |
| Grp Sat Flow(s),veh/h/ln | 1738 | 0 | 1691 | 1533 | 1743 | 1495 | 269 | 1741 | 1806 | 492 | 1770 | 1568 |
| Q Serve(g_s), s | 7.0 | 0.0 | 6.5 | 2.5 | 3.0 | 13.7 | 20.1 | 15.1 | 15.1 | 23.9 | 18.9 | 39.0 |
| Cycle Q Clear(g_c), s | 7.0 | 0.0 | 6.5 | 2.5 | 3.0 | 13.7 | 39.0 | 15.1 | 15.1 | 39.0 | 18.9 | 39.0 |
| Prop In Lane | 1.00 | | 0.44 | 1.00 | | 1.00 | 1.00 | | 0.08 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 270 | 0 | 526 | 417 | 504 | 432 | 140 | 754 | 783 | 210 | 1534 | 679 |
| V/C Ratio(X) | 3.00 | 0.00 | 0.31 | 0.15 | 0.15 | 0.61 | 0.73 | 0.53 | 0.53 | 0.62 | 0.62 | 1.19 |
| Avail Cap(c_a), veh/h | 270 | 0 | 526 | 434 | 504 | 432 | 140 | 754 | 783 | 210 | 1534 | 679 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.85 | 0.00 | 0.85 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 41.5 | 0.0 | 23.6 | 20.3 | 23.8 | 27.6 | 39.1 | 18.7 | 18.7 | 33.1 | 19.8 | 25.5 |
| Incr Delay (d2), s/veh | 910.1 | 0.0 | 1.3 | 0.2 | 0.1 | 2.5 | 16.5 | 0.7 | 0.6 | 5.6 | 0.8 | 101.2 |
| 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 | 37.5 | 0.0 | 3.2 | 1.1 | 1.4 | 5.9 | 3.2 | 7.3 | 7.6 | 3.6 | 9.3 | 35.9 |
| LnGrp Delay(d),s/veh | 951.6 | 0.0 | 24.9 | 20.4 | 24.0 | 30.2 | 55.6 | 19.4 | 19.4 | 38.7 | 20.6 | 126.7 |
| LnGrp LOS | F | | C | C | C | C | E | B | B | D | C | F |
| Approach Vol, veh/h | | 973 | | | 404 | | | 913 | | | 1899 | |
| Approach Delay, s/veh | | 798.3 | | | 27.5 | | | 23.4 | | | 67.2 | |
| Approach LOS | | F | | | C | | | C | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 11.0 | 34.0 | | 45.0 | 13.0 | 32.0 | | 45.0 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | 5.0 | 27.0 | | 39.0 | 7.0 | 26.0 | | 39.0 |
| Max Q Clear Time (g_c+I1), s | 4.5 | 8.5 | | 41.0 | 9.0 | 15.7 | | 41.0 |
| Green Ext Time (p_c), s | 0.0 | 2.0 | | 0.0 | 0.0 | 1.6 | | 0.0 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | 223.6 | |
| HCM 2010 LOS | F | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 46 | 9 | 608 | 289 | 133 | 25 | 1053 | 437 | 49 | 23 | 580 | 85 |
| Future Volume (veh/h) | 46 | 9 | 608 | 289 | 133 | 25 | 1053 | 437 | 49 | 23 | 580 | 85 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1900 | 1845 | 1881 | 1858 | 1900 | 1845 | 1827 | 1863 | 1557 | 1863 | 1900 |
| Adj Flow Rate, veh/h | 51 | 10 | 0 | 326 | 141 | 28 | 1170 | 486 | 0 | 26 | 644 | 0 |
| Adj No. of Lanes | 1 | 1 | 1 | 2 | 1 | 0 | 2 | 2 | 1 | 1 | 2 | 1 |
| 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 | 0 | 3 | 1 | 1 | 1 | 3 | 4 | 2 | 22 | 2 | 0 |
| Cap, veh/h | 209 | 344 | 284 | 683 | 273 | 54 | 1342 | 1779 | 811 | 335 | 867 | 396 |
| Arrive On Green | 0.18 | 0.18 | 0.00 | 0.18 | 0.18 | 0.18 | 0.31 | 0.51 | 0.00 | 0.04 | 0.25 | 0.00 |
| Sat Flow, veh/h | 1211 | 1900 | 1568 | 2826 | 1506 | 299 | 3408 | 3471 | 1583 | 1483 | 3539 | 1615 |
| Grp Volume(v), veh/h | 51 | 10 | 0 | 326 | 0 | 169 | 1170 | 486 | 0 | 26 | 644 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1211 | 1900 | 1568 | 1413 | 0 | 1805 | 1704 | 1736 | 1583 | 1483 | 1770 | 1615 |
| Q Serve(g_s), s | 3.1 | 0.3 | 0.0 | 8.4 | 0.0 | 6.6 | 18.0 | 6.2 | 0.0 | 1.0 | 13.2 | 0.0 |
| Cycle Q Clear(g_c), s | 9.7 | 0.3 | 0.0 | 8.8 | 0.0 | 6.6 | 18.0 | 6.2 | 0.0 | 1.0 | 13.2 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.17 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 209 | 344 | 284 | 683 | 0 | 327 | 1342 | 1779 | 811 | 335 | 867 | 396 |
| V/C Ratio(X) | 0.24 | 0.03 | 0.00 | 0.48 | 0.00 | 0.52 | 0.87 | 0.27 | 0.00 | 0.08 | 0.74 | 0.00 |
| Avail Cap(c_a), veh/h | 653 | 1042 | 860 | 2441 | 0 | 1450 | 1734 | 2788 | 1272 | 712 | 1038 | 474 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 33.4 | 26.4 | 0.0 | 30.0 | 0.0 | 29.0 | 14.0 | 10.8 | 0.0 | 20.5 | 27.3 | 0.0 |
| Incr Delay (d2), s/veh | 0.6 | 0.0 | 0.0 | 0.5 | 0.0 | 1.3 | 4.2 | 0.1 | 0.0 | 0.1 | 2.4 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.1 | 0.2 | 0.0 | 3.3 | 0.0 | 3.4 | 12.3 | 3.0 | 0.0 | 0.4 | 6.7 | 0.0 |
| LnGrp Delay(d),s/veh | 34.0 | 26.5 | 0.0 | 30.6 | 0.0 | 30.3 | 18.2 | 10.9 | 0.0 | 20.6 | 29.7 | 0.0 |
| LnGrp LOS | C | C | | C | | C | B | B | | C | C | |
| Approach Vol, veh/h | | 61 | | | 495 | | | 1656 | | | 670 | |
| Approach Delay, s/veh | | 32.8 | | | 30.5 | | | 16.0 | | | 29.3 | |
| Approach LOS | | C | | | C | | | B | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 10.0 | 47.2 | | 21.2 | 31.0 | 26.2 | | 21.2 |
| Change Period (Y+Rc), s | 7.0 | 7.0 | | 7.0 | 7.0 | 7.0 | | 7.0 |
| Max Green Setting (Gmax), s | 23.0 | 63.0 | | 43.0 | 33.0 | 23.0 | | 63.0 |
| Max Q Clear Time (g_c+I1), s | 12.0 | 8.2 | | 11.7 | 20.0 | 15.2 | | 10.8 |
| Green Ext Time (p_c), s | 0.0 | 8.8 | | 2.5 | 4.0 | 4.1 | | 2.5 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 22.0 |
| HCM 2010 LOS | C |

Notes

User approved volume balancing among the lanes for turning movement.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 233 | 1341 | 0 | 0 | 1486 | 439 | 0 | 0 | 0 | 167 | 0 | 163 |
| Future Volume (veh/h) | 233 | 1341 | 0 | 0 | 1486 | 439 | 0 | 0 | 0 | 167 | 0 | 163 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1845 | 1881 | 0 | 1900 | 1845 | 1900 | 1900 | 1863 | 1900 | 1863 | 0 | 1827 |
| Adj Flow Rate, veh/h | 259 | 1490 | 0 | 0 | 1651 | 0 | 0 | 0 | 0 | 186 | 0 | 0 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 1 | 0 | 1 | 0 | 2 | 0 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.92 | 0.92 | 0.92 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 3 | 1 | 0 | 0 | 3 | 4 | 2 | 2 | 2 | 2 | 0 | 4 |
| Cap, veh/h | 107 | 2932 | 0 | 2 | 2479 | 1142 | 0 | 2 | 0 | 259 | 0 | 0 |
| Arrive On Green | 0.06 | 0.82 | 0.00 | 0.00 | 0.71 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.00 |
| Sat Flow, veh/h | 1757 | 3668 | 0 | 1810 | 3505 | 1615 | 0 | 1111765 | 0 | 3442 | 186 | |
| Grp Volume(v), veh/h | 259 | 1490 | 0 | 0 | 1651 | 0 | 0 | 0 | 0 | 186 | 55.7 | |
| Grp Sat Flow(s),veh/h/ln | 1757 | 1787 | 0 | 1810 | 1752 | 1615 | 0 | 1863 | 0 | 1721 | E | |
| Q Serve(g_s), s | 7.0 | 14.8 | 0.0 | 0.0 | 30.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.1 | | |
| Cycle Q Clear(g_c), s | 7.0 | 14.8 | 0.0 | 0.0 | 30.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.1 | | |
| Prop In Lane | 1.00 | | 0.00 | 1.00 | | 1.00 | 0.00 | | 0.00 | 1.00 | | |
| Lane Grp Cap(c), veh/h | 107 | 2932 | 0 | 2 | 2479 | 1142 | 0 | 2 | 0 | 259 | | |
| V/C Ratio(X) | 2.42 | 0.51 | 0.00 | 0.00 | 0.67 | 0.00 | 0.00 | 0.00 | 0.00 | 0.72 | | |
| Avail Cap(c_a), veh/h | 107 | 2932 | 0 | 110 | 2479 | 1142 | 0 | 292 | 0 | 988 | | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Upstream Filter(I) | 0.41 | 0.41 | 0.00 | 0.00 | 0.62 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | | |
| Uniform Delay (d), s/veh | 54.0 | 3.2 | 0.0 | 0.0 | 9.3 | 0.0 | 0.0 | 0.0 | 0.0 | 52.0 | | |
| Incr Delay (d2), s/veh | 651.4 | 0.3 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 3.7 | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| %ile BackOfQ(50%),veh/ln | 22.7 | 7.1 | 0.0 | 0.0 | 14.4 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 | | |
| LnGrp Delay(d),s/veh | 705.4 | 3.4 | 0.0 | 0.0 | 9.7 | 0.0 | 0.0 | 0.0 | 0.0 | 55.7 | | |
| LnGrp LOS | F | A | | | A | | | | | E | | |
| Approach Vol, veh/h | | 1749 | | | 1651 | | | 0 | | | | |
| Approach Delay, s/veh | | 107.4 | | | 9.7 | | | 0.0 | | | | |
| Approach LOS | | F | | | A | | | | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 0.0 | 100.3 | | | 13.0 | 87.3 | 14.7 | 0.0 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 7.0 | 33.0 | | | 7.0 | 31.5 | 33.0 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 0.0 | 16.8 | | | 9.0 | 32.0 | 8.1 | 0.0 |
| Green Ext Time (p_c), s | 0.0 | 14.9 | | | 0.0 | 0.0 | 0.6 | 0.0 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | 59.7 | |
| HCM 2010 LOS | E | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 1105 | 403 | 279 | 1208 | 0 | 0 | 0 | 0 | 297 | 227 | 717 |
| Future Volume (veh/h) | 0 | 1105 | 403 | 279 | 1208 | 0 | 0 | 0 | 0 | 297 | 227 | 717 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | | | | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 0 | 1881 | 1863 | 1881 | 1845 | 0 | | | | 1863 | 1803 | 1810 |
| Adj Flow Rate, veh/h | 0 | 1228 | 0 | 310 | 1342 | 0 | | | | 291 | 307 | 797 |
| Adj No. of Lanes | 0 | 2 | 1 | 1 | 2 | 0 | | | | 1 | 1 | 2 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | | | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 1 | 2 | 1 | 3 | 0 | | | | 2 | 6 | 5 |
| Cap, veh/h | 0 | 1937 | 858 | 362 | 2414 | 0 | | | | 375 | 381 | 650 |
| Arrive On Green | 0.00 | 0.54 | 0.00 | 0.09 | 0.69 | 0.00 | | | | 0.21 | 0.21 | 0.21 |
| Sat Flow, veh/h | 0 | 3668 | 1583 | 1792 | 3597 | 0 | | | | 1774 | 1803 | 3076 |
| Grp Volume(v), veh/h | 0 | 1228 | 0 | 310 | 1342 | 0 | | | | 291 | 307 | 797 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1787 | 1583 | 1792 | 1752 | 0 | | | | 1774 | 1803 | 1538 |
| Q Serve(g_s), s | 0.0 | 29.5 | 0.0 | 9.0 | 23.8 | 0.0 | | | | 19.0 | 19.9 | 26.0 |
| Cycle Q Clear(g_c), s | 0.0 | 29.5 | 0.0 | 9.0 | 23.8 | 0.0 | | | | 19.0 | 19.9 | 26.0 |
| Prop In Lane | 0.00 | | 1.00 | 1.00 | | 0.00 | | | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 1937 | 858 | 362 | 2414 | 0 | | | | 375 | 381 | 650 |
| V/C Ratio(X) | 0.00 | 0.63 | 0.00 | 0.86 | 0.56 | 0.00 | | | | 0.78 | 0.81 | 1.23 |
| Avail Cap(c_a), veh/h | 0 | 1937 | 858 | 390 | 2414 | 0 | | | | 375 | 381 | 650 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 0.84 | 0.00 | 0.62 | 0.62 | 0.00 | | | | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 19.7 | 0.0 | 20.0 | 9.7 | 0.0 | | | | 45.8 | 46.1 | 48.5 |
| Incr Delay (d2), s/veh | 0.0 | 1.3 | 0.0 | 11.3 | 0.2 | 0.0 | | | | 10.4 | 12.5 | 114.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 14.9 | 0.0 | 7.0 | 11.4 | 0.0 | | | | 10.4 | 11.2 | 21.4 |
| LnGrp Delay(d),s/veh | 0.0 | 21.0 | 0.0 | 31.2 | 9.9 | 0.0 | | | | 56.2 | 58.6 | 163.3 |
| LnGrp LOS | | C | | C | A | | | | | E | E | F |
| Approach Vol, veh/h | | 1228 | | | 1652 | | | | | | 1395 | |
| Approach Delay, s/veh | | 21.0 | | | 13.9 | | | | | | 117.9 | |
| Approach LOS | | C | | | B | | | | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | 18.0 | 73.0 | | 32.0 | | 91.0 | | |
| Change Period (Y+Rc), s | 6.7 | 6.3 | | 6.0 | | 6.3 | | |
| Max Green Setting (Gmax), s | 11.3 | 53.7 | | 26.0 | | 84.7 | | |
| Max Q Clear Time (g_c+I1), s | 11.0 | 31.5 | | 28.0 | | 25.8 | | |
| Green Ext Time (p_c), s | 0.3 | 20.0 | | 0.0 | | 46.0 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 49.9 |
| HCM 2010 LOS | D |

Notes

User approved volume balancing among the lanes for turning movement.

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 671 | 731 | 0 | 0 | 817 | 501 | 94 | 166 | 295 | 0 | 0 | 0 |
| Future Volume (veh/h) | 671 | 731 | 0 | 0 | 817 | 501 | 94 | 166 | 295 | 0 | 0 | 0 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | | | |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 0 | 0 | 1863 | 1881 | 1810 | 1845 | 1881 | | | |
| Adj Flow Rate, veh/h | 706 | 769 | 0 | 0 | 908 | 0 | 104 | 184 | 328 | | | |
| Adj No. of Lanes | 1 | 2 | 0 | 0 | 2 | 1 | 1 | 1 | 1 | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | | |
| Percent Heavy Veh, % | 2 | 2 | 0 | 0 | 2 | 1 | 5 | 3 | 1 | | | |
| Cap, veh/h | 342 | 2422 | 0 | 0 | 1552 | 701 | 363 | 388 | 337 | | | |
| Arrive On Green | 0.19 | 0.68 | 0.00 | 0.00 | 0.44 | 0.00 | 0.21 | 0.21 | 0.21 | | | |
| Sat Flow, veh/h | 1774 | 3632 | 0 | 0 | 3632 | 1599 | 1723 | 1845 | 1599 | | | |
| Grp Volume(v), veh/h | 706 | 769 | 0 | 0 | 908 | 0 | 104 | 184 | 328 | | | |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1770 | 0 | 0 | 1770 | 1599 | 1723 | 1845 | 1599 | | | |
| Q Serve(g_s), s | 22.0 | 10.0 | 0.0 | 0.0 | 22.1 | 0.0 | 5.8 | 10.0 | 23.2 | | | |
| Cycle Q Clear(g_c), s | 22.0 | 10.0 | 0.0 | 0.0 | 22.1 | 0.0 | 5.8 | 10.0 | 23.2 | | | |
| Prop In Lane | 1.00 | | 0.00 | 0.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Lane Grp Cap(c), veh/h | 342 | 2422 | 0 | 0 | 1552 | 701 | 363 | 388 | 337 | | | |
| V/C Ratio(X) | 2.06 | 0.32 | 0.00 | 0.00 | 0.58 | 0.00 | 0.29 | 0.47 | 0.97 | | | |
| Avail Cap(c_a), veh/h | 342 | 2422 | 0 | 0 | 1552 | 701 | 363 | 388 | 337 | | | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | 0.58 | 0.58 | 0.00 | 0.00 | 0.52 | 0.00 | 1.00 | 1.00 | 1.00 | | | |
| Uniform Delay (d), s/veh | 46.0 | 7.3 | 0.0 | 0.0 | 24.2 | 0.0 | 37.8 | 39.5 | 44.7 | | | |
| Incr Delay (d2), s/veh | 483.8 | 0.2 | 0.0 | 0.0 | 0.2 | 0.0 | 0.2 | 0.3 | 41.8 | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | 56.8 | 4.9 | 0.0 | 0.0 | 10.8 | 0.0 | 2.8 | 5.1 | 14.1 | | | |
| LnGrp Delay(d),s/veh | 529.8 | 7.5 | 0.0 | 0.0 | 24.4 | 0.0 | 38.0 | 39.8 | 86.5 | | | |
| LnGrp LOS | F | A | | | C | | D | D | F | | | |
| Approach Vol, veh/h | | 1475 | | | 908 | | | 616 | | | | |
| Approach Delay, s/veh | | 257.5 | | | 24.4 | | | 64.4 | | | | |
| Approach LOS | | F | | | C | | | E | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 84.0 | | | 28.0 | 56.0 | | 30.0 |
| Change Period (Y+Rc), s | | 6.0 | | | 6.0 | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | | 78.0 | | | 22.0 | 44.0 | | 24.0 |
| Max Q Clear Time (g_c+I1), s | | 12.0 | | | 24.0 | 24.1 | | 25.2 |
| Green Ext Time (p_c), s | | 9.1 | | | 0.0 | 7.4 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 147.2 |
| HCM 2010 LOS | F |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 551 | 438 | 37 | 17 | 561 | 163 | 8 | 8 | 15 | 183 | 12 | 749 |
| Future Volume (veh/h) | 551 | 438 | 37 | 17 | 561 | 163 | 8 | 8 | 15 | 183 | 12 | 749 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1881 | 1863 | 1900 | 1900 | 1863 | 1845 | 1900 | 1900 | 1900 | 1881 | 1883 | 1863 |
| Adj Flow Rate, veh/h | 612 | 487 | 0 | 19 | 623 | 0 | 9 | 9 | 0 | 203 | 13 | 0 |
| Adj No. of Lanes | 2 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 2 | 1 | 1 |
| 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, % | 1 | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 1 | 0 | 2 |
| Cap, veh/h | 604 | 2265 | 1034 | 579 | 1744 | 773 | 56 | 58 | 50 | 283 | 149 | 125 |
| Arrive On Green | 0.17 | 0.64 | 0.00 | 0.03 | 0.49 | 0.00 | 0.03 | 0.03 | 0.00 | 0.08 | 0.08 | 0.00 |
| Sat Flow, veh/h | 3476 | 3539 | 1615 | 1810 | 3539 | 1568 | 1810 | 1900 | 1615 | 3583 | 1883 | 1583 |
| Grp Volume(v), veh/h | 612 | 487 | 0 | 19 | 623 | 0 | 9 | 9 | 0 | 203 | 13 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1738 | 1770 | 1615 | 1810 | 1770 | 1568 | 1810 | 1900 | 1615 | 1792 | 1883 | 1583 |
| Q Serve(g_s), s | 19.1 | 6.3 | 0.0 | 0.6 | 11.9 | 0.0 | 0.5 | 0.5 | 0.0 | 6.1 | 0.7 | 0.0 |
| Cycle Q Clear(g_c), s | 19.1 | 6.3 | 0.0 | 0.6 | 11.9 | 0.0 | 0.5 | 0.5 | 0.0 | 6.1 | 0.7 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 604 | 2265 | 1034 | 579 | 1744 | 773 | 56 | 58 | 50 | 283 | 149 | 125 |
| V/C Ratio(X) | 1.01 | 0.22 | 0.00 | 0.03 | 0.36 | 0.00 | 0.16 | 0.15 | 0.00 | 0.72 | 0.09 | 0.00 |
| Avail Cap(c_a), veh/h | 604 | 2265 | 1034 | 652 | 1744 | 773 | 378 | 397 | 338 | 759 | 399 | 335 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.91 | 0.91 | 0.00 | 0.79 | 0.79 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 45.5 | 8.3 | 0.0 | 12.5 | 17.2 | 0.0 | 51.9 | 51.9 | 0.0 | 49.4 | 47.0 | 0.0 |
| Incr Delay (d2), s/veh | 38.5 | 0.2 | 0.0 | 0.0 | 0.1 | 0.0 | 1.3 | 1.2 | 0.0 | 3.4 | 0.2 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 12.4 | 3.1 | 0.0 | 0.3 | 5.8 | 0.0 | 0.3 | 0.3 | 0.0 | 3.1 | 0.4 | 0.0 |
| LnGrp Delay(d),s/veh | 83.9 | 8.5 | 0.0 | 12.6 | 17.3 | 0.0 | 53.3 | 53.1 | 0.0 | 52.8 | 47.2 | 0.0 |
| LnGrp LOS | F | A | | B | B | | D | D | | D | D | |
| Approach Vol, veh/h | | 1099 | | | 642 | | | 18 | | | 216 | |
| Approach Delay, s/veh | | 50.5 | | | 17.2 | | | 53.2 | | | 52.5 | |
| Approach LOS | | D | | | B | | | D | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 9.2 | 76.1 | | 9.7 | 25.4 | 59.9 | | 15.0 |
| Change Period (Y+Rc), s | * 5.7 | * 5.7 | | * 6.3 | * 6.3 | * 5.7 | | 6.3 |
| Max Green Setting (Gmax), s | * 8 | * 32 | | * 23 | * 19 | * 20 | | 23.3 |
| Max Q Clear Time (g_c+I1), s | 2.6 | 8.3 | | 2.5 | 21.1 | 13.9 | | 8.1 |
| Green Ext Time (p_c), s | 0.0 | 9.8 | | 0.0 | 0.0 | 3.0 | | 0.6 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 39.9 |
| HCM 2010 LOS | D |

Notes

User approved volume balancing among the lanes for turning movement.

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 0 | 227 | 0 | 0 | 0 | 0 | 0 | 1041 | 296 |
| Future Volume (veh/h) | 0 | 0 | 0 | 0 | 227 | 0 | 0 | 0 | 0 | 0 | 1041 | 296 |
| Number | | | | 7 | 4 | 14 | | | | 5 | 2 | 12 |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | | | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | | | | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | | | | 0 | 1881 | 0 | | | | 0 | 1863 | 1845 |
| Adj Flow Rate, veh/h | | | | 0 | 244 | 0 | | | | 0 | 1132 | 0 |
| Adj No. of Lanes | | | | 0 | 2 | 0 | | | | 0 | 3 | 1 |
| Peak Hour Factor | | | | 0.93 | 0.93 | 0.93 | | | | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | | | | 0 | 1 | 0 | | | | 0 | 2 | 3 |
| Cap, veh/h | | | | 0 | 365 | 0 | | | | 0 | 3870 | 1193 |
| Arrive On Green | | | | 0.00 | 0.10 | 0.00 | | | | 0.00 | 0.76 | 0.00 |
| Sat Flow, veh/h | | | | 0 | 3762 | 0 | | | | 0 | 5253 | 1568 |
| Grp Volume(v), veh/h | | | | 0 | 244 | 0 | | | | 0 | 1132 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | | 0 | 1787 | 0 | | | | 0 | 1695 | 1568 |
| Q Serve(g_s), s | | | | 0.0 | 5.9 | 0.0 | | | | 0.0 | 6.2 | 0.0 |
| Cycle Q Clear(g_c), s | | | | 0.0 | 5.9 | 0.0 | | | | 0.0 | 6.2 | 0.0 |
| Prop In Lane | | | | 0.00 | | 0.00 | | | | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 0 | 365 | 0 | | | | 0 | 3870 | 1193 |
| V/C Ratio(X) | | | | 0.00 | 0.67 | 0.00 | | | | 0.00 | 0.29 | 0.00 |
| Avail Cap(c_a), veh/h | | | | 0 | 953 | 0 | | | | 0 | 3870 | 1193 |
| HCM Platoon Ratio | | | | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | | | | 0.00 | 1.00 | 0.00 | | | | 0.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | | | | 0.0 | 38.9 | 0.0 | | | | 0.0 | 3.3 | 0.0 |
| Incr Delay (d2), s/veh | | | | 0.0 | 2.1 | 0.0 | | | | 0.0 | 0.2 | 0.0 |
| Initial Q Delay(d3),s/veh | | | | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | | 0.0 | 3.0 | 0.0 | | | | 0.0 | 2.9 | 0.0 |
| LnGrp Delay(d),s/veh | | | | 0.0 | 41.0 | 0.0 | | | | 0.0 | 3.5 | 0.0 |
| LnGrp LOS | | | | | D | | | | | | A | |
| Approach Vol, veh/h | | | | | 244 | | | | | | 1132 | |
| Approach Delay, s/veh | | | | | 41.0 | | | | | | 3.5 | |
| Approach LOS | | | | | D | | | | | | A | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | | | |
| Phs Duration (G+Y+Rc), s | | 74.8 | | 15.2 | | | | |
| Change Period (Y+Rc), s | | 6.3 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | | 53.7 | | 24.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 8.2 | | 7.9 | | | | |
| Green Ext Time (p_c), s | | 15.6 | | 1.3 | | | | |

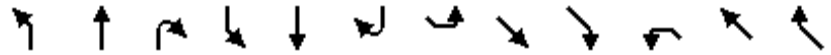
| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 10.2 |
| HCM 2010 LOS | | B |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 293 | 0 | 0 | 0 | 0 | 0 | 1494 | 173 | 0 | 0 | 0 |
| Future Volume (veh/h) | 0 | 293 | 0 | 0 | 0 | 0 | 0 | 1494 | 173 | 0 | 0 | 0 |
| Number | 3 | 8 | 18 | | | | 1 | 6 | 16 | | | |
| Initial Q (Qb), veh | 0 | 0 | 0 | | | | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | | | | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | | | |
| Adj Sat Flow, veh/h/ln | 0 | 1863 | 0 | | | | 0 | 1863 | 1792 | | | |
| Adj Flow Rate, veh/h | 0 | 308 | 0 | | | | 0 | 1660 | 0 | | | |
| Adj No. of Lanes | 0 | 2 | 0 | | | | 0 | 3 | 1 | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | | | | 0.90 | 0.90 | 0.90 | | | |
| Percent Heavy Veh, % | 0 | 2 | 0 | | | | 0 | 2 | 6 | | | |
| Cap, veh/h | 0 | 438 | 0 | | | | 0 | 3760 | 1127 | | | |
| Arrive On Green | 0.00 | 0.12 | 0.00 | | | | 0.00 | 0.74 | 0.00 | | | |
| Sat Flow, veh/h | 0 | 3725 | 0 | | | | 0 | 5253 | 1524 | | | |
| Grp Volume(v), veh/h | 0 | 308 | 0 | | | | 0 | 1660 | 0 | | | |
| Grp Sat Flow(s),veh/h/ln | 0 | 1770 | 0 | | | | 0 | 1695 | 1524 | | | |
| Q Serve(g_s), s | 0.0 | 7.5 | 0.0 | | | | 0.0 | 11.4 | 0.0 | | | |
| Cycle Q Clear(g_c), s | 0.0 | 7.5 | 0.0 | | | | 0.0 | 11.4 | 0.0 | | | |
| Prop In Lane | 0.00 | | 0.00 | | | | 0.00 | | 1.00 | | | |
| Lane Grp Cap(c), veh/h | 0 | 438 | 0 | | | | 0 | 3760 | 1127 | | | |
| V/C Ratio(X) | 0.00 | 0.70 | 0.00 | | | | 0.00 | 0.44 | 0.00 | | | |
| Avail Cap(c_a), veh/h | 0 | 944 | 0 | | | | 0 | 3760 | 1127 | | | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | 0.00 | 1.00 | 0.00 | | | | 0.00 | 1.00 | 0.00 | | | |
| Uniform Delay (d), s/veh | 0.0 | 37.8 | 0.0 | | | | 0.0 | 4.5 | 0.0 | | | |
| Incr Delay (d2), s/veh | 0.0 | 2.1 | 0.0 | | | | 0.0 | 0.4 | 0.0 | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | 0.0 | 3.8 | 0.0 | | | | 0.0 | 5.4 | 0.0 | | | |
| LnGrp Delay(d),s/veh | 0.0 | 39.9 | 0.0 | | | | 0.0 | 4.9 | 0.0 | | | |
| LnGrp LOS | | D | | | | | | A | | | | |
| Approach Vol, veh/h | | 308 | | | | | | 1660 | | | | |
| Approach Delay, s/veh | | 39.9 | | | | | | 4.9 | | | | |
| Approach LOS | | D | | | | | | A | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | | | | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | | | | | 72.9 | | 17.1 |
| Change Period (Y+Rc), s | | | | | | 6.3 | | 6.0 |
| Max Green Setting (Gmax), s | | | | | | 53.7 | | 24.0 |
| Max Q Clear Time (g_c+I1), s | | | | | | 13.4 | | 9.5 |
| Green Ext Time (p_c), s | | | | | | 24.6 | | 1.6 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 10.4 |
| HCM 2010 LOS | B |



| Movement | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 470 | 1285 | 0 | 0 | 1250 | 210 | 0 | 0 | 0 | 511 | 0 | 216 |
| Future Volume (veh/h) | 470 | 1285 | 0 | 0 | 1250 | 210 | 0 | 0 | 0 | 511 | 0 | 216 |
| Number | 3 | 8 | 18 | 7 | 4 | 14 | | | | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1845 | 1827 | 0 | 0 | 1827 | 1712 | | | | 1845 | 0 | 1810 |
| Adj Flow Rate, veh/h | 511 | 1397 | 0 | 0 | 1389 | 0 | | | | 568 | 0 | 0 |
| Adj No. of Lanes | 2 | 3 | 0 | 0 | 3 | 1 | | | | 2 | 0 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.90 | 0.90 | 0.90 | | | | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 3 | 4 | 0 | 0 | 4 | 11 | | | | 3 | 0 | 5 |
| Cap, veh/h | 598 | 3259 | 0 | 0 | 1985 | 579 | | | | 636 | 0 | 287 |
| Arrive On Green | 0.18 | 0.65 | 0.00 | 0.00 | 0.40 | 0.00 | | | | 0.19 | 0.00 | 0.00 |
| Sat Flow, veh/h | 3408 | 5152 | 0 | 0 | 5152 | 1455 | | | | 3408 | 0 | 1538 |
| Grp Volume(v), veh/h | 511 | 1397 | 0 | 0 | 1389 | 0 | | | | 568 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1704 | 1663 | 0 | 0 | 1663 | 1455 | | | | 1704 | 0 | 1538 |
| Q Serve(g_s), s | 10.9 | 10.1 | 0.0 | 0.0 | 17.4 | 0.0 | | | | 12.2 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 10.9 | 10.1 | 0.0 | 0.0 | 17.4 | 0.0 | | | | 12.2 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.00 | 0.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 598 | 3259 | 0 | 0 | 1985 | 579 | | | | 636 | 0 | 287 |
| V/C Ratio(X) | 0.85 | 0.43 | 0.00 | 0.00 | 0.70 | 0.00 | | | | 0.89 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 636 | 3259 | 0 | 0 | 1985 | 579 | | | | 636 | 0 | 287 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 0.00 | 0.70 | 0.00 | | | | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 30.0 | 6.3 | 0.0 | 0.0 | 18.8 | 0.0 | | | | 29.8 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 10.5 | 0.4 | 0.0 | 0.0 | 1.5 | 0.0 | | | | 17.3 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 6.0 | 4.7 | 0.0 | 0.0 | 8.2 | 0.0 | | | | 7.2 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 40.5 | 6.7 | 0.0 | 0.0 | 20.3 | 0.0 | | | | 47.1 | 0.0 | 0.0 |
| LnGrp LOS | D | A | | | C | | | | | D | | |
| Approach Vol, veh/h | | 1908 | | | 1389 | | | | | | 568 | |
| Approach Delay, s/veh | | 15.7 | | | 20.3 | | | | | | 47.1 | |
| Approach LOS | | B | | | C | | | | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | | 3 | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | | 19.2 | 35.8 | | 20.0 | | 55.0 |
| Change Period (Y+Rc), s | | | 6.0 | 6.0 | | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | | | 14.0 | 29.0 | | 14.0 | | 49.0 |
| Max Q Clear Time (g_c+I1), s | | | 12.9 | 19.4 | | 14.2 | | 12.1 |
| Green Ext Time (p_c), s | | | 0.3 | 9.2 | | 0.0 | | 33.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 22.0 |
| HCM 2010 LOS | C |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 273 | 69 | 72 | 0 | 877 | 155 |
| Future Volume (veh/h) | 273 | 69 | 72 | 0 | 877 | 155 |
| Number | 3 | 18 | 1 | 6 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1881 | 1845 | 1863 | 0 | 1810 | 1845 |
| Adj Flow Rate, veh/h | 303 | 77 | 78 | 0 | 923 | 163 |
| Adj No. of Lanes | 1 | 1 | 1 | 0 | 3 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.92 | 0.92 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 1 | 3 | 2 | 0 | 5 | 3 |
| Cap, veh/h | 356 | 311 | 146 | 0 | 2527 | 802 |
| Arrive On Green | 0.20 | 0.20 | 0.08 | 0.00 | 0.51 | 0.51 |
| Sat Flow, veh/h | 1792 | 1568 | 1774 | 78 | 5103 | 1568 |
| Grp Volume(v), veh/h | 303 | 77 | 78 | 38.2 | 923 | 163 |
| Grp Sat Flow(s),veh/h/ln | 1792 | 1568 | 1774 | D | 1647 | 1568 |
| Q Serve(g_s), s | 13.1 | 3.3 | 3.4 | | 9.0 | 4.5 |
| Cycle Q Clear(g_c), s | 13.1 | 3.3 | 3.4 | | 9.0 | 4.5 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 356 | 311 | 146 | | 2527 | 802 |
| V/C Ratio(X) | 0.85 | 0.25 | 0.53 | | 0.37 | 0.20 |
| Avail Cap(c_a), veh/h | 551 | 482 | 235 | | 2527 | 802 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 30.9 | 27.0 | 35.2 | | 11.7 | 10.6 |
| Incr Delay (d2), s/veh | 7.7 | 0.4 | 3.0 | | 0.4 | 0.6 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 7.2 | 1.5 | 1.8 | | 4.1 | 2.1 |
| LnGrp Delay(d),s/veh | 38.6 | 27.4 | 38.2 | | 12.1 | 11.2 |
| LnGrp LOS | D | C | D | | B | B |
| Approach Vol, veh/h | 380 | | | | 1086 | |
| Approach Delay, s/veh | 36.3 | | | | 12.0 | |
| Approach LOS | D | | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | | | | | 8 |
| Phs Duration (G+Y+Rc), s | 12.0 | 46.7 | | | | | | 21.3 |
| Change Period (Y+Rc), s | 5.4 | 5.8 | | | | | | 5.4 |
| Max Green Setting (Gmax), s | 11.1 | 28.2 | | | | | | 24.6 |
| Max Q Clear Time (g_c+I1), s | 15.1 | 11.0 | | | | | | 15.1 |
| Green Ext Time (p_c), s | 0.1 | 8.1 | | | | | | 0.8 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 19.3 |
| HCM 2010 LOS | B |

Notes

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 65 | 13 | 493 | 166 | 22 | 33 | 240 | 1184 | 77 | 12 | 801 | 31 |
| Future Volume (veh/h) | 65 | 13 | 493 | 166 | 22 | 33 | 240 | 1184 | 77 | 12 | 801 | 31 |
| Number | 3 | 8 | 18 | 7 | 4 | 14 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1845 | 1545 | 1881 | 1597 | 1659 | 1900 | 1845 | 1863 | 1407 | 1638 | 1845 | 1900 |
| Adj Flow Rate, veh/h | 72 | 14 | 0 | 184 | 24 | 37 | 267 | 1316 | 86 | 13 | 890 | 0 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 0 | 2 | 2 | 1 | 1 | 3 | 1 |
| 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, % | 3 | 23 | 1 | 19 | 23 | 23 | 3 | 2 | 35 | 16 | 3 | 0 |
| Cap, veh/h | 316 | 303 | 314 | 327 | 116 | 178 | 361 | 1800 | 608 | 30 | 2124 | 681 |
| Arrive On Green | 0.20 | 0.20 | 0.00 | 0.20 | 0.20 | 0.20 | 0.11 | 0.51 | 0.51 | 0.02 | 0.42 | 0.00 |
| Sat Flow, veh/h | 1323 | 1545 | 1599 | 1195 | 590 | 909 | 3408 | 3539 | 1196 | 1560 | 5036 | 1615 |
| Grp Volume(v), veh/h | 72 | 14 | 0 | 184 | 0 | 61 | 267 | 1316 | 86 | 13 | 890 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1323 | 1545 | 1599 | 1195 | 0 | 1499 | 1704 | 1770 | 1196 | 1560 | 1679 | 1615 |
| Q Serve(g_s), s | 3.4 | 0.5 | 0.0 | 10.5 | 0.0 | 2.4 | 5.4 | 20.7 | 2.7 | 0.6 | 8.8 | 0.0 |
| Cycle Q Clear(g_c), s | 5.8 | 0.5 | 0.0 | 11.0 | 0.0 | 2.4 | 5.4 | 20.7 | 2.7 | 0.6 | 8.8 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.61 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 316 | 303 | 314 | 327 | 0 | 294 | 361 | 1800 | 608 | 30 | 2124 | 681 |
| V/C Ratio(X) | 0.23 | 0.05 | 0.00 | 0.56 | 0.00 | 0.21 | 0.74 | 0.73 | 0.14 | 0.44 | 0.42 | 0.00 |
| Avail Cap(c_a), veh/h | 489 | 505 | 522 | 483 | 0 | 490 | 442 | 1800 | 608 | 132 | 2124 | 681 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.89 | 0.89 | 0.89 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 26.4 | 23.1 | 0.0 | 27.6 | 0.0 | 23.9 | 30.8 | 13.6 | 9.2 | 34.4 | 14.4 | 0.0 |
| Incr Delay (d2), s/veh | 0.4 | 0.1 | 0.0 | 1.5 | 0.0 | 0.3 | 4.6 | 2.4 | 0.4 | 7.3 | 0.6 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.3 | 0.2 | 0.0 | 3.6 | 0.0 | 1.0 | 2.8 | 10.5 | 1.0 | 0.3 | 4.2 | 0.0 |
| LnGrp Delay(d),s/veh | 26.7 | 23.2 | 0.0 | 29.1 | 0.0 | 24.3 | 35.4 | 16.0 | 9.7 | 41.7 | 15.0 | 0.0 |
| LnGrp LOS | C | C | | C | | C | D | B | A | D | B | |
| Approach Vol, veh/h | | 86 | | | 245 | | | 1669 | | | 903 | |
| Approach Delay, s/veh | | 26.1 | | | 27.9 | | | 18.8 | | | 15.4 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 14.3 | 35.9 | | 20.7 | 8.2 | 42.1 | | 20.7 |
| Change Period (Y+Rc), s | * 6.8 | 6.0 | | * 6.8 | * 6.8 | 6.0 | | * 6.8 |
| Max Green Setting (Gmax), s | * 9.3 | 18.0 | | * 23 | * 6 | 22.0 | | * 23 |
| Max Q Clear Time (g_c+I1), s | 7.4 | 10.8 | | 13.0 | 2.6 | 22.7 | | 7.8 |
| Green Ext Time (p_c), s | 0.2 | 6.7 | | 1.0 | 0.0 | 0.0 | | 1.1 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 18.7 |
| HCM 2010 LOS | B |

Notes

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 150 | 90 | 220 | 294 | 330 | 449 | 202 | 1297 | 47 | 55 | 734 | 122 |
| Future Volume (veh/h) | 150 | 90 | 220 | 294 | 330 | 449 | 202 | 1297 | 47 | 55 | 734 | 122 |
| Number | 3 | 8 | 18 | 7 | 4 | 14 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1712 | 1818 | 1900 | 1743 | 1783 | 1900 | 1881 | 1777 | 1900 | 1450 | 1812 | 1900 |
| Adj Flow Rate, veh/h | 167 | 100 | 244 | 327 | 367 | 499 | 224 | 1441 | 52 | 61 | 816 | 136 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 2 | 2 | 0 | 1 | 2 | 0 |
| 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, % | 11 | 13 | 13 | 9 | 6 | 6 | 1 | 5 | 5 | 31 | 3 | 3 |
| Cap, veh/h | 174 | 493 | 441 | 323 | 483 | 432 | 498 | 1465 | 53 | 94 | 1257 | 209 |
| Arrive On Green | 0.08 | 0.29 | 0.29 | 0.08 | 0.29 | 0.29 | 0.05 | 0.44 | 0.44 | 0.04 | 0.43 | 0.43 |
| Sat Flow, veh/h | 1630 | 1727 | 1546 | 1660 | 1694 | 1515 | 3476 | 3324 | 120 | 1381 | 2954 | 492 |
| Grp Volume(v), veh/h | 167 | 100 | 244 | 327 | 367 | 499 | 224 | 731 | 762 | 61 | 475 | 477 |
| Grp Sat Flow(s),veh/h/ln | 1630 | 1727 | 1546 | 1660 | 1694 | 1515 | 1738 | 1688 | 1756 | 1381 | 1721 | 1725 |
| Q Serve(g_s), s | 12.7 | 7.4 | 22.5 | 13.5 | 33.2 | 47.9 | 6.1 | 71.6 | 72.0 | 4.2 | 36.8 | 36.8 |
| Cycle Q Clear(g_c), s | 12.7 | 7.4 | 22.5 | 13.5 | 33.2 | 47.9 | 6.1 | 71.6 | 72.0 | 4.2 | 36.8 | 36.8 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.07 | 1.00 | | 0.29 |
| Lane Grp Cap(c), veh/h | 174 | 493 | 441 | 323 | 483 | 432 | 498 | 744 | 774 | 94 | 732 | 734 |
| V/C Ratio(X) | 0.96 | 0.20 | 0.55 | 1.01 | 0.76 | 1.15 | 0.45 | 0.98 | 0.99 | 0.65 | 0.65 | 0.65 |
| Avail Cap(c_a), veh/h | 174 | 493 | 441 | 323 | 483 | 432 | 706 | 744 | 774 | 198 | 754 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 47.8 | 45.5 | 50.9 | 55.6 | 54.7 | 60.0 | 29.7 | 46.3 | 46.4 | 40.7 | 38.3 | 38.3 |
| Incr Delay (d2), s/veh | 56.2 | 0.2 | 1.7 | 53.6 | 7.1 | 92.7 | 0.5 | 28.4 | 28.6 | 5.4 | 2.0 | 2.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 10.4 | 3.6 | 9.8 | 15.5 | 16.5 | 31.1 | 2.9 | 39.1 | 41.1 | 1.7 | 17.8 | 17.9 |
| LnGrp Delay(d),s/veh | 104.0 | 45.8 | 52.6 | 109.3 | 61.8 | 152.7 | 30.1 | 74.7 | 75.0 | 46.1 | 40.3 | 40.3 |
| LnGrp LOS | F | D | D | F | E | F | C | E | E | D | D | D |
| Approach Vol, veh/h | | 511 | | | 1193 | | | 1717 | | | 1013 | |
| Approach Delay, s/veh | | 68.1 | | | 112.8 | | | 69.0 | | | 40.7 | |
| Approach LOS | | E | | | F | | | E | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 15.0 | 77.9 | 20.0 | 55.0 | 12.4 | 80.5 | 20.0 | 55.0 |
| Change Period (Y+Rc), s | 6.5 | 6.5 | 6.5 | 7.1 | 6.5 | * 6.5 | 6.5 | 7.1 |
| Max Green Setting (Gmax), s | 18.5 | 73.5 | 13.5 | 47.9 | 18.5 | * 74 | 13.5 | 47.9 |
| Max Q Clear Time (g_c+I1), s | 9.1 | 38.8 | 14.7 | 49.9 | 6.2 | 74.0 | 15.5 | 24.5 |
| Green Ext Time (p_c), s | 0.4 | 26.1 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 9.9 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 74.2 |
| HCM 2010 LOS | E |

Notes

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



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 810 | 175 | 62 | 967 | 715 | 492 |
| Future Volume (veh/h) | 810 | 175 | 62 | 967 | 715 | 492 |
| Number | 3 | 18 | 1 | 6 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1760 | 1900 | 1863 | 1827 | 1810 | 1827 |
| Adj Flow Rate, veh/h | 900 | 0 | 69 | 1074 | 761 | 0 |
| Adj No. of Lanes | 2 | 1 | 1 | 2 | 2 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 9 | 0 | 2 | 4 | 5 | 4 |
| Cap, veh/h | 996 | 480 | 410 | 2203 | 1953 | 882 |
| Arrive On Green | 0.30 | 0.00 | 0.03 | 0.63 | 0.57 | 0.00 |
| Sat Flow, veh/h | 3353 | 1615 | 1774 | 3563 | 3529 | 1553 |
| Grp Volume(v), veh/h | 900 | 0 | 69 | 1074 | 761 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1676 | 1615 | 1774 | 1736 | 1719 | 1553 |
| Q Serve(g_s), s | 46.4 | 0.0 | 2.8 | 29.5 | 22.1 | 0.0 |
| Cycle Q Clear(g_c), s | 46.4 | 0.0 | 2.8 | 29.5 | 22.1 | 0.0 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 996 | 480 | 410 | 2203 | 1953 | 882 |
| V/C Ratio(X) | 0.90 | 0.00 | 0.17 | 0.49 | 0.39 | 0.00 |
| Avail Cap(c_a), veh/h | 1565 | 754 | 518 | 2203 | 1953 | 882 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.87 | 0.87 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 60.8 | 0.0 | 15.9 | 17.4 | 21.6 | 0.0 |
| Incr Delay (d2), s/veh | 5.6 | 0.0 | 0.1 | 0.7 | 0.6 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 22.3 | 0.0 | 1.4 | 14.2 | 10.6 | 0.0 |
| LnGrp Delay(d),s/veh | 66.4 | 0.0 | 16.1 | 18.1 | 22.2 | 0.0 |
| LnGrp LOS | E | | B | B | C | |
| Approach Vol, veh/h | 900 | | | 1143 | 761 | |
| Approach Delay, s/veh | 66.4 | | | 17.9 | 22.2 | |
| Approach LOS | E | | | B | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 12.0 | 108.5 | | | | 120.6 | | 59.4 |
| Change Period (Y+Rc), s | 6.2 | 6.3 | | | | 6.3 | | 6.0 |
| Max Green Setting (Gmax), s | 11.8 | 60.7 | | | | 83.7 | | 84.0 |
| Max Q Clear Time (g_c+I1), s | 4.8 | 24.1 | | | | 31.5 | | 48.4 |
| Green Ext Time (p_c), s | 0.1 | 20.6 | | | | 24.5 | | 5.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 34.6 |
| HCM 2010 LOS | C |

Notes

User approved volume balancing among the lanes for turning movement.

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



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 427 | 66 | 124 | 602 | 551 | 339 |
| Future Volume (veh/h) | 427 | 66 | 124 | 602 | 551 | 339 |
| Number | 3 | 18 | 1 | 6 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1802 | 1900 | 1900 | 1863 | 1863 | 1712 |
| Adj Flow Rate, veh/h | 474 | 0 | 138 | 669 | 612 | 0 |
| Adj No. of Lanes | 2 | 1 | 1 | 2 | 2 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 6 | 0 | 0 | 2 | 2 | 11 |
| Cap, veh/h | 703 | 331 | 518 | 1943 | 1943 | 799 |
| Arrive On Green | 0.20 | 0.00 | 0.55 | 0.55 | 0.55 | 0.00 |
| Sat Flow, veh/h | 3431 | 1615 | 823 | 3632 | 3632 | 1455 |
| Grp Volume(v), veh/h | 474 | 0 | 138 | 669 | 612 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1716 | 1615 | 823 | 1770 | 1770 | 1455 |
| Q Serve(g_s), s | 6.4 | 0.0 | 5.5 | 5.3 | 4.7 | 0.0 |
| Cycle Q Clear(g_c), s | 6.4 | 0.0 | 10.2 | 5.3 | 4.7 | 0.0 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 703 | 331 | 518 | 1943 | 1943 | 799 |
| V/C Ratio(X) | 0.67 | 0.00 | 0.27 | 0.34 | 0.31 | 0.00 |
| Avail Cap(c_a), veh/h | 961 | 452 | 518 | 1943 | 1943 | 799 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.98 | 0.98 | 0.87 | 0.00 |
| Uniform Delay (d), s/veh | 18.3 | 0.0 | 8.9 | 6.3 | 6.1 | 0.0 |
| Incr Delay (d2), s/veh | 3.1 | 0.0 | 0.3 | 0.1 | 0.4 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.3 | 0.0 | 1.3 | 2.5 | 2.4 | 0.0 |
| LnGrp Delay(d),s/veh | 21.4 | 0.0 | 9.2 | 6.4 | 6.5 | 0.0 |
| LnGrp LOS | C | | A | A | A | |
| Approach Vol, veh/h | 474 | | | 807 | 612 | |
| Approach Delay, s/veh | 21.4 | | | 6.9 | 6.5 | |
| Approach LOS | C | | | A | A | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 33.8 | | | | 33.8 | | 16.2 |
| Change Period (Y+Rc), s | | 6.3 | | | | 6.3 | | 6.0 |
| Max Green Setting (Gmax), s | | 23.7 | | | | 23.7 | | 14.0 |
| Max Q Clear Time (g_c+I1), s | | 6.7 | | | | 12.2 | | 8.4 |
| Green Ext Time (p_c), s | | 10.9 | | | | 8.1 | | 1.9 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 10.4 |
| HCM 2010 LOS | B |

Notes

User approved volume balancing among the lanes for turning movement.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 66 | 16 | 20 | 4 | 8 | 59 | 36 | 601 | 6 | 45 | 463 | 109 |
| Future Volume (veh/h) | 66 | 16 | 20 | 4 | 8 | 59 | 36 | 601 | 6 | 45 | 463 | 109 |
| Number | 3 | 8 | 18 | 7 | 4 | 14 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1882 | 1900 | 1900 | 1900 | 1900 | 1900 | 1842 | 1900 | 1863 | 1881 | 1900 |
| Adj Flow Rate, veh/h | 73 | 18 | 22 | 4 | 9 | 66 | 40 | 668 | 7 | 50 | 514 | 121 |
| Adj No. of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 2 | 0 |
| 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, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 2 | 1 | 1 |
| Cap, veh/h | 171 | 31 | 30 | 52 | 23 | 134 | 677 | 2752 | 29 | 643 | 2230 | 523 |
| Arrive On Green | 0.10 | 0.10 | 0.10 | 0.10 | 0.10 | 0.10 | 0.78 | 0.78 | 0.78 | 0.78 | 0.78 | 0.78 |
| Sat Flow, veh/h | 989 | 319 | 316 | 37 | 238 | 1396 | 805 | 3548 | 37 | 761 | 2876 | 674 |
| Grp Volume(v), veh/h | 113 | 0 | 0 | 79 | 0 | 0 | 40 | 329 | 346 | 50 | 319 | 316 |
| Grp Sat Flow(s),veh/h/ln | 1624 | 0 | 0 | 1670 | 0 | 0 | 805 | 1750 | 1836 | 761 | 1787 | 1762 |
| Q Serve(g_s), s | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 4.1 | 4.1 | 1.5 | 3.8 | 3.8 |
| Cycle Q Clear(g_c), s | 5.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 4.9 | 4.1 | 4.1 | 5.6 | 3.8 | 3.8 |
| Prop In Lane | 0.65 | | 0.19 | 0.05 | | 0.84 | 1.00 | | 0.02 | 1.00 | | 0.38 |
| Lane Grp Cap(c), veh/h | 232 | 0 | 0 | 209 | 0 | 0 | 677 | 1357 | 1424 | 643 | 1386 | 1367 |
| V/C Ratio(X) | 0.49 | 0.00 | 0.00 | 0.38 | 0.00 | 0.00 | 0.06 | 0.24 | 0.24 | 0.08 | 0.23 | 0.23 |
| Avail Cap(c_a), veh/h | 334 | 0 | 0 | 324 | 0 | 0 | 677 | 1357 | 1424 | 643 | 1386 | 1367 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.94 | 0.94 | 0.94 |
| Uniform Delay (d), s/veh | 34.0 | 0.0 | 0.0 | 33.4 | 0.0 | 0.0 | 3.1 | 2.4 | 2.4 | 3.2 | 2.4 | 2.4 |
| Incr Delay (d2), s/veh | 2.2 | 0.0 | 0.0 | 1.6 | 0.0 | 0.0 | 0.1 | 0.1 | 0.1 | 0.2 | 0.4 | 0.4 |
| 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 | 2.5 | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 | 0.3 | 2.0 | 2.1 | 0.4 | 2.0 | 2.0 |
| LnGrp Delay(d),s/veh | 36.2 | 0.0 | 0.0 | 35.0 | 0.0 | 0.0 | 3.1 | 2.6 | 2.5 | 3.4 | 2.8 | 2.8 |
| LnGrp LOS | D | | | D | | | A | A | A | A | A | A |
| Approach Vol, veh/h | | 113 | | | 79 | | | 715 | | | 685 | |
| Approach Delay, s/veh | | 36.2 | | | 35.0 | | | 2.6 | | | 2.8 | |
| Approach LOS | | D | | | D | | | A | | | A | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 65.5 | | 12.5 | | 65.5 | | 12.5 |
| Change Period (Y+Rc), s | | 5.0 | | 5.0 | | 5.0 | | 5.0 |
| Max Green Setting (Gmax), s | | 55.0 | | 13.0 | | 55.0 | | 13.0 |
| Max Q Clear Time (g_c+I1), s | | 7.6 | | 5.5 | | 6.9 | | 7.0 |
| Green Ext Time (p_c), s | | 16.3 | | 0.8 | | 16.4 | | 0.6 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 6.7 |
| HCM 2010 LOS | | A |

HCM 2010 Computation does not support turning movement with Shared and Exclusive lanes.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 1838 | 811 | 297 | 2347 | 0 | 0 | 0 | 0 | 314 | 0 | 676 |
| Future Volume (veh/h) | 0 | 1838 | 811 | 297 | 2347 | 0 | 0 | 0 | 0 | 314 | 0 | 676 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | | | | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 0 | 1827 | 1792 | 1881 | 1845 | 0 | | | | 1863 | 1863 | 1759 |
| Adj Flow Rate, veh/h | 0 | 1935 | 0 | 316 | 2497 | 0 | | | | 349 | 0 | 751 |
| Adj No. of Lanes | 0 | 4 | 1 | 2 | 4 | 0 | | | | 2 | 0 | 2 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.94 | 0.94 | 0.94 | | | | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 4 | 6 | 1 | 3 | 0 | | | | 2 | 0 | 8 |
| Cap, veh/h | 0 | 3128 | 758 | 361 | 4093 | 0 | | | | 952 | 0 | 802 |
| Arrive On Green | 0.00 | 1.00 | 0.00 | 0.21 | 1.00 | 0.00 | | | | 0.27 | 0.00 | 0.27 |
| Sat Flow, veh/h | 0 | 6540 | 1524 | 3476 | 6604 | 0 | | | | 3548 | 0 | 2991 |
| Grp Volume(v), veh/h | 0 | 1935 | 0 | 316 | 2497 | 0 | | | | 349 | 0 | 751 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1571 | 1524 | 1738 | 1586 | 0 | | | | 1774 | 0 | 1495 |
| Q Serve(g_s), s | 0.0 | 0.5 | 0.0 | 13.2 | 0.0 | 0.0 | | | | 12.0 | 0.0 | 36.8 |
| Cycle Q Clear(g_c), s | 0.0 | 0.5 | 0.0 | 13.2 | 0.0 | 0.0 | | | | 12.0 | 0.0 | 36.8 |
| Prop In Lane | 0.00 | | 1.00 | 1.00 | | 0.00 | | | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 3128 | 758 | 361 | 4093 | 0 | | | | 952 | 0 | 802 |
| V/C Ratio(X) | 0.00 | 0.62 | 0.00 | 0.87 | 0.61 | 0.00 | | | | 0.37 | 0.00 | 0.94 |
| Avail Cap(c_a), veh/h | 0 | 3128 | 758 | 545 | 4093 | 0 | | | | 1029 | 0 | 867 |
| HCM Platoon Ratio | 1.00 | 2.00 | 2.00 | 2.00 | 2.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 0.09 | 0.00 | 0.40 | 0.40 | 0.00 | | | | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 0.2 | 0.0 | 58.5 | 0.0 | 0.0 | | | | 44.5 | 0.0 | 53.6 |
| Incr Delay (d2), s/veh | 0.0 | 0.1 | 0.0 | 3.0 | 0.3 | 0.0 | | | | 0.1 | 0.0 | 15.9 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 0.1 | 0.0 | 6.5 | 0.1 | 0.0 | | | | 5.9 | 0.0 | 17.0 |
| LnGrp Delay(d),s/veh | 0.0 | 0.3 | 0.0 | 61.5 | 0.3 | 0.0 | | | | 44.6 | 0.0 | 69.5 |
| LnGrp LOS | | A | | E | A | | | | | D | | E |
| Approach Vol, veh/h | | 1935 | | | 2813 | | | | | | 1100 | |
| Approach Delay, s/veh | | 0.3 | | | 7.2 | | | | | | 61.6 | |
| Approach LOS | | A | | | A | | | | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 103.3 | | | 22.1 | 81.2 | | 46.7 |
| Change Period (Y+Rc), s | | 6.5 | | | 6.5 | 6.5 | | 6.5 |
| Max Green Setting (Gmax), s | | 93.5 | | | 23.5 | 63.5 | | 43.5 |
| Max Q Clear Time (g_c+I1), s | | 2.0 | | | 15.2 | 2.5 | | 38.8 |
| Green Ext Time (p_c), s | | 85.8 | | | 0.4 | 58.4 | | 1.4 |

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

Notes

User approved volume balancing among the lanes for turning movement.

HCM 2010 Computation does not support turning movement with Shared and Exclusive lanes.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 462 | 175 | 415 | 177 | 209 | 100 | 537 | 1643 | 260 | 133 | 889 | 367 |
| Future Volume (veh/h) | 462 | 175 | 415 | 177 | 209 | 100 | 537 | 1643 | 260 | 133 | 889 | 367 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1845 | 1881 | 1881 | 1900 | 1881 | 1900 | 1863 | 1881 | 1881 | 1881 | 1863 | 1863 |
| Adj Flow Rate, veh/h | 513 | 194 | 461 | 197 | 232 | 111 | 565 | 1729 | 274 | 148 | 988 | 408 |
| Adj No. of Lanes | 2 | 1 | 1 | 1 | 2 | 0 | 2 | 3 | 1 | 2 | 3 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.95 | 0.95 | 0.95 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 3 | 1 | 1 | 0 | 1 | 1 | 2 | 1 | 1 | 1 | 2 | 2 |
| Cap, veh/h | 511 | 572 | 486 | 220 | 654 | 303 | 590 | 1678 | 523 | 254 | 1163 | 600 |
| Arrive On Green | 0.15 | 0.30 | 0.30 | 0.12 | 0.28 | 0.28 | 0.17 | 0.33 | 0.33 | 0.07 | 0.23 | 0.23 |
| Sat Flow, veh/h | 3408 | 1881 | 1599 | 1810 | 2375 | 1099 | 3442 | 5136 | 1599 | 3476 | 5085 | 1583 |
| Grp Volume(v), veh/h | 513 | 194 | 461 | 197 | 173 | 170 | 565 | 1729 | 274 | 148 | 988 | 408 |
| Grp Sat Flow(s),veh/h/ln | 1704 | 1881 | 1599 | 1810 | 1787 | 1687 | 1721 | 1712 | 1599 | 1738 | 1695 | 1583 |
| Q Serve(g_s), s | 22.5 | 12.0 | 42.3 | 16.1 | 11.6 | 12.2 | 24.4 | 49.0 | 20.9 | 6.2 | 27.9 | 32.4 |
| Cycle Q Clear(g_c), s | 22.5 | 12.0 | 42.3 | 16.1 | 11.6 | 12.2 | 24.4 | 49.0 | 20.9 | 6.2 | 27.9 | 32.4 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.65 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 511 | 572 | 486 | 220 | 492 | 465 | 590 | 1678 | 523 | 254 | 1163 | 600 |
| V/C Ratio(X) | 1.00 | 0.34 | 0.95 | 0.90 | 0.35 | 0.37 | 0.96 | 1.03 | 0.52 | 0.58 | 0.85 | 0.68 |
| Avail Cap(c_a), veh/h | 511 | 572 | 486 | 255 | 492 | 465 | 590 | 1678 | 523 | 255 | 1163 | 600 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 63.8 | 40.5 | 51.1 | 65.0 | 43.6 | 43.8 | 61.6 | 50.5 | 41.0 | 67.3 | 55.4 | 39.0 |
| Incr Delay (d2), s/veh | 40.7 | 1.6 | 29.9 | 27.6 | 2.0 | 2.2 | 26.8 | 30.1 | 1.0 | 3.7 | 6.1 | 3.1 |
| 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 | 13.5 | 6.5 | 22.7 | 9.7 | 6.0 | 6.0 | 13.8 | 27.8 | 9.3 | 3.1 | 13.7 | 14.7 |
| LnGrp Delay(d),s/veh | 104.4 | 42.1 | 80.9 | 92.6 | 45.6 | 46.0 | 88.4 | 80.6 | 42.0 | 71.0 | 61.5 | 42.1 |
| LnGrp LOS | F | D | F | F | D | D | F | F | D | E | E | D |
| Approach Vol, veh/h | | 1168 | | | 540 | | | 2568 | | | 1544 | |
| Approach Delay, s/veh | | 84.8 | | | 62.9 | | | 78.2 | | | 57.3 | |
| Approach LOS | | F | | | E | | | E | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 29.0 | 48.0 | 17.5 | 55.5 | 24.7 | 52.3 | 32.2 | 40.8 |
| Change Period (Y+Rc), s | 6.5 | * 6.7 | 6.5 | 6.5 | 6.5 | * 6.7 | 6.5 | 6.5 |
| Max Green Setting (Gmax), s | 22.5 | * 41 | 11.0 | 49.0 | 21.1 | * 43 | 25.7 | 34.3 |
| Max Q Clear Time (g_c+I1), s | 24.4 | 14.2 | 8.2 | 51.0 | 18.1 | 44.3 | 26.4 | 34.4 |
| Green Ext Time (p_c), s | 0.0 | 8.1 | 0.1 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 72.5 |
| HCM 2010 LOS | E |

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 1 | 51 | 0 | 0 | 0 | 125 | 0 | 2118 | 11 | 0 | 0 | 0 |
| Future Volume (veh/h) | 1 | 51 | 0 | 0 | 0 | 125 | 0 | 2118 | 11 | 0 | 0 | 0 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | | | |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Adj Sat Flow, veh/h/ln | 1900 | 1828 | 0 | 0 | 0 | 1863 | 0 | 1845 | 1900 | | | |
| Adj Flow Rate, veh/h | 1 | 55 | 0 | 0 | 0 | 139 | 0 | 2277 | 12 | | | |
| Adj No. of Lanes | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.90 | 0.90 | 0.90 | 0.93 | 0.93 | 0.93 | | | |
| Percent Heavy Veh, % | 4 | 4 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | | | |
| Cap, veh/h | 517 | 157 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Arrive On Green | 0.09 | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | |
| Sat Flow, veh/h | 32 | 1780 | 0 | | 0 | | | 0 | | | | |
| Grp Volume(v), veh/h | 56 | 0 | 0 | | 0.0 | | | 0.0 | | | | |
| Grp Sat Flow(s),veh/h/ln | 1812 | 0 | 0 | | | | | | | | | |
| Q Serve(g_s), s | 0.2 | 0.0 | 0.0 | | | | | | | | | |
| Cycle Q Clear(g_c), s | 0.2 | 0.0 | 0.0 | | | | | | | | | |
| Prop In Lane | 0.02 | | 0.00 | | | | | | | | | |
| Lane Grp Cap(c), veh/h | 674 | 0 | 0 | | | | | | | | | |
| V/C Ratio(X) | 0.08 | 0.00 | 0.00 | | | | | | | | | |
| Avail Cap(c_a), veh/h | 5216 | 0 | 0 | | | | | | | | | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | | | | | | | | | |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | | | | | | | | | |
| Uniform Delay (d), s/veh | 3.1 | 0.0 | 0.0 | | | | | | | | | |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 0.0 | | | | | | | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | | | | | | | | | |
| %ile BackOfQ(50%),veh/ln | 0.1 | 0.0 | 0.0 | | | | | | | | | |
| LnGrp Delay(d),s/veh | 3.1 | 0.0 | 0.0 | | | | | | | | | |
| LnGrp LOS | A | | | | | | | | | | | |
| Approach Vol, veh/h | | 56 | | | | | | | | | | |
| Approach Delay, s/veh | | 3.1 | | | | | | | | | | |
| Approach LOS | | A | | | | | | | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | | | | |
| Phs Duration (G+Y+Rc), s | | 7.1 | | | | | | |
| Change Period (Y+Rc), s | | 6.5 | | | | | | |
| Max Green Setting (Gmax), s | | 18.5 | | | | | | |
| Max Q Clear Time (g_c+I1), s | | 2.2 | | | | | | |
| Green Ext Time (p_c), s | | 0.1 | | | | | | |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 3.1 |
| HCM 2010 LOS | | A |



| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 68 | 150 | 472 | 347 | 110 | 93 |
| Future Volume (veh/h) | 68 | 150 | 472 | 347 | 110 | 93 |
| Number | 1 | 6 | 2 | 12 | 3 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1743 | 1827 | 1827 | 1845 | 1827 | 1776 |
| Adj Flow Rate, veh/h | 76 | 167 | 524 | 386 | 122 | 0 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 9 | 4 | 4 | 3 | 4 | 7 |
| Cap, veh/h | 345 | 843 | 843 | 723 | 242 | 210 |
| Arrive On Green | 0.46 | 0.46 | 0.46 | 0.46 | 0.14 | 0.00 |
| Sat Flow, veh/h | 571 | 1827 | 1827 | 1568 | 1740 | 1509 |
| Grp Volume(v), veh/h | 76 | 167 | 524 | 386 | 122 | 0 |
| Grp Sat Flow(s),veh/h/ln | 571 | 1827 | 1827 | 1568 | 1740 | 1509 |
| Q Serve(g_s), s | 4.1 | 1.9 | 7.6 | 6.2 | 2.3 | 0.0 |
| Cycle Q Clear(g_c), s | 11.6 | 1.9 | 7.6 | 6.2 | 2.3 | 0.0 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 345 | 843 | 843 | 723 | 242 | 210 |
| V/C Ratio(X) | 0.22 | 0.20 | 0.62 | 0.53 | 0.50 | 0.00 |
| Avail Cap(c_a), veh/h | 375 | 939 | 939 | 806 | 894 | 776 |
| 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 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 11.5 | 5.6 | 7.1 | 6.7 | 14.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.3 | 0.1 | 1.1 | 0.6 | 1.6 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.7 | 1.0 | 4.0 | 2.7 | 1.2 | 0.0 |
| LnGrp Delay(d),s/veh | 11.8 | 5.7 | 8.2 | 7.4 | 15.6 | 0.0 |
| LnGrp LOS | B | A | A | A | B | |
| Approach Vol, veh/h | | 243 | 910 | | 122 | |
| Approach Delay, s/veh | | 7.6 | 7.8 | | 15.6 | |
| Approach LOS | | A | A | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 23.2 | | | | 23.2 | | 11.9 |
| Change Period (Y+Rc), s | | 7.0 | | | | 7.0 | | 7.0 |
| Max Green Setting (Gmax), s | | 18.0 | | | | 18.0 | | 18.0 |
| Max Q Clear Time (g_c+I1), s | | 9.6 | | | | 13.6 | | 4.3 |
| Green Ext Time (p_c), s | | 4.2 | | | | 2.5 | | 0.2 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 8.5 |
| HCM 2010 LOS | A |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 129 | 485 | 0 | 0 | 300 | 290 | 0 | 0 | 0 | 280 | 0 | 32 |
| Future Volume (veh/h) | 129 | 485 | 0 | 0 | 300 | 290 | 0 | 0 | 0 | 280 | 0 | 32 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1900 | 1863 | 1863 | 1863 | 1863 | 1863 | 1900 | 1743 | 1743 | 1863 |
| Adj Flow Rate, veh/h | 140 | 527 | 0 | 0 | 326 | 0 | 0 | 0 | 0 | 295 | 0 | 35 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 1 | 0 | 2 | 0 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.90 | 0.92 | 0.90 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 9 | 0 | 2 |
| Cap, veh/h | 796 | 2449 | 0 | 662 | 2449 | 1096 | 3 | 3 | 0 | 406 | 0 | 194 |
| Arrive On Green | 0.69 | 0.69 | 0.00 | 0.00 | 0.69 | 0.00 | 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.12 |
| Sat Flow, veh/h | 1050 | 3632 | 0 | 1774 | 3539 | 1583 | 1774 | 1863 | 0 | 3320 | 0 | 1583 |
| Grp Volume(v), veh/h | 140 | 527 | 0 | 0 | 326 | 0 | 0 | 0 | 0 | 295 | 0 | 35 |
| Grp Sat Flow(s),veh/h/ln | 1050 | 1770 | 0 | 1774 | 1770 | 1583 | 1774 | 1863 | 0 | 1660 | 0 | 1583 |
| Q Serve(g_s), s | 3.7 | 3.8 | 0.0 | 0.0 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 6.0 | 0.0 | 1.4 |
| Cycle Q Clear(g_c), s | 5.8 | 3.8 | 0.0 | 0.0 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 6.0 | 0.0 | 1.4 |
| Prop In Lane | 1.00 | | 0.00 | 1.00 | | 1.00 | 1.00 | | 0.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 796 | 2449 | 0 | 662 | 2449 | 1096 | 3 | 3 | 0 | 406 | 0 | 194 |
| V/C Ratio(X) | 0.18 | 0.22 | 0.00 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.73 | 0.00 | 0.18 |
| Avail Cap(c_a), veh/h | 796 | 2449 | 0 | 837 | 2449 | 1096 | 177 | 186 | 0 | 640 | 0 | 305 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 0.00 | 0.98 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 4.7 | 3.9 | 0.0 | 0.0 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 29.6 | 0.0 | 27.6 |
| Incr Delay (d2), s/veh | 0.5 | 0.2 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.2 | 1.9 | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 0.0 | 0.6 |
| LnGrp Delay(d),s/veh | 5.1 | 4.1 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 32.1 | 0.0 | 28.0 |
| LnGrp LOS | A | A | | | A | | | | | C | | C |
| Approach Vol, veh/h | | 667 | | | 326 | | | 0 | | | 330 | |
| Approach Delay, s/veh | | 4.3 | | | 3.8 | | | 0.0 | | | 31.6 | |
| Approach LOS | | A | | | A | | | | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 10.0 | 54.9 | | 15.1 | | 54.9 | | 0.0 |
| Change Period (Y+Rc), s | 6.5 | * 6.5 | | 6.5 | | 6.5 | | 6.0 |
| Max Green Setting (Gmax), s | 7.6 | * 19 | | 13.5 | | 30.5 | | 7.0 |
| Max Q Clear Time (g_c+I1), s | 10.0 | 7.8 | | 8.0 | | 4.2 | | 0.0 |
| Green Ext Time (p_c), s | 0.0 | 5.0 | | 0.6 | | 7.7 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 11.0 |
| HCM 2010 LOS | B |

Notes

User approved volume balancing among the lanes for turning movement.

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 222 | 543 | 0 | 0 | 529 | 503 | 61 | 0 | 300 | 0 | 0 | 0 |
| Future Volume (veh/h) | 222 | 543 | 0 | 0 | 529 | 503 | 61 | 0 | 300 | 0 | 0 | 0 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | | | |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Adj Sat Flow, veh/h/ln | 1845 | 1776 | 1900 | 1900 | 1845 | 1776 | 1900 | 1759 | 1863 | | | |
| Adj Flow Rate, veh/h | 241 | 590 | 0 | 0 | 588 | 0 | 68 | 0 | 0 | | | |
| Adj No. of Lanes | 1 | 2 | 0 | 0 | 2 | 1 | 0 | 1 | 1 | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | | |
| Percent Heavy Veh, % | 3 | 7 | 7 | 3 | 3 | 7 | 2 | 0 | 2 | | | |
| Cap, veh/h | 765 | 2857 | 0 | 0 | 2588 | 1115 | 89 | 0 | 84 | | | |
| Arrive On Green | 0.06 | 0.85 | 0.00 | 0.00 | 1.00 | 0.00 | 0.05 | 0.00 | 0.00 | | | |
| Sat Flow, veh/h | 1757 | 3463 | 0 | 0 | 3597 | 1509 | 1675 | 0 | 1583 | | | |
| Grp Volume(v), veh/h | 241 | 590 | 0 | 0 | 588 | 0 | 68 | 0 | 0 | | | |
| Grp Sat Flow(s),veh/h/ln | 1757 | 1687 | 0 | 0 | 1752 | 1509 | 1675 | 0 | 1583 | | | |
| Q Serve(g_s), s | 3.6 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | | | |
| Cycle Q Clear(g_c), s | 3.6 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | | | |
| Prop In Lane | 1.00 | | 0.00 | 0.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Lane Grp Cap(c), veh/h | 765 | 2857 | 0 | 0 | 2588 | 1115 | 89 | 0 | 84 | | | |
| V/C Ratio(X) | 0.31 | 0.21 | 0.00 | 0.00 | 0.23 | 0.00 | 0.76 | 0.00 | 0.00 | | | |
| Avail Cap(c_a), veh/h | 795 | 2857 | 0 | 0 | 2588 | 1115 | 558 | 0 | 528 | | | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | 0.97 | 0.97 | 0.00 | 0.00 | 0.09 | 0.00 | 1.00 | 0.00 | 0.00 | | | |
| Uniform Delay (d), s/veh | 2.4 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 56.1 | 0.0 | 0.0 | | | |
| Incr Delay (d2), s/veh | 0.2 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | 1.7 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | | | |
| LnGrp Delay(d),s/veh | 2.7 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 68.6 | 0.0 | 0.0 | | | |
| LnGrp LOS | A | A | | | A | | E | | | | | |
| Approach Vol, veh/h | | 831 | | | 588 | | | 68 | | | | |
| Approach Delay, s/veh | | 2.1 | | | 0.0 | | | 68.6 | | | | |
| Approach LOS | | A | | | A | | | E | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 107.6 | | | 13.0 | 94.6 | | 12.4 |
| Change Period (Y+Rc), s | | 6.0 | | | 6.0 | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | | 68.0 | | | 9.0 | 53.0 | | 40.0 |
| Max Q Clear Time (g_c+I1), s | | 5.9 | | | 5.6 | 2.0 | | 6.8 |
| Green Ext Time (p_c), s | | 14.8 | | | 0.2 | 14.3 | | 0.3 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 4.3 |
| HCM 2010 LOS | A |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 155 | 501 | 187 | 212 | 499 | 263 | 257 | 1480 | 506 | 333 | 900 | 276 |
| Future Volume (veh/h) | 155 | 501 | 187 | 212 | 499 | 263 | 257 | 1480 | 506 | 333 | 900 | 276 |
| Number | 3 | 8 | 18 | 7 | 4 | 14 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1812 | 1827 | 1845 | 1785 | 1810 | 1827 | 1863 | 1881 | 1863 | 1863 | 1881 |
| Adj Flow Rate, veh/h | 172 | 557 | 208 | 236 | 554 | 292 | 286 | 1644 | 0 | 370 | 1000 | 307 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 2 | 3 | 1 | 2 | 3 | 1 |
| 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, % | 0 | 5 | 4 | 3 | 7 | 5 | 4 | 2 | 1 | 2 | 2 | 1 |
| Cap, veh/h | 226 | 453 | 194 | 264 | 536 | 231 | 281 | 2115 | 665 | 315 | 2157 | 678 |
| Arrive On Green | 0.25 | 0.25 | 0.25 | 0.15 | 0.15 | 0.15 | 0.08 | 0.42 | 0.00 | 0.09 | 0.42 | 0.42 |
| Sat Flow, veh/h | 1810 | 3624 | 1553 | 1757 | 3570 | 1538 | 3375 | 5085 | 1599 | 3442 | 5085 | 1599 |
| Grp Volume(v), veh/h | 172 | 557 | 208 | 236 | 554 | 292 | 286 | 1644 | 0 | 370 | 1000 | 307 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1812 | 1553 | 1757 | 1785 | 1538 | 1688 | 1695 | 1599 | 1721 | 1695 | 1599 |
| Q Serve(g_s), s | 10.6 | 15.0 | 15.0 | 15.8 | 18.0 | 18.0 | 10.0 | 33.5 | 0.0 | 11.0 | 16.9 | 16.4 |
| Cycle Q Clear(g_c), s | 10.6 | 15.0 | 15.0 | 15.8 | 18.0 | 18.0 | 10.0 | 33.5 | 0.0 | 11.0 | 16.9 | 16.4 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 226 | 453 | 194 | 264 | 536 | 231 | 281 | 2115 | 665 | 315 | 2157 | 678 |
| V/C Ratio(X) | 0.76 | 1.23 | 1.07 | 0.90 | 1.03 | 1.27 | 1.02 | 0.78 | 0.00 | 1.17 | 0.46 | 0.45 |
| Avail Cap(c_a), veh/h | 226 | 453 | 194 | 264 | 536 | 231 | 281 | 2115 | 665 | 315 | 2157 | 678 |
| HCM Platoon Ratio | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.91 | 0.91 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 43.3 | 45.0 | 45.0 | 50.1 | 51.0 | 51.0 | 55.0 | 30.3 | 0.0 | 54.5 | 24.8 | 24.6 |
| Incr Delay (d2), s/veh | 12.8 | 119.9 | 81.8 | 30.4 | 48.1 | 149.3 | 58.0 | 2.9 | 0.0 | 106.1 | 0.7 | 2.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 6.1 | 15.0 | 10.8 | 9.9 | 12.4 | 17.2 | 6.9 | 16.2 | 0.0 | 9.9 | 8.0 | 7.7 |
| LnGrp Delay(d),s/veh | 56.1 | 164.9 | 126.8 | 80.5 | 99.1 | 200.3 | 113.1 | 33.1 | 0.0 | 160.6 | 25.5 | 26.8 |
| LnGrp LOS | E | F | F | F | F | F | F | C | | F | C | C |
| Approach Vol, veh/h | | 937 | | | 1082 | | | 1930 | | | 1677 | |
| Approach Delay, s/veh | | 136.5 | | | 122.3 | | | 45.0 | | | 55.5 | |
| Approach LOS | | F | | | F | | | D | | | E | |

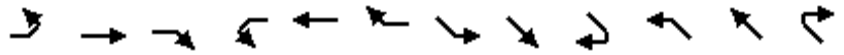
| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 17.0 | 57.5 | | 26.0 | 18.0 | 56.5 | | 23.0 |
| Change Period (Y+Rc), s | 7.0 | * 6.5 | | 8.0 | 7.0 | 6.5 | | 8.0 |
| Max Green Setting (Gmax), s | 10.0 | * 48 | | 18.0 | 11.0 | 46.5 | | 15.0 |
| Max Q Clear Time (g_c+I1), s | 12.0 | 18.9 | | 20.0 | 13.0 | 35.5 | | 17.0 |
| Green Ext Time (p_c), s | 0.0 | 24.9 | | 0.0 | 0.0 | 10.3 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 78.3 |
| HCM 2010 LOS | E |

Notes

User approved volume balancing among the lanes for turning movement.

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 3 | 20 | 7 | 87 | 2 | 89 | 172 | 117 | 3 | 1 | 248 | 309 |
| Future Volume (veh/h) | 3 | 20 | 7 | 87 | 2 | 89 | 172 | 117 | 3 | 1 | 248 | 309 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1900 | 1900 | 1900 | 1761 | 1712 | 1863 | 1846 | 1900 | 1900 | 1810 | 1827 |
| Adj Flow Rate, veh/h | 3 | 22 | 8 | 97 | 2 | 0 | 191 | 130 | 3 | 1 | 276 | 343 |
| Adj No. of Lanes | 0 | 2 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 1 |
| 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, % | 0 | 0 | 0 | 50 | 50 | 11 | 2 | 3 | 3 | 0 | 5 | 4 |
| Cap, veh/h | 102 | 297 | 100 | 288 | 3 | 174 | 539 | 1067 | 25 | 553 | 575 | 494 |
| Arrive On Green | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.00 | 0.13 | 0.59 | 0.59 | 0.32 | 0.32 | 0.32 |
| Sat Flow, veh/h | 131 | 2484 | 834 | 1188 | 25 | 1455 | 1774 | 1797 | 41 | 1277 | 1810 | 1553 |
| Grp Volume(v), veh/h | 18 | 0 | 15 | 99 | 0 | 0 | 191 | 0 | 133 | 1 | 276 | 343 |
| Grp Sat Flow(s),veh/h/ln | 1867 | 0 | 1582 | 1213 | 0 | 1455 | 1774 | 0 | 1839 | 1277 | 1810 | 1553 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.4 | 3.6 | 0.0 | 0.0 | 3.0 | 0.0 | 1.5 | 0.0 | 6.0 | 9.4 |
| Cycle Q Clear(g_c), s | 0.4 | 0.0 | 0.4 | 4.0 | 0.0 | 0.0 | 3.0 | 0.0 | 1.5 | 0.0 | 6.0 | 9.4 |
| Prop In Lane | 0.17 | | 0.53 | 0.98 | | 1.00 | 1.00 | | 0.02 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 309 | 0 | 189 | 291 | 0 | 174 | 539 | 0 | 1092 | 553 | 575 | 494 |
| V/C Ratio(X) | 0.06 | 0.00 | 0.08 | 0.34 | 0.00 | 0.00 | 0.35 | 0.00 | 0.12 | 0.00 | 0.48 | 0.69 |
| Avail Cap(c_a), veh/h | 943 | 0 | 745 | 750 | 0 | 685 | 1139 | 0 | 3124 | 2317 | 3075 | 2639 |
| 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 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 19.1 | 0.0 | 19.1 | 20.9 | 0.0 | 0.0 | 7.9 | 0.0 | 4.3 | 11.4 | 13.4 | 14.6 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 0.2 | 0.7 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.6 | 1.8 |
| 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 | 0.2 | 0.0 | 0.2 | 1.3 | 0.0 | 0.0 | 1.5 | 0.0 | 0.8 | 0.0 | 3.1 | 4.2 |
| LnGrp Delay(d),s/veh | 19.2 | 0.0 | 19.3 | 21.6 | 0.0 | 0.0 | 8.3 | 0.0 | 4.4 | 11.4 | 14.0 | 16.3 |
| LnGrp LOS | B | | B | C | | | A | | A | B | B | B |
| Approach Vol, veh/h | | 33 | | | 99 | | | 324 | | | 620 | |
| Approach Delay, s/veh | | 19.2 | | | 21.6 | | | 6.7 | | | 15.3 | |
| Approach LOS | | B | | | C | | | A | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 13.5 | 22.5 | | 12.8 | | 36.0 | | 12.8 |
| Change Period (Y+Rc), s | 7.0 | 7.0 | | 7.0 | | 7.0 | | 7.0 |
| Max Green Setting (Gmax), s | 23.0 | 83.0 | | 23.0 | | 83.0 | | 23.0 |
| Max Q Clear Time (g_c+I1), s | 15.0 | 11.4 | | 2.4 | | 3.5 | | 6.0 |
| Green Ext Time (p_c), s | 0.5 | 4.1 | | 0.6 | | 4.1 | | 0.5 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 13.4 |
| HCM 2010 LOS | B |



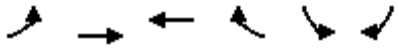
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 43 | 599 | 11 | 18 | 162 | 93 | 18 | 17 | 112 | 223 | 6 | 26 |
| Future Volume (veh/h) | 43 | 599 | 11 | 18 | 162 | 93 | 18 | 17 | 112 | 223 | 6 | 26 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1696 | 1863 | 1900 | 1900 | 1677 | 1900 | 1900 | 1900 | 1900 | 1759 | 1900 | 1827 |
| Adj Flow Rate, veh/h | 48 | 666 | 12 | 20 | 180 | 103 | 20 | 19 | 124 | 248 | 7 | 29 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| 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, % | 12 | 2 | 2 | 0 | 10 | 10 | 0 | 0 | 0 | 8 | 0 | 4 |
| Cap, veh/h | 566 | 1798 | 32 | 414 | 970 | 530 | 172 | 180 | 153 | 280 | 318 | 332 |
| Arrive On Green | 0.05 | 0.51 | 0.51 | 0.03 | 0.49 | 0.49 | 0.09 | 0.09 | 0.09 | 0.17 | 0.17 | 0.17 |
| Sat Flow, veh/h | 1616 | 3558 | 64 | 1810 | 1992 | 1087 | 1810 | 1900 | 1615 | 1675 | 1900 | 1553 |
| Grp Volume(v), veh/h | 48 | 331 | 347 | 20 | 142 | 141 | 20 | 19 | 124 | 248 | 7 | 29 |
| Grp Sat Flow(s),veh/h/ln | 1616 | 1770 | 1852 | 1810 | 1593 | 1485 | 1810 | 1900 | 1615 | 1675 | 1900 | 1553 |
| Q Serve(g_s), s | 1.7 | 13.7 | 13.7 | 0.6 | 6.0 | 6.4 | 1.2 | 1.1 | 9.0 | 17.4 | 0.4 | 1.8 |
| Cycle Q Clear(g_c), s | 1.7 | 13.7 | 13.7 | 0.6 | 6.0 | 6.4 | 1.2 | 1.1 | 9.0 | 17.4 | 0.4 | 1.8 |
| Prop In Lane | 1.00 | | 0.03 | 1.00 | | 0.73 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 566 | 895 | 936 | 414 | 776 | 724 | 172 | 180 | 153 | 280 | 318 | 332 |
| V/C Ratio(X) | 0.08 | 0.37 | 0.37 | 0.05 | 0.18 | 0.19 | 0.12 | 0.11 | 0.81 | 0.89 | 0.02 | 0.09 |
| Avail Cap(c_a), veh/h | 585 | 895 | 936 | 468 | 776 | 724 | 377 | 396 | 336 | 461 | 523 | 499 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.91 | 0.91 | 0.91 | 0.98 | 0.98 | 0.98 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 13.6 | 18.1 | 18.1 | 14.8 | 17.3 | 17.4 | 49.7 | 49.7 | 53.2 | 48.8 | 41.8 | 37.8 |
| Incr Delay (d2), s/veh | 0.1 | 1.1 | 1.0 | 0.0 | 0.2 | 0.2 | 0.3 | 0.3 | 9.7 | 11.2 | 0.0 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.8 | 6.9 | 7.2 | 0.3 | 2.7 | 2.7 | 0.6 | 0.6 | 4.4 | 8.9 | 0.2 | 0.8 |
| LnGrp Delay(d),s/veh | 13.7 | 19.1 | 19.1 | 14.8 | 17.5 | 17.6 | 50.0 | 49.9 | 62.9 | 60.1 | 41.8 | 37.9 |
| LnGrp LOS | B | B | B | B | B | B | D | D | E | E | D | D |
| Approach Vol, veh/h | | 726 | | | 303 | | | 163 | | | 284 | |
| Approach Delay, s/veh | | 18.8 | | | 17.4 | | | 59.8 | | | 57.4 | |
| Approach LOS | | B | | | B | | | E | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 9.4 | 67.1 | | 26.1 | 11.6 | 65.0 | | 17.4 |
| Change Period (Y+Rc), s | 6.0 | 6.5 | | 6.0 | 6.0 | 6.5 | | 6.0 |
| Max Green Setting (Gmax), s | 7.0 | 30.5 | | 33.0 | 7.0 | 30.5 | | 25.0 |
| Max Q Clear Time (g_c+I1), s | 2.6 | 15.7 | | 19.4 | 3.7 | 8.4 | | 11.0 |
| Green Ext Time (p_c), s | 0.0 | 6.4 | | 0.7 | 0.0 | 7.8 | | 0.4 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 30.4 |
| HCM 2010 LOS | C |

Notes

User approved changes to right turn type.



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 627 | 186 | 425 | 98 | 87 |
| Future Volume (veh/h) | 0 | 627 | 186 | 425 | 98 | 87 |
| Number | 5 | 2 | 6 | 16 | 7 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 0 | 1845 | 1696 | 1881 | 1810 | 1696 |
| Adj Flow Rate, veh/h | 0 | 697 | 207 | 0 | 109 | 0 |
| Adj No. of Lanes | 0 | 2 | 2 | 1 | 2 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 3 | 12 | 1 | 5 | 12 |
| Cap, veh/h | 0 | 2378 | 2187 | 1085 | 345 | 149 |
| Arrive On Green | 0.00 | 0.68 | 0.68 | 0.00 | 0.10 | 0.00 |
| Sat Flow, veh/h | 0 | 3689 | 3308 | 1599 | 3343 | 1442 |
| Grp Volume(v), veh/h | 0 | 697 | 207 | 0 | 109 | 0 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1752 | 1612 | 1599 | 1672 | 1442 |
| Q Serve(g_s), s | 0.0 | 4.4 | 1.2 | 0.0 | 1.7 | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 | 4.4 | 1.2 | 0.0 | 1.7 | 0.0 |
| Prop In Lane | 0.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 2378 | 2187 | 1085 | 345 | 149 |
| V/C Ratio(X) | 0.00 | 0.29 | 0.09 | 0.00 | 0.32 | 0.00 |
| Avail Cap(c_a), veh/h | 0 | 2378 | 2187 | 1085 | 426 | 184 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 0.09 | 0.97 | 0.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 0.0 | 3.5 | 3.0 | 0.0 | 22.9 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 0.1 | 0.0 | 0.5 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 2.0 | 0.5 | 0.0 | 0.8 | 0.0 |
| LnGrp Delay(d),s/veh | 0.0 | 3.6 | 3.1 | 0.0 | 23.4 | 0.0 |
| LnGrp LOS | | A | A | | C | |
| Approach Vol, veh/h | | 697 | 207 | | 109 | |
| Approach Delay, s/veh | | 3.6 | 3.1 | | 23.4 | |
| Approach LOS | | A | A | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | | 43.3 | | 11.7 | | 43.3 | | |
| Change Period (Y+Rc), s | | 6.0 | | 6.0 | | 6.0 | | |
| Max Green Setting (Gmax), s | | 14.0 | | 7.0 | | 16.0 | | |
| Max Q Clear Time (g_c+I1), s | | 6.4 | | 3.7 | | 3.2 | | |
| Green Ext Time (p_c), s | | 4.1 | | 0.1 | | 5.9 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 5.6 |
| HCM 2010 LOS | A |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 289 | 436 | 0 | 518 | 93 | 264 |
| Future Volume (veh/h) | 289 | 436 | 0 | 518 | 93 | 264 |
| Number | 2 | 12 | 1 | 6 | 3 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1810 | 1863 | 0 | 1863 | 1557 | 1863 |
| Adj Flow Rate, veh/h | 321 | 0 | 0 | 576 | 98 | 0 |
| Adj No. of Lanes | 2 | 1 | 0 | 2 | 2 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 5 | 2 | 0 | 2 | 22 | 2 |
| Cap, veh/h | 2186 | 1007 | 0 | 2251 | 300 | 165 |
| Arrive On Green | 0.64 | 0.00 | 0.00 | 0.64 | 0.10 | 0.00 |
| Sat Flow, veh/h | 3529 | 1583 | 0 | 3725 | 2877 | 1583 |
| Grp Volume(v), veh/h | 321 | 0 | 0 | 576 | 98 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1719 | 1583 | 0 | 1770 | 1439 | 1583 |
| Q Serve(g_s), s | 1.9 | 0.0 | 0.0 | 3.5 | 1.6 | 0.0 |
| Cycle Q Clear(g_c), s | 1.9 | 0.0 | 0.0 | 3.5 | 1.6 | 0.0 |
| Prop In Lane | | 1.00 | 0.00 | | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 2186 | 1007 | 0 | 2251 | 300 | 165 |
| V/C Ratio(X) | 0.15 | 0.00 | 0.00 | 0.26 | 0.33 | 0.00 |
| Avail Cap(c_a), veh/h | 2186 | 1007 | 0 | 2251 | 1042 | 573 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.71 | 0.00 | 0.00 | 0.73 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 3.7 | 0.0 | 0.0 | 4.0 | 20.8 | 0.0 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 0.0 | 0.1 | 0.6 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.9 | 0.0 | 0.0 | 1.7 | 0.7 | 0.0 |
| LnGrp Delay(d),s/veh | 3.8 | 0.0 | 0.0 | 4.0 | 21.4 | 0.0 |
| LnGrp LOS | A | | | A | C | |
| Approach Vol, veh/h | 321 | | | 576 | 98 | |
| Approach Delay, s/veh | 3.8 | | | 4.0 | 21.4 | |
| Approach LOS | A | | | A | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 38.3 | | | | 38.3 | | 11.7 |
| Change Period (Y+Rc), s | | 6.5 | | | | 6.5 | | 6.5 |
| Max Green Setting (Gmax), s | | 18.9 | | | | 18.9 | | 18.1 |
| Max Q Clear Time (g_c+I1), s | | 3.9 | | | | 5.5 | | 3.6 |
| Green Ext Time (p_c), s | | 6.4 | | | | 6.0 | | 0.2 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 5.6 |
| HCM 2010 LOS | A |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 446 | 107 | 224 | 1505 | 1096 | 666 |
| Future Volume (veh/h) | 446 | 107 | 224 | 1505 | 1096 | 666 |
| Number | 3 | 18 | 1 | 6 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1827 | 1792 | 1863 | 1863 | 1845 | 1863 |
| Adj Flow Rate, veh/h | 496 | 119 | 249 | 1672 | 1218 | 740 |
| Adj No. of Lanes | 2 | 1 | 2 | 3 | 4 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 4 | 6 | 2 | 2 | 3 | 2 |
| Cap, veh/h | 589 | 266 | 323 | 3435 | 3347 | 835 |
| Arrive On Green | 0.17 | 0.17 | 0.09 | 0.68 | 0.53 | 0.53 |
| Sat Flow, veh/h | 3375 | 1524 | 3442 | 5253 | 6604 | 1583 |
| Grp Volume(v), veh/h | 496 | 119 | 249 | 1672 | 1218 | 740 |
| Grp Sat Flow(s),veh/h/ln | 1688 | 1524 | 1721 | 1695 | 1586 | 1583 |
| Q Serve(g_s), s | 17.1 | 8.4 | 8.5 | 19.1 | 13.5 | 49.8 |
| Cycle Q Clear(g_c), s | 17.1 | 8.4 | 8.5 | 19.1 | 13.5 | 49.8 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 589 | 266 | 323 | 3435 | 3347 | 835 |
| V/C Ratio(X) | 0.84 | 0.45 | 0.77 | 0.49 | 0.36 | 0.89 |
| Avail Cap(c_a), veh/h | 928 | 419 | 1018 | 3435 | 3347 | 835 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 47.9 | 44.4 | 53.1 | 9.4 | 16.6 | 25.2 |
| Incr Delay (d2), s/veh | 3.9 | 1.1 | 3.9 | 0.5 | 0.3 | 13.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 8.2 | 3.6 | 4.2 | 9.0 | 6.0 | 24.7 |
| LnGrp Delay(d),s/veh | 51.9 | 45.5 | 57.0 | 9.9 | 16.9 | 38.5 |
| LnGrp LOS | D | D | E | A | B | D |
| Approach Vol, veh/h | 615 | | | 1921 | 1958 | |
| Approach Delay, s/veh | 50.6 | | | 16.0 | 25.0 | |
| Approach LOS | D | | | B | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 17.8 | 72.3 | | | | 90.1 | | 29.9 |
| Change Period (Y+Rc), s | 6.5 | * 9 | | | | 9.0 | | 9.0 |
| Max Green Setting (Gmax), s | 35.5 | * 30 | | | | 69.0 | | 33.0 |
| Max Q Clear Time (g_c+I1), s | 10.5 | 51.8 | | | | 21.1 | | 19.1 |
| Green Ext Time (p_c), s | 0.8 | 0.0 | | | | 39.7 | | 1.9 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 24.7 |
| HCM 2010 LOS | C |

Notes

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 48.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 40 | 1166 | 54 | 33 | 2609 | 38 | 0 | 0 | 66 | 0 | 0 | 251 |
| Future Vol, veh/h | 40 | 1166 | 54 | 33 | 2609 | 38 | 0 | 0 | 66 | 0 | 0 | 251 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | Free | - | - | Free | - | - | Stop | - | - | Stop |
| Storage Length | 345 | - | 0 | 250 | - | 0 | - | - | 0 | - | - | 0 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 95 | 95 | 95 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 3 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 2 | 2 | 3 |
| Mvmt Flow | 43 | 1254 | 58 | 35 | 2746 | 40 | 0 | 0 | 73 | 0 | 0 | 279 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 2746 | 0 | - | 1254 | 0 | 0 | - | - | 627 | - | - | 1373 |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy | 5.36 | - | - | 5.3 | - | - | - | - | 7.1 | - | - | 7.16 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.13 | - | - | 3.1 | - | - | - | - | 3.9 | - | - | 3.93 |
| Pot Cap-1 Maneuver | 51 | - | 0 | 300 | - | 0 | 0 | 0 | 369 | 0 | 0 | ~ 115 |
| Stage 1 | - | - | 0 | - | - | 0 | 0 | 0 | - | 0 | 0 | - |
| Stage 2 | - | - | 0 | - | - | 0 | 0 | 0 | - | 0 | 0 | - |
| Platoon blocked, % | | - | | | - | | | | | | | |
| Mov Cap-1 Maneuver | 51 | - | - | 300 | - | - | - | - | 369 | - | - | ~ 115 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 6.9 | 0.2 | 17.2 | $ 727.1 |
| HCM LOS | | | C | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | WBL | WBT | SBLn1 |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 369 | 51 | - | 300 | - | 115 |
| HCM Lane V/C Ratio | 0.199 | 0.843 | - | 0.116 | - | 2.425 |
| HCM Control Delay (s) | 17.2 | 207.8 | - | 18.6 | - | $ 727.1 |
| HCM Lane LOS | C | F | - | C | - | F |
| HCM 95th %tile Q(veh) | 0.7 | 3.5 | - | 0.4 | - | 24.7 |

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

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

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 12 | 358 | 268 | 64 | 256 | 27 |
| Future Vol, veh/h | 12 | 358 | 268 | 64 | 256 | 27 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Stop | Stop | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | 0 | 0 | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 13 | 389 | 291 | 70 | 278 | 29 |

| Major/Minor | Major1 | | Minor2 | |
|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 221 | 0 |
| Stage 1 | - | - | 0 | - |
| Stage 2 | - | - | 221 | - |
| Critical Hdwy | 4.14 | - | 7.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | 6.54 | - |
| Follow-up Hdwy | 2.22 | - | 3.52 | 3.32 |
| Pot Cap-1 Maneuver | - | - | 716 | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | 761 | - |
| Platoon blocked, % | | - | | |
| Mov Cap-1 Maneuver | - | - | 716 | - |
| Mov Cap-2 Maneuver | - | - | 716 | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | 761 | - |

| Approach | EB | SB |
|---|---|---|
| HCM Control Delay, s | | |
| HCM LOS | | - |

| Minor Lane/Major Mvmt | EBL | EBT | SBLn1 |
|---|---|---|---|
| Capacity (veh/h) | - | - | - |
| HCM Lane V/C Ratio | - | - | - |
| HCM Control Delay (s) | - | - | - |
| HCM Lane LOS | - | - | - |
| HCM 95th %tile Q(veh) | - | - | - |

### 4.2.2 Design Year No Build

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 29 | 3039 | 46 | 141 | 1580 | 187 | 104 | 70 | 46 | 193 | 93 | 40 |
| Future Volume (veh/h) | 29 | 3039 | 46 | 141 | 1580 | 187 | 104 | 70 | 46 | 193 | 93 | 40 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1827 | 1809 | 1900 | 1792 | 1699 | 1900 | 1810 | 1856 | 1900 | 1881 | 1893 | 1845 |
| Adj Flow Rate, veh/h | 31 | 3199 | 48 | 148 | 1663 | 197 | 116 | 78 | 51 | 157 | 179 | 44 |
| Adj No. of Lanes | 1 | 3 | 0 | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 1 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.90 | 0.90 | 0.90 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, % | 4 | 5 | 5 | 6 | 13 | 13 | 5 | 0 | 0 | 1 | 0 | 3 |
| Cap, veh/h | 237 | 3707 | 55 | 167 | 3275 | 387 | 114 | 158 | 103 | 150 | 285 | 236 |
| Arrive On Green | 0.02 | 0.74 | 0.74 | 0.06 | 0.78 | 0.78 | 0.15 | 0.15 | 0.15 | 0.15 | 0.15 | 0.15 |
| Sat Flow, veh/h | 1740 | 5013 | 75 | 1707 | 4206 | 497 | 1120 | 1049 | 686 | 1269 | 1893 | 1568 |
| Grp Volume(v), veh/h | 31 | 2096 | 1151 | 148 | 1221 | 639 | 116 | 0 | 129 | 157 | 179 | 44 |
| Grp Sat Flow(s),veh/h/ln | 1740 | 1646 | 1796 | 1707 | 1546 | 1611 | 1120 | 0 | 1735 | 1269 | 1893 | 1568 |
| Q Serve(g_s), s | 0.7 | 73.0 | 74.5 | 8.0 | 23.1 | 23.3 | 9.9 | 0.0 | 10.9 | 13.2 | 14.2 | 3.9 |
| Cycle Q Clear(g_c), s | 0.7 | 73.0 | 74.5 | 8.0 | 23.1 | 23.3 | 24.1 | 0.0 | 10.9 | 24.1 | 14.2 | 3.9 |
| Prop In Lane | 1.00 | | 0.04 | 1.00 | | 0.31 | 1.00 | | 0.40 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 237 | 2435 | 1328 | 167 | 2408 | 1255 | 114 | 0 | 261 | 150 | 285 | 236 |
| V/C Ratio(X) | 0.13 | 0.86 | 0.87 | 0.88 | 0.51 | 0.51 | 1.01 | 0.00 | 0.49 | 1.05 | 0.63 | 0.19 |
| Avail Cap(c_a), veh/h | 251 | 2435 | 1328 | 167 | 2408 | 1255 | 114 | 0 | 261 | 150 | 285 | 236 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 5.7 | 14.9 | 15.1 | 57.7 | 6.5 | 6.5 | 77.0 | 0.0 | 62.4 | 75.4 | 63.7 | 59.4 |
| Incr Delay (d2), s/veh | 0.2 | 4.3 | 7.8 | 38.6 | 0.8 | 1.5 | 88.0 | 0.0 | 1.4 | 87.5 | 4.3 | 0.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.3 | 34.0 | 39.3 | 8.2 | 10.1 | 10.8 | 7.8 | 0.0 | 5.3 | 10.2 | 7.8 | 1.7 |
| LnGrp Delay(d),s/veh | 5.9 | 19.2 | 23.0 | 96.3 | 7.2 | 8.0 | 165.1 | 0.0 | 63.8 | 163.0 | 68.1 | 59.8 |
| LnGrp LOS | A | B | C | F | A | A | F | | E | F | E | E |
| Approach Vol, veh/h | | 3278 | | | 2008 | | | 245 | | | 380 | |
| Approach Delay, s/veh | | 20.4 | | | 14.0 | | | 111.8 | | | 106.3 | |
| Approach LOS | | C | | | B | | | F | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 17.0 | 126.1 | | 31.1 | 10.7 | 132.4 | | 31.1 |
| Change Period (Y+Rc), s | 7.0 | 7.5 | | * 7 | 7.0 | 7.5 | | 7.0 |
| Max Green Setting (Gmax), s | 10.0 | 104.9 | | * 24 | 5.0 | 109.9 | | 23.6 |
| Max Q Clear Time (g_c+I1), s | 10.0 | 76.5 | | 26.1 | 2.7 | 25.3 | | 26.1 |
| Green Ext Time (p_c), s | 0.0 | 28.2 | | 0.0 | 0.0 | 82.8 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 27.6 |
| HCM 2010 LOS | C |

Notes

User approved volume balancing among the lanes for turning movement.

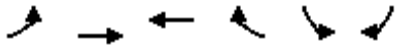
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 674 | 3232 | 13 | 32 | 664 | 12 | 3 | 6 | 1 | 4 | 6 | 1502 |
| Future Volume (veh/h) | 674 | 3232 | 13 | 32 | 664 | 12 | 3 | 6 | 1 | 4 | 6 | 1502 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1712 | 1825 | 1900 | 1827 | 1863 | 1900 | 1900 | 1667 | 1900 | 1900 | 1900 | 1696 |
| Adj Flow Rate, veh/h | 741 | 3552 | 14 | 36 | 738 | 13 | 3 | 7 | 1 | 4 | 6 | 0 |
| Adj No. of Lanes | 2 | 3 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 1 | 1 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 11 | 4 | 4 | 4 | 2 | 2 | 20 | 20 | 0 | 0 | 0 | 12 |
| Cap, veh/h | 808 | 2365 | 9 | 83 | 1086 | 19 | 170 | 376 | 545 | 522 | 641 | 487 |
| Arrive On Green | 0.18 | 0.46 | 0.46 | 0.02 | 0.31 | 0.31 | 0.34 | 0.34 | 0.34 | 0.34 | 0.34 | 0.00 |
| Sat Flow, veh/h | 3163 | 5123 | 20 | 1740 | 3560 | 63 | 416 | 1115 | 1615 | 1430 | 1900 | 1442 |
| Grp Volume(v), veh/h | 741 | 2301 | 1265 | 36 | 367 | 384 | 10 | 0 | 1 | 4 | 6 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1581 | 1661 | 1822 | 1740 | 1770 | 1852 | 1531 | 0 | 1615 | 1430 | 1900 | 1442 |
| Q Serve(g_s), s | 24.7 | 73.9 | 73.9 | 2.3 | 29.1 | 29.1 | 0.0 | 0.0 | 0.1 | 0.3 | 0.3 | 0.0 |
| Cycle Q Clear(g_c), s | 24.7 | 73.9 | 73.9 | 2.3 | 29.1 | 29.1 | 0.6 | 0.0 | 0.1 | 0.9 | 0.3 | 0.0 |
| Prop In Lane | 1.00 | | 0.01 | 1.00 | | 0.03 | 0.30 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 808 | 1534 | 841 | 83 | 540 | 565 | 546 | 0 | 545 | 522 | 641 | 487 |
| V/C Ratio(X) | 0.92 | 1.50 | 1.50 | 0.44 | 0.68 | 0.68 | 0.02 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 |
| Avail Cap(c_a), veh/h | 981 | 1534 | 841 | 182 | 540 | 565 | 546 | 0 | 545 | 522 | 641 | 487 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 32.6 | 43.1 | 43.1 | 44.5 | 48.7 | 48.8 | 35.3 | 0.0 | 35.1 | 35.6 | 35.2 | 0.0 |
| Incr Delay (d2), s/veh | 11.2 | 228.8 | 232.9 | 7.6 | 6.8 | 6.5 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 17.6 | 82.6 | 91.5 | 1.8 | 15.3 | 16.0 | 0.3 | 0.0 | 0.0 | 0.1 | 0.2 | 0.0 |
| LnGrp Delay(d),s/veh | 43.9 | 271.9 | 275.9 | 52.0 | 55.5 | 55.2 | 35.4 | 0.0 | 35.1 | 35.7 | 35.3 | 0.0 |
| LnGrp LOS | D | F | F | D | E | E | D | | D | D | D | |
| Approach Vol, veh/h | | 4307 | | | 787 | | | 11 | | | 10 | |
| Approach Delay, s/veh | | 233.8 | | | 55.2 | | | 35.4 | | | 35.4 | |
| Approach LOS | | F | | | E | | | D | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 9.9 | 80.4 | | 61.0 | 34.9 | 55.3 | | 61.0 |
| Change Period (Y+Rc), s | 6.4 | 6.5 | | 7.0 | 6.5 | 6.5 | | 7.0 |
| Max Green Setting (Gmax), s | 12.6 | 73.5 | | 54.0 | 37.2 | 48.8 | | 54.0 |
| Max Q Clear Time (g_c+I1), s | 4.3 | 75.9 | | 2.9 | 26.7 | 31.1 | | 2.6 |
| Green Ext Time (p_c), s | 0.1 | 0.0 | | 0.1 | 1.7 | 17.7 | | 0.1 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | 205.5 | |
| HCM 2010 LOS | F | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 3239 | 810 | 0 | 749 | 39 |
| Future Volume (veh/h) | 0 | 3239 | 810 | 0 | 749 | 39 |
| Number | 1 | 6 | 2 | 12 | 7 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 0 | 1827 | 1845 | 0 | 1863 | 1652 |
| Adj Flow Rate, veh/h | 0 | 3409 | 880 | 0 | 805 | 0 |
| Adj No. of Lanes | 0 | 2 | 2 | 0 | 2 | 1 |
| Peak Hour Factor | 0.95 | 0.95 | 0.92 | 0.92 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 0 | 4 | 3 | 0 | 2 | 15 |
| Cap, veh/h | 0 | 2538 | 2563 | 0 | 602 | 246 |
| Arrive On Green | 0.00 | 0.73 | 0.73 | 0.00 | 0.17 | 0.00 |
| Sat Flow, veh/h | 0 | 3654 | 3689 | 0 | 3442 | 1404 |
| Grp Volume(v), veh/h | 0 | 3409 | 880 | 0 | 805 | 0 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1736 | 1752 | 0 | 1721 | 1404 |
| Q Serve(g_s), s | 0.0 | 117.0 | 14.4 | 0.0 | 28.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 | 117.0 | 14.4 | 0.0 | 28.0 | 0.0 |
| Prop In Lane | 0.00 | | | 0.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 2538 | 2563 | 0 | 602 | 246 |
| V/C Ratio(X) | 0.00 | 1.34 | 0.34 | 0.00 | 1.34 | 0.00 |
| Avail Cap(c_a), veh/h | 0 | 2538 | 2563 | 0 | 602 | 246 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 0.0 | 21.5 | 7.7 | 0.0 | 66.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 157.1 | 0.4 | 0.0 | 162.5 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 110.7 | 7.1 | 0.0 | 26.9 | 0.0 |
| LnGrp Delay(d),s/veh | 0.0 | 178.6 | 8.1 | 0.0 | 228.5 | 0.0 |
| LnGrp LOS | | F | A | | F | |
| Approach Vol, veh/h | | 3409 | 880 | | 805 | |
| Approach Delay, s/veh | | 178.6 | 8.1 | | 228.5 | |
| Approach LOS | | F | A | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | | 125.0 | | 35.0 | | 125.0 | | |
| Change Period (Y+Rc), s | | 8.0 | | 7.0 | | 8.0 | | |
| Max Green Setting (Gmax), s | | 117.0 | | 28.0 | | 117.0 | | |
| Max Q Clear Time (g_c+I1), s | | 16.4 | | 30.0 | | 119.0 | | |
| Green Ext Time (p_c), s | | 100.0 | | 0.0 | | 0.0 | | |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 157.0 |
| HCM 2010 LOS | | F |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 686 | 6 | 5 | 413 | 0 | 0 | 0 | 0 | 566 | 777 | 1099 |
| Future Volume (veh/h) | 0 | 686 | 6 | 5 | 413 | 0 | 0 | 0 | 0 | 566 | 777 | 1099 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | | | | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 0 | 1793 | 1900 | 1863 | 1863 | 0 | | | | 1863 | 1847 | 1610 |
| Adj Flow Rate, veh/h | 0 | 762 | 7 | 6 | 459 | 0 | | | | 476 | 1003 | 1169 |
| Adj No. of Lanes | 0 | 2 | 0 | 1 | 2 | 0 | | | | 1 | 2 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | | | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 0 | 6 | 6 | 2 | 2 | 0 | | | | 2 | 3 | 18 |
| Cap, veh/h | 0 | 724 | 7 | 45 | 741 | 0 | | | | 1253 | 2609 | 967 |
| Arrive On Green | 0.00 | 0.21 | 0.21 | 0.21 | 0.21 | 0.00 | | | | 0.71 | 0.71 | 0.71 |
| Sat Flow, veh/h | 0 | 3549 | 32 | 697 | 3632 | 0 | | | | 1774 | 3694 | 1369 |
| Grp Volume(v), veh/h | 0 | 375 | 394 | 6 | 459 | 0 | | | | 476 | 1003 | 1169 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1704 | 1788 | 697 | 1770 | 0 | | | | 1774 | 1847 | 1369 |
| Q Serve(g_s), s | 0.0 | 33.5 | 33.5 | 0.0 | 18.9 | 0.0 | | | | 17.2 | 17.5 | 113.0 |
| Cycle Q Clear(g_c), s | 0.0 | 33.5 | 33.5 | 33.5 | 18.9 | 0.0 | | | | 17.2 | 17.5 | 113.0 |
| Prop In Lane | 0.00 | | 0.02 | 1.00 | | 0.00 | | | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 357 | 374 | 45 | 741 | 0 | | | | 1253 | 2609 | 967 |
| V/C Ratio(X) | 0.00 | 1.05 | 1.05 | 0.13 | 0.62 | 0.00 | | | | 0.38 | 0.38 | 1.21 |
| Avail Cap(c_a), veh/h | 0 | 357 | 374 | 45 | 741 | 0 | | | | 1253 | 2609 | 967 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 63.2 | 63.3 | 80.0 | 57.5 | 0.0 | | | | 9.4 | 9.5 | 23.5 |
| Incr Delay (d2), s/veh | 0.0 | 61.9 | 60.8 | 6.1 | 3.9 | 0.0 | | | | 0.3 | 0.1 | 104.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 21.9 | 22.9 | 0.3 | 9.6 | 0.0 | | | | 8.4 | 9.0 | 70.1 |
| LnGrp Delay(d),s/veh | 0.0 | 125.2 | 124.1 | 86.1 | 61.3 | 0.0 | | | | 9.7 | 9.6 | 127.5 |
| LnGrp LOS | | F | F | F | E | | | | | A | A | F |
| Approach Vol, veh/h | | 769 | | | 465 | | | | | | 2648 | |
| Approach Delay, s/veh | | 124.6 | | | 61.6 | | | | | | 61.7 | |
| Approach LOS | | F | | | E | | | | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | | 41.0 | | 119.0 | | 41.0 | | |
| Change Period (Y+Rc), s | | 7.5 | | 6.0 | | 7.5 | | |
| Max Green Setting (Gmax), s | | 33.5 | | 113.0 | | 33.5 | | |
| Max Q Clear Time (g_c+I1), s | | 35.5 | | 115.0 | | 35.5 | | |
| Green Ext Time (p_c), s | | 0.0 | | 0.0 | | 0.0 | | |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 74.1 |
| HCM 2010 LOS | | E |

Notes

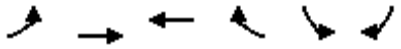
User approved volume balancing among the lanes for turning movement.



| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 8 | 18 | 65 | 6 | 36 | 152 | 133 | 1028 | 91 | 70 | 727 | 33 |
| Future Volume (veh/h) | 8 | 18 | 65 | 6 | 36 | 152 | 133 | 1028 | 91 | 70 | 727 | 33 |
| Number | 3 | 8 | 18 | 7 | 4 | 14 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1570 | 1863 | 1583 | 1836 | 1900 | 1863 | 1831 | 1900 | 1900 | 1747 | 1900 |
| Adj Flow Rate, veh/h | 9 | 20 | 72 | 7 | 40 | 169 | 140 | 1082 | 96 | 74 | 765 | 35 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 3 | 0 | 1 | 3 | 0 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 0 | 21 | 2 | 20 | 14 | 14 | 2 | 4 | 4 | 0 | 9 | 9 |
| Cap, veh/h | 87 | 252 | 317 | 210 | 49 | 209 | 516 | 3149 | 279 | 369 | 3082 | 141 |
| Arrive On Green | 0.16 | 0.16 | 0.16 | 0.16 | 0.16 | 0.16 | 0.04 | 0.67 | 0.67 | 0.03 | 0.66 | 0.66 |
| Sat Flow, veh/h | 1191 | 1570 | 1583 | 1104 | 308 | 1299 | 1774 | 4676 | 414 | 1810 | 4675 | 213 |
| Grp Volume(v), veh/h | 9 | 20 | 72 | 7 | 0 | 209 | 140 | 771 | 407 | 74 | 519 | 281 |
| Grp Sat Flow(s),veh/h/ln | 1191 | 1570 | 1583 | 1104 | 0 | 1607 | 1774 | 1666 | 1758 | 1810 | 1589 | 1709 |
| Q Serve(g_s), s | 1.2 | 1.7 | 6.1 | 0.9 | 0.0 | 20.1 | 4.1 | 15.7 | 15.8 | 2.2 | 10.7 | 10.7 |
| Cycle Q Clear(g_c), s | 21.3 | 1.7 | 6.1 | 2.6 | 0.0 | 20.1 | 4.1 | 15.7 | 15.8 | 2.2 | 10.7 | 10.7 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.81 | 1.00 | | 0.24 | 1.00 | | 0.12 |
| Lane Grp Cap(c), veh/h | 87 | 252 | 317 | 210 | 0 | 258 | 516 | 2244 | 1184 | 369 | 2096 | 1127 |
| V/C Ratio(X) | 0.10 | 0.08 | 0.23 | 0.03 | 0.00 | 0.81 | 0.27 | 0.34 | 0.34 | 0.20 | 0.25 | 0.25 |
| Avail Cap(c_a), veh/h | 234 | 447 | 513 | 347 | 0 | 457 | 706 | 2244 | 1184 | 510 | 2096 | 1127 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 75.1 | 57.1 | 53.6 | 58.2 | 0.0 | 64.8 | 8.3 | 11.1 | 11.1 | 9.0 | 11.1 | 11.1 |
| Incr Delay (d2), s/veh | 0.7 | 0.2 | 0.5 | 0.1 | 0.0 | 8.3 | 0.2 | 0.2 | 0.3 | 0.2 | 0.3 | 0.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.4 | 0.8 | 2.7 | 0.3 | 0.0 | 9.5 | 2.0 | 7.2 | 7.7 | 1.1 | 4.8 | 5.2 |
| LnGrp Delay(d),s/veh | 75.8 | 57.3 | 54.1 | 58.3 | 0.0 | 73.1 | 8.5 | 11.3 | 11.4 | 9.2 | 11.4 | 11.6 |
| LnGrp LOS | E | E | D | E | | E | A | B | B | A | B | B |
| Approach Vol, veh/h | | 101 | | | 216 | | | 1318 | | | 874 | |
| Approach Delay, s/veh | | 56.7 | | | 72.7 | | | 11.0 | | | 11.3 | |
| Approach LOS | | E | | | E | | | B | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 12.8 | 113.0 | | 34.2 | 10.6 | 115.2 | | 34.2 |
| Change Period (Y+Rc), s | 6.5 | 7.5 | | 8.5 | 6.5 | 7.5 | | 8.5 |
| Max Green Setting (Gmax), s | 23.5 | 68.5 | | 45.5 | 16.5 | 75.5 | | 45.5 |
| Max Q Clear Time (g_c+I1), s | 10.1 | 12.7 | | 22.1 | 4.2 | 17.8 | | 23.3 |
| Green Ext Time (p_c), s | 0.2 | 34.8 | | 2.5 | 0.1 | 35.5 | | 2.4 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 18.3 |
| HCM 2010 LOS | B |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 129 | 2249 | 1639 | 96 | 78 | 44 |
| Future Volume (veh/h) | 129 | 2249 | 1639 | 96 | 78 | 44 |
| Number | 5 | 2 | 6 | 16 | 7 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1843 | 1900 | 1810 | 1792 |
| Adj Flow Rate, veh/h | 143 | 2499 | 1725 | 101 | 87 | 49 |
| Adj No. of Lanes | 1 | 2 | 3 | 0 | 1 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.95 | 0.95 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 2 | 2 | 3 | 3 | 5 | 6 |
| Cap, veh/h | 241 | 3019 | 4148 | 243 | 97 | 86 |
| Arrive On Green | 0.85 | 0.85 | 0.85 | 0.85 | 0.06 | 0.06 |
| Sat Flow, veh/h | 254 | 3632 | 5028 | 284 | 1723 | 1524 |
| Grp Volume(v), veh/h | 143 | 2499 | 1189 | 637 | 87 | 49 |
| Grp Sat Flow(s),veh/h/ln | 254 | 1770 | 1677 | 1793 | 1723 | 1524 |
| Q Serve(g_s), s | 46.9 | 56.5 | 12.9 | 12.9 | 8.0 | 5.0 |
| Cycle Q Clear(g_c), s | 59.8 | 56.5 | 12.9 | 12.9 | 8.0 | 5.0 |
| Prop In Lane | 1.00 | | | 0.16 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 241 | 3019 | 2861 | 1529 | 97 | 86 |
| V/C Ratio(X) | 0.59 | 0.83 | 0.42 | 0.42 | 0.90 | 0.57 |
| Avail Cap(c_a), veh/h | 241 | 3019 | 2872 | 1535 | 97 | 86 |
| 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 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 9.5 | 5.9 | 2.7 | 2.7 | 75.0 | 73.6 |
| Incr Delay (d2), s/veh | 10.3 | 2.8 | 0.1 | 0.3 | 59.5 | 8.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 8.9 | 27.9 | 5.8 | 6.3 | 5.4 | 2.3 |
| LnGrp Delay(d),s/veh | 19.8 | 8.6 | 2.8 | 2.9 | 134.6 | 82.4 |
| LnGrp LOS | B | A | A | A | F | F |
| Approach Vol, veh/h | | 2642 | 1826 | | 136 | |
| Approach Delay, s/veh | | 9.2 | 2.9 | | 115.8 | |
| Approach LOS | | A | A | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | | 144.0 | | 16.0 | | 144.0 | | |
| Change Period (Y+Rc), s | | 7.5 | | 7.0 | | * 7.5 | | |
| Max Green Setting (Gmax), s | | 136.5 | | 9.0 | | * 1.4E2 | | |
| Max Q Clear Time (g_c+I1), s | | 61.8 | | 10.0 | | 14.9 | | |
| Green Ext Time (p_c), s | | 74.2 | | 0.0 | | 120.8 | | |

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

Notes

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 55 | 961 | 69 | 46 | 686 | 196 | 37 | 90 | 41 | 255 | 134 | 76 |
| Future Volume (veh/h) | 55 | 961 | 69 | 46 | 686 | 196 | 37 | 90 | 41 | 255 | 134 | 76 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1799 | 1900 | 1900 | 1759 | 1900 | 1900 | 1887 | 1900 | 1845 | 1833 | 1863 |
| Adj Flow Rate, veh/h | 61 | 1068 | 77 | 51 | 762 | 0 | 41 | 100 | 46 | 216 | 243 | 84 |
| Adj No. of Lanes | 1 | 3 | 0 | 1 | 3 | 1 | 1 | 1 | 0 | 1 | 1 | 1 |
| 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, % | 0 | 6 | 6 | 0 | 8 | 0 | 0 | 1 | 1 | 3 | 4 | 2 |
| Cap, veh/h | 398 | 2401 | 173 | 280 | 2460 | 827 | 294 | 199 | 92 | 273 | 285 | 246 |
| Arrive On Green | 0.03 | 0.51 | 0.51 | 0.03 | 0.51 | 0.00 | 0.16 | 0.16 | 0.16 | 0.16 | 0.16 | 0.16 |
| Sat Flow, veh/h | 1810 | 4678 | 337 | 1810 | 4803 | 1615 | 1810 | 1224 | 563 | 1757 | 1833 | 1583 |
| Grp Volume(v), veh/h | 61 | 747 | 398 | 51 | 762 | 0 | 41 | 0 | 146 | 216 | 243 | 84 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1637 | 1740 | 1810 | 1601 | 1615 | 1810 | 0 | 1788 | 1757 | 1833 | 1583 |
| Q Serve(g_s), s | 2.6 | 23.0 | 23.1 | 2.1 | 14.7 | 0.0 | 3.1 | 0.0 | 11.9 | 18.9 | 20.7 | 7.6 |
| Cycle Q Clear(g_c), s | 2.6 | 23.0 | 23.1 | 2.1 | 14.7 | 0.0 | 3.1 | 0.0 | 11.9 | 18.9 | 20.7 | 7.6 |
| Prop In Lane | 1.00 | | 0.19 | 1.00 | | 1.00 | 1.00 | | 0.32 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 398 | 1681 | 893 | 280 | 2460 | 827 | 294 | 0 | 290 | 273 | 285 | 246 |
| V/C Ratio(X) | 0.15 | 0.44 | 0.45 | 0.18 | 0.31 | 0.00 | 0.14 | 0.00 | 0.50 | 0.79 | 0.85 | 0.34 |
| Avail Cap(c_a), veh/h | 430 | 1681 | 893 | 325 | 2460 | 827 | 294 | 0 | 290 | 450 | 470 | 406 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 18.2 | 24.5 | 24.6 | 19.2 | 22.6 | 0.0 | 57.4 | 0.0 | 61.1 | 65.1 | 65.8 | 60.3 |
| Incr Delay (d2), s/veh | 0.2 | 0.9 | 1.6 | 0.3 | 0.1 | 0.0 | 1.0 | 0.0 | 6.1 | 5.1 | 8.0 | 0.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.3 | 10.6 | 11.4 | 1.1 | 6.5 | 0.0 | 1.6 | 0.0 | 6.4 | 9.6 | 11.1 | 3.4 |
| LnGrp Delay(d),s/veh | 18.3 | 25.4 | 26.2 | 19.5 | 22.7 | 0.0 | 58.4 | 0.0 | 67.2 | 70.2 | 73.7 | 61.1 |
| LnGrp LOS | B | C | C | B | C | | E | | E | E | E | E |
| Approach Vol, veh/h | | 1206 | | | 813 | | | 187 | | | 543 | |
| Approach Delay, s/veh | | 25.3 | | | 22.5 | | | 65.3 | | | 70.3 | |
| Approach LOS | | C | | | C | | | E | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 9.0 | 88.1 | | 32.0 | 9.2 | 88.0 | | 30.9 |
| Change Period (Y+Rc), s | 4.5 | 6.0 | | 6.0 | 4.5 | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | 8.5 | 62.0 | | 26.0 | 7.5 | 63.0 | | 41.0 |
| Max Q Clear Time (g_c+I1), s | 4.1 | 25.1 | | 13.9 | 4.6 | 16.7 | | 22.7 |
| Green Ext Time (p_c), s | 0.0 | 16.8 | | 0.7 | 0.0 | 18.3 | | 2.2 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 36.1 |
| HCM 2010 LOS | D |

Notes

User approved volume balancing among the lanes for turning movement.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 27 | 2246 | 3 | 3 | 1552 | 125 | 6 | 1 | 0 | 152 | 0 | 37 |
| Future Volume (veh/h) | 27 | 2246 | 3 | 3 | 1552 | 125 | 6 | 1 | 0 | 152 | 0 | 37 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1863 | 1900 | 1900 | 1847 | 1900 | 1900 | 1900 | 1900 | 1900 | 1855 | 1900 |
| Adj Flow Rate, veh/h | 30 | 2468 | 3 | 3 | 1705 | 137 | 7 | 1 | 0 | 169 | 0 | 41 |
| Adj No. of Lanes | 1 | 2 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 1 | 0 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 2 | 2 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cap, veh/h | 166 | 2743 | 3 | 23 | 2429 | 193 | 282 | 297 | 0 | 221 | 0 | 44 |
| Arrive On Green | 0.76 | 0.76 | 0.76 | 0.76 | 0.76 | 0.76 | 0.16 | 0.16 | 0.00 | 0.16 | 0.00 | 0.16 |
| Sat Flow, veh/h | 255 | 3627 | 4 | 1 | 3212 | 256 | 1388 | 1900 | 0 | 1152 | 0 | 279 |
| Grp Volume(v), veh/h | 30 | 1204 | 1267 | 968 | 0 | 877 | 7 | 1 | 0 | 210 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 255 | 1770 | 1862 | 1833 | 0 | 1636 | 1388 | 1900 | 0 | 1431 | 0 | 0 |
| Q Serve(g_s), s | 11.2 | 83.0 | 83.1 | 0.0 | 0.0 | 45.1 | 0.0 | 0.1 | 0.0 | 23.1 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 56.3 | 83.0 | 83.1 | 42.9 | 0.0 | 45.1 | 0.6 | 0.1 | 0.0 | 23.2 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.00 | 0.00 | | 0.16 | 1.00 | | 0.00 | 0.80 | | 0.20 |
| Lane Grp Cap(c), veh/h | 166 | 1338 | 1408 | 1409 | 0 | 1237 | 282 | 297 | 0 | 264 | 0 | 0 |
| V/C Ratio(X) | 0.18 | 0.90 | 0.90 | 0.69 | 0.00 | 0.71 | 0.02 | 0.00 | 0.00 | 0.79 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 166 | 1338 | 1408 | 1409 | 0 | 1237 | 282 | 297 | 0 | 264 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 25.0 | 14.9 | 14.9 | 10.0 | 0.0 | 10.2 | 57.2 | 57.0 | 0.0 | 66.8 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 2.4 | 9.9 | 9.5 | 1.6 | 0.0 | 2.1 | 0.0 | 0.0 | 0.0 | 15.3 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.9 | 43.5 | 45.6 | 22.1 | 0.0 | 20.7 | 0.3 | 0.0 | 0.0 | 10.3 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 27.4 | 24.7 | 24.4 | 11.6 | 0.0 | 12.3 | 57.3 | 57.0 | 0.0 | 82.1 | 0.0 | 0.0 |
| LnGrp LOS | C | C | C | B | | B | E | E | | F | | |
| Approach Vol, veh/h | | 2501 | | | 1845 | | | 8 | | | 210 | |
| Approach Delay, s/veh | | 24.6 | | | 11.9 | | | 57.2 | | | 82.1 | |
| Approach LOS | | C | | | B | | | E | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 128.0 | | 32.0 | | 128.0 | | 32.0 |
| Change Period (Y+Rc), s | | 7.0 | | 7.0 | | 7.0 | | 7.0 |
| Max Green Setting (Gmax), s | | 121.0 | | 25.0 | | 121.0 | | 25.0 |
| Max Q Clear Time (g_c+I1), s | | 85.1 | | 25.2 | | 47.1 | | 2.6 |
| Green Ext Time (p_c), s | | 35.8 | | 0.0 | | 73.5 | | 1.2 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 22.2 |
| HCM 2010 LOS | | C |

| Intersection | |
|---|---|
| Int Delay, s/veh | 22.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 265 | 4310 | 168 | 25 | 1281 | 246 | 0 | 0 | 27 | 0 | 0 | 179 |
| Future Vol, veh/h | 265 | 4310 | 168 | 25 | 1281 | 246 | 0 | 0 | 27 | 0 | 0 | 179 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | Free | - | - | Free | - | - | Stop | - | - | Stop |
| Storage Length | 345 | - | 0 | 250 | - | 0 | - | - | 0 | - | - | 0 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 1 | 3 | 0 | 0 | 10 | 1 | 2 | 2 | 31 | 2 | 2 | 2 |
| Mvmt Flow | 279 | 4537 | 177 | 28 | 1423 | 273 | 0 | 0 | 30 | 0 | 0 | 199 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1423 | 0 | - | 4537 | 0 | 0 | - | - | 2268 | - | - | 712 |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy | 5.32 | - | - | 5.3 | - | - | - | - | 7.72 | - | - | 7.14 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.11 | - | - | 3.1 | - | - | - | - | 4.21 | - | - | 3.92 |
| Pot Cap-1 Maneuver | ~ 246 | - | 0 | ~ 6 | - | 0 | 0 | 0 | ~ 19 | 0 | 0 | 322 |
| Stage 1 | - | - | 0 | - | - | 0 | 0 | 0 | - | 0 | 0 | - |
| Stage 2 | - | - | 0 | - | - | 0 | 0 | 0 | - | 0 | 0 | - |
| Platoon blocked, % | | - | | | - | | | | | | | |
| Mov Cap-1 Maneuver | ~ 246 | - | - | ~ 6 | - | - | - | - | ~ 19 | - | - | 322 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 8.2 | 53.7 | $ 714.1 | 32.7 |
| HCM LOS | | | F | D |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | WBL | WBT | SBLn1 |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 19 | ~ 246 | - | ~ 6 | - | 322 |
| HCM Lane V/C Ratio | 1.579 | 1.134 | - | 4.63 | - | 0.618 |
| HCM Control Delay (s) | $ 714.1 | 141.3 | - | $ 2806.2 | - | 32.7 |
| HCM Lane LOS | F | F | - | F | - | D |
| HCM 95th %tile Q(veh) | 4.1 | 12.5 | - | 4.9 | - | 3.9 |

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

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

| Movement | NBL | NBT | SBT | SBR | NEL | NER |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 33 | 544 | 1101 | 9 | 4 | 165 |
| Future Vol, veh/h | 33 | 544 | 1101 | 9 | 4 | 165 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 95 | 95 | 90 | 90 |
| Heavy Vehicles, % | 4 | 7 | 2 | 0 | 33 | 2 |
| Mvmt Flow | 36 | 591 | 1159 | 9 | 4 | 183 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1168 | 0 | - | 0 | 1827 | 1164 |
| Stage 1 | - | - | - | - | 1164 | - |
| Stage 2 | - | - | - | - | 663 | - |
| Critical Hdwy | 4.14 | - | - | - | 6.73 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.73 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.73 | - |
| Follow-up Hdwy | 2.236 | - | - | - | 3.797 | 3.318 |
| Pot Cap-1 Maneuver | 591 | - | - | - | 70 | 237 |
| Stage 1 | - | - | - | - | 258 | - |
| Stage 2 | - | - | - | - | 459 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 591 | - | - | - | 64 | 237 |
| Mov Cap-2 Maneuver | - | - | - | - | 64 | - |
| Stage 1 | - | - | - | - | 258 | - |
| Stage 2 | - | - | - | - | 417 | - |

| Approach | NB | SB | NE |
|---|---|---|---|
| HCM Control Delay, s | 0.7 | 0 | 58.2 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | NELn1 | NELn2 | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 64 | 237 | 591 | - | - | - |
| HCM Lane V/C Ratio | 0.069 | 0.774 | 0.061 | - | - | - |
| HCM Control Delay (s) | 65.4 | 58 | 11.5 | 0 | - | - |
| HCM Lane LOS | F | F | B | A | - | - |
| HCM 95th %tile Q(veh) | 0.2 | 5.6 | 0.2 | - | - | - |

| Movement | NBL | NBT | NBR | SBL | SBT | SBR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 527 | 76 | 133 | 1128 | 5 | 1 | 1 | 4 | 129 | 1 | 49 |
| Future Volume (veh/h) | 0 | 527 | 76 | 133 | 1128 | 5 | 1 | 1 | 4 | 129 | 1 | 49 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 0 | 1863 | 1900 | 1863 | 1863 | 1900 | 1900 | 1863 | 1900 | 1900 | 1863 | 1863 |
| Adj Flow Rate, veh/h | 0 | 579 | 84 | 140 | 1187 | 5 | 1 | 1 | 4 | 143 | 1 | 54 |
| Adj No. of Lanes | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| Peak Hour Factor | 0.92 | 0.91 | 0.91 | 0.95 | 0.95 | 0.92 | 0.92 | 0.92 | 0.92 | 0.90 | 0.92 | 0.90 |
| Percent Heavy Veh, % | 0 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 0 | 1034 | 150 | 426 | 1205 | 5 | 47 | 50 | 100 | 183 | 1 | 317 |
| Arrive On Green | 0.00 | 0.65 | 0.65 | 0.65 | 0.65 | 0.65 | 0.20 | 0.20 | 0.20 | 0.20 | 0.20 | 0.20 |
| Sat Flow, veh/h | 0 | 1591 | 231 | 769 | 1854 | 8 | 0 | 249 | 498 | 518 | 4 | 1583 |
| Grp Volume(v), veh/h | 0 | 0 | 663 | 140 | 0 | 1192 | 6 | 0 | 0 | 144 | 0 | 54 |
| Grp Sat Flow(s),veh/h/ln | 0 | 0 | 1822 | 769 | 0 | 1861 | 746 | 0 | 0 | 522 | 0 | 1583 |
| Q Serve(g_s), s | 0.0 | 0.0 | 18.0 | 11.0 | 0.0 | 56.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 |
| Cycle Q Clear(g_c), s | 0.0 | 0.0 | 18.0 | 29.0 | 0.0 | 56.1 | 18.0 | 0.0 | 0.0 | 18.0 | 0.0 | 2.5 |
| Prop In Lane | 0.00 | | 0.13 | 1.00 | | 0.00 | 0.17 | | 0.67 | 0.99 | | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 0 | 1184 | 426 | 0 | 1210 | 196 | 0 | 0 | 184 | 0 | 317 |
| V/C Ratio(X) | 0.00 | 0.00 | 0.56 | 0.33 | 0.00 | 0.99 | 0.03 | 0.00 | 0.00 | 0.78 | 0.00 | 0.17 |
| Avail Cap(c_a), veh/h | 0 | 0 | 1185 | 426 | 0 | 1210 | 196 | 0 | 0 | 184 | 0 | 317 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 0.0 | 8.7 | 16.7 | 0.0 | 15.3 | 29.4 | 0.0 | 0.0 | 38.5 | 0.0 | 29.8 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 0.6 | 0.4 | 0.0 | 22.3 | 0.1 | 0.0 | 0.0 | 19.3 | 0.0 | 0.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 0.0 | 9.0 | 2.4 | 0.0 | 35.6 | 0.1 | 0.0 | 0.0 | 4.5 | 0.0 | 1.1 |
| LnGrp Delay(d),s/veh | 0.0 | 0.0 | 9.3 | 17.1 | 0.0 | 37.6 | 29.5 | 0.0 | 0.0 | 57.8 | 0.0 | 30.1 |
| LnGrp LOS | | | A | B | | D | C | | | E | | C |
| Approach Vol, veh/h | | 663 | | | 1332 | | | 6 | | | 198 | |
| Approach Delay, s/veh | | 9.3 | | | 35.5 | | | 29.5 | | | 50.2 | |
| Approach LOS | | A | | | D | | | C | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 65.5 | | 24.5 | | 65.5 | | 24.5 |
| Change Period (Y+Rc), s | | 7.0 | | 6.5 | | 7.0 | | 6.5 |
| Max Green Setting (Gmax), s | | 58.5 | | 18.0 | | 58.5 | | 18.0 |
| Max Q Clear Time (g_c+I1), s | | 20.0 | | 20.0 | | 58.1 | | 20.0 |
| Green Ext Time (p_c), s | | 25.2 | | 0.0 | | 0.4 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 28.9 |
| HCM 2010 LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 91 | 4114 | 132 | 516 | 1428 | 689 | 96 | 127 | 286 | 945 | 165 | 28 |
| Future Volume (veh/h) | 91 | 4114 | 132 | 516 | 1428 | 689 | 96 | 127 | 286 | 945 | 165 | 28 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1881 | 1881 | 1863 | 1881 | 1792 | 1863 | 1827 | 1881 | 1863 | 1881 | 1844 | 1900 |
| Adj Flow Rate, veh/h | 101 | 4571 | 147 | 573 | 1587 | 0 | 107 | 141 | 318 | 1050 | 183 | 31 |
| Adj No. of Lanes | 1 | 3 | 1 | 2 | 3 | 1 | 1 | 1 | 1 | 2 | 1 | 0 |
| 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, % | 1 | 1 | 2 | 1 | 6 | 2 | 4 | 1 | 2 | 1 | 2 | 2 |
| Cap, veh/h | 209 | 2837 | 988 | 346 | 3029 | 1269 | 125 | 104 | 245 | 634 | 255 | 43 |
| Arrive On Green | 0.04 | 0.55 | 0.55 | 0.10 | 0.62 | 0.00 | 0.07 | 0.06 | 0.06 | 0.18 | 0.17 | 0.17 |
| Sat Flow, veh/h | 1792 | 5136 | 1583 | 3476 | 4893 | 1583 | 1740 | 1881 | 1583 | 3476 | 1538 | 261 |
| Grp Volume(v), veh/h | 101 | 4571 | 147 | 573 | 1587 | 0 | 107 | 141 | 318 | 1050 | 0 | 214 |
| Grp Sat Flow(s),veh/h/ln | 1792 | 1712 | 1583 | 1738 | 1631 | 1583 | 1740 | 1881 | 1583 | 1738 | 0 | 1798 |
| Q Serve(g_s), s | 5.0 | 100.0 | 3.6 | 18.0 | 33.1 | 0.0 | 11.0 | 10.0 | 8.2 | 33.0 | 0.0 | 20.4 |
| Cycle Q Clear(g_c), s | 5.0 | 100.0 | 3.6 | 18.0 | 33.1 | 0.0 | 11.0 | 10.0 | 8.2 | 33.0 | 0.0 | 20.4 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.14 |
| Lane Grp Cap(c), veh/h | 209 | 2837 | 988 | 346 | 3029 | 1269 | 125 | 104 | 245 | 634 | 0 | 298 |
| V/C Ratio(X) | 0.48 | 1.61 | 0.15 | 1.66 | 0.52 | 0.00 | 0.86 | 1.36 | 1.30 | 1.66 | 0.00 | 0.72 |
| Avail Cap(c_a), veh/h | 239 | 2837 | 988 | 346 | 3029 | 1269 | 135 | 104 | 245 | 634 | 0 | 298 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 25.1 | 40.5 | 5.3 | 81.5 | 19.4 | 0.0 | 83.1 | 85.5 | 42.4 | 74.0 | 0.0 | 71.5 |
| Incr Delay (d2), s/veh | 1.7 | 276.6 | 0.1 | 308.6 | 0.2 | 0.0 | 38.7 | 210.7 | 160.9 | 302.6 | 0.0 | 8.7 |
| 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 | 2.5 | 119.7 | 1.6 | 23.5 | 14.9 | 0.0 | 6.7 | 11.3 | 14.5 | 42.5 | 0.0 | 10.9 |
| LnGrp Delay(d),s/veh | 26.8 | 317.1 | 5.4 | 390.1 | 19.7 | 0.0 | 121.8 | 296.2 | 203.3 | 376.6 | 0.0 | 80.2 |
| LnGrp LOS | C | F | A | F | B | | F | F | F | F | | F |
| Approach Vol, veh/h | | 4819 | | | 2160 | | | 566 | | | 1264 | |
| Approach Delay, s/veh | | 301.5 | | | 117.9 | | | 211.0 | | | 326.4 | |
| Approach LOS | | F | | | F | | | F | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 11.0 | 117.0 | 38.0 | 15.0 | 23.0 | 105.0 | 18.0 | 35.0 |
| Change Period (Y+Rc), s | 4.0 | 5.0 | 5.0 | 5.0 | 5.0 | * 5 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 10.0 | 108.0 | 33.0 | 10.0 | 18.0 | * 1E2 | 14.0 | 29.0 |
| Max Q Clear Time (g_c+I1), s | 7.0 | 35.1 | 35.0 | 12.0 | 20.0 | 102.0 | 13.0 | 22.4 |
| Green Ext Time (p_c), s | 0.1 | 34.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 254.3 |
| HCM 2010 LOS | F |

Notes

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 0 | 1102 | 947 | 0 | 2686 | 0 | 0 | 0 | 0 |
| Future Volume (veh/h) | 0 | 0 | 0 | 0 | 1102 | 947 | 0 | 2686 | 0 | 0 | 0 | 0 |
| Number | | | | 5 | 2 | 12 | 7 | 4 | 14 | | | |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | | | | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Adj Sat Flow, veh/h/ln | | | | 0 | 1881 | 1863 | 0 | 1863 | 0 | | | |
| Adj Flow Rate, veh/h | | | | 0 | 1160 | 0 | 0 | 2827 | 0 | | | |
| Adj No. of Lanes | | | | 0 | 2 | 1 | 0 | 2 | 0 | | | |
| Peak Hour Factor | | | | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | | | |
| Percent Heavy Veh, % | | | | 0 | 1 | 2 | 0 | 2 | 0 | | | |
| Cap, veh/h | | | | 0 | 1519 | 673 | 0 | 1799 | 0 | | | |
| Arrive On Green | | | | 0.00 | 0.43 | 0.00 | 0.00 | 0.51 | 0.00 | | | |
| Sat Flow, veh/h | | | | 0 | 3668 | 1583 | 0 | 3725 | 0 | | | |
| Grp Volume(v), veh/h | | | | 0 | 1160 | 0 | 0 | 2827 | 0 | | | |
| Grp Sat Flow(s),veh/h/ln | | | | 0 | 1787 | 1583 | 0 | 1770 | 0 | | | |
| Q Serve(g_s), s | | | | 0.0 | 49.7 | 0.0 | 0.0 | 91.5 | 0.0 | | | |
| Cycle Q Clear(g_c), s | | | | 0.0 | 49.7 | 0.0 | 0.0 | 91.5 | 0.0 | | | |
| Prop In Lane | | | | 0.00 | | 1.00 | 0.00 | | 0.00 | | | |
| Lane Grp Cap(c), veh/h | | | | 0 | 1519 | 673 | 0 | 1799 | 0 | | | |
| V/C Ratio(X) | | | | 0.00 | 0.76 | 0.00 | 0.00 | 1.57 | 0.00 | | | |
| Avail Cap(c_a), veh/h | | | | 0 | 1519 | 673 | 0 | 1799 | 0 | | | |
| HCM Platoon Ratio | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | | | | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | | | |
| Uniform Delay (d), s/veh | | | | 0.0 | 44.1 | 0.0 | 0.0 | 44.2 | 0.0 | | | |
| Incr Delay (d2), s/veh | | | | 0.0 | 3.7 | 0.0 | 0.0 | 259.8 | 0.0 | | | |
| Initial Q Delay(d3),s/veh | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | | | | 0.0 | 25.3 | 0.0 | 0.0 | 109.4 | 0.0 | | | |
| LnGrp Delay(d),s/veh | | | | 0.0 | 47.8 | 0.0 | 0.0 | 304.1 | 0.0 | | | |
| LnGrp LOS | | | | | D | | | F | | | | |
| Approach Vol, veh/h | | | | | 1160 | | | 2827 | | | | |
| Approach Delay, s/veh | | | | | 47.8 | | | 304.1 | | | | |
| Approach LOS | | | | | D | | | F | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | | | |
| Phs Duration (G+Y+Rc), s | | 82.0 | | 98.0 | | | | |
| Change Period (Y+Rc), s | | 5.5 | | 6.5 | | | | |
| Max Green Setting (Gmax), s | | 76.5 | | 91.5 | | | | |
| Max Q Clear Time (g_c+I1), s | | 51.7 | | 93.5 | | | | |
| Green Ext Time (p_c), s | | 12.8 | | 0.0 | | | | |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 229.5 |
| HCM 2010 LOS | | F |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 462 | 1932 | 672 | 27 | 1252 | 62 | 199 | 161 | 13 | 13 | 188 | 572 |
| Future Volume (veh/h) | 462 | 1932 | 672 | 27 | 1252 | 62 | 199 | 161 | 13 | 13 | 188 | 572 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1881 | 1900 | 1864 | 1900 | 1863 | 1849 | 1900 | 1900 | 1881 | 1881 |
| Adj Flow Rate, veh/h | 513 | 2147 | 747 | 30 | 1391 | 69 | 221 | 179 | 14 | 14 | 209 | 636 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 1 |
| 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 | 1 | 0 | 2 | 2 | 2 | 3 | 3 | 0 | 1 | 1 |
| Cap, veh/h | 459 | 2369 | 1070 | 54 | 1384 | 69 | 168 | 433 | 34 | 243 | 334 | 284 |
| Arrive On Green | 0.24 | 0.67 | 0.67 | 0.40 | 0.40 | 0.40 | 0.04 | 0.26 | 0.26 | 0.18 | 0.18 | 0.18 |
| Sat Flow, veh/h | 1774 | 3539 | 1599 | 90 | 3436 | 170 | 1774 | 1693 | 132 | 1209 | 1881 | 1599 |
| Grp Volume(v), veh/h | 513 | 2147 | 747 | 30 | 716 | 744 | 221 | 0 | 193 | 14 | 209 | 636 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1770 | 1599 | 90 | 1771 | 1834 | 1774 | 0 | 1825 | 1209 | 1881 | 1599 |
| Q Serve(g_s), s | 42.5 | 91.8 | 52.2 | 28.7 | 72.5 | 72.5 | 8.0 | 0.0 | 15.8 | 1.8 | 18.5 | 32.0 |
| Cycle Q Clear(g_c), s | 42.5 | 91.8 | 52.2 | 72.5 | 72.5 | 72.5 | 8.0 | 0.0 | 15.8 | 3.6 | 18.5 | 32.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.09 | 1.00 | | 0.07 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 459 | 2369 | 1070 | 54 | 713 | 739 | 168 | 0 | 466 | 243 | 334 | 284 |
| V/C Ratio(X) | 1.12 | 0.91 | 0.70 | 0.55 | 1.00 | 1.01 | 1.32 | 0.00 | 0.41 | 0.06 | 0.62 | 2.24 |
| Avail Cap(c_a), veh/h | 459 | 2369 | 1070 | 54 | 713 | 739 | 168 | 0 | 466 | 243 | 334 | 284 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 61.4 | 25.0 | 18.5 | 83.1 | 53.7 | 53.8 | 70.2 | 0.0 | 55.8 | 63.1 | 68.4 | 74.0 |
| Incr Delay (d2), s/veh | 78.3 | 5.8 | 2.6 | 19.3 | 34.5 | 34.9 | 179.2 | 0.0 | 1.0 | 0.2 | 4.6 | 568.0 |
| 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 | 32.8 | 46.3 | 23.7 | 1.8 | 42.3 | 43.9 | 8.3 | 0.0 | 8.1 | 0.6 | 10.1 | 59.0 |
| LnGrp Delay(d),s/veh | 139.7 | 30.8 | 21.0 | 102.5 | 88.2 | 88.7 | 249.4 | 0.0 | 56.8 | 63.3 | 73.1 | 642.0 |
| LnGrp LOS | F | C | C | F | F | F | F | | E | E | E | F |
| Approach Vol, veh/h | | 3407 | | | 1490 | | | 414 | | | 859 | |
| Approach Delay, s/veh | | 45.1 | | | 88.7 | | | 159.6 | | | 494.2 | |
| Approach LOS | | D | | | F | | | F | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 48.0 | 79.0 | | 53.0 | | 127.0 | 14.0 | 39.0 |
| Change Period (Y+Rc), s | 5.5 | 6.5 | | 7.0 | | 6.5 | 6.0 | 7.0 |
| Max Green Setting (Gmax), s | 42.5 | 72.5 | | 46.0 | | 120.5 | 8.0 | 32.0 |
| Max Q Clear Time (g_c+I1), s | 44.5 | 74.5 | | 17.8 | | 93.8 | 10.0 | 34.0 |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | 10.3 | | 26.7 | 0.0 | 0.0 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | 125.8 | |
| HCM 2010 LOS | F | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 1 | 94 | 4 | 626 | 324 | 626 | 0 | 0 | 39 | 37 | 16 | 8 |
| Future Vol, veh/h | 1 | 94 | 4 | 626 | 324 | 626 | 0 | 0 | 39 | 37 | 16 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 91 | 91 | 91 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 0 | 5 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 1 | 104 | 4 | 688 | 356 | 688 | 0 | 0 | 43 | 41 | 18 | 9 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1044 | 0 | 0 | 109 | 0 | 0 | 1672 | 2529 | 54 | 2130 | 2187 | 522 |
| Stage 1 | - | - | - | - | - | - | 109 | 109 | - | 2076 | 2076 | - |
| Stage 2 | - | - | - | - | - | - | 1563 | 2420 | - | 54 | 111 | - |
| Critical Hdwy | 4.1 | - | - | 4.12 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.5 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.5 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.21 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 674 | - | - | 1487 | - | - | 64 | 28 | 1008 | ~ 29 | 46 | 505 |
| Stage 1 | - | - | - | - | - | - | 890 | 809 | - | 56 | 97 | - |
| Stage 2 | - | - | - | - | - | - | 119 | 64 | - | 958 | 807 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 674 | - | - | 1487 | - | - | - | 0 | 1008 | - | 0 | 505 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | - | 0 | - | - | 0 | - |
| Stage 1 | - | - | - | - | - | - | 888 | 807 | - | 56 | 0 | - |
| Stage 2 | - | - | - | - | - | - | - | 0 | - | 915 | 805 | - |

| Approach | EB | WB | NE | SW |
|---|---|---|---|---|
| HCM Control Delay, s | 0.1 | 4 | | |
| HCM LOS | | | - | - |

| Minor Lane/Major Mvmt | NELn1 | EBL | EBT | EBR | WBL | WBT | WBR | SWLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | 674 | - | - | 1487 | - | - | - |
| HCM Lane V/C Ratio | - | 0.002 | - | - | 0.463 | - | - | - |
| HCM Control Delay (s) | - | 10.3 | 0 | - | 9.5 | 1 | - | - |
| HCM Lane LOS | - | B | A | - | A | A | - | - |
| HCM 95th %tile Q(veh) | - | 0 | - | - | 2.5 | - | - | - |

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 128 | 42 | 317 | 781 | 0 | 0 | 0 | 0 | 804 | 0 | 795 |
| Future Volume (veh/h) | 0 | 128 | 42 | 317 | 781 | 0 | 0 | 0 | 0 | 804 | 0 | 795 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | | | | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 0 | 1840 | 1900 | 1727 | 1881 | 0 | | | | 1900 | 1881 | 1881 |
| Adj Flow Rate, veh/h | 0 | 141 | 46 | 352 | 868 | 0 | | | | 874 | 0 | 864 |
| Adj No. of Lanes | 0 | 2 | 0 | 1 | 2 | 0 | | | | 0 | 1 | 1 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.90 | 0.90 | 0.90 | | | | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 0 | 3 | 3 | 10 | 1 | 0 | | | | 1 | 0 | 1 |
| Cap, veh/h | 0 | 404 | 127 | 410 | 1234 | 0 | | | | 986 | 0 | 880 |
| Arrive On Green | 0.00 | 0.15 | 0.15 | 0.05 | 0.11 | 0.00 | | | | 0.55 | 0.00 | 0.55 |
| Sat Flow, veh/h | 0 | 2710 | 825 | 1645 | 3668 | 0 | | | | 1792 | 0 | 1599 |
| Grp Volume(v), veh/h | 0 | 92 | 95 | 352 | 868 | 0 | | | | 874 | 0 | 864 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1748 | 1695 | 1645 | 1787 | 0 | | | | 1792 | 0 | 1599 |
| Q Serve(g_s), s | 0.0 | 5.2 | 5.5 | 15.3 | 25.7 | 0.0 | | | | 47.1 | 0.0 | 58.2 |
| Cycle Q Clear(g_c), s | 0.0 | 5.2 | 5.5 | 15.3 | 25.7 | 0.0 | | | | 47.1 | 0.0 | 58.2 |
| Prop In Lane | 0.00 | | 0.49 | 1.00 | | 0.00 | | | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 270 | 262 | 410 | 1234 | 0 | | | | 986 | 0 | 880 |
| V/C Ratio(X) | 0.00 | 0.34 | 0.36 | 0.86 | 0.70 | 0.00 | | | | 0.89 | 0.00 | 0.98 |
| Avail Cap(c_a), veh/h | 0 | 270 | 262 | 410 | 1234 | 0 | | | | 987 | 0 | 881 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 1.00 | 1.00 | 0.09 | 0.09 | 0.00 | | | | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 41.5 | 41.7 | 38.9 | 43.3 | 0.0 | | | | 21.7 | 0.0 | 24.2 |
| Incr Delay (d2), s/veh | 0.0 | 3.4 | 3.8 | 1.8 | 0.3 | 0.0 | | | | 9.7 | 0.0 | 25.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 2.8 | 2.9 | 4.0 | 12.8 | 0.0 | | | | 25.7 | 0.0 | 31.8 |
| LnGrp Delay(d),s/veh | 0.0 | 45.0 | 45.5 | 40.7 | 43.6 | 0.0 | | | | 31.4 | 0.0 | 50.1 |
| LnGrp LOS | | D | D | D | D | | | | | C | | D |
| Approach Vol, veh/h | | 187 | | | 1220 | | | | | | 1738 | |
| Approach Delay, s/veh | | 45.2 | | | 42.7 | | | | | | 40.7 | |
| Approach LOS | | D | | | D | | | | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | 21.0 | 23.1 | | 65.9 | | 44.1 | | |
| Change Period (Y+Rc), s | * 5.7 | 6.1 | | * 5.4 | | 6.1 | | |
| Max Green Setting (Gmax), s | * 15 | 16.9 | | * 61 | | 37.9 | | |
| Max Q Clear Time (g_c+I1), s | 17.3 | 7.5 | | 60.2 | | 27.7 | | |
| Green Ext Time (p_c), s | 0.0 | 7.2 | | 0.3 | | 7.7 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 41.8 |
| HCM 2010 LOS | D |

Notes

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 61 | 871 | 0 | 0 | 655 | 197 | 443 | 3 | 827 | 0 | 0 | 0 |
| Future Volume (veh/h) | 61 | 871 | 0 | 0 | 655 | 197 | 443 | 3 | 827 | 0 | 0 | 0 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | | | |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Adj Sat Flow, veh/h/ln | 1810 | 1863 | 0 | 0 | 1752 | 1900 | 1900 | 1881 | 1759 | | | |
| Adj Flow Rate, veh/h | 68 | 968 | 0 | 0 | 728 | 219 | 492 | 3 | 919 | | | |
| Adj No. of Lanes | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | | |
| Percent Heavy Veh, % | 5 | 2 | 0 | 0 | 8 | 8 | 8 | 0 | 8 | | | |
| Cap, veh/h | 134 | 1300 | 0 | 0 | 691 | 208 | 944 | 6 | 793 | | | |
| Arrive On Green | 0.01 | 0.12 | 0.00 | 0.00 | 0.27 | 0.27 | 0.53 | 0.53 | 0.53 | | | |
| Sat Flow, veh/h | 1723 | 3632 | 0 | 0 | 2611 | 759 | 1781 | 11 | 1495 | | | |
| Grp Volume(v), veh/h | 68 | 968 | 0 | 0 | 480 | 467 | 495 | 0 | 919 | | | |
| Grp Sat Flow(s),veh/h/ln | 1723 | 1770 | 0 | 0 | 1664 | 1618 | 1792 | 0 | 1495 | | | |
| Q Serve(g_s), s | 3.0 | 29.1 | 0.0 | 0.0 | 30.1 | 30.1 | 19.7 | 0.0 | 58.3 | | | |
| Cycle Q Clear(g_c), s | 3.0 | 29.1 | 0.0 | 0.0 | 30.1 | 30.1 | 19.7 | 0.0 | 58.3 | | | |
| Prop In Lane | 1.00 | | 0.00 | 0.00 | | 0.47 | 0.99 | | 1.00 | | | |
| Lane Grp Cap(c), veh/h | 134 | 1300 | 0 | 0 | 455 | 443 | 950 | 0 | 793 | | | |
| V/C Ratio(X) | 0.51 | 0.74 | 0.00 | 0.00 | 1.05 | 1.05 | 0.52 | 0.00 | 1.16 | | | |
| Avail Cap(c_a), veh/h | 145 | 1300 | 0 | 0 | 455 | 443 | 950 | 0 | 793 | | | |
| HCM Platoon Ratio | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | 0.95 | 0.95 | 0.00 | 0.00 | 0.97 | 0.97 | 1.00 | 0.00 | 1.00 | | | |
| Uniform Delay (d), s/veh | 31.1 | 43.4 | 0.0 | 0.0 | 39.9 | 39.9 | 16.8 | 0.0 | 25.8 | | | |
| Incr Delay (d2), s/veh | 2.1 | 3.7 | 0.0 | 0.0 | 56.5 | 57.1 | 2.0 | 0.0 | 85.6 | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | 1.5 | 14.9 | 0.0 | 0.0 | 20.9 | 20.4 | 10.3 | 0.0 | 42.6 | | | |
| LnGrp Delay(d),s/veh | 33.2 | 47.1 | 0.0 | 0.0 | 96.4 | 97.0 | 18.8 | 0.0 | 111.5 | | | |
| LnGrp LOS | C | D | | | F | F | B | | F | | | |
| Approach Vol, veh/h | | 1036 | | | 947 | | | 1414 | | | | |
| Approach Delay, s/veh | | 46.2 | | | 96.7 | | | 79.1 | | | | |
| Approach LOS | | D | | | F | | | E | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 46.4 | | | 10.3 | 36.1 | | 63.6 |
| Change Period (Y+Rc), s | | * 6 | | | 5.9 | * 6 | | 5.3 |
| Max Green Setting (Gmax), s | | * 40 | | | 5.1 | * 29 | | 58.3 |
| Max Q Clear Time (g_c+I1), s | | 31.1 | | | 5.0 | 32.1 | | 60.3 |
| Green Ext Time (p_c), s | | 8.9 | | | 0.0 | 0.0 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 73.9 |
| HCM 2010 LOS | E |

Notes

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



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 126 | 159 | 999 | 699 | 312 | 726 |
| Future Volume (veh/h) | 126 | 159 | 999 | 699 | 312 | 726 |
| Number | 3 | 18 | 2 | 12 | 1 | 6 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1847 | 1900 | 1776 | 1845 | 1863 | 1847 |
| Adj Flow Rate, veh/h | 140 | 177 | 1074 | 0 | 332 | 772 |
| Adj No. of Lanes | 2 | 1 | 2 | 1 | 1 | 2 |
| Peak Hour Factor | 0.90 | 0.90 | 0.93 | 0.90 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 7 | 4 | 7 | 3 | 2 | 7 |
| Cap, veh/h | 515 | 449 | 1501 | 698 | 431 | 2325 |
| Arrive On Green | 0.15 | 0.15 | 0.44 | 0.00 | 0.13 | 0.66 |
| Sat Flow, veh/h | 3412 | 1615 | 3463 | 1568 | 1774 | 3601 |
| Grp Volume(v), veh/h | 140 | 177 | 1074 | 0 | 332 | 772 |
| Grp Sat Flow(s),veh/h/ln | 1706 | 1615 | 1687 | 1568 | 1774 | 1754 |
| Q Serve(g_s), s | 2.4 | 5.9 | 17.1 | 0.0 | 6.0 | 6.3 |
| Cycle Q Clear(g_c), s | 2.4 | 5.9 | 17.1 | 0.0 | 6.0 | 6.3 |
| Prop In Lane | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Lane Grp Cap(c), veh/h | 515 | 449 | 1501 | 698 | 431 | 2325 |
| V/C Ratio(X) | 0.27 | 0.39 | 0.72 | 0.00 | 0.77 | 0.33 |
| Avail Cap(c_a), veh/h | 708 | 540 | 1533 | 712 | 556 | 2604 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 24.8 | 19.3 | 14.9 | 0.0 | 12.1 | 4.8 |
| Incr Delay (d2), s/veh | 0.2 | 0.4 | 2.6 | 0.0 | 4.3 | 0.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.1 | 2.6 | 8.4 | 0.0 | 3.4 | 3.1 |
| LnGrp Delay(d),s/veh | 25.0 | 19.8 | 17.5 | 0.0 | 16.4 | 5.1 |
| LnGrp LOS | C | B | B | | B | A |
| Approach Vol, veh/h | 317 | | 1074 | | | 1104 |
| Approach Delay, s/veh | 22.1 | | 17.5 | | | 8.5 |
| Approach LOS | C | | B | | | A |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 14.4 | 35.4 | | | | 49.8 | | 16.3 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | | | 6.0 | | 6.3 |
| Max Green Setting (Gmax), s | 13.6 | 30.0 | | | | 49.0 | | 13.7 |
| Max Q Clear Time (g_c+I1), s | 19.1 | 19.1 | | | | 8.3 | | 7.9 |
| Green Ext Time (p_c), s | 0.3 | 10.3 | | | | 34.6 | | 0.4 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 14.1 |
| HCM 2010 LOS | B |



| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 1142 | 1880 | 5 | 12 | 824 | 177 | 17 | 37 | 40 | 24 | 3 | 471 |
| Future Volume (veh/h) | 1142 | 1880 | 5 | 12 | 824 | 177 | 17 | 37 | 40 | 24 | 3 | 471 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1845 | 1900 | 1749 | 1810 | 1937 | 1824 | 1779 | 1771 | 1900 | 1867 | 1845 |
| Adj Flow Rate, veh/h | 1202 | 1979 | 5 | 13 | 916 | 197 | 19 | 41 | 44 | 26 | 3 | 0 |
| Adj No. of Lanes | 2 | 2 | 0 | 1 | 2 | 1 | 0 | 1 | 1 | 0 | 1 | 1 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 3 | 3 | 13 | 5 | 2 | 0 | 0 | 3 | 0 | 0 | 3 |
| Cap, veh/h | 1307 | 2313 | 6 | 372 | 1499 | 718 | 58 | 90 | 102 | 87 | 8 | 106 |
| Arrive On Green | 0.38 | 0.64 | 0.64 | 0.17 | 0.44 | 0.44 | 0.07 | 0.07 | 0.07 | 0.07 | 0.07 | 0.00 |
| Sat Flow, veh/h | 3442 | 3587 | 9 | 1665 | 3438 | 1647 | 390 | 1333 | 1505 | 622 | 114 | 1568 |
| Grp Volume(v), veh/h | 1202 | 967 | 1017 | 13 | 916 | 197 | 60 | 0 | 44 | 29 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1721 | 1753 | 1843 | 1665 | 1719 | 1647 | 1723 | 0 | 1505 | 736 | 0 | 1568 |
| Q Serve(g_s), s | 49.9 | 65.5 | 65.6 | 0.0 | 30.7 | 11.5 | 0.0 | 0.0 | 4.2 | 2.8 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 49.9 | 65.5 | 65.6 | 0.0 | 30.7 | 11.5 | 4.9 | 0.0 | 4.2 | 7.8 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.00 | 1.00 | | 1.00 | 0.32 | | 1.00 | 0.90 | | 1.00 |
| Lane Grp Cap(c), veh/h | 1307 | 1130 | 1189 | 372 | 1499 | 718 | 148 | 0 | 102 | 95 | 0 | 106 |
| V/C Ratio(X) | 0.92 | 0.86 | 0.86 | 0.03 | 0.61 | 0.27 | 0.41 | 0.00 | 0.43 | 0.30 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 1340 | 1150 | 1209 | 372 | 1499 | 718 | 323 | 0 | 265 | 236 | 0 | 270 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.93 | 0.93 | 0.93 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 44.3 | 21.1 | 21.1 | 32.3 | 32.5 | 27.1 | 67.5 | 0.0 | 67.2 | 70.7 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 11.5 | 8.3 | 8.0 | 0.0 | 1.7 | 0.9 | 1.3 | 0.0 | 2.2 | 1.3 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 25.8 | 34.0 | 35.7 | 0.4 | 14.9 | 5.4 | 2.5 | 0.0 | 1.8 | 1.2 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 55.8 | 29.4 | 29.1 | 32.3 | 34.2 | 28.0 | 68.8 | 0.0 | 69.3 | 72.0 | 0.0 | 0.0 |
| LnGrp LOS | E | C | C | C | C | C | E | | E | E | | |
| Approach Vol, veh/h | | 3186 | | | 1126 | | | 104 | | | 29 | |
| Approach Delay, s/veh | | 39.3 | | | 33.1 | | | 69.0 | | | 72.0 | |
| Approach LOS | | D | | | C | | | E | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 31.3 | 102.3 | | 16.3 | 62.6 | 71.1 | | 16.3 |
| Change Period (Y+Rc), s | 5.7 | * 5.6 | | * 6.2 | 5.6 | * 5.7 | | * 6.2 |
| Max Green Setting (Gmax), s | 8.4 | * 98 | | * 26 | 58.4 | * 48 | | * 26 |
| Max Q Clear Time (g_c+I1), s | 12.0 | 67.6 | | 9.8 | 51.9 | 32.7 | | 6.9 |
| Green Ext Time (p_c), s | 2.9 | 29.1 | | 0.4 | 5.0 | 4.9 | | 0.4 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 38.6 |
| HCM 2010 LOS | D |

Notes

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



| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 10 | 2005 | 188 | 173 | 867 | 36 | 160 | 0 | 253 | 9 | 9 | 28 |
| Future Volume (veh/h) | 10 | 2005 | 188 | 173 | 867 | 36 | 160 | 0 | 253 | 9 | 9 | 28 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1681 | 1830 | 1900 | 1863 | 1776 | 1900 | 1900 | 1863 | 1881 | 1900 | 1900 | 1900 |
| Adj Flow Rate, veh/h | 11 | 2228 | 209 | 192 | 963 | 40 | 178 | 0 | 281 | 10 | 10 | 31 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 1 | 0 |
| 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, % | 13 | 4 | 4 | 2 | 5 | 5 | 0 | 0 | 1 | 0 | 0 | 0 |
| Cap, veh/h | 385 | 2146 | 198 | 199 | 2607 | 108 | 198 | 0 | 211 | 48 | 54 | 167 |
| Arrive On Green | 0.67 | 0.67 | 0.67 | 0.09 | 0.79 | 0.79 | 0.13 | 0.00 | 0.13 | 0.13 | 0.13 | 0.13 |
| Sat Flow, veh/h | 505 | 3219 | 297 | 1774 | 3303 | 137 | 1136 | 0 | 1599 | 1116 | 409 | 1267 |
| Grp Volume(v), veh/h | 11 | 1187 | 1250 | 192 | 492 | 511 | 178 | 0 | 281 | 10 | 0 | 41 |
| Grp Sat Flow(s),veh/h/ln | 505 | 1738 | 1777 | 1774 | 1688 | 1752 | 1136 | 0 | 1599 | 1116 | 0 | 1676 |
| Q Serve(g_s), s | 1.1 | 100.0 | 100.0 | 12.1 | 13.0 | 13.0 | 16.5 | 0.0 | 19.8 | 0.0 | 0.0 | 3.3 |
| Cycle Q Clear(g_c), s | 1.1 | 100.0 | 100.0 | 12.1 | 13.0 | 13.0 | 19.8 | 0.0 | 19.8 | 19.8 | 0.0 | 3.3 |
| Prop In Lane | 1.00 | | 0.17 | 1.00 | | 0.08 | 1.00 | | 1.00 | 1.00 | | 0.76 |
| Lane Grp Cap(c), veh/h | 385 | 1159 | 1185 | 199 | 1332 | 1383 | 198 | 0 | 211 | 48 | 0 | 221 |
| V/C Ratio(X) | 0.03 | 1.02 | 1.05 | 0.96 | 0.37 | 0.37 | 0.90 | 0.00 | 1.33 | 0.21 | 0.00 | 0.19 |
| Avail Cap(c_a), veh/h | 385 | 1159 | 1185 | 199 | 1332 | 1383 | 198 | 0 | 211 | 48 | 0 | 221 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.63 | 0.63 | 0.63 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 8.5 | 25.0 | 25.0 | 58.0 | 4.7 | 4.7 | 68.0 | 0.0 | 65.1 | 75.0 | 0.0 | 57.9 |
| Incr Delay (d2), s/veh | 0.1 | 27.4 | 36.9 | 52.8 | 0.6 | 0.6 | 37.1 | 0.0 | 177.8 | 1.6 | 0.0 | 0.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 56.1 | 60.9 | 10.9 | 6.2 | 6.5 | 9.4 | 0.0 | 19.2 | 0.4 | 0.0 | 1.5 |
| LnGrp Delay(d),s/veh | 8.6 | 52.4 | 61.9 | 110.8 | 5.3 | 5.3 | 105.1 | 0.0 | 242.9 | 76.6 | 0.0 | 58.2 |
| LnGrp LOS | A | F | F | F | A | A | F | | F | E | | E |
| Approach Vol, veh/h | | 2448 | | | 1195 | | | 459 | | | 51 | |
| Approach Delay, s/veh | | 57.1 | | | 22.3 | | | 189.5 | | | 61.8 | |
| Approach LOS | | E | | | C | | | F | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 18.4 | 105.6 | | 26.0 | | 124.0 | | 26.0 |
| Change Period (Y+Rc), s | 5.6 | 5.6 | | * 6.2 | | 5.6 | | * 6.2 |
| Max Green Setting (Gmax), s | 12.8 | 100.0 | | * 20 | | 118.4 | | * 20 |
| Max Q Clear Time (g_c+I1), s | 14.1 | 102.0 | | 21.8 | | 15.0 | | 21.8 |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | 0.0 | | 102.9 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 61.7 |
| HCM 2010 LOS | E |

Notes

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 1466 | 1051 | 24 | 887 | 0 | 0 | 0 | 0 | 539 | 254 | 93 |
| Future Volume (veh/h) | 0 | 1466 | 1051 | 24 | 887 | 0 | 0 | 0 | 0 | 539 | 254 | 93 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | | | | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 0 | 1776 | 1845 | 1496 | 1792 | 0 | | | | 1792 | 1858 | 1508 |
| Adj Flow Rate, veh/h | 0 | 1576 | 1130 | 26 | 975 | 0 | | | | 436 | 498 | 0 |
| Adj No. of Lanes | 0 | 2 | 1 | 1 | 2 | 0 | | | | 1 | 1 | 1 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.91 | 0.91 | 0.91 | | | | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, % | 0 | 7 | 3 | 27 | 6 | 0 | | | | 6 | 0 | 26 |
| Cap, veh/h | 0 | 1585 | 737 | 131 | 1962 | 0 | | | | 504 | 548 | 378 |
| Arrive On Green | 0.00 | 0.47 | 0.47 | 0.04 | 0.58 | 0.00 | | | | 0.29 | 0.29 | 0.00 |
| Sat Flow, veh/h | 0 | 3463 | 1568 | 1425 | 3495 | 0 | | | | 1707 | 1858 | 1282 |
| Grp Volume(v), veh/h | 0 | 1576 | 1130 | 26 | 975 | 0 | | | | 436 | 498 | 0 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1687 | 1568 | 1425 | 1703 | 0 | | | | 1707 | 1858 | 1282 |
| Q Serve(g_s), s | 0.0 | 46.5 | 47.0 | 0.9 | 17.0 | 0.0 | | | | 24.2 | 25.8 | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 | 46.5 | 47.0 | 0.9 | 17.0 | 0.0 | | | | 24.2 | 25.8 | 0.0 |
| Prop In Lane | 0.00 | | 1.00 | 1.00 | | 0.00 | | | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 1585 | 737 | 131 | 1962 | 0 | | | | 504 | 548 | 378 |
| V/C Ratio(X) | 0.00 | 0.99 | 1.53 | 0.20 | 0.50 | 0.00 | | | | 0.87 | 0.91 | 0.00 |
| Avail Cap(c_a), veh/h | 0 | 1585 | 737 | 186 | 1962 | 0 | | | | 580 | 632 | 436 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 1.00 | 1.00 | 0.75 | 0.75 | 0.00 | | | | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 0.0 | 26.4 | 26.5 | 23.2 | 12.6 | 0.0 | | | | 33.4 | 33.9 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 21.3 | 247.1 | 0.2 | 0.7 | 0.0 | | | | 10.6 | 14.7 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 26.1 | 70.8 | 0.4 | 8.2 | 0.0 | | | | 12.9 | 15.5 | 0.0 |
| LnGrp Delay(d),s/veh | 0.0 | 47.6 | 273.6 | 23.4 | 13.3 | 0.0 | | | | 44.0 | 48.6 | 0.0 |
| LnGrp LOS | | D | F | C | B | | | | | D | D | |
| Approach Vol, veh/h | | 2706 | | | 1001 | | | | | | 934 | |
| Approach Delay, s/veh | | 142.0 | | | 13.5 | | | | | | 46.5 | |
| Approach LOS | | F | | | B | | | | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | 10.6 | 53.5 | | 35.9 | | 64.1 | | |
| Change Period (Y+Rc), s | 6.5 | 6.5 | | * 6.4 | | 6.5 | | |
| Max Green Setting (Gmax), s | 8.6 | 38.6 | | * 34 | | 53.1 | | |
| Max Q Clear Time (g_c+I1), s | 12.9 | 49.0 | | 27.8 | | 19.0 | | |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | 1.7 | | 34.0 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 95.1 |
| HCM 2010 LOS | F |

Notes

User approved volume balancing among the lanes for turning movement.

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 314 | 1691 | 0 | 0 | 547 | 424 | 364 | 171 | 19 | 0 | 0 | 0 |
| Future Volume (veh/h) | 314 | 1691 | 0 | 0 | 547 | 424 | 364 | 171 | 19 | 0 | 0 | 0 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | | | |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Adj Sat Flow, veh/h/ln | 1462 | 1810 | 0 | 0 | 1792 | 1733 | 1827 | 1872 | 1976 | | | |
| Adj Flow Rate, veh/h | 341 | 1838 | 0 | 0 | 588 | 0 | 297 | 340 | 0 | | | |
| Adj No. of Lanes | 1 | 2 | 0 | 0 | 2 | 1 | 1 | 1 | 1 | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.93 | 0.93 | 0.93 | 0.90 | 0.90 | 0.90 | | | |
| Percent Heavy Veh, % | 30 | 5 | 0 | 0 | 6 | 14 | 4 | 0 | 0 | | | |
| Cap, veh/h | 545 | 2264 | 0 | 0 | 706 | 305 | 377 | 405 | 364 | | | |
| Arrive On Green | 0.78 | 1.00 | 0.00 | 0.00 | 0.21 | 0.00 | 0.07 | 0.07 | 0.00 | | | |
| Sat Flow, veh/h | 1392 | 3529 | 0 | 0 | 3495 | 1473 | 1740 | 1872 | 1680 | | | |
| Grp Volume(v), veh/h | 341 | 1838 | 0 | 0 | 588 | 0 | 297 | 340 | 0 | | | |
| Grp Sat Flow(s),veh/h/ln | 1392 | 1719 | 0 | 0 | 1703 | 1473 | 1740 | 1872 | 1680 | | | |
| Q Serve(g_s), s | 10.4 | 0.0 | 0.0 | 0.0 | 16.5 | 0.0 | 16.8 | 17.9 | 0.0 | | | |
| Cycle Q Clear(g_c), s | 10.4 | 0.0 | 0.0 | 0.0 | 16.5 | 0.0 | 16.8 | 17.9 | 0.0 | | | |
| Prop In Lane | 1.00 | | 0.00 | 0.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Lane Grp Cap(c), veh/h | 545 | 2264 | 0 | 0 | 706 | 305 | 377 | 405 | 364 | | | |
| V/C Ratio(X) | 0.63 | 0.81 | 0.00 | 0.00 | 0.83 | 0.00 | 0.79 | 0.84 | 0.00 | | | |
| Avail Cap(c_a), veh/h | 545 | 2264 | 0 | 0 | 885 | 383 | 461 | 496 | 445 | | | |
| HCM Platoon Ratio | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 | | | |
| Upstream Filter(I) | 0.30 | 0.30 | 0.00 | 0.00 | 0.89 | 0.00 | 0.79 | 0.79 | 0.00 | | | |
| Uniform Delay (d), s/veh | 7.8 | 0.0 | 0.0 | 0.0 | 38.0 | 0.0 | 44.2 | 44.7 | 0.0 | | | |
| Incr Delay (d2), s/veh | 0.7 | 1.0 | 0.0 | 0.0 | 5.1 | 0.0 | 5.9 | 8.3 | 0.0 | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | 3.9 | 0.3 | 0.0 | 0.0 | 8.3 | 0.0 | 8.7 | 10.3 | 0.0 | | | |
| LnGrp Delay(d),s/veh | 8.4 | 1.0 | 0.0 | 0.0 | 43.0 | 0.0 | 50.1 | 53.1 | 0.0 | | | |
| LnGrp LOS | A | A | | | D | | D | D | | | | |
| Approach Vol, veh/h | | 2179 | | | 588 | | | 637 | | | | |
| Approach Delay, s/veh | | 2.2 | | | 43.0 | | | 51.7 | | | | |
| Approach LOS | | A | | | D | | | D | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 71.9 | | | 45.1 | 26.7 | | 28.1 |
| Change Period (Y+Rc), s | | 6.0 | | | 6.0 | * 6 | | 6.5 |
| Max Green Setting (Gmax), s | | 61.0 | | | 30.5 | * 26 | | 26.5 |
| Max Q Clear Time (g_c+I1), s | | 2.0 | | | 12.4 | 18.5 | | 19.9 |
| Green Ext Time (p_c), s | | 28.3 | | | 13.5 | 2.2 | | 1.7 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 18.5 |
| HCM 2010 LOS | B |

Notes

User approved volume balancing among the lanes for turning movement.

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 106 | 1497 | 107 | 129 | 858 | 18 | 42 | 54 | 170 | 27 | 17 | 71 |
| Future Volume (veh/h) | 106 | 1497 | 107 | 129 | 858 | 18 | 42 | 54 | 170 | 27 | 17 | 71 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1776 | 1829 | 1900 | 1863 | 1743 | 1900 | 1900 | 1875 | 1863 | 1900 | 1755 | 1900 |
| Adj Flow Rate, veh/h | 112 | 1576 | 113 | 137 | 913 | 19 | 47 | 60 | 189 | 30 | 19 | 79 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 1 | 0 | 1 | 1 | 0 | 1 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.94 | 0.94 | 0.94 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 7 | 4 | 4 | 2 | 9 | 0 | 0 | 0 | 2 | 23 | 23 | 23 |
| Cap, veh/h | 433 | 2077 | 148 | 342 | 2094 | 1021 | 107 | 113 | 275 | 61 | 34 | 81 |
| Arrive On Green | 0.10 | 1.00 | 1.00 | 0.05 | 0.63 | 0.63 | 0.04 | 0.04 | 0.04 | 0.13 | 0.13 | 0.13 |
| Sat Flow, veh/h | 1691 | 3291 | 234 | 1774 | 3312 | 1615 | 440 | 906 | 1583 | 133 | 269 | 648 |
| Grp Volume(v), veh/h | 112 | 827 | 862 | 137 | 913 | 19 | 107 | 0 | 189 | 128 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1691 | 1738 | 1788 | 1774 | 1656 | 1615 | 1346 | 0 | 1583 | 1049 | 0 | 0 |
| Q Serve(g_s), s | 2.3 | 0.0 | 0.0 | 2.7 | 14.0 | 0.4 | 0.0 | 0.0 | 11.2 | 4.9 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 2.3 | 0.0 | 0.0 | 2.7 | 14.0 | 0.4 | 7.4 | 0.0 | 11.2 | 12.2 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.13 | 1.00 | | 1.00 | 0.44 | | 1.00 | 0.23 | | 0.62 |
| Lane Grp Cap(c), veh/h | 433 | 1097 | 1128 | 342 | 2094 | 1021 | 220 | 0 | 275 | 176 | 0 | 0 |
| V/C Ratio(X) | 0.26 | 0.75 | 0.76 | 0.40 | 0.44 | 0.02 | 0.49 | 0.00 | 0.69 | 0.73 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 474 | 1097 | 1128 | 427 | 2094 | 1021 | 220 | 0 | 275 | 176 | 0 | 0 |
| HCM Platoon Ratio | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.48 | 0.48 | 0.48 | 0.71 | 0.71 | 0.71 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 6.4 | 0.0 | 0.0 | 5.5 | 9.3 | 6.8 | 45.1 | 0.0 | 42.5 | 43.6 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.1 | 2.4 | 2.4 | 0.4 | 0.4 | 0.0 | 1.2 | 0.0 | 6.5 | 13.5 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.0 | 0.7 | 0.8 | 1.3 | 6.4 | 0.2 | 3.0 | 0.0 | 5.4 | 4.2 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 6.5 | 2.4 | 2.4 | 5.9 | 9.7 | 6.9 | 46.4 | 0.0 | 49.0 | 57.1 | 0.0 | 0.0 |
| LnGrp LOS | A | A | A | A | A | A | D | | D | E | | |
| Approach Vol, veh/h | | 1801 | | | 1069 | | | 296 | | | 128 | |
| Approach Delay, s/veh | | 2.6 | | | 9.2 | | | 48.0 | | | 57.1 | |
| Approach LOS | | A | | | A | | | D | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 11.4 | 69.6 | | 19.0 | 11.3 | 69.7 | | 19.0 |
| Change Period (Y+Rc), s | 6.5 | 6.5 | | 6.5 | 6.5 | 6.5 | | 6.5 |
| Max Green Setting (Gmax), s | 9.7 | 58.3 | | 12.5 | 7.2 | 60.8 | | 12.5 |
| Max Q Clear Time (g_c+I1), s | 4.7 | 2.0 | | 14.2 | 4.3 | 16.0 | | 13.2 |
| Green Ext Time (p_c), s | 0.1 | 54.3 | | 0.0 | 0.0 | 42.8 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 11.0 |
| HCM 2010 LOS | B |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 338 | 47 | 79 | 198 | 0 | 0 | 0 | 0 | 77 | 836 | 416 |
| Future Volume (veh/h) | 0 | 338 | 47 | 79 | 198 | 0 | 0 | 0 | 0 | 77 | 836 | 416 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | | | | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 0 | 1867 | 1900 | 1681 | 1881 | 0 | | | | 1900 | 1857 | 1900 |
| Adj Flow Rate, veh/h | 0 | 376 | 52 | 86 | 215 | 0 | | | | 86 | 929 | 462 |
| Adj No. of Lanes | 0 | 2 | 0 | 1 | 2 | 0 | | | | 0 | 2 | 0 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.92 | 0.92 | 0.92 | | | | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 2 | 2 | 13 | 1 | 0 | | | | 0 | 3 | 0 |
| Cap, veh/h | 0 | 1069 | 147 | 288 | 1219 | 0 | | | | 106 | 1159 | 606 |
| Arrive On Green | 0.00 | 0.34 | 0.34 | 0.34 | 0.34 | 0.00 | | | | 0.18 | 0.18 | 0.18 |
| Sat Flow, veh/h | 0 | 3228 | 430 | 863 | 3668 | 0 | | | | 198 | 2170 | 1136 |
| Grp Volume(v), veh/h | 0 | 212 | 216 | 86 | 215 | 0 | | | | 803 | 0 | 674 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1774 | 1791 | 863 | 1787 | 0 | | | | 1847 | 0 | 1657 |
| Q Serve(g_s), s | 0.0 | 8.9 | 9.1 | 8.3 | 4.2 | 0.0 | | | | 41.8 | 0.0 | 38.7 |
| Cycle Q Clear(g_c), s | 0.0 | 8.9 | 9.1 | 17.4 | 4.2 | 0.0 | | | | 41.8 | 0.0 | 38.7 |
| Prop In Lane | 0.00 | | 0.24 | 1.00 | | 0.00 | | | | 0.11 | | 0.69 |
| Lane Grp Cap(c), veh/h | 0 | 605 | 611 | 288 | 1219 | 0 | | | | 986 | 0 | 885 |
| V/C Ratio(X) | 0.00 | 0.35 | 0.35 | 0.30 | 0.18 | 0.00 | | | | 0.81 | 0.00 | 0.76 |
| Avail Cap(c_a), veh/h | 0 | 605 | 611 | 288 | 1219 | 0 | | | | 1099 | 0 | 986 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 0.33 | 0.33 | 0.33 |
| Upstream Filter(I) | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | 0.09 | 0.00 | 0.09 |
| Uniform Delay (d), s/veh | 0.0 | 24.7 | 24.7 | 31.2 | 23.1 | 0.0 | | | | 36.4 | 0.0 | 35.1 |
| Incr Delay (d2), s/veh | 0.0 | 1.6 | 1.6 | 2.6 | 0.3 | 0.0 | | | | 0.4 | 0.0 | 0.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 4.6 | 4.7 | 2.2 | 2.1 | 0.0 | | | | 21.6 | 0.0 | 17.9 |
| LnGrp Delay(d),s/veh | 0.0 | 26.2 | 26.3 | 33.8 | 23.4 | 0.0 | | | | 36.8 | 0.0 | 35.4 |
| LnGrp LOS | | C | C | C | C | | | | | D | | D |
| Approach Vol, veh/h | | 428 | | | 301 | | | | | | 1477 | |
| Approach Delay, s/veh | | 26.3 | | | 26.4 | | | | | | 36.2 | |
| Approach LOS | | C | | | C | | | | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | | 40.1 | | 59.9 | | 40.1 | | |
| Change Period (Y+Rc), s | | 6.0 | | 6.5 | | 6.0 | | |
| Max Green Setting (Gmax), s | | 28.0 | | 59.5 | | 28.0 | | |
| Max Q Clear Time (g_c+I1), s | | 11.1 | | 43.8 | | 19.4 | | |
| Green Ext Time (p_c), s | | 4.9 | | 9.6 | | 3.3 | | |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 32.9 |
| HCM 2010 LOS | | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 220 | 195 | 0 | 0 | 243 | 10 | 34 | 324 | 70 | 0 | 0 | 0 |
| Future Volume (veh/h) | 220 | 195 | 0 | 0 | 243 | 10 | 34 | 324 | 70 | 0 | 0 | 0 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | | | |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Adj Sat Flow, veh/h/ln | 1881 | 1881 | 0 | 0 | 1813 | 1900 | 1900 | 1841 | 1900 | | | |
| Adj Flow Rate, veh/h | 244 | 217 | 0 | 0 | 259 | 11 | 38 | 360 | 78 | | | |
| Adj No. of Lanes | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.94 | 0.94 | 0.94 | 0.90 | 0.90 | 0.90 | | | |
| Percent Heavy Veh, % | 1 | 1 | 0 | 0 | 5 | 5 | 0 | 4 | 0 | | | |
| Cap, veh/h | 820 | 2487 | 0 | 0 | 2344 | 99 | 49 | 480 | 109 | | | |
| Arrive On Green | 0.47 | 0.47 | 0.00 | 0.00 | 0.70 | 0.70 | 0.18 | 0.18 | 0.18 | | | |
| Sat Flow, veh/h | 1116 | 3668 | 0 | 0 | 3458 | 143 | 274 | 2679 | 609 | | | |
| Grp Volume(v), veh/h | 244 | 217 | 0 | 0 | 132 | 138 | 254 | 0 | 222 | | | |
| Grp Sat Flow(s),veh/h/ln | 1116 | 1787 | 0 | 0 | 1722 | 1788 | 1828 | 0 | 1734 | | | |
| Q Serve(g_s), s | 14.1 | 3.4 | 0.0 | 0.0 | 2.5 | 2.5 | 13.2 | 0.0 | 12.1 | | | |
| Cycle Q Clear(g_c), s | 16.7 | 3.4 | 0.0 | 0.0 | 2.5 | 2.5 | 13.2 | 0.0 | 12.1 | | | |
| Prop In Lane | 1.00 | | 0.00 | 0.00 | | 0.08 | 0.15 | | 0.35 | | | |
| Lane Grp Cap(c), veh/h | 820 | 2487 | 0 | 0 | 1199 | 1244 | 327 | 0 | 311 | | | |
| V/C Ratio(X) | 0.30 | 0.09 | 0.00 | 0.00 | 0.11 | 0.11 | 0.78 | 0.00 | 0.72 | | | |
| Avail Cap(c_a), veh/h | 820 | 2487 | 0 | 0 | 1199 | 1244 | 594 | 0 | 563 | | | |
| HCM Platoon Ratio | 0.67 | 0.67 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | 0.94 | 0.94 | 0.00 | 0.00 | 0.77 | 0.77 | 1.00 | 0.00 | 1.00 | | | |
| Uniform Delay (d), s/veh | 13.4 | 9.0 | 0.0 | 0.0 | 5.0 | 5.0 | 39.1 | 0.0 | 38.6 | | | |
| Incr Delay (d2), s/veh | 0.9 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 | 0.0 | 3.1 | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | 4.5 | 1.7 | 0.0 | 0.0 | 1.2 | 1.2 | 7.1 | 0.0 | 6.1 | | | |
| LnGrp Delay(d),s/veh | 14.3 | 9.1 | 0.0 | 0.0 | 5.0 | 5.0 | 43.1 | 0.0 | 41.7 | | | |
| LnGrp LOS | B | A | | | A | A | D | | D | | | |
| Approach Vol, veh/h | | 461 | | | 270 | | | 476 | | | | |
| Approach Delay, s/veh | | 11.8 | | | 5.0 | | | 42.4 | | | | |
| Approach LOS | | B | | | A | | | D | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 75.6 | | | | 75.6 | | 24.4 |
| Change Period (Y+Rc), s | | 6.0 | | | | 6.0 | | 6.5 |
| Max Green Setting (Gmax), s | | 55.0 | | | | 55.0 | | 32.5 |
| Max Q Clear Time (g_c+I1), s | | 18.7 | | | | 4.5 | | 15.2 |
| Green Ext Time (p_c), s | | 5.1 | | | | 5.3 | | 2.7 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 22.4 |
| HCM 2010 LOS | | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 219 | 837 | 378 | 110 | 511 | 40 | 223 | 108 | 106 | 86 | 129 | 142 |
| Future Volume (veh/h) | 219 | 837 | 378 | 110 | 511 | 40 | 223 | 108 | 106 | 86 | 129 | 142 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1827 | 1821 | 1900 | 1776 | 1731 | 1900 | 1667 | 1810 | 1863 | 1810 | 1839 | 1900 |
| Adj Flow Rate, veh/h | 235 | 900 | 406 | 120 | 555 | 43 | 248 | 120 | 118 | 96 | 143 | 158 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 1 | 1 | 1 | 0 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.92 | 0.92 | 0.92 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 4 | 4 | 4 | 7 | 10 | 10 | 14 | 5 | 2 | 5 | 7 | 7 |
| Cap, veh/h | 430 | 903 | 404 | 189 | 1060 | 82 | 284 | 425 | 372 | 372 | 135 | 149 |
| Arrive On Green | 0.11 | 0.39 | 0.39 | 0.06 | 0.34 | 0.34 | 0.13 | 0.24 | 0.24 | 0.06 | 0.17 | 0.17 |
| Sat Flow, veh/h | 1740 | 2327 | 1041 | 1691 | 3093 | 239 | 1587 | 1810 | 1583 | 1723 | 800 | 883 |
| Grp Volume(v), veh/h | 235 | 667 | 639 | 120 | 294 | 304 | 248 | 120 | 118 | 96 | 0 | 301 |
| Grp Sat Flow(s),veh/h/ln | 1740 | 1730 | 1638 | 1691 | 1644 | 1688 | 1587 | 1810 | 1583 | 1723 | 0 | 1683 |
| Q Serve(g_s), s | 7.5 | 34.4 | 34.8 | 4.1 | 12.9 | 12.9 | 11.3 | 4.9 | 5.5 | 4.1 | 0.0 | 15.1 |
| Cycle Q Clear(g_c), s | 7.5 | 34.4 | 34.8 | 4.1 | 12.9 | 12.9 | 11.3 | 4.9 | 5.5 | 4.1 | 0.0 | 15.1 |
| Prop In Lane | 1.00 | | 0.64 | 1.00 | | 0.14 | 1.00 | | 1.00 | 1.00 | | 0.52 |
| Lane Grp Cap(c), veh/h | 430 | 672 | 636 | 189 | 563 | 579 | 284 | 425 | 372 | 372 | 0 | 283 |
| V/C Ratio(X) | 0.55 | 0.99 | 1.01 | 0.64 | 0.52 | 0.52 | 0.87 | 0.28 | 0.32 | 0.26 | 0.00 | 1.06 |
| Avail Cap(c_a), veh/h | 534 | 672 | 636 | 195 | 563 | 579 | 284 | 425 | 372 | 386 | 0 | 283 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 16.5 | 27.3 | 27.4 | 22.2 | 23.6 | 23.6 | 26.3 | 28.1 | 28.3 | 28.1 | 0.0 | 37.3 |
| Incr Delay (d2), s/veh | 1.1 | 32.9 | 36.9 | 6.3 | 0.9 | 0.9 | 24.5 | 0.4 | 0.5 | 0.4 | 0.0 | 70.8 |
| 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 | 3.7 | 22.4 | 22.1 | 2.2 | 5.9 | 6.1 | 6.8 | 2.5 | 2.5 | 2.0 | 0.0 | 12.5 |
| LnGrp Delay(d),s/veh | 17.6 | 60.2 | 64.4 | 28.6 | 24.5 | 24.5 | 50.8 | 28.4 | 28.8 | 28.5 | 0.0 | 108.0 |
| LnGrp LOS | B | E | F | C | C | C | D | C | C | C | | F |
| Approach Vol, veh/h | | 1541 | | | 718 | | | 486 | | | 397 | |
| Approach Delay, s/veh | | 55.5 | | | 25.2 | | | 39.9 | | | 88.8 | |
| Approach LOS | | E | | | C | | | D | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 11.1 | 41.5 | 16.4 | 20.7 | 15.1 | 37.4 | 10.4 | 26.7 |
| Change Period (Y+Rc), s | * 5.3 | * 6.7 | * 4.9 | 5.6 | * 5.3 | * 6.7 | * 4.9 | 5.6 |
| Max Green Setting (Gmax), s | * 6.1 | * 35 | * 12 | 15.1 | * 15 | * 27 | * 6.2 | 20.4 |
| Max Q Clear Time (g_c+I1), s | 10.1 | 36.8 | 13.3 | 17.1 | 9.5 | 14.9 | 6.1 | 7.5 |
| Green Ext Time (p_c), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 8.5 | 0.0 | 2.3 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 50.3 |
| HCM 2010 LOS | D |

Notes

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 15 | 1236 | 18 | 4 | 961 | 123 | 17 | 3 | 19 | 195 | 3 | 45 |
| Future Volume (veh/h) | 15 | 1236 | 18 | 4 | 961 | 123 | 17 | 3 | 19 | 195 | 3 | 45 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1809 | 1900 | 1900 | 1784 | 1900 | 1900 | 1720 | 1900 | 1827 | 1707 | 1900 |
| Adj Flow Rate, veh/h | 16 | 1301 | 19 | 4 | 1068 | 137 | 19 | 3 | 21 | 217 | 3 | 50 |
| Adj No. of Lanes | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 5 | 5 | 7 | 7 | 7 | 50 | 50 | 50 | 4 | 50 | 50 |
| Cap, veh/h | 284 | 1824 | 27 | 83 | 1554 | 199 | 212 | 58 | 145 | 455 | 17 | 288 |
| Arrive On Green | 0.53 | 0.53 | 0.53 | 0.53 | 0.53 | 0.53 | 0.21 | 0.21 | 0.21 | 0.21 | 0.21 | 0.21 |
| Sat Flow, veh/h | 471 | 3468 | 51 | 2 | 2954 | 377 | 451 | 278 | 696 | 1355 | 83 | 1380 |
| Grp Volume(v), veh/h | 16 | 645 | 675 | 644 | 0 | 565 | 43 | 0 | 0 | 217 | 0 | 53 |
| Grp Sat Flow(s),veh/h/ln | 471 | 1719 | 1800 | 1777 | 0 | 1557 | 1424 | 0 | 0 | 1355 | 0 | 1463 |
| Q Serve(g_s), s | 1.2 | 12.6 | 12.6 | 0.0 | 0.0 | 11.9 | 0.0 | 0.0 | 0.0 | 5.4 | 0.0 | 1.3 |
| Cycle Q Clear(g_c), s | 13.1 | 12.6 | 12.6 | 11.8 | 0.0 | 11.9 | 1.0 | 0.0 | 0.0 | 6.3 | 0.0 | 1.3 |
| Prop In Lane | 1.00 | | 0.03 | 0.01 | | 0.24 | 0.44 | | 0.49 | 1.00 | | 0.94 |
| Lane Grp Cap(c), veh/h | 284 | 904 | 947 | 1017 | 0 | 819 | 415 | 0 | 0 | 455 | 0 | 306 |
| V/C Ratio(X) | 0.06 | 0.71 | 0.71 | 0.63 | 0.00 | 0.69 | 0.10 | 0.00 | 0.00 | 0.48 | 0.00 | 0.17 |
| Avail Cap(c_a), veh/h | 295 | 946 | 991 | 1059 | 0 | 857 | 874 | 0 | 0 | 908 | 0 | 795 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 12.7 | 7.9 | 7.9 | 7.8 | 0.0 | 7.8 | 14.2 | 0.0 | 0.0 | 16.2 | 0.0 | 14.3 |
| Incr Delay (d2), s/veh | 0.1 | 2.4 | 2.3 | 1.2 | 0.0 | 2.2 | 0.1 | 0.0 | 0.0 | 0.8 | 0.0 | 0.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 6.5 | 6.8 | 6.1 | 0.0 | 5.5 | 0.4 | 0.0 | 0.0 | 2.6 | 0.0 | 0.6 |
| LnGrp Delay(d),s/veh | 12.7 | 10.4 | 10.3 | 8.9 | 0.0 | 10.0 | 14.3 | 0.0 | 0.0 | 17.0 | 0.0 | 14.6 |
| LnGrp LOS | B | B | B | A | | B | B | | | B | | B |
| Approach Vol, veh/h | | 1336 | | | 1209 | | | 43 | | | 270 | |
| Approach Delay, s/veh | | 10.3 | | | 9.4 | | | 14.3 | | | 16.5 | |
| Approach LOS | | B | | | A | | | B | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 29.4 | | 14.7 | | 29.4 | | 14.7 |
| Change Period (Y+Rc), s | | 6.2 | | 5.5 | | 6.2 | | 5.5 |
| Max Green Setting (Gmax), s | | 24.3 | | 24.0 | | 24.3 | | 24.0 |
| Max Q Clear Time (g_c+I1), s | | 15.1 | | 8.3 | | 13.9 | | 3.0 |
| Green Ext Time (p_c), s | | 8.1 | | 1.1 | | 9.1 | | 1.2 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 10.6 |
| HCM 2010 LOS | | B |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 711 | 739 | 142 | 836 | 0 | 0 | 0 | 0 | 323 | 0 | 252 |
| Future Volume (veh/h) | 0 | 711 | 739 | 142 | 836 | 0 | 0 | 0 | 0 | 323 | 0 | 252 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | | | | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 0 | 1776 | 1863 | 1881 | 1792 | 0 | | | | 1827 | 0 | 1696 |
| Adj Flow Rate, veh/h | 0 | 741 | 0 | 158 | 929 | 0 | | | | 359 | 0 | 0 |
| Adj No. of Lanes | 0 | 2 | 1 | 1 | 2 | 0 | | | | 1 | 0 | 1 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.90 | 0.90 | 0.90 | | | | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 7 | 2 | 1 | 6 | 0 | | | | 4 | 0 | 12 |
| Cap, veh/h | 0 | 925 | 434 | 530 | 2179 | 0 | | | | 398 | 0 | 330 |
| Arrive On Green | 0.00 | 0.27 | 0.00 | 0.30 | 0.64 | 0.00 | | | | 0.23 | 0.00 | 0.00 |
| Sat Flow, veh/h | 0 | 3463 | 1583 | 1792 | 3495 | 0 | | | | 1740 | 0 | 1442 |
| Grp Volume(v), veh/h | 0 | 741 | 0 | 158 | 929 | 0 | | | | 359 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1687 | 1583 | 1792 | 1703 | 0 | | | | 1740 | 0 | 1442 |
| Q Serve(g_s), s | 0.0 | 18.4 | 0.0 | 6.1 | 12.2 | 0.0 | | | | 18.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 | 18.4 | 0.0 | 6.1 | 12.2 | 0.0 | | | | 18.0 | 0.0 | 0.0 |
| Prop In Lane | 0.00 | | 1.00 | 1.00 | | 0.00 | | | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 925 | 434 | 530 | 2179 | 0 | | | | 398 | 0 | 330 |
| V/C Ratio(X) | 0.00 | 0.80 | 0.00 | 0.30 | 0.43 | 0.00 | | | | 0.90 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 0 | 1301 | 610 | 530 | 2179 | 0 | | | | 493 | 0 | 409 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 0.59 | 0.00 | 0.81 | 0.81 | 0.00 | | | | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 0.0 | 30.4 | 0.0 | 24.5 | 8.0 | 0.0 | | | | 33.7 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 4.4 | 0.0 | 0.3 | 0.5 | 0.0 | | | | 17.1 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 9.1 | 0.0 | 3.1 | 5.8 | 0.0 | | | | 10.6 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 0.0 | 34.8 | 0.0 | 24.7 | 8.5 | 0.0 | | | | 50.8 | 0.0 | 0.0 |
| LnGrp LOS | | C | | C | A | | | | | D | | |
| Approach Vol, veh/h | | 741 | | | 1087 | | | | | | 359 | |
| Approach Delay, s/veh | | 34.8 | | | 10.9 | | | | | | 50.8 | |
| Approach LOS | | C | | | B | | | | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | 32.9 | 31.0 | | 26.1 | | 63.9 | | |
| Change Period (Y+Rc), s | * 6.3 | * 6.3 | | 5.5 | | * 6.3 | | |
| Max Green Setting (Gmax), s | * 13 | * 35 | | 25.5 | | * 53 | | |
| Max Q Clear Time (g_c+I1), s | 19.1 | 20.4 | | 20.0 | | 14.2 | | |
| Green Ext Time (p_c), s | 2.6 | 4.3 | | 0.6 | | 8.4 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 25.5 |
| HCM 2010 LOS | C |

Notes

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 149 | 885 | 0 | 0 | 601 | 138 | 377 | 0 | 127 | 0 | 0 | 0 |
| Future Volume (veh/h) | 149 | 885 | 0 | 0 | 601 | 138 | 377 | 0 | 127 | 0 | 0 | 0 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 7 | 4 | 14 | | | |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Adj Sat Flow, veh/h/ln | 1667 | 1827 | 0 | 0 | 1813 | 1900 | 1810 | 1810 | 1900 | | | |
| Adj Flow Rate, veh/h | 166 | 983 | 0 | 0 | 668 | 153 | 414 | 0 | 0 | | | |
| Adj No. of Lanes | 1 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.91 | 0.91 | 0.91 | | | |
| Percent Heavy Veh, % | 14 | 4 | 0 | 0 | 5 | 5 | 5 | 2 | 0 | | | |
| Cap, veh/h | 195 | 2459 | 0 | 0 | 1468 | 336 | 515 | 0 | 241 | | | |
| Arrive On Green | 0.25 | 1.00 | 0.00 | 0.00 | 0.53 | 0.53 | 0.15 | 0.00 | 0.00 | | | |
| Sat Flow, veh/h | 1587 | 3563 | 0 | 0 | 2876 | 637 | 3447 | 0 | 1615 | | | |
| Grp Volume(v), veh/h | 166 | 983 | 0 | 0 | 413 | 408 | 414 | 0 | 0 | | | |
| Grp Sat Flow(s),veh/h/ln | 1587 | 1736 | 0 | 0 | 1722 | 1700 | 1723 | 0 | 1615 | | | |
| Q Serve(g_s), s | 9.0 | 0.0 | 0.0 | 0.0 | 13.4 | 13.5 | 10.5 | 0.0 | 0.0 | | | |
| Cycle Q Clear(g_c), s | 9.0 | 0.0 | 0.0 | 0.0 | 13.4 | 13.5 | 10.5 | 0.0 | 0.0 | | | |
| Prop In Lane | 1.00 | | 0.00 | 0.00 | | 0.37 | 1.00 | | 1.00 | | | |
| Lane Grp Cap(c), veh/h | 195 | 2459 | 0 | 0 | 907 | 896 | 515 | 0 | 241 | | | |
| V/C Ratio(X) | 0.85 | 0.40 | 0.00 | 0.00 | 0.45 | 0.46 | 0.80 | 0.00 | 0.00 | | | |
| Avail Cap(c_a), veh/h | 316 | 2459 | 0 | 0 | 907 | 896 | 785 | 0 | 368 | | | |
| HCM Platoon Ratio | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | 0.75 | 0.75 | 0.00 | 0.00 | 0.72 | 0.72 | 1.00 | 0.00 | 0.00 | | | |
| Uniform Delay (d), s/veh | 33.2 | 0.0 | 0.0 | 0.0 | 13.2 | 13.3 | 37.0 | 0.0 | 0.0 | | | |
| Incr Delay (d2), s/veh | 9.1 | 0.4 | 0.0 | 0.0 | 0.3 | 0.3 | 3.6 | 0.0 | 0.0 | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | 4.4 | 0.1 | 0.0 | 0.0 | 6.4 | 6.3 | 5.2 | 0.0 | 0.0 | | | |
| LnGrp Delay(d),s/veh | 42.3 | 0.4 | 0.0 | 0.0 | 13.5 | 13.5 | 40.6 | 0.0 | 0.0 | | | |
| LnGrp LOS | D | A | | | B | B | D | | | | | |
| Approach Vol, veh/h | | 1149 | | | 821 | | | 414 | | | | |
| Approach Delay, s/veh | | 6.4 | | | 13.5 | | | 40.6 | | | | |
| Approach LOS | | A | | | B | | | D | | | | |

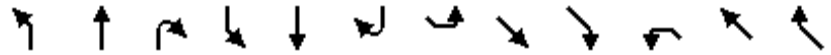
| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | 5 | 6 | | |
| Phs Duration (G+Y+Rc), s | | 70.1 | | 19.9 | 16.3 | 53.7 | | |
| Change Period (Y+Rc), s | | * 6.3 | | 6.5 | * 5.3 | * 6.3 | | |
| Max Green Setting (Gmax), s | | * 57 | | 20.5 | * 18 | * 34 | | |
| Max Q Clear Time (g_c+I1), s | | 2.0 | | 12.5 | 11.0 | 15.5 | | |
| Green Ext Time (p_c), s | | 19.5 | | 1.0 | 0.2 | 11.3 | | |

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

Notes

User approved volume balancing among the lanes for turning movement.

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



| Movement | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 330 | 674 | 8 | 4 | 226 | 26 | 45 | 3 | 501 | 12 | 1 | 10 |
| Future Volume (veh/h) | 330 | 674 | 8 | 4 | 226 | 26 | 45 | 3 | 501 | 12 | 1 | 10 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1810 | 1845 | 1900 | 1900 | 1745 | 1810 | 1900 | 1848 | 1827 | 1900 | 1900 | 1900 |
| Adj Flow Rate, veh/h | 367 | 749 | 9 | 4 | 251 | 29 | 50 | 3 | 557 | 13 | 1 | 11 |
| Adj No. of Lanes | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 0 |
| 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, % | 5 | 3 | 0 | 9 | 9 | 5 | 50 | 50 | 4 | 0 | 0 | 0 |
| Cap, veh/h | 437 | 850 | 745 | 64 | 473 | 421 | 439 | 23 | 378 | 331 | 48 | 530 |
| Arrive On Green | 0.09 | 0.46 | 0.46 | 0.27 | 0.27 | 0.27 | 0.24 | 0.24 | 0.24 | 0.01 | 0.35 | 0.35 |
| Sat Flow, veh/h | 1723 | 1845 | 1615 | 6 | 1728 | 1538 | 1315 | 94 | 1553 | 1810 | 136 | 1499 |
| Grp Volume(v), veh/h | 367 | 749 | 9 | 255 | 0 | 29 | 53 | 0 | 557 | 13 | 0 | 12 |
| Grp Sat Flow(s),veh/h/ln | 1723 | 1845 | 1615 | 1735 | 0 | 1538 | 1409 | 0 | 1553 | 1810 | 0 | 1635 |
| Q Serve(g_s), s | 5.3 | 21.6 | 0.2 | 0.0 | 0.0 | 0.8 | 1.6 | 0.0 | 14.3 | 0.3 | 0.0 | 0.3 |
| Cycle Q Clear(g_c), s | 5.3 | 21.6 | 0.2 | 7.3 | 0.0 | 0.8 | 1.7 | 0.0 | 14.3 | 0.3 | 0.0 | 0.3 |
| Prop In Lane | 1.00 | | 1.00 | 0.02 | | 1.00 | 0.94 | | 1.00 | 1.00 | | 0.92 |
| Lane Grp Cap(c), veh/h | 437 | 850 | 745 | 537 | 0 | 421 | 462 | 0 | 378 | 331 | 0 | 578 |
| V/C Ratio(X) | 0.84 | 0.88 | 0.01 | 0.47 | 0.00 | 0.07 | 0.11 | 0.00 | 1.47 | 0.04 | 0.00 | 0.02 |
| Avail Cap(c_a), veh/h | 437 | 945 | 827 | 625 | 0 | 500 | 462 | 0 | 378 | 431 | 0 | 668 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 18.7 | 14.4 | 8.6 | 18.1 | 0.0 | 15.8 | 17.4 | 0.0 | 22.2 | 15.0 | 0.0 | 12.4 |
| Incr Delay (d2), s/veh | 13.6 | 9.0 | 0.0 | 0.7 | 0.0 | 0.1 | 0.1 | 0.0 | 227.0 | 0.0 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 5.1 | 13.0 | 0.1 | 3.6 | 0.0 | 0.4 | 0.7 | 0.0 | 29.9 | 0.1 | 0.0 | 0.1 |
| LnGrp Delay(d),s/veh | 32.3 | 23.4 | 8.6 | 18.8 | 0.0 | 15.9 | 17.6 | 0.0 | 249.2 | 15.1 | 0.0 | 12.4 |
| LnGrp LOS | C | C | A | B | | B | B | | F | B | | B |
| Approach Vol, veh/h | | 1125 | | | 284 | | | 610 | | | 25 | |
| Approach Delay, s/veh | | 26.2 | | | 18.5 | | | 229.1 | | | 13.8 | |
| Approach LOS | | C | | | B | | | F | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | 3 | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 32.3 | 6.5 | 20.0 | 11.0 | 21.3 | | 26.5 |
| Change Period (Y+Rc), s | | * 5.2 | 5.7 | 5.7 | 5.7 | * 5.2 | | 5.7 |
| Max Green Setting (Gmax), s | | * 30 | 4.0 | 14.3 | 5.3 | * 19 | | 24.0 |
| Max Q Clear Time (g_c+I1), s | | 23.6 | 2.3 | 16.3 | 7.3 | 9.3 | | 2.3 |
| Green Ext Time (p_c), s | | 3.4 | 0.0 | 0.0 | 0.0 | 4.7 | | 2.5 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 85.5 |
| HCM 2010 LOS | F |

Notes

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 647 | 2425 | 10 | 27 | 872 | 81 | 1 | 76 | 64 | 27 | 17 | 439 |
| Future Volume (veh/h) | 647 | 2425 | 10 | 27 | 872 | 81 | 1 | 76 | 64 | 27 | 17 | 439 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1845 | 1845 | 1900 | 1810 | 1792 | 1638 | 1900 | 1845 | 1863 | 1377 | 1696 | 1727 |
| Adj Flow Rate, veh/h | 711 | 2665 | 11 | 29 | 938 | 87 | 1 | 84 | 71 | 30 | 19 | 488 |
| Adj No. of Lanes | 2 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.93 | 0.93 | 0.93 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 3 | 3 | 0 | 5 | 6 | 16 | 0 | 3 | 2 | 38 | 12 | 10 |
| Cap, veh/h | 780 | 1343 | 1176 | 89 | 1760 | 719 | 131 | 186 | 160 | 101 | 171 | 484 |
| Arrive On Green | 0.23 | 0.73 | 0.73 | 0.02 | 0.52 | 0.52 | 0.10 | 0.10 | 0.10 | 0.10 | 0.10 | 0.10 |
| Sat Flow, veh/h | 3408 | 1845 | 1615 | 1723 | 3406 | 1392 | 906 | 1845 | 1583 | 907 | 1696 | 1468 |
| Grp Volume(v), veh/h | 711 | 2665 | 11 | 29 | 938 | 87 | 1 | 84 | 71 | 30 | 19 | 488 |
| Grp Sat Flow(s),veh/h/ln | 1704 | 1845 | 1615 | 1723 | 1703 | 1392 | 906 | 1845 | 1583 | 907 | 1696 | 1468 |
| Q Serve(g_s), s | 30.2 | 108.1 | 0.3 | 1.2 | 27.3 | 4.8 | 0.1 | 6.4 | 6.3 | 4.8 | 1.5 | 15.0 |
| Cycle Q Clear(g_c), s | 30.2 | 108.1 | 0.3 | 1.2 | 27.3 | 4.8 | 1.7 | 6.4 | 6.3 | 11.2 | 1.5 | 15.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 780 | 1343 | 1176 | 89 | 1760 | 719 | 131 | 186 | 160 | 101 | 171 | 484 |
| V/C Ratio(X) | 0.91 | 1.98 | 0.01 | 0.33 | 0.53 | 0.12 | 0.01 | 0.45 | 0.44 | 0.30 | 0.11 | 1.01 |
| Avail Cap(c_a), veh/h | 1063 | 1343 | 1176 | 107 | 1760 | 719 | 131 | 186 | 160 | 101 | 171 | 484 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 55.8 | 20.2 | 5.5 | 35.8 | 23.9 | 18.5 | 61.4 | 62.9 | 62.8 | 68.1 | 60.7 | 49.8 |
| Incr Delay (d2), s/veh | 8.7 | 445.7 | 0.0 | 1.6 | 0.9 | 0.3 | 0.0 | 1.3 | 1.4 | 1.2 | 0.2 | 42.9 |
| 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 | 15.2 | 220.4 | 0.1 | 0.7 | 13.0 | 1.9 | 0.0 | 3.3 | 2.8 | 1.2 | 0.7 | 25.6 |
| LnGrp Delay(d),s/veh | 64.5 | 465.9 | 5.5 | 37.3 | 24.9 | 18.8 | 61.5 | 64.1 | 64.3 | 69.3 | 60.9 | 92.7 |
| LnGrp LOS | E | F | A | D | C | B | E | E | E | E | E | F |
| Approach Vol, veh/h | | 3387 | | | 1054 | | | 156 | | | 537 | |
| Approach Delay, s/veh | | 380.1 | | | 24.7 | | | 64.2 | | | 90.3 | |
| Approach LOS | | F | | | C | | | E | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 10.8 | 115.5 | | 22.2 | 42.2 | 84.1 | | 22.2 |
| Change Period (Y+Rc), s | 7.3 | * 7.4 | | * 7.2 | 8.2 | * 7.4 | | * 7.2 |
| Max Green Setting (Gmax), s | 5.6 | * 1.1E2 | | * 15 | 46.3 | * 66 | | * 15 |
| Max Q Clear Time (g_c+I1), s | 32.2 | 110.1 | | 17.0 | 32.2 | 29.3 | | 8.4 |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | 0.0 | 1.8 | 36.5 | | 1.3 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 267.3 |
| HCM 2010 LOS | F |

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.



| Movement | NBL | NBT | NBR | SBL | SBT | SBR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 28 | 1 | 812 | 0 | 3251 | 123 | 464 | 944 | 0 |
| Future Volume (veh/h) | 0 | 0 | 0 | 28 | 1 | 812 | 0 | 3251 | 123 | 464 | 944 | 0 |
| Number | | | | 7 | 4 | 14 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | | | | 1900 | 1900 | 1681 | 0 | 1810 | 1900 | 1759 | 1743 | 0 |
| Adj Flow Rate, veh/h | | | | 31 | 1 | 902 | 0 | 3612 | 137 | 516 | 1049 | 0 |
| Adj No. of Lanes | | | | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 2 | 0 |
| Peak Hour Factor | | | | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | | | | 13 | 0 | 13 | 0 | 5 | 5 | 8 | 9 | 0 |
| Cap, veh/h | | | | 406 | 13 | 330 | 0 | 1774 | 67 | 268 | 2309 | 0 |
| Arrive On Green | | | | 0.23 | 0.23 | 0.23 | 0.00 | 0.52 | 0.52 | 0.14 | 0.70 | 0.00 |
| Sat Flow, veh/h | | | | 1756 | 57 | 1429 | 0 | 3469 | 127 | 1675 | 3399 | 0 |
| Grp Volume(v), veh/h | | | | 32 | 0 | 902 | 0 | 1826 | 1923 | 516 | 1049 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | | 1812 | 0 | 1429 | 0 | 1719 | 1787 | 1675 | 1656 | 0 |
| Q Serve(g_s), s | | | | 2.5 | 0.0 | 41.6 | 0.0 | 94.5 | 94.5 | 24.5 | 25.3 | 0.0 |
| Cycle Q Clear(g_c), s | | | | 2.5 | 0.0 | 41.6 | 0.0 | 94.5 | 94.5 | 24.5 | 25.3 | 0.0 |
| Prop In Lane | | | | 0.97 | | 1.00 | 0.00 | | 0.07 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | | | | 419 | 0 | 330 | 0 | 903 | 938 | 268 | 2309 | 0 |
| V/C Ratio(X) | | | | 0.08 | 0.00 | 2.73 | 0.00 | 2.02 | 2.05 | 1.92 | 0.45 | 0.00 |
| Avail Cap(c_a), veh/h | | | | 419 | 0 | 330 | 0 | 903 | 938 | 268 | 2309 | 0 |
| HCM Platoon Ratio | | | | 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 | 0.00 | 1.00 | 1.00 | 0.09 | 0.09 | 0.00 |
| Uniform Delay (d), s/veh | | | | 54.2 | 0.0 | 69.2 | 0.0 | 42.8 | 42.8 | 75.9 | 12.1 | 0.0 |
| Incr Delay (d2), s/veh | | | | 0.0 | 0.0 | 787.4 | 0.0 | 464.6 | 475.9 | 417.5 | 0.1 | 0.0 |
| Initial Q Delay(d3),s/veh | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | | 1.2 | 0.0 | 88.7 | 0.0 | 161.1 | 170.4 | 44.4 | 11.5 | 0.0 |
| LnGrp Delay(d),s/veh | | | | 54.2 | 0.0 | 856.6 | 0.0 | 507.3 | 518.6 | 493.4 | 12.1 | 0.0 |
| LnGrp LOS | | | | D | | F | | F | F | F | B | |
| Approach Vol, veh/h | | | | | 934 | | | 3749 | | | 1565 | |
| Approach Delay, s/veh | | | | | 829.1 | | | 513.1 | | | 170.8 | |
| Approach LOS | | | | | F | | | F | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | 31.0 | 101.0 | | 48.0 | | 132.0 | | |
| Change Period (Y+Rc), s | 6.5 | 6.5 | | * 6.4 | | 6.5 | | |
| Max Green Setting (Gmax), s | 24.5 | 94.5 | | * 42 | | 125.5 | | |
| Max Q Clear Time (g_c+I1), s | 26.5 | 96.5 | | 43.6 | | 27.3 | | |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | 0.0 | | 30.8 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 474.6 |
| HCM 2010 LOS | F |

Notes

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 1947 | 1332 | 0 | 0 | 1353 | 29 | 55 | 216 | 626 | 0 | 0 | 0 |
| Future Volume (veh/h) | 1947 | 1332 | 0 | 0 | 1353 | 29 | 55 | 216 | 626 | 0 | 0 | 0 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | | | |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Adj Sat Flow, veh/h/ln | 1845 | 1810 | 0 | 0 | 1741 | 1900 | 1845 | 1827 | 1810 | | | |
| Adj Flow Rate, veh/h | 2163 | 1480 | 0 | 0 | 1503 | 32 | 61 | 582 | 468 | | | |
| Adj No. of Lanes | 1 | 2 | 0 | 0 | 2 | 0 | 1 | 1 | 1 | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | | |
| Percent Heavy Veh, % | 3 | 5 | 0 | 0 | 9 | 9 | 3 | 3 | 5 | | | |
| Cap, veh/h | 860 | 2636 | 0 | 0 | 883 | 19 | 293 | 304 | 256 | | | |
| Arrive On Green | 0.47 | 0.77 | 0.00 | 0.00 | 0.27 | 0.27 | 0.17 | 0.17 | 0.17 | | | |
| Sat Flow, veh/h | 1757 | 3529 | 0 | 0 | 3399 | 70 | 1757 | 1827 | 1538 | | | |
| Grp Volume(v), veh/h | 2163 | 1480 | 0 | 0 | 750 | 785 | 61 | 582 | 468 | | | |
| Grp Sat Flow(s),veh/h/ln | 1757 | 1719 | 0 | 0 | 1654 | 1728 | 1757 | 1827 | 1538 | | | |
| Q Serve(g_s), s | 84.0 | 31.7 | 0.0 | 0.0 | 48.0 | 48.0 | 5.4 | 30.0 | 30.0 | | | |
| Cycle Q Clear(g_c), s | 84.0 | 31.7 | 0.0 | 0.0 | 48.0 | 48.0 | 5.4 | 30.0 | 30.0 | | | |
| Prop In Lane | 1.00 | | 0.00 | 0.00 | | 0.04 | 1.00 | | 1.00 | | | |
| Lane Grp Cap(c), veh/h | 860 | 2636 | 0 | 0 | 441 | 461 | 293 | 304 | 256 | | | |
| V/C Ratio(X) | 2.52 | 0.56 | 0.00 | 0.00 | 1.70 | 1.70 | 0.21 | 1.91 | 1.83 | | | |
| Avail Cap(c_a), veh/h | 860 | 2636 | 0 | 0 | 441 | 461 | 293 | 304 | 256 | | | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | 0.09 | 0.09 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Uniform Delay (d), s/veh | 43.9 | 8.6 | 0.0 | 0.0 | 66.0 | 66.0 | 64.7 | 75.0 | 75.0 | | | |
| Incr Delay (d2), s/veh | 682.3 | 0.1 | 0.0 | 0.0 | 324.6 | 326.0 | 1.6 | 422.2 | 386.5 | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | 205.7 | 14.8 | 0.0 | 0.0 | 61.7 | 64.6 | 2.8 | 50.8 | 40.3 | | | |
| LnGrp Delay(d),s/veh | 726.2 | 8.7 | 0.0 | 0.0 | 390.6 | 392.0 | 66.4 | 497.2 | 461.5 | | | |
| LnGrp LOS | F | A | | | F | F | E | F | F | | | |
| Approach Vol, veh/h | | 3643 | | | 1535 | | | 1111 | | | | |
| Approach Delay, s/veh | | 434.7 | | | 391.3 | | | 458.5 | | | | |
| Approach LOS | | F | | | F | | | F | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 144.0 | | | 90.0 | 54.0 | | 36.0 |
| Change Period (Y+Rc), s | | 6.0 | | | 6.0 | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | | 138.0 | | | 84.0 | 48.0 | | 30.0 |
| Max Q Clear Time (g_c+I1), s | | 33.7 | | | 86.0 | 50.0 | | 32.0 |
| Green Ext Time (p_c), s | | 60.3 | | | 0.0 | 0.0 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 428.3 |
| HCM 2010 LOS | F |

Notes

User approved volume balancing among the lanes for turning movement.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 151 | 1807 | 0 | 0 | 1316 | 26 | 0 | 0 | 0 | 21 | 0 | 65 |
| Future Volume (veh/h) | 151 | 1807 | 0 | 0 | 1316 | 26 | 0 | 0 | 0 | 21 | 0 | 65 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1881 | 1810 | 1900 | 1863 | 1746 | 1900 | 1900 | 1863 | 1900 | 1681 | 0 | 1863 |
| Adj Flow Rate, veh/h | 164 | 1964 | 0 | 0 | 1462 | 29 | 0 | 0 | 0 | 23 | 0 | 72 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.90 | 0.90 | 0.90 | 0.92 | 0.92 | 0.92 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 1 | 5 | 5 | 2 | 9 | 9 | 2 | 2 | 2 | 13 | 0 | 2 |
| Cap, veh/h | 681 | 2953 | 0 | 80 | 1371 | 27 | 0 | 2 | 0 | 39 | 0 | 0 |
| Arrive On Green | 0.38 | 0.86 | 0.00 | 0.00 | 0.41 | 0.41 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 |
| Sat Flow, veh/h | 1792 | 3529 | 0 | 222 | 3327 | 66 | 0 | 111765 | 0 | 1601 | 23 | |
| Grp Volume(v), veh/h | 164 | 1964 | 0 | 0 | 728 | 763 | 0 | 0 | 0 | 23 | 56.8 | |
| Grp Sat Flow(s),veh/h/ln | 1792 | 1719 | 0 | 222 | 1659 | 1734 | 0 | 1863 | 0 | 1601 | E | |
| Q Serve(g_s), s | 5.6 | 16.9 | 0.0 | 0.0 | 37.1 | 37.1 | 0.0 | 0.0 | 0.0 | 1.3 | | |
| Cycle Q Clear(g_c), s | 5.6 | 16.9 | 0.0 | 0.0 | 37.1 | 37.1 | 0.0 | 0.0 | 0.0 | 1.3 | | |
| Prop In Lane | 1.00 | | 0.00 | 1.00 | | 0.04 | 0.00 | | 0.00 | 1.00 | | |
| Lane Grp Cap(c), veh/h | 681 | 2953 | 0 | 80 | 684 | 715 | 0 | 2 | 0 | 39 | | |
| V/C Ratio(X) | 0.24 | 0.66 | 0.00 | 0.00 | 1.07 | 1.07 | 0.00 | 0.00 | 0.00 | 0.59 | | |
| Avail Cap(c_a), veh/h | 681 | 2953 | 0 | 80 | 684 | 715 | 0 | 373 | 0 | 89 | | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 0.00 | 0.47 | 0.47 | 0.00 | 0.00 | 0.00 | 0.99 | | |
| Uniform Delay (d), s/veh | 19.0 | 2.1 | 0.0 | 0.0 | 26.4 | 26.5 | 0.0 | 0.0 | 0.0 | 43.5 | | |
| Incr Delay (d2), s/veh | 0.2 | 1.2 | 0.0 | 0.0 | 43.1 | 43.3 | 0.0 | 0.0 | 0.0 | 13.3 | | |
| 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 | | |
| %ile BackOfQ(50%),veh/ln | 2.8 | 8.1 | 0.0 | 0.0 | 25.1 | 26.3 | 0.0 | 0.0 | 0.0 | 0.7 | | |
| LnGrp Delay(d),s/veh | 19.2 | 3.3 | 0.0 | 0.0 | 69.5 | 69.8 | 0.0 | 0.0 | 0.0 | 56.8 | | |
| LnGrp LOS | B | A | | | F | F | | | | E | | |
| Approach Vol, veh/h | | 2128 | | | 1491 | | | 0 | | | | |
| Approach Delay, s/veh | | 4.5 | | | 69.7 | | | 0.0 | | | | |
| Approach LOS | | A | | | E | | | | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | | 83.3 | | | 40.2 | 43.1 | 6.7 | 0.0 |
| Change Period (Y+Rc), s | | 6.0 | | | 6.0 | * 6 | 4.5 | 6.0 |
| Max Green Setting (Gmax), s | | 50.5 | | | 8.9 | * 37 | 5.0 | 18.0 |
| Max Q Clear Time (g_c+I1), s | | 18.9 | | | 7.6 | 39.1 | 3.3 | 0.0 |
| Green Ext Time (p_c), s | | 22.2 | | | 0.1 | 0.0 | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 31.5 |
| HCM 2010 LOS | C |

Notes

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 221 | 639 | 40 | 9 | 176 | 396 | 31 | 83 | 3 | 328 | 77 | 87 |
| Future Volume (veh/h) | 221 | 639 | 40 | 9 | 176 | 396 | 31 | 83 | 3 | 328 | 77 | 87 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1811 | 1900 | 1624 | 1864 | 1900 | 1900 | 1763 | 1900 | 1881 | 1863 | 1900 |
| Adj Flow Rate, veh/h | 246 | 710 | 44 | 10 | 193 | 435 | 34 | 92 | 3 | 360 | 85 | 96 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 2 | 1 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.91 | 0.91 | 0.91 | 0.90 | 0.90 | 0.90 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, % | 2 | 5 | 5 | 17 | 4 | 4 | 0 | 8 | 8 | 1 | 2 | 0 |
| Cap, veh/h | 490 | 2154 | 133 | 391 | 894 | 800 | 286 | 684 | 22 | 626 | 385 | 334 |
| Arrive On Green | 0.09 | 0.65 | 0.65 | 0.50 | 0.50 | 0.50 | 0.21 | 0.21 | 0.21 | 0.21 | 0.21 | 0.21 |
| Sat Flow, veh/h | 1774 | 3291 | 204 | 616 | 1771 | 1585 | 1222 | 3312 | 108 | 2538 | 1863 | 1615 |
| Grp Volume(v), veh/h | 246 | 371 | 383 | 10 | 193 | 435 | 34 | 46 | 49 | 360 | 85 | 96 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1720 | 1775 | 616 | 1771 | 1585 | 1222 | 1675 | 1744 | 1269 | 1863 | 1615 |
| Q Serve(g_s), s | 5.6 | 8.5 | 8.6 | 0.7 | 5.5 | 16.9 | 2.1 | 2.0 | 2.0 | 12.1 | 3.4 | 4.5 |
| Cycle Q Clear(g_c), s | 5.6 | 8.5 | 8.6 | 0.7 | 5.5 | 16.9 | 5.6 | 2.0 | 2.0 | 14.2 | 3.4 | 4.5 |
| Prop In Lane | 1.00 | | 0.11 | 1.00 | | 1.00 | 1.00 | | 0.06 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 490 | 1126 | 1162 | 391 | 894 | 800 | 286 | 346 | 360 | 626 | 385 | 334 |
| V/C Ratio(X) | 0.50 | 0.33 | 0.33 | 0.03 | 0.22 | 0.54 | 0.12 | 0.13 | 0.14 | 0.57 | 0.22 | 0.29 |
| Avail Cap(c_a), veh/h | 626 | 1126 | 1162 | 391 | 894 | 800 | 414 | 521 | 543 | 892 | 580 | 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) | 0.93 | 0.93 | 0.93 | 0.82 | 0.82 | 0.82 | 0.25 | 0.25 | 0.25 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 10.6 | 6.8 | 6.8 | 11.2 | 12.4 | 15.2 | 32.0 | 29.1 | 29.1 | 34.9 | 29.7 | 30.1 |
| Incr Delay (d2), s/veh | 0.7 | 0.7 | 0.7 | 0.0 | 0.1 | 0.6 | 0.0 | 0.0 | 0.0 | 0.8 | 0.3 | 0.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.8 | 4.2 | 4.4 | 0.1 | 2.7 | 7.5 | 0.7 | 0.9 | 1.0 | 4.3 | 1.8 | 2.1 |
| LnGrp Delay(d),s/veh | 11.3 | 7.6 | 7.5 | 11.2 | 12.5 | 15.8 | 32.0 | 29.2 | 29.2 | 35.8 | 30.0 | 30.6 |
| LnGrp LOS | B | A | A | B | B | B | C | C | C | D | C | C |
| Approach Vol, veh/h | | 1000 | | | 638 | | | 129 | | | 541 | |
| Approach Delay, s/veh | | 8.5 | | | 14.8 | | | 29.9 | | | 33.9 | |
| Approach LOS | | A | | | B | | | C | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 65.4 | | 24.6 | 13.5 | 51.9 | | 24.6 |
| Change Period (Y+Rc), s | | 6.5 | | 6.0 | 5.5 | * 6.5 | | 6.0 |
| Max Green Setting (Gmax), s | | 49.5 | | 28.0 | 14.9 | * 30 | | 28.0 |
| Max Q Clear Time (g_c+I1), s | | 10.6 | | 16.2 | 7.6 | 18.9 | | 7.6 |
| Green Ext Time (p_c), s | | 10.5 | | 2.4 | 0.4 | 5.8 | | 2.9 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 17.4 |
| HCM 2010 LOS | B |

Notes

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 826 | 141 | 17 | 80 | 87 | 365 | 52 | 1715 | 105 | 432 | 1180 | 535 |
| Future Volume (veh/h) | 826 | 141 | 17 | 80 | 87 | 365 | 52 | 1715 | 105 | 432 | 1180 | 535 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1811 | 1900 | 1610 | 1712 | 1293 | 1900 | 1811 | 1900 | 1583 | 1827 | 1863 |
| Adj Flow Rate, veh/h | 879 | 150 | 18 | 84 | 92 | 384 | 55 | 1824 | 112 | 455 | 1242 | 563 |
| Adj No. of Lanes | 2 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 1 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.95 | 0.95 | 0.95 | 0.94 | 0.94 | 0.94 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 5 | 5 | 18 | 11 | 47 | 0 | 4 | 4 | 20 | 4 | 2 |
| Cap, veh/h | 382 | 493 | 59 | 231 | 456 | 293 | 107 | 1391 | 85 | 80 | 1466 | 669 |
| Arrive On Green | 0.04 | 0.10 | 0.10 | 0.07 | 0.27 | 0.27 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 |
| Sat Flow, veh/h | 3442 | 1587 | 190 | 1533 | 1712 | 1099 | 265 | 3295 | 200 | 194 | 3471 | 1583 |
| Grp Volume(v), veh/h | 879 | 0 | 168 | 84 | 92 | 384 | 55 | 943 | 993 | 455 | 1242 | 563 |
| Grp Sat Flow(s),veh/h/ln | 1721 | 0 | 1778 | 1533 | 1712 | 1099 | 265 | 1720 | 1775 | 194 | 1736 | 1583 |
| Q Serve(g_s), s | 10.0 | 0.0 | 7.9 | 4.1 | 3.7 | 24.0 | 9.0 | 38.0 | 38.0 | 0.0 | 29.0 | 28.7 |
| Cycle Q Clear(g_c), s | 10.0 | 0.0 | 7.9 | 4.1 | 3.7 | 24.0 | 38.0 | 38.0 | 38.0 | 38.0 | 29.0 | 28.7 |
| Prop In Lane | 1.00 | | 0.11 | 1.00 | | 1.00 | 1.00 | | 0.11 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 382 | 0 | 552 | 231 | 456 | 293 | 107 | 726 | 750 | 80 | 1466 | 669 |
| V/C Ratio(X) | 2.30 | 0.00 | 0.30 | 0.36 | 0.20 | 1.31 | 0.52 | 1.30 | 1.32 | 5.69 | 0.85 | 0.84 |
| Avail Cap(c_a), veh/h | 382 | 0 | 552 | 246 | 456 | 293 | 107 | 726 | 750 | 80 | 1466 | 669 |
| HCM Platoon Ratio | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.89 | 0.00 | 0.89 | 1.00 | 1.00 | 1.00 | 0.70 | 0.70 | 0.70 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 43.3 | 0.0 | 31.4 | 29.4 | 25.6 | 33.0 | 42.8 | 26.0 | 26.0 | 45.0 | 23.4 | 23.3 |
| Incr Delay (d2), s/veh | 591.7 | 0.0 | 1.3 | 1.0 | 0.2 | 162.2 | 3.0 | 141.7 | 152.5 | 2136.3 | 4.8 | 9.5 |
| 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 | 36.2 | 0.0 | 4.1 | 1.7 | 1.8 | 20.4 | 1.4 | 46.5 | 50.3 | 49.5 | 14.8 | 14.3 |
| LnGrp Delay(d),s/veh | 635.1 | 0.0 | 32.7 | 30.4 | 25.8 | 195.2 | 45.8 | 167.7 | 178.5 | 2181.3 | 28.2 | 32.8 |
| LnGrp LOS | F | | C | C | C | F | D | F | F | F | C | C |
| Approach Vol, veh/h | | 1047 | | | 560 | | | 1991 | | | 2260 | |
| Approach Delay, s/veh | | 538.4 | | | 142.6 | | | 169.7 | | | 462.9 | |
| Approach LOS | | F | | | F | | | F | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 12.1 | 33.9 | | 44.0 | 16.0 | 30.0 | | 44.0 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | 7.0 | 27.0 | | 38.0 | 10.0 | 24.0 | | 38.0 |
| Max Q Clear Time (g_c+I1), s | 10.1 | 9.9 | | 40.0 | 12.0 | 26.0 | | 40.0 |
| Green Ext Time (p_c), s | 0.0 | 4.0 | | 0.0 | 0.0 | 0.0 | | 0.0 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | 346.1 | |
| HCM 2010 LOS | F | |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 469 | 0 | 0 | 2503 | 0 | 0 |
| Future Volume (veh/h) | 469 | 0 | 0 | 2503 | 0 | 0 |
| Number | 3 | 18 | 2 | 12 | 1 | 6 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1367 | 1845 | 1881 | 1301 | 1759 |
| Adj Flow Rate, veh/h | 521 | 0 | 0 | 0 | 0 | 0 |
| Adj No. of Lanes | 2 | 1 | 2 | 1 | 1 | 2 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 2 | 39 | 3 | 1 | 46 | 8 |
| Cap, veh/h | 1937 | 654 | 22 | 10 | 457 | 21 |
| Arrive On Green | 0.56 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Sat Flow, veh/h | 3442 | 1162 | 127374 | 1599 | 1239 | 3431 |
| Grp Volume(v), veh/h | 521 | 0 | 0 | 0 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1721 | 1162 | 1752 | 1599 | 1239 | 1671 |
| Q Serve(g_s), s | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Lane Grp Cap(c), veh/h | 1937 | 654 | 22 | 10 | 457 | 21 |
| V/C Ratio(X) | 0.27 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 4083 | 1378 | 22541 | 10284 | 991 | 24420 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LnGrp LOS | A | | | | | |
| Approach Vol, veh/h | 521 | | 0 | | | 0 |
| Approach Delay, s/veh | 1.9 | | 0.0 | | | 0.0 |
| Approach LOS | A | | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 0.0 | 0.0 | | | | 0.0 | | 16.0 |
| Change Period (Y+Rc), s | 7.0 | 7.0 | | | | 7.0 | | 7.0 |
| Max Green Setting (Gmax), s | 7.6 | 103.0 | | | | 117.0 | | 19.0 |
| Max Q Clear Time (g_c+I1), s | 0.0 | 0.0 | | | | 0.0 | | 3.2 |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | | | 0.0 | | 1.7 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 1.9 |
| HCM 2010 LOS | A |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 110 | 765 | 0 | 0 | 2170 | 389 | 0 | 0 | 0 | 261 | 0 | 607 |
| Future Volume (veh/h) | 110 | 765 | 0 | 0 | 2170 | 389 | 0 | 0 | 0 | 261 | 0 | 607 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1845 | 1845 | 0 | 1863 | 1845 | 1847 | 1900 | 1863 | 1900 | 1863 | 0 | 1792 |
| Adj Flow Rate, veh/h | 120 | 832 | 0 | 0 | 2309 | 0 | 0 | 0 | 0 | 290 | 0 | 0 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 1 | 0 | 1 | 0 | 2 | 0 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.94 | 0.94 | 0.94 | 0.92 | 0.92 | 0.92 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 3 | 3 | 0 | 2 | 3 | 7 | 2 | 2 | 2 | 2 | 0 | 6 |
| Cap, veh/h | 761 | 2648 | 0 | 2 | 896 | 401 | 0 | 2 | 0 | 383 | 0 | 0 |
| Arrive On Green | 0.43 | 0.76 | 0.00 | 0.00 | 0.26 | 0.00 | 0.00 | 0.00 | 0.00 | 0.11 | 0.00 | 0.00 |
| Sat Flow, veh/h | 1757 | 3597 | 0 | 1774 | 3505 | 1570 | 0 | 1117 | 65 | 3442 | 290 | |
| Grp Volume(v), veh/h | 120 | 832 | 0 | 0 | 2309 | 0 | 0 | 0 | 0 | 290 | 41.9 | |
| Grp Sat Flow(s),veh/h/ln | 1757 | 1752 | 0 | 1774 | 1752 | 1570 | 0 | 1863 | 0 | 1721 | D | |
| Q Serve(g_s), s | 3.7 | 6.9 | 0.0 | 0.0 | 23.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.4 | | |
| Cycle Q Clear(g_c), s | 3.7 | 6.9 | 0.0 | 0.0 | 23.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.4 | | |
| Prop In Lane | 1.00 | | 0.00 | 1.00 | | 1.00 | 0.00 | | 0.00 | 1.00 | | |
| Lane Grp Cap(c), veh/h | 761 | 2648 | 0 | 2 | 896 | 401 | 0 | 2 | 0 | 383 | | |
| V/C Ratio(X) | 0.16 | 0.31 | 0.00 | 0.00 | 2.58 | 0.00 | 0.00 | 0.00 | 0.00 | 0.76 | | |
| Avail Cap(c_a), veh/h | 761 | 2648 | 0 | 138 | 896 | 401 | 0 | 373 | 0 | 688 | | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Upstream Filter(I) | 0.09 | 0.09 | 0.00 | 0.00 | 0.19 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | | |
| Uniform Delay (d), s/veh | 15.5 | 3.5 | 0.0 | 0.0 | 33.5 | 0.0 | 0.0 | 0.0 | 0.0 | 38.8 | | |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 710.7 | 0.0 | 0.0 | 0.0 | 0.0 | 3.1 | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| %ile BackOfQ(50%),veh/ln | 1.8 | 3.2 | 0.0 | 0.0 | 99.5 | 0.0 | 0.0 | 0.0 | 0.0 | 3.7 | | |
| LnGrp Delay(d),s/veh | 15.5 | 3.6 | 0.0 | 0.0 | 744.2 | 0.0 | 0.0 | 0.0 | 0.0 | 41.9 | | |
| LnGrp LOS | B | A | | | F | | | | | D | | |
| Approach Vol, veh/h | | 952 | | | 2309 | | | 0 | | | | |
| Approach Delay, s/veh | | 5.1 | | | 744.2 | | | 0.0 | | | | |
| Approach LOS | | A | | | F | | | | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 10.0 | 74.0 | | | 45.0 | 29.0 | 16.0 | 0.0 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 7.0 | 23.0 | | | 7.0 | 23.0 | 18.0 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 10.0 | 8.9 | | | 5.7 | 25.0 | 9.4 | 0.0 |
| Green Ext Time (p_c), s | 0.0 | 4.8 | | | 0.1 | 0.0 | 0.7 | 0.0 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | 488.7 | |
| HCM 2010 LOS | F | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 562 | 464 | 541 | 1331 | 0 | 0 | 0 | 0 | 189 | 764 | 1083 |
| Future Volume (veh/h) | 0 | 562 | 464 | 541 | 1331 | 0 | 0 | 0 | 0 | 189 | 764 | 1083 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | | | | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 0 | 1845 | 1845 | 1845 | 1863 | 0 | | | | 1827 | 1745 | 1827 |
| Adj Flow Rate, veh/h | 0 | 611 | 0 | 595 | 1463 | 0 | | | | 210 | 849 | 1203 |
| Adj No. of Lanes | 0 | 2 | 1 | 1 | 2 | 0 | | | | 1 | 1 | 2 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.91 | 0.91 | 0.91 | | | | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 3 | 3 | 3 | 2 | 0 | | | | 4 | 9 | 4 |
| Cap, veh/h | 0 | 767 | 343 | 377 | 1561 | 0 | | | | 735 | 737 | 1311 |
| Arrive On Green | 0.00 | 0.07 | 0.00 | 0.15 | 0.44 | 0.00 | | | | 0.42 | 0.42 | 0.42 |
| Sat Flow, veh/h | 0 | 3597 | 1568 | 1757 | 3632 | 0 | | | | 1740 | 1745 | 3106 |
| Grp Volume(v), veh/h | 0 | 611 | 0 | 595 | 1463 | 0 | | | | 210 | 849 | 1203 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1752 | 1568 | 1757 | 1770 | 0 | | | | 1740 | 1745 | 1553 |
| Q Serve(g_s), s | 0.0 | 15.4 | 0.0 | 13.3 | 35.4 | 0.0 | | | | 7.1 | 38.0 | 32.9 |
| Cycle Q Clear(g_c), s | 0.0 | 15.4 | 0.0 | 13.3 | 35.4 | 0.0 | | | | 7.1 | 38.0 | 32.9 |
| Prop In Lane | 0.00 | | 1.00 | 1.00 | | 0.00 | | | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 767 | 343 | 377 | 1561 | 0 | | | | 735 | 737 | 1311 |
| V/C Ratio(X) | 0.00 | 0.80 | 0.00 | 1.58 | 0.94 | 0.00 | | | | 0.29 | 1.15 | 0.92 |
| Avail Cap(c_a), veh/h | 0 | 767 | 343 | 377 | 1561 | 0 | | | | 735 | 737 | 1311 |
| HCM Platoon Ratio | 1.00 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 0.93 | 0.00 | 0.39 | 0.39 | 0.00 | | | | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 39.8 | 0.0 | 25.3 | 24.0 | 0.0 | | | | 17.1 | 26.0 | 24.5 |
| Incr Delay (d2), s/veh | 0.0 | 7.9 | 0.0 | 264.4 | 5.6 | 0.0 | | | | 0.1 | 83.7 | 10.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 8.3 | 0.0 | 30.6 | 18.5 | 0.0 | | | | 3.5 | 35.3 | 15.9 |
| LnGrp Delay(d),s/veh | 0.0 | 47.6 | 0.0 | 289.7 | 29.5 | 0.0 | | | | 17.2 | 109.7 | 34.7 |
| LnGrp LOS | | D | | F | C | | | | | B | F | C |
| Approach Vol, veh/h | | 611 | | | 2058 | | | | | | 2262 | |
| Approach Delay, s/veh | | 47.6 | | | 104.7 | | | | | | 61.2 | |
| Approach LOS | | D | | | F | | | | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | 20.0 | 26.0 | | 44.0 | | 46.0 | | |
| Change Period (Y+Rc), s | 6.7 | 6.3 | | 6.0 | | 6.3 | | |
| Max Green Setting (Gmax), s | 13.3 | 19.7 | | 38.0 | | 39.7 | | |
| Max Q Clear Time (g_c+I1), s | 15.3 | 17.4 | | 40.0 | | 37.4 | | |
| Green Ext Time (p_c), s | 0.0 | 1.9 | | 0.0 | | 1.9 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 77.7 |
| HCM 2010 LOS | E |

Notes

User approved volume balancing among the lanes for turning movement.

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 325 | 426 | 0 | 0 | 704 | 388 | 316 | 629 | 1247 | 0 | 0 | 0 |
| Future Volume (veh/h) | 325 | 426 | 0 | 0 | 704 | 388 | 316 | 629 | 1247 | 0 | 0 | 0 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | | | |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Adj Sat Flow, veh/h/ln | 1827 | 1845 | 0 | 0 | 1810 | 1827 | 1743 | 1776 | 1881 | | | |
| Adj Flow Rate, veh/h | 357 | 468 | 0 | 0 | 774 | 0 | 336 | 669 | 1327 | | | |
| Adj No. of Lanes | 1 | 2 | 0 | 0 | 2 | 1 | 1 | 1 | 1 | | | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.94 | 0.94 | 0.94 | | | |
| Percent Heavy Veh, % | 4 | 3 | 0 | 0 | 5 | 4 | 9 | 7 | 1 | | | |
| Cap, veh/h | 520 | 2060 | 0 | 0 | 753 | 340 | 701 | 750 | 675 | | | |
| Arrive On Green | 0.60 | 1.00 | 0.00 | 0.00 | 0.22 | 0.00 | 0.42 | 0.42 | 0.42 | | | |
| Sat Flow, veh/h | 1740 | 3597 | 0 | 0 | 3529 | 1553 | 1660 | 1776 | 1599 | | | |
| Grp Volume(v), veh/h | 357 | 468 | 0 | 0 | 774 | 0 | 336 | 669 | 1327 | | | |
| Grp Sat Flow(s),veh/h/ln | 1740 | 1752 | 0 | 0 | 1719 | 1553 | 1660 | 1776 | 1599 | | | |
| Q Serve(g_s), s | 12.6 | 0.0 | 0.0 | 0.0 | 19.7 | 0.0 | 13.2 | 31.4 | 38.0 | | | |
| Cycle Q Clear(g_c), s | 12.6 | 0.0 | 0.0 | 0.0 | 19.7 | 0.0 | 13.2 | 31.4 | 38.0 | | | |
| Prop In Lane | 1.00 | | 0.00 | 0.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Lane Grp Cap(c), veh/h | 520 | 2060 | 0 | 0 | 753 | 340 | 701 | 750 | 675 | | | |
| V/C Ratio(X) | 0.69 | 0.23 | 0.00 | 0.00 | 1.03 | 0.00 | 0.48 | 0.89 | 1.97 | | | |
| Avail Cap(c_a), veh/h | 520 | 2060 | 0 | 0 | 753 | 340 | 701 | 750 | 675 | | | |
| HCM Platoon Ratio | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | 0.69 | 0.69 | 0.00 | 0.00 | 0.77 | 0.00 | 1.00 | 1.00 | 1.00 | | | |
| Uniform Delay (d), s/veh | 15.2 | 0.0 | 0.0 | 0.0 | 35.2 | 0.0 | 18.8 | 24.1 | 26.0 | | | |
| Incr Delay (d2), s/veh | 2.2 | 0.2 | 0.0 | 0.0 | 36.4 | 0.0 | 0.2 | 12.6 | 439.8 | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | 6.3 | 0.1 | 0.0 | 0.0 | 13.1 | 0.0 | 6.0 | 17.9 | 99.2 | | | |
| LnGrp Delay(d),s/veh | 17.4 | 0.2 | 0.0 | 0.0 | 71.5 | 0.0 | 19.0 | 36.8 | 465.8 | | | |
| LnGrp LOS | B | A | | | F | | B | D | F | | | |
| Approach Vol, veh/h | | 825 | | | 774 | | | 2332 | | | | |
| Approach Delay, s/veh | | 7.6 | | | 71.5 | | | 278.4 | | | | |
| Approach LOS | | A | | | E | | | F | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 60.0 | | | 34.0 | 26.0 | | 44.0 |
| Change Period (Y+Rc), s | | * 6.7 | | | 6.7 | * 6.3 | | 6.0 |
| Max Green Setting (Gmax), s | | * 40 | | | 13.3 | * 20 | | 38.0 |
| Max Q Clear Time (g_c+I1), s | | 2.0 | | | 14.6 | 21.7 | | 40.0 |
| Green Ext Time (p_c), s | | 2.3 | | | 0.0 | 0.0 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 180.8 |
| HCM 2010 LOS | F |

Notes

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 744 | 912 | 17 | 10 | 595 | 175 | 14 | 1 | 4 | 79 | 8 | 484 |
| Future Volume (veh/h) | 744 | 912 | 17 | 10 | 595 | 175 | 14 | 1 | 4 | 79 | 8 | 484 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1881 | 1810 | 1900 | 1900 | 1792 | 1863 | 1900 | 1900 | 1900 | 1863 | 1817 | 1845 |
| Adj Flow Rate, veh/h | 800 | 981 | 0 | 11 | 661 | 0 | 17 | 0 | 0 | 88 | 9 | 0 |
| Adj No. of Lanes | 2 | 2 | 1 | 1 | 2 | 1 | 2 | 0 | 1 | 2 | 1 | 1 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 1 | 5 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 2 | 17 | 3 |
| Cap, veh/h | 1783 | 1114 | 523 | 747 | 644 | 300 | 104 | 0 | 47 | 227 | 116 | 100 |
| Arrive On Green | 0.51 | 0.32 | 0.00 | 0.38 | 0.19 | 0.00 | 0.03 | 0.00 | 0.00 | 0.06 | 0.06 | 0.00 |
| Sat Flow, veh/h | 3476 | 3438 | 1615 | 1810 | 3406 | 1583 | 3619 | 0 | 1615 | 3548 | 1817 | 1568 |
| Grp Volume(v), veh/h | 800 | 981 | 0 | 11 | 661 | 0 | 17 | 0 | 0 | 88 | 9 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1738 | 1719 | 1615 | 1810 | 1703 | 1583 | 1810 | 0 | 1615 | 1774 | 1817 | 1568 |
| Q Serve(g_s), s | 17.5 | 32.4 | 0.0 | 0.0 | 22.7 | 0.0 | 0.6 | 0.0 | 0.0 | 2.9 | 0.6 | 0.0 |
| Cycle Q Clear(g_c), s | 17.5 | 32.4 | 0.0 | 0.0 | 22.7 | 0.0 | 0.6 | 0.0 | 0.0 | 2.9 | 0.6 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 1783 | 1114 | 523 | 747 | 644 | 300 | 104 | 0 | 47 | 227 | 116 | 100 |
| V/C Ratio(X) | 0.45 | 0.88 | 0.00 | 0.01 | 1.03 | 0.00 | 0.16 | 0.00 | 0.00 | 0.39 | 0.08 | 0.00 |
| Avail Cap(c_a), veh/h | 1783 | 1209 | 568 | 747 | 644 | 300 | 694 | 0 | 310 | 680 | 348 | 301 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.09 | 0.09 | 0.00 | 0.95 | 0.95 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 18.5 | 38.4 | 0.0 | 23.1 | 48.6 | 0.0 | 56.9 | 0.0 | 0.0 | 53.9 | 52.8 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 1.0 | 0.0 | 0.0 | 41.4 | 0.0 | 0.7 | 0.0 | 0.0 | 1.1 | 0.3 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 8.3 | 15.6 | 0.0 | 0.2 | 14.3 | 0.0 | 0.3 | 0.0 | 0.0 | 1.4 | 0.3 | 0.0 |
| LnGrp Delay(d),s/veh | 18.5 | 39.4 | 0.0 | 23.1 | 90.0 | 0.0 | 57.6 | 0.0 | 0.0 | 55.0 | 53.1 | 0.0 |
| LnGrp LOS | B | D | | C | F | | E | | | D | D | |
| Approach Vol, veh/h | | 1781 | | | 672 | | | 17 | | | 97 | |
| Approach Delay, s/veh | | 30.0 | | | 88.9 | | | 57.6 | | | 54.8 | |
| Approach LOS | | C | | | F | | | E | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 51.9 | 44.4 | | 9.8 | 67.9 | 28.4 | | 14.0 |
| Change Period (Y+Rc), s | 6.3 | * 5.5 | | * 6.3 | * 6.3 | * 5.7 | | 6.3 |
| Max Green Setting (Gmax), s | 8.6 | * 42 | | * 23 | * 27 | * 23 | | 23.0 |
| Max Q Clear Time (g_c+I1), s | 12.0 | 34.4 | | 2.6 | 19.5 | 24.7 | | 4.9 |
| Green Ext Time (p_c), s | 1.7 | 4.5 | | 0.0 | 1.9 | 0.0 | | 0.3 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 46.6 |
| HCM 2010 LOS | D |

Notes

User approved volume balancing among the lanes for turning movement.

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 0 | 212 | 0 | 0 | 0 | 0 | 0 | 2592 | 1195 |
| Future Volume (veh/h) | 0 | 0 | 0 | 0 | 212 | 0 | 0 | 0 | 0 | 0 | 2592 | 1195 |
| Number | | | | 7 | 4 | 14 | | | | 5 | 2 | 12 |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | | | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | | | | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | | | | 0 | 1810 | 0 | | | | 0 | 1827 | 1863 |
| Adj Flow Rate, veh/h | | | | 0 | 236 | 0 | | | | 0 | 2757 | 0 |
| Adj No. of Lanes | | | | 0 | 2 | 0 | | | | 0 | 3 | 1 |
| Peak Hour Factor | | | | 0.90 | 0.90 | 0.90 | | | | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | | | | 0 | 5 | 0 | | | | 0 | 4 | 2 |
| Cap, veh/h | | | | 0 | 319 | 0 | | | | 0 | 3966 | 1259 |
| Arrive On Green | | | | 0.00 | 0.09 | 0.00 | | | | 0.00 | 0.80 | 0.00 |
| Sat Flow, veh/h | | | | 0 | 3619 | 0 | | | | 0 | 5152 | 1583 |
| Grp Volume(v), veh/h | | | | 0 | 236 | 0 | | | | 0 | 2757 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | | 0 | 1719 | 0 | | | | 0 | 1663 | 1583 |
| Q Serve(g_s), s | | | | 0.0 | 7.4 | 0.0 | | | | 0.0 | 27.8 | 0.0 |
| Cycle Q Clear(g_c), s | | | | 0.0 | 7.4 | 0.0 | | | | 0.0 | 27.8 | 0.0 |
| Prop In Lane | | | | 0.00 | | 0.00 | | | | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 0 | 319 | 0 | | | | 0 | 3966 | 1259 |
| V/C Ratio(X) | | | | 0.00 | 0.74 | 0.00 | | | | 0.00 | 0.70 | 0.00 |
| Avail Cap(c_a), veh/h | | | | 0 | 563 | 0 | | | | 0 | 3966 | 1259 |
| HCM Platoon Ratio | | | | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | | | | 0.00 | 1.00 | 0.00 | | | | 0.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | | | | 0.0 | 48.6 | 0.0 | | | | 0.0 | 5.2 | 0.0 |
| Incr Delay (d2), s/veh | | | | 0.0 | 3.3 | 0.0 | | | | 0.0 | 1.0 | 0.0 |
| Initial Q Delay(d3),s/veh | | | | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | | 0.0 | 3.7 | 0.0 | | | | 0.0 | 12.9 | 0.0 |
| LnGrp Delay(d),s/veh | | | | 0.0 | 51.9 | 0.0 | | | | 0.0 | 6.2 | 0.0 |
| LnGrp LOS | | | | | D | | | | | | A | |
| Approach Vol, veh/h | | | | | 236 | | | | | | 2757 | |
| Approach Delay, s/veh | | | | | 51.9 | | | | | | 6.2 | |
| Approach LOS | | | | | D | | | | | | A | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | | | |
| Phs Duration (G+Y+Rc), s | | 93.8 | | 16.2 | | | | |
| Change Period (Y+Rc), s | | 6.3 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | | 79.7 | | 18.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 29.8 | | 9.4 | | | | |
| Green Ext Time (p_c), s | | 46.1 | | 0.9 | | | | |

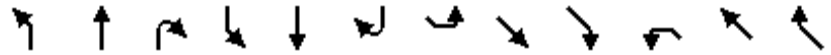
| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | 9.8 | |
| HCM 2010 LOS | A | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 770 | 0 | 0 | 0 | 0 | 0 | 1008 | 167 | 0 | 0 | 0 |
| Future Volume (veh/h) | 0 | 770 | 0 | 0 | 0 | 0 | 0 | 1008 | 167 | 0 | 0 | 0 |
| Number | 3 | 8 | 18 | | | | 1 | 6 | 16 | | | |
| Initial Q (Qb), veh | 0 | 0 | 0 | | | | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | | | | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | | | |
| Adj Sat Flow, veh/h/ln | 0 | 1776 | 0 | | | | 0 | 1810 | 1329 | | | |
| Adj Flow Rate, veh/h | 0 | 811 | 0 | | | | 0 | 1061 | 0 | | | |
| Adj No. of Lanes | 0 | 2 | 0 | | | | 0 | 3 | 1 | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | | | | 0.95 | 0.95 | 0.95 | | | |
| Percent Heavy Veh, % | 0 | 7 | 0 | | | | 0 | 5 | 43 | | | |
| Cap, veh/h | 0 | 1004 | 0 | | | | 0 | 2918 | 667 | | | |
| Arrive On Green | 0.00 | 0.30 | 0.00 | | | | 0.00 | 0.59 | 0.00 | | | |
| Sat Flow, veh/h | 0 | 3551 | 0 | | | | 0 | 5103 | 1129 | | | |
| Grp Volume(v), veh/h | 0 | 811 | 0 | | | | 0 | 1061 | 0 | | | |
| Grp Sat Flow(s),veh/h/ln | 0 | 1687 | 0 | | | | 0 | 1647 | 1129 | | | |
| Q Serve(g_s), s | 0.0 | 24.5 | 0.0 | | | | 0.0 | 12.3 | 0.0 | | | |
| Cycle Q Clear(g_c), s | 0.0 | 24.5 | 0.0 | | | | 0.0 | 12.3 | 0.0 | | | |
| Prop In Lane | 0.00 | | 0.00 | | | | 0.00 | | 1.00 | | | |
| Lane Grp Cap(c), veh/h | 0 | 1004 | 0 | | | | 0 | 2918 | 667 | | | |
| V/C Ratio(X) | 0.00 | 0.81 | 0.00 | | | | 0.00 | 0.36 | 0.00 | | | |
| Avail Cap(c_a), veh/h | 0 | 1595 | 0 | | | | 0 | 2918 | 667 | | | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | 0.00 | 1.00 | 0.00 | | | | 0.00 | 1.00 | 0.00 | | | |
| Uniform Delay (d), s/veh | 0.0 | 35.7 | 0.0 | | | | 0.0 | 11.7 | 0.0 | | | |
| Incr Delay (d2), s/veh | 0.0 | 1.7 | 0.0 | | | | 0.0 | 0.4 | 0.0 | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | 0.0 | 11.6 | 0.0 | | | | 0.0 | 5.7 | 0.0 | | | |
| LnGrp Delay(d),s/veh | 0.0 | 37.4 | 0.0 | | | | 0.0 | 12.1 | 0.0 | | | |
| LnGrp LOS | | D | | | | | | B | | | | |
| Approach Vol, veh/h | | 811 | | | | | | 1061 | | | | |
| Approach Delay, s/veh | | 37.4 | | | | | | 12.1 | | | | |
| Approach LOS | | D | | | | | | B | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | | | | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | | | | | 71.3 | | 38.7 |
| Change Period (Y+Rc), s | | | | | | 6.3 | | 6.0 |
| Max Green Setting (Gmax), s | | | | | | 45.7 | | 52.0 |
| Max Q Clear Time (g_c+I1), s | | | | | | 14.3 | | 26.5 |
| Green Ext Time (p_c), s | | | | | | 12.6 | | 6.3 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 23.1 |
| HCM 2010 LOS | C |



| Movement | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 342 | 2484 | 0 | 0 | 1643 | 258 | 0 | 0 | 0 | 504 | 0 | 371 |
| Future Volume (veh/h) | 342 | 2484 | 0 | 0 | 1643 | 258 | 0 | 0 | 0 | 504 | 0 | 371 |
| Number | 3 | 8 | 18 | 7 | 4 | 14 | | | | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1484 | 1810 | 0 | 0 | 1776 | 1610 | | | | 1810 | 0 | 1827 |
| Adj Flow Rate, veh/h | 376 | 2730 | 0 | 0 | 1805 | 0 | | | | 560 | 0 | 0 |
| Adj No. of Lanes | 2 | 3 | 0 | 0 | 3 | 1 | | | | 2 | 0 | 1 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | | | | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 28 | 5 | 0 | 0 | 7 | 18 | | | | 5 | 0 | 4 |
| Cap, veh/h | 449 | 3099 | 0 | 0 | 1983 | 560 | | | | 881 | 0 | 409 |
| Arrive On Green | 0.16 | 0.63 | 0.00 | 0.00 | 0.54 | 0.00 | | | | 0.26 | 0.00 | 0.00 |
| Sat Flow, veh/h | 2743 | 5103 | 0 | 0 | 5007 | 1369 | | | | 3343 | 0 | 1553 |
| Grp Volume(v), veh/h | 376 | 2730 | 0 | 0 | 1805 | 0 | | | | 560 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1371 | 1647 | 0 | 0 | 1616 | 1369 | | | | 1672 | 0 | 1553 |
| Q Serve(g_s), s | 14.6 | 50.6 | 0.0 | 0.0 | 37.0 | 0.0 | | | | 16.3 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 14.6 | 50.6 | 0.0 | 0.0 | 37.0 | 0.0 | | | | 16.3 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.00 | 0.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 449 | 3099 | 0 | 0 | 1983 | 560 | | | | 881 | 0 | 409 |
| V/C Ratio(X) | 0.84 | 0.88 | 0.00 | 0.00 | 0.91 | 0.00 | | | | 0.64 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 449 | 3099 | 0 | 0 | 1983 | 560 | | | | 881 | 0 | 409 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.33 | 1.33 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 0.00 | 0.56 | 0.00 | | | | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 44.6 | 17.1 | 0.0 | 0.0 | 23.2 | 0.0 | | | | 35.8 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 13.1 | 4.0 | 0.0 | 0.0 | 4.7 | 0.0 | | | | 3.5 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 6.4 | 23.9 | 0.0 | 0.0 | 17.2 | 0.0 | | | | 8.0 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 57.7 | 21.1 | 0.0 | 0.0 | 27.9 | 0.0 | | | | 39.3 | 0.0 | 0.0 |
| LnGrp LOS | E | C | | | C | | | | | D | | |
| Approach Vol, veh/h | | 3106 | | | 1805 | | | | | | 560 | |
| Approach Delay, s/veh | | 25.5 | | | 27.9 | | | | | | 39.3 | |
| Approach LOS | | C | | | C | | | | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | | 3 | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | | 24.0 | 51.0 | | 35.0 | | 75.0 |
| Change Period (Y+Rc), s | | | 6.0 | 6.0 | | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | | | 18.0 | 45.0 | | 29.0 | | 69.0 |
| Max Q Clear Time (g_c+I1), s | | | 16.6 | 39.0 | | 18.3 | | 52.6 |
| Green Ext Time (p_c), s | | | 1.4 | 5.4 | | 1.6 | | 15.9 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 27.7 |
| HCM 2010 LOS | C |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 93 | 53 | 64 | 0 | 1812 | 630 |
| Future Volume (veh/h) | 93 | 53 | 64 | 0 | 1812 | 630 |
| Number | 3 | 18 | 1 | 6 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1727 | 1810 | 1863 | 0 | 1776 | 1845 |
| Adj Flow Rate, veh/h | 103 | 59 | 70 | 0 | 1928 | 670 |
| Adj No. of Lanes | 1 | 1 | 1 | 0 | 3 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.92 | 0.92 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 10 | 5 | 2 | 0 | 7 | 3 |
| Cap, veh/h | 134 | 125 | 114 | 0 | 3411 | 1103 |
| Arrive On Green | 0.08 | 0.08 | 0.06 | 0.00 | 0.70 | 0.70 |
| Sat Flow, veh/h | 1645 | 1538 | 1774 | 70 | 5007 | 1568 |
| Grp Volume(v), veh/h | 103 | 59 | 70 | 55.4 | 1928 | 670 |
| Grp Sat Flow(s),veh/h/ln | 1645 | 1538 | 1774 | E | 1616 | 1568 |
| Q Serve(g_s), s | 6.8 | 4.0 | 4.2 | | 21.5 | 24.3 |
| Cycle Q Clear(g_c), s | 6.8 | 4.0 | 4.2 | | 21.5 | 24.3 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 134 | 125 | 114 | | 3411 | 1103 |
| V/C Ratio(X) | 0.77 | 0.47 | 0.61 | | 0.57 | 0.61 |
| Avail Cap(c_a), veh/h | 248 | 232 | 187 | | 3411 | 1103 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 49.5 | 48.3 | 50.1 | | 8.0 | 8.4 |
| Incr Delay (d2), s/veh | 9.0 | 2.8 | 5.3 | | 0.7 | 2.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.4 | 1.8 | 2.2 | | 9.7 | 11.2 |
| LnGrp Delay(d),s/veh | 58.5 | 51.0 | 55.4 | | 8.7 | 10.9 |
| LnGrp LOS | E | D | E | | A | B |
| Approach Vol, veh/h | 162 | | | | 2598 | |
| Approach Delay, s/veh | 55.8 | | | | 9.3 | |
| Approach LOS | E | | | | A | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | | | | | 8 |
| Phs Duration (G+Y+Rc), s | 12.5 | 83.2 | | | | | | 14.3 |
| Change Period (Y+Rc), s | 5.4 | 5.8 | | | | | | 5.4 |
| Max Green Setting (Gmax), s | 11.3 | 65.2 | | | | | | 16.6 |
| Max Q Clear Time (g_c+I1), s | 10.2 | 26.3 | | | | | | 8.8 |
| Green Ext Time (p_c), s | 0.0 | 31.8 | | | | | | 0.2 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 13.1 |
| HCM 2010 LOS | B |

Notes

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 23 | 41 | 232 | 146 | 10 | 20 | 579 | 1969 | 307 | 36 | 1523 | 65 |
| Future Volume (veh/h) | 23 | 41 | 232 | 146 | 10 | 20 | 579 | 1969 | 307 | 36 | 1523 | 65 |
| Number | 3 | 8 | 18 | 7 | 4 | 14 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1792 | 1900 | 1792 | 1462 | 1691 | 1900 | 1881 | 1810 | 1681 | 1776 | 1792 | 1863 |
| Adj Flow Rate, veh/h | 26 | 46 | 0 | 162 | 11 | 22 | 643 | 2188 | 341 | 40 | 1674 | 0 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 0 | 2 | 2 | 1 | 1 | 3 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, % | 6 | 0 | 6 | 30 | 25 | 25 | 1 | 5 | 13 | 7 | 6 | 2 |
| Cap, veh/h | 247 | 297 | 238 | 209 | 79 | 158 | 765 | 2148 | 893 | 56 | 2180 | 705 |
| Arrive On Green | 0.16 | 0.16 | 0.00 | 0.16 | 0.16 | 0.16 | 0.44 | 1.00 | 1.00 | 0.03 | 0.45 | 0.00 |
| Sat Flow, veh/h | 1319 | 1900 | 1524 | 1063 | 504 | 1009 | 3476 | 3438 | 1429 | 1691 | 4893 | 1583 |
| Grp Volume(v), veh/h | 26 | 46 | 0 | 162 | 0 | 33 | 643 | 2188 | 341 | 40 | 1674 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1319 | 1900 | 1524 | 1063 | 0 | 1513 | 1738 | 1719 | 1429 | 1691 | 1631 | 1583 |
| Q Serve(g_s), s | 1.9 | 2.3 | 0.0 | 14.9 | 0.0 | 2.1 | 18.1 | 0.0 | 0.0 | 2.6 | 31.7 | 0.0 |
| Cycle Q Clear(g_c), s | 4.0 | 2.3 | 0.0 | 17.2 | 0.0 | 2.1 | 18.1 | 0.0 | 0.0 | 2.6 | 31.7 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.67 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 247 | 297 | 238 | 209 | 0 | 237 | 765 | 2148 | 893 | 56 | 2180 | 705 |
| V/C Ratio(X) | 0.11 | 0.15 | 0.00 | 0.77 | 0.00 | 0.14 | 0.84 | 1.02 | 0.38 | 0.71 | 0.77 | 0.00 |
| Avail Cap(c_a), veh/h | 247 | 297 | 238 | 209 | 0 | 237 | 765 | 2148 | 893 | 80 | 2180 | 705 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.35 | 0.35 | 0.35 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 41.7 | 40.1 | 0.0 | 48.4 | 0.0 | 40.0 | 29.1 | 0.0 | 0.0 | 52.6 | 25.7 | 0.0 |
| Incr Delay (d2), s/veh | 0.2 | 0.2 | 0.0 | 16.4 | 0.0 | 0.3 | 3.2 | 16.6 | 0.4 | 11.5 | 2.7 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.7 | 1.2 | 0.0 | 5.9 | 0.0 | 0.9 | 8.9 | 4.9 | 0.1 | 1.4 | 14.8 | 0.0 |
| LnGrp Delay(d),s/veh | 41.9 | 40.4 | 0.0 | 64.7 | 0.0 | 40.3 | 32.3 | 16.6 | 0.4 | 64.2 | 28.4 | 0.0 |
| LnGrp LOS | D | D | | E | | D | C | F | A | E | C | |
| Approach Vol, veh/h | | 72 | | | 195 | | | 3172 | | | 1714 | |
| Approach Delay, s/veh | | 40.9 | | | 60.6 | | | 18.0 | | | 29.2 | |
| Approach LOS | | D | | | E | | | B | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 11.0 | 55.0 | | 24.0 | 10.5 | 75.5 | | 24.0 |
| Change Period (Y+Rc), s | 6.8 | * 6 | | * 6.8 | * 6.8 | * 6.8 | | * 6.8 |
| Max Green Setting (Gmax), s | 24.2 | * 49 | | * 17 | * 5.2 | * 68 | | * 17 |
| Max Q Clear Time (g_c+I1), s | 20.1 | 33.7 | | 19.2 | 4.6 | 2.0 | | 6.0 |
| Green Ext Time (p_c), s | 3.5 | 11.8 | | 0.0 | 0.0 | 57.5 | | 0.9 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 23.7 |
| HCM 2010 LOS | C |

Notes

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 164 | 511 | 387 | 77 | 79 | 58 | 211 | 1254 | 494 | 475 | 2264 | 101 |
| Future Volume (veh/h) | 164 | 511 | 387 | 77 | 79 | 58 | 211 | 1254 | 494 | 475 | 2264 | 101 |
| Number | 3 | 8 | 18 | 7 | 4 | 14 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1743 | 1824 | 1900 | 1450 | 1497 | 1900 | 1827 | 1753 | 1900 | 1759 | 1831 | 1900 |
| Adj Flow Rate, veh/h | 182 | 568 | 430 | 86 | 88 | 64 | 234 | 1393 | 549 | 528 | 2516 | 112 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 2 | 2 | 0 | 1 | 2 | 0 |
| 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, % | 9 | 5 | 5 | 31 | 24 | 24 | 4 | 5 | 5 | 8 | 3 | 3 |
| Cap, veh/h | 436 | 582 | 441 | 111 | 464 | 310 | 238 | 874 | 323 | 216 | 1444 | 64 |
| Arrive On Green | 0.07 | 0.31 | 0.31 | 0.04 | 0.28 | 0.28 | 0.04 | 0.37 | 0.37 | 0.10 | 0.43 | 0.43 |
| Sat Flow, veh/h | 1660 | 1882 | 1425 | 1381 | 1633 | 1093 | 3375 | 2382 | 881 | 1675 | 3394 | 150 |
| Grp Volume(v), veh/h | 182 | 523 | 475 | 86 | 76 | 76 | 234 | 946 | 996 | 528 | 1280 | 1348 |
| Grp Sat Flow(s),veh/h/ln | 1660 | 1733 | 1573 | 1381 | 1422 | 1304 | 1688 | 1665 | 1597 | 1675 | 1739 | 1805 |
| Q Serve(g_s), s | 9.7 | 43.4 | 43.5 | 6.0 | 5.9 | 6.5 | 6.0 | 53.4 | 53.4 | 14.5 | 61.9 | 61.9 |
| Cycle Q Clear(g_c), s | 9.7 | 43.4 | 43.5 | 6.0 | 5.9 | 6.5 | 6.0 | 53.4 | 53.4 | 14.5 | 61.9 | 61.9 |
| Prop In Lane | 1.00 | | 0.91 | 1.00 | | 0.84 | 1.00 | | 0.55 | 1.00 | | 0.08 |
| Lane Grp Cap(c), veh/h | 436 | 536 | 487 | 111 | 404 | 370 | 238 | 611 | 586 | 216 | 740 | 768 |
| V/C Ratio(X) | 0.42 | 0.98 | 0.98 | 0.77 | 0.19 | 0.21 | 0.98 | 1.55 | 1.70 | 2.44 | 1.73 | 1.76 |
| Avail Cap(c_a), veh/h | 436 | 536 | 487 | 111 | 404 | 370 | 238 | 611 | 586 | 216 | 740 | 768 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 35.5 | 49.7 | 49.7 | 43.4 | 39.4 | 39.6 | 39.2 | 46.0 | 46.1 | 46.6 | 41.8 | 41.8 |
| Incr Delay (d2), s/veh | 0.5 | 32.7 | 34.6 | 27.2 | 0.3 | 0.3 | 53.2 | 254.9 | 321.4 | 661.5 | 334.2 | 345.3 |
| 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 | 1.4 | 25.6 | 23.5 | 2.0 | 2.3 | 2.4 | 3.7 | 67.7 | 75.8 | 48.4 | 98.3 | 104.4 |
| LnGrp Delay(d),s/veh | 36.0 | 82.4 | 84.3 | 70.5 | 39.7 | 40.0 | 92.4 | 301.0 | 367.5 | 708.0 | 376.0 | 387.1 |
| LnGrp LOS | D | F | F | E | D | D | F | F | F | F | F | F |
| Approach Vol, veh/h | | 1180 | | | 238 | | | 2176 | | | 3156 | |
| Approach Delay, s/veh | | 76.0 | | | 50.9 | | | 309.0 | | | 436.3 | |
| Approach LOS | | E | | | D | | | F | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 12.5 | 68.4 | 16.2 | 48.4 | 21.0 | 59.9 | 12.5 | 52.1 |
| Change Period (Y+Rc), s | 6.5 | 6.5 | 6.5 | 7.1 | 6.5 | * 6.5 | 6.5 | 7.1 |
| Max Green Setting (Gmax), s | 6.0 | 61.4 | 9.7 | 41.3 | 14.5 | * 53 | 6.0 | 45.0 |
| Max Q Clear Time (g_c+I1), s | 10.0 | 63.9 | 11.7 | 8.5 | 16.5 | 55.4 | 8.0 | 45.5 |
| Green Ext Time (p_c), s | 0.0 | 0.0 | 0.0 | 10.7 | 0.0 | 0.0 | 0.0 | 0.0 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 318.7 |
| HCM 2010 LOS | | F |

Notes

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



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 935 | 488 | 179 | 1457 | 1973 | 762 |
| Future Volume (veh/h) | 935 | 488 | 179 | 1457 | 1973 | 762 |
| Number | 3 | 18 | 1 | 6 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1782 | 1900 | 1810 | 1792 | 1845 | 1810 |
| Adj Flow Rate, veh/h | 984 | 0 | 199 | 1619 | 2077 | 0 |
| Adj No. of Lanes | 2 | 1 | 1 | 2 | 2 | 1 |
| Peak Hour Factor | 0.95 | 0.95 | 0.90 | 0.90 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 9 | 0 | 5 | 6 | 3 | 5 |
| Cap, veh/h | 1053 | 501 | 156 | 2150 | 1862 | 817 |
| Arrive On Green | 0.31 | 0.00 | 0.07 | 0.63 | 0.53 | 0.00 |
| Sat Flow, veh/h | 3395 | 1615 | 1723 | 3495 | 3597 | 1538 |
| Grp Volume(v), veh/h | 984 | 0 | 199 | 1619 | 2077 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1698 | 1615 | 1723 | 1703 | 1752 | 1538 |
| Q Serve(g_s), s | 59.1 | 0.0 | 14.8 | 70.2 | 111.6 | 0.0 |
| Cycle Q Clear(g_c), s | 59.1 | 0.0 | 14.8 | 70.2 | 111.6 | 0.0 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 1053 | 501 | 156 | 2150 | 1862 | 817 |
| V/C Ratio(X) | 0.93 | 0.00 | 1.28 | 0.75 | 1.12 | 0.00 |
| Avail Cap(c_a), veh/h | 1180 | 561 | 156 | 2150 | 1862 | 817 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.64 | 0.64 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 70.3 | 0.0 | 78.0 | 27.2 | 49.2 | 0.0 |
| Incr Delay (d2), s/veh | 12.8 | 0.0 | 152.7 | 1.6 | 60.1 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 29.6 | 0.0 | 15.6 | 33.3 | 69.3 | 0.0 |
| LnGrp Delay(d),s/veh | 83.1 | 0.0 | 230.7 | 28.8 | 109.3 | 0.0 |
| LnGrp LOS | F | | F | C | F | |
| Approach Vol, veh/h | 984 | | | 1818 | 2077 | |
| Approach Delay, s/veh | 83.1 | | | 50.9 | 109.3 | |
| Approach LOS | F | | | D | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 21.0 | 117.9 | | | | 138.9 | | 71.1 |
| Change Period (Y+Rc), s | 6.2 | 6.3 | | | | 6.3 | | 6.0 |
| Max Green Setting (Gmax), s | 15.5 | 103.7 | | | | 124.7 | | 73.0 |
| Max Q Clear Time (g_c+I1), s | 16.8 | 113.6 | | | | 72.2 | | 61.1 |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | | | 50.0 | | 4.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 82.3 |
| HCM 2010 LOS | F |

Notes

User approved volume balancing among the lanes for turning movement.

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



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 434 | 41 | 349 | 1202 | 1318 | 1143 |
| Future Volume (veh/h) | 434 | 41 | 349 | 1202 | 1318 | 1143 |
| Number | 3 | 18 | 1 | 6 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1756 | 1900 | 1863 | 1827 | 1881 | 1827 |
| Adj Flow Rate, veh/h | 482 | 0 | 388 | 1336 | 1464 | 0 |
| Adj No. of Lanes | 2 | 1 | 1 | 2 | 2 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 9 | 0 | 2 | 4 | 1 | 4 |
| Cap, veh/h | 414 | 200 | 329 | 2838 | 2922 | 1270 |
| Arrive On Green | 0.12 | 0.00 | 0.82 | 0.82 | 1.00 | 0.00 |
| Sat Flow, veh/h | 3344 | 1615 | 361 | 3563 | 3668 | 1553 |
| Grp Volume(v), veh/h | 482 | 0 | 388 | 1336 | 1464 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1672 | 1615 | 361 | 1736 | 1787 | 1553 |
| Q Serve(g_s), s | 26.0 | 0.0 | 171.7 | 24.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 26.0 | 0.0 | 171.7 | 24.0 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 414 | 200 | 329 | 2838 | 2922 | 1270 |
| V/C Ratio(X) | 1.16 | 0.00 | 1.18 | 0.47 | 0.50 | 0.00 |
| Avail Cap(c_a), veh/h | 414 | 200 | 329 | 2838 | 2922 | 1270 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.93 | 0.93 | 0.09 | 0.00 |
| Uniform Delay (d), s/veh | 92.0 | 0.0 | 28.1 | 5.7 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 97.3 | 0.0 | 105.8 | 0.1 | 0.1 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 17.6 | 0.0 | 28.8 | 11.4 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 189.3 | 0.0 | 133.9 | 5.8 | 0.1 | 0.0 |
| LnGrp LOS | F | | F | A | A | |
| Approach Vol, veh/h | 482 | | | 1724 | 1464 | |
| Approach Delay, s/veh | 189.3 | | | 34.6 | 0.1 | |
| Approach LOS | F | | | C | A | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 178.0 | | | | 178.0 | | 32.0 |
| Change Period (Y+Rc), s | | 6.3 | | | | 6.3 | | 6.0 |
| Max Green Setting (Gmax), s | | 171.7 | | | | 171.7 | | 26.0 |
| Max Q Clear Time (g_c+I1), s | | 2.0 | | | | 173.7 | | 28.0 |
| Green Ext Time (p_c), s | | 151.8 | | | | 0.0 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 41.1 |
| HCM 2010 LOS | D |

Notes

User approved volume balancing among the lanes for turning movement.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 162 | 6 | 27 | 4 | 4 | 45 | 12 | 910 | 4 | 38 | 1221 | 100 |
| Future Volume (veh/h) | 162 | 6 | 27 | 4 | 4 | 45 | 12 | 910 | 4 | 38 | 1221 | 100 |
| Number | 3 | 8 | 18 | 7 | 4 | 14 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1884 | 1900 | 1900 | 1900 | 1900 | 1900 | 1827 | 1900 | 1900 | 1881 | 1900 |
| Adj Flow Rate, veh/h | 180 | 7 | 30 | 4 | 4 | 50 | 13 | 1011 | 4 | 42 | 1357 | 111 |
| Adj No. of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 2 | 0 |
| 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, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 1 | 1 |
| Cap, veh/h | 232 | 8 | 33 | 29 | 32 | 263 | 262 | 2749 | 11 | 421 | 2594 | 211 |
| Arrive On Green | 0.18 | 0.18 | 0.18 | 0.18 | 0.18 | 0.18 | 0.78 | 0.78 | 0.78 | 0.78 | 0.78 | 0.78 |
| Sat Flow, veh/h | 1133 | 44 | 189 | 58 | 179 | 1485 | 367 | 3547 | 14 | 564 | 3347 | 273 |
| Grp Volume(v), veh/h | 217 | 0 | 0 | 58 | 0 | 0 | 13 | 495 | 520 | 42 | 722 | 746 |
| Grp Sat Flow(s),veh/h/ln | 1366 | 0 | 0 | 1723 | 0 | 0 | 367 | 1736 | 1825 | 564 | 1787 | 1833 |
| Q Serve(g_s), s | 26.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 18.8 | 18.8 | 5.3 | 32.0 | 32.4 |
| Cycle Q Clear(g_c), s | 32.8 | 0.0 | 0.0 | 6.3 | 0.0 | 0.0 | 35.3 | 18.8 | 18.8 | 24.2 | 32.0 | 32.4 |
| Prop In Lane | 0.83 | | 0.14 | 0.07 | | 0.86 | 1.00 | | 0.01 | 1.00 | | 0.15 |
| Lane Grp Cap(c), veh/h | 274 | 0 | 0 | 324 | 0 | 0 | 262 | 1345 | 1414 | 421 | 1385 | 1421 |
| V/C Ratio(X) | 0.79 | 0.00 | 0.00 | 0.18 | 0.00 | 0.00 | 0.05 | 0.37 | 0.37 | 0.10 | 0.52 | 0.52 |
| Avail Cap(c_a), veh/h | 452 | 0 | 0 | 529 | 0 | 0 | 262 | 1345 | 1414 | 421 | 1385 | 1421 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.86 | 0.86 | 0.86 |
| Uniform Delay (d), s/veh | 84.9 | 0.0 | 0.0 | 73.6 | 0.0 | 0.0 | 15.7 | 7.4 | 7.4 | 11.2 | 8.9 | 9.0 |
| Incr Delay (d2), s/veh | 7.2 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.1 | 0.2 | 0.2 | 0.4 | 1.2 | 1.2 |
| 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 | 12.9 | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 | 0.3 | 9.0 | 9.5 | 0.9 | 16.1 | 16.8 |
| LnGrp Delay(d),s/veh | 92.1 | 0.0 | 0.0 | 74.0 | 0.0 | 0.0 | 15.8 | 7.7 | 7.7 | 11.6 | 10.1 | 10.2 |
| LnGrp LOS | F | | | E | | | B | A | A | B | B | B |
| Approach Vol, veh/h | | 217 | | | 58 | | | 1028 | | | 1510 | |
| Approach Delay, s/veh | | 92.1 | | | 74.0 | | | 7.8 | | | 10.2 | |
| Approach LOS | | F | | | E | | | A | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 167.8 | | 42.2 | | 167.8 | | 42.2 |
| Change Period (Y+Rc), s | | 5.0 | | 5.0 | | 5.0 | | 5.0 |
| Max Green Setting (Gmax), s | | 136.0 | | 64.0 | | 136.0 | | 64.0 |
| Max Q Clear Time (g_c+I1), s | | 34.4 | | 8.3 | | 37.3 | | 34.8 |
| Green Ext Time (p_c), s | | 63.7 | | 2.7 | | 62.6 | | 2.5 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 16.9 |
| HCM 2010 LOS | | B |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 216 | 3020 | 1 | 78 | 2257 | 559 | 44 | 90 | 84 | 597 | 46 | 442 |
| Future Volume (veh/h) | 216 | 3020 | 1 | 78 | 2257 | 559 | 44 | 90 | 84 | 597 | 46 | 442 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1827 | 1900 | 1900 | 1810 | 1827 | 1792 | 1845 | 1863 | 1845 | 1845 | 1810 |
| Adj Flow Rate, veh/h | 227 | 3179 | 1 | 86 | 2480 | 614 | 49 | 100 | 0 | 699 | 0 | 491 |
| Adj No. of Lanes | 2 | 4 | 0 | 1 | 3 | 1 | 1 | 1 | 1 | 2 | 0 | 1 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.91 | 0.91 | 0.91 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 2 | 4 | 4 | 0 | 5 | 4 | 6 | 3 | 2 | 3 | 3 | 5 |
| Cap, veh/h | 184 | 1918 | 1 | 97 | 1449 | 456 | 126 | 136 | 117 | 1131 | 0 | 577 |
| Arrive On Green | 0.05 | 0.29 | 0.29 | 0.05 | 0.29 | 0.29 | 0.07 | 0.07 | 0.00 | 0.32 | 0.00 | 0.32 |
| Sat Flow, veh/h | 3442 | 6538 | 2 | 1810 | 4940 | 1553 | 1707 | 1845 | 1583 | 3514 | 0 | 1538 |
| Grp Volume(v), veh/h | 227 | 2292 | 888 | 86 | 2480 | 614 | 49 | 100 | 0 | 699 | 0 | 491 |
| Grp Sat Flow(s),veh/h/ln | 1721 | 1571 | 1827 | 1810 | 1647 | 1553 | 1707 | 1845 | 1583 | 1757 | 0 | 1538 |
| Q Serve(g_s), s | 6.0 | 33.0 | 33.0 | 5.3 | 33.0 | 33.0 | 3.1 | 6.0 | 0.0 | 18.9 | 0.0 | 33.0 |
| Cycle Q Clear(g_c), s | 6.0 | 33.0 | 33.0 | 5.3 | 33.0 | 33.0 | 3.1 | 6.0 | 0.0 | 18.9 | 0.0 | 33.0 |
| Prop In Lane | 1.00 | | 0.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 184 | 1383 | 536 | 97 | 1449 | 456 | 126 | 136 | 117 | 1131 | 0 | 577 |
| V/C Ratio(X) | 1.24 | 1.66 | 1.66 | 0.89 | 1.71 | 1.35 | 0.39 | 0.74 | 0.00 | 0.62 | 0.00 | 0.85 |
| Avail Cap(c_a), veh/h | 184 | 1383 | 536 | 97 | 1449 | 456 | 577 | 623 | 535 | 1218 | 0 | 615 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 53.3 | 39.8 | 39.8 | 52.9 | 39.8 | 39.8 | 49.7 | 51.0 | 0.0 | 32.3 | 0.0 | 32.3 |
| Incr Delay (d2), s/veh | 144.3 | 299.2 | 304.2 | 56.6 | 323.1 | 170.6 | 0.7 | 2.9 | 0.0 | 0.6 | 0.0 | 9.8 |
| 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 | 6.5 | 52.5 | 61.8 | 4.2 | 58.2 | 35.6 | 1.5 | 3.2 | 0.0 | 9.3 | 0.0 | 15.5 |
| LnGrp Delay(d),s/veh | 197.6 | 338.9 | 344.0 | 109.6 | 362.9 | 210.4 | 50.4 | 53.9 | 0.0 | 32.8 | 0.0 | 42.0 |
| LnGrp LOS | F | F | F | F | F | F | D | D | | C | | D |
| Approach Vol, veh/h | | 3407 | | | 3180 | | | 149 | | | 1190 | |
| Approach Delay, s/veh | | 330.8 | | | 326.6 | | | 52.8 | | | 36.6 | |
| Approach LOS | | F | | | F | | | D | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 13.0 | 40.0 | | 43.7 | 13.0 | 40.0 | | 15.8 |
| Change Period (Y+Rc), s | 7.0 | 7.0 | | 7.5 | 7.0 | 7.0 | | 7.5 |
| Max Green Setting (Gmax), s | 6.0 | 33.0 | | 39.0 | 6.0 | 33.0 | | 38.0 |
| Max Q Clear Time (g_c+I1), s | 7.3 | 35.0 | | 35.0 | 8.0 | 35.0 | | 8.0 |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | 1.3 | 0.0 | 0.0 | | 0.4 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 279.7 |
| HCM 2010 LOS | | F |

Notes

User approved volume balancing among the lanes for turning movement.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 2137 | 1564 | 217 | 1793 | 0 | 0 | 0 | 0 | 307 | 0 | 1101 |
| Future Volume (veh/h) | 0 | 2137 | 1564 | 217 | 1793 | 0 | 0 | 0 | 0 | 307 | 0 | 1101 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | | | | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 0 | 1845 | 1776 | 1827 | 1810 | 0 | | | | 1827 | 1827 | 1810 |
| Adj Flow Rate, veh/h | 0 | 2298 | 0 | 241 | 1992 | 0 | | | | 341 | 0 | 1223 |
| Adj No. of Lanes | 0 | 4 | 1 | 2 | 4 | 0 | | | | 2 | 0 | 2 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.90 | 0.90 | 0.90 | | | | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 3 | 7 | 4 | 5 | 0 | | | | 4 | 2 | 5 |
| Cap, veh/h | 0 | 2991 | 711 | 232 | 3688 | 0 | | | | 1053 | 0 | 931 |
| Arrive On Green | 0.00 | 0.47 | 0.00 | 0.07 | 0.59 | 0.00 | | | | 0.30 | 0.00 | 0.30 |
| Sat Flow, veh/h | 0 | 6604 | 1509 | 3375 | 6478 | 0 | | | | 3480 | 0 | 3076 |
| Grp Volume(v), veh/h | 0 | 2298 | 0 | 241 | 1992 | 0 | | | | 341 | 0 | 1223 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1586 | 1509 | 1688 | 1556 | 0 | | | | 1740 | 0 | 1538 |
| Q Serve(g_s), s | 0.0 | 37.2 | 0.0 | 8.5 | 23.8 | 0.0 | | | | 9.4 | 0.0 | 37.5 |
| Cycle Q Clear(g_c), s | 0.0 | 37.2 | 0.0 | 8.5 | 23.8 | 0.0 | | | | 9.4 | 0.0 | 37.5 |
| Prop In Lane | 0.00 | | 1.00 | 1.00 | | 0.00 | | | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 2991 | 711 | 232 | 3688 | 0 | | | | 1053 | 0 | 931 |
| V/C Ratio(X) | 0.00 | 0.77 | 0.00 | 1.04 | 0.54 | 0.00 | | | | 0.32 | 0.00 | 1.31 |
| Avail Cap(c_a), veh/h | 0 | 3303 | 786 | 232 | 3994 | 0 | | | | 1053 | 0 | 931 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | | | | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 27.1 | 0.0 | 57.7 | 15.1 | 0.0 | | | | 33.4 | 0.0 | 43.2 |
| Incr Delay (d2), s/veh | 0.0 | 1.0 | 0.0 | 70.2 | 0.1 | 0.0 | | | | 0.1 | 0.0 | 148.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 16.5 | 0.0 | 6.2 | 10.1 | 0.0 | | | | 4.5 | 0.0 | 35.0 |
| LnGrp Delay(d),s/veh | 0.0 | 28.2 | 0.0 | 127.9 | 15.3 | 0.0 | | | | 33.5 | 0.0 | 192.0 |
| LnGrp LOS | | C | | F | B | | | | | C | | F |
| Approach Vol, veh/h | | 2298 | | | 2233 | | | | | | 1564 | |
| Approach Delay, s/veh | | 28.2 | | | 27.4 | | | | | | 157.4 | |
| Approach LOS | | C | | | C | | | | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 79.9 | | | 15.0 | 64.9 | | 44.0 |
| Change Period (Y+Rc), s | | 6.5 | | | 6.5 | 6.5 | | 6.5 |
| Max Green Setting (Gmax), s | | 79.5 | | | 8.5 | 64.5 | | 37.5 |
| Max Q Clear Time (g_c+I1), s | | 25.8 | | | 10.5 | 39.2 | | 39.5 |
| Green Ext Time (p_c), s | | 26.6 | | | 0.0 | 19.2 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 61.1 |
| HCM 2010 LOS | E |

Notes

User approved volume balancing among the lanes for turning movement.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 317 | 1228 | 899 | 128 | 637 | 69 | 1024 | 158 | 355 | 93 | 42 | 349 |
| Future Volume (veh/h) | 317 | 1228 | 899 | 128 | 637 | 69 | 1024 | 158 | 355 | 93 | 42 | 349 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1845 | 1863 | 1759 | 1810 | 1863 | 1900 | 1776 | 1827 | 1881 | 1845 | 1814 | 1845 |
| Adj Flow Rate, veh/h | 352 | 1364 | 0 | 135 | 671 | 73 | 1113 | 172 | 386 | 71 | 82 | 367 |
| Adj No. of Lanes | 2 | 4 | 1 | 2 | 4 | 0 | 2 | 1 | 1 | 1 | 1 | 2 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.95 | 0.95 | 0.95 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 3 | 2 | 8 | 5 | 2 | 2 | 7 | 4 | 1 | 3 | 6 | 3 |
| Cap, veh/h | 365 | 1756 | 410 | 167 | 1277 | 136 | 1152 | 642 | 641 | 209 | 216 | 710 |
| Arrive On Green | 0.11 | 0.27 | 0.00 | 0.05 | 0.22 | 0.22 | 0.35 | 0.35 | 0.35 | 0.12 | 0.12 | 0.12 |
| Sat Flow, veh/h | 3408 | 6408 | 1495 | 3343 | 5924 | 633 | 3281 | 1827 | 1599 | 1757 | 1814 | 3136 |
| Grp Volume(v), veh/h | 352 | 1364 | 0 | 135 | 542 | 202 | 1113 | 172 | 386 | 71 | 82 | 367 |
| Grp Sat Flow(s),veh/h/ln | 1704 | 1602 | 1495 | 1672 | 1602 | 1751 | 1640 | 1827 | 1599 | 1757 | 1814 | 1568 |
| Q Serve(g_s), s | 14.4 | 27.5 | 0.0 | 5.6 | 14.0 | 14.3 | 46.7 | 9.4 | 19.7 | 5.2 | 5.8 | 14.4 |
| Cycle Q Clear(g_c), s | 14.4 | 27.5 | 0.0 | 5.6 | 14.0 | 14.3 | 46.7 | 9.4 | 19.7 | 5.2 | 5.8 | 14.4 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.36 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 365 | 1756 | 410 | 167 | 1036 | 377 | 1152 | 642 | 641 | 209 | 216 | 710 |
| V/C Ratio(X) | 0.96 | 0.78 | 0.00 | 0.81 | 0.52 | 0.54 | 0.97 | 0.27 | 0.60 | 0.34 | 0.38 | 0.52 |
| Avail Cap(c_a), veh/h | 365 | 2168 | 506 | 167 | 1351 | 492 | 1154 | 643 | 643 | 219 | 227 | 727 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 62.3 | 46.9 | 0.0 | 65.9 | 48.6 | 48.7 | 44.6 | 32.6 | 33.1 | 56.6 | 56.9 | 47.5 |
| Incr Delay (d2), s/veh | 37.7 | 1.5 | 0.0 | 24.7 | 0.4 | 1.2 | 18.9 | 0.3 | 1.9 | 1.1 | 1.3 | 0.7 |
| 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 | 8.7 | 12.4 | 0.0 | 3.2 | 6.2 | 7.1 | 24.2 | 4.8 | 9.9 | 2.6 | 3.0 | 6.3 |
| LnGrp Delay(d),s/veh | 100.0 | 48.4 | 0.0 | 90.6 | 49.0 | 49.9 | 63.5 | 32.9 | 35.0 | 57.8 | 58.2 | 48.2 |
| LnGrp LOS | F | D | | F | D | D | E | C | C | E | E | D |
| Approach Vol, veh/h | | 1716 | | | 879 | | | 1671 | | | 520 | |
| Approach Delay, s/veh | | 59.0 | | | 55.6 | | | 53.8 | | | 51.1 | |
| Approach LOS | | E | | | E | | | D | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 22.0 | 37.2 | | 56.7 | 14.0 | 45.2 | | 24.2 |
| Change Period (Y+Rc), s | 7.0 | * 7 | | 7.5 | 7.0 | 6.8 | | 7.5 |
| Max Green Setting (Gmax), s | 15.0 | * 39 | | 49.3 | 7.0 | 47.4 | | 17.5 |
| Max Q Clear Time (g_c+I1), s | 16.4 | 16.3 | | 48.7 | 7.6 | 29.5 | | 16.4 |
| Green Ext Time (p_c), s | 0.0 | 5.3 | | 0.5 | 0.0 | 8.9 | | 0.3 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 55.7 |
| HCM 2010 LOS | E |

Notes

User approved volume balancing among the lanes for turning movement.

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 253 | 73 | 134 | 88 | 55 | 26 | 395 | 589 | 68 | 42 | 2939 | 390 |
| Future Volume (veh/h) | 253 | 73 | 134 | 88 | 55 | 26 | 395 | 589 | 68 | 42 | 2939 | 390 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1810 | 1810 | 1845 | 1827 | 1870 | 1900 | 1792 | 1810 | 1900 | 1776 | 1881 | 1863 |
| Adj Flow Rate, veh/h | 281 | 81 | 149 | 98 | 61 | 29 | 439 | 654 | 76 | 45 | 3127 | 415 |
| Adj No. of Lanes | 2 | 1 | 1 | 1 | 2 | 0 | 2 | 3 | 1 | 2 | 3 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 5 | 5 | 3 | 4 | 0 | 0 | 6 | 5 | 0 | 7 | 1 | 2 |
| Cap, veh/h | 329 | 312 | 270 | 146 | 378 | 168 | 379 | 2311 | 755 | 226 | 2169 | 825 |
| Arrive On Green | 0.10 | 0.17 | 0.17 | 0.08 | 0.16 | 0.16 | 0.11 | 0.47 | 0.47 | 0.07 | 0.42 | 0.42 |
| Sat Flow, veh/h | 3343 | 1810 | 1568 | 1740 | 2391 | 1067 | 3312 | 4940 | 1615 | 3281 | 5136 | 1583 |
| Grp Volume(v), veh/h | 281 | 81 | 149 | 98 | 44 | 46 | 439 | 654 | 76 | 45 | 3127 | 415 |
| Grp Sat Flow(s),veh/h/ln | 1672 | 1810 | 1568 | 1740 | 1776 | 1682 | 1656 | 1647 | 1615 | 1640 | 1712 | 1583 |
| Q Serve(g_s), s | 10.5 | 4.9 | 11.0 | 6.9 | 2.7 | 3.0 | 14.5 | 10.3 | 3.3 | 1.6 | 53.5 | 21.6 |
| Cycle Q Clear(g_c), s | 10.5 | 4.9 | 11.0 | 6.9 | 2.7 | 3.0 | 14.5 | 10.3 | 3.3 | 1.6 | 53.5 | 21.6 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.63 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 329 | 312 | 270 | 146 | 280 | 265 | 379 | 2311 | 755 | 226 | 2169 | 825 |
| V/C Ratio(X) | 0.85 | 0.26 | 0.55 | 0.67 | 0.16 | 0.17 | 1.16 | 0.28 | 0.10 | 0.20 | 1.44 | 0.50 |
| Avail Cap(c_a), veh/h | 330 | 596 | 516 | 194 | 607 | 575 | 379 | 2311 | 755 | 334 | 2169 | 825 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 56.2 | 45.4 | 47.9 | 56.3 | 46.1 | 46.2 | 56.1 | 20.7 | 18.8 | 55.7 | 36.6 | 19.7 |
| Incr Delay (d2), s/veh | 18.6 | 0.6 | 2.5 | 4.1 | 0.4 | 0.4 | 96.7 | 0.1 | 0.1 | 0.5 | 201.5 | 0.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 5.7 | 2.5 | 4.9 | 3.5 | 1.4 | 1.4 | 11.7 | 4.7 | 1.5 | 0.8 | 65.6 | 9.5 |
| LnGrp Delay(d),s/veh | 74.8 | 46.0 | 50.4 | 60.5 | 46.4 | 46.6 | 152.8 | 20.7 | 18.9 | 56.2 | 238.0 | 20.2 |
| LnGrp LOS | E | D | D | E | D | D | F | C | B | E | F | C |
| Approach Vol, veh/h | | 511 | | | 188 | | | 1169 | | | 3587 | |
| Approach Delay, s/veh | | 63.1 | | | 53.8 | | | 70.2 | | | 210.6 | |
| Approach LOS | | E | | | D | | | E | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 19.0 | 26.7 | 15.2 | 65.8 | 17.2 | 28.5 | 21.0 | 60.0 |
| Change Period (Y+Rc), s | 6.5 | * 6.7 | 6.5 | 6.5 | 6.5 | * 6.7 | 6.5 | 6.5 |
| Max Green Setting (Gmax), s | 12.5 | * 43 | 12.9 | 55.1 | 14.1 | * 42 | 14.5 | 53.5 |
| Max Q Clear Time (g_c+I1), s | 12.5 | 5.0 | 3.6 | 12.3 | 8.9 | 13.0 | 16.5 | 55.5 |
| Green Ext Time (p_c), s | 0.0 | 2.3 | 0.1 | 41.1 | 0.1 | 2.2 | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 161.3 |
| HCM 2010 LOS | F |

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 98 | 0 | 0 | 0 | 68 | 0 | 1339 | 37 | 0 | 0 | 0 |
| Future Volume (veh/h) | 0 | 98 | 0 | 0 | 0 | 68 | 0 | 1339 | 37 | 0 | 0 | 0 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | | | |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Adj Sat Flow, veh/h/ln | 1900 | 1712 | 0 | 0 | 0 | 1712 | 0 | 1827 | 1900 | | | |
| Adj Flow Rate, veh/h | 0 | 109 | 0 | 0 | 0 | 74 | 0 | 1440 | 40 | | | |
| Adj No. of Lanes | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.92 | 0.92 | 0.92 | 0.93 | 0.93 | 0.93 | | | |
| Percent Heavy Veh, % | 11 | 11 | 0 | 0 | 0 | 11 | 0 | 4 | 0 | | | |
| Cap, veh/h | 0 | 1611 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Arrive On Green | 0.00 | 0.94 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | |
| Sat Flow, veh/h | 0 | 1712 | 0 | | 0 | | | 0 | | | | |
| Grp Volume(v), veh/h | 0 | 109 | 0 | | 0.0 | | | 0.0 | | | | |
| Grp Sat Flow(s),veh/h/ln | 0 | 1712 | 0 | | | | | | | | | |
| Q Serve(g_s), s | 0.0 | 0.4 | 0.0 | | | | | | | | | |
| Cycle Q Clear(g_c), s | 0.0 | 0.4 | 0.0 | | | | | | | | | |
| Prop In Lane | 0.00 | | 0.00 | | | | | | | | | |
| Lane Grp Cap(c), veh/h | 0 | 1611 | 0 | | | | | | | | | |
| V/C Ratio(X) | 0.00 | 0.07 | 0.00 | | | | | | | | | |
| Avail Cap(c_a), veh/h | 0 | 1611 | 0 | | | | | | | | | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | | | | | | | | | |
| Upstream Filter(I) | 0.00 | 1.00 | 0.00 | | | | | | | | | |
| Uniform Delay (d), s/veh | 0.0 | 0.2 | 0.0 | | | | | | | | | |
| Incr Delay (d2), s/veh | 0.0 | 0.1 | 0.0 | | | | | | | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | | | | | | | | | |
| %ile BackOfQ(50%),veh/ln | 0.0 | 0.2 | 0.0 | | | | | | | | | |
| LnGrp Delay(d),s/veh | 0.0 | 0.3 | 0.0 | | | | | | | | | |
| LnGrp LOS | | A | | | | | | | | | | |
| Approach Vol, veh/h | | 109 | | | | | | | | | | |
| Approach Delay, s/veh | | 0.3 | | | | | | | | | | |
| Approach LOS | | A | | | | | | | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | | | | |
| Phs Duration (G+Y+Rc), s | | 110.0 | | | | | | |
| Change Period (Y+Rc), s | | 6.5 | | | | | | |
| Max Green Setting (Gmax), s | | 27.5 | | | | | | |
| Max Q Clear Time (g_c+I1), s | | 2.4 | | | | | | |
| Green Ext Time (p_c), s | | 0.5 | | | | | | |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 0.3 |
| HCM 2010 LOS | | A |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 133 | 591 | 282 | 200 | 451 | 78 |
| Future Volume (veh/h) | 133 | 591 | 282 | 200 | 451 | 78 |
| Number | 1 | 6 | 2 | 12 | 3 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1810 | 1776 | 1759 | 1792 | 1863 | 1845 |
| Adj Flow Rate, veh/h | 148 | 657 | 313 | 222 | 501 | 0 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 5 | 7 | 8 | 6 | 2 | 3 |
| Cap, veh/h | 398 | 786 | 779 | 675 | 549 | 485 |
| Arrive On Green | 0.44 | 0.44 | 0.44 | 0.44 | 0.31 | 0.00 |
| Sat Flow, veh/h | 841 | 1776 | 1759 | 1524 | 1774 | 1568 |
| Grp Volume(v), veh/h | 148 | 657 | 313 | 222 | 501 | 0 |
| Grp Sat Flow(s),veh/h/ln | 841 | 1776 | 1759 | 1524 | 1774 | 1568 |
| Q Serve(g_s), s | 8.2 | 18.5 | 6.8 | 5.4 | 15.4 | 0.0 |
| Cycle Q Clear(g_c), s | 15.0 | 18.5 | 6.8 | 5.4 | 15.4 | 0.0 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 398 | 786 | 779 | 675 | 549 | 485 |
| V/C Ratio(X) | 0.37 | 0.84 | 0.40 | 0.33 | 0.91 | 0.00 |
| Avail Cap(c_a), veh/h | 443 | 880 | 872 | 755 | 565 | 499 |
| 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 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 15.8 | 13.9 | 10.7 | 10.3 | 18.8 | 0.0 |
| Incr Delay (d2), s/veh | 0.6 | 6.5 | 0.3 | 0.3 | 19.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.0 | 10.4 | 3.4 | 2.3 | 10.4 | 0.0 |
| LnGrp Delay(d),s/veh | 16.3 | 20.4 | 11.0 | 10.6 | 37.8 | 0.0 |
| LnGrp LOS | B | C | B | B | D | |
| Approach Vol, veh/h | | 805 | 535 | | 501 | |
| Approach Delay, s/veh | | 19.6 | 10.8 | | 37.8 | |
| Approach LOS | | B | B | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 32.0 | | | | 32.0 | | 24.5 |
| Change Period (Y+Rc), s | | 7.0 | | | | 7.0 | | 7.0 |
| Max Green Setting (Gmax), s | | 28.0 | | | | 28.0 | | 18.0 |
| Max Q Clear Time (g_c+I1), s | | 8.8 | | | | 20.5 | | 17.4 |
| Green Ext Time (p_c), s | | 8.3 | | | | 4.5 | | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 22.0 |
| HCM 2010 LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 55 | 439 | 0 | 0 | 613 | 410 | 0 | 0 | 0 | 648 | 0 | 142 |
| Future Volume (veh/h) | 55 | 439 | 0 | 0 | 613 | 410 | 0 | 0 | 0 | 648 | 0 | 142 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1827 | 1759 | 1900 | 1900 | 1827 | 1863 | 1863 | 1863 | 1900 | 1759 | 1759 | 1827 |
| Adj Flow Rate, veh/h | 61 | 488 | 0 | 0 | 674 | 0 | 0 | 0 | 0 | 712 | 0 | 156 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 1 | 0 | 2 | 0 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.91 | 0.91 | 0.91 | 0.92 | 0.92 | 0.92 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, % | 4 | 8 | 8 | 0 | 4 | 2 | 2 | 2 | 2 | 8 | 0 | 4 |
| Cap, veh/h | 159 | 517 | 0 | 801 | 1762 | 804 | 2 | 2 | 0 | 846 | 0 | 392 |
| Arrive On Green | 0.05 | 0.15 | 0.00 | 0.00 | 0.51 | 0.00 | 0.00 | 0.00 | 0.00 | 0.25 | 0.00 | 0.25 |
| Sat Flow, veh/h | 1740 | 3431 | 0 | 1810 | 3471 | 1583 | 1774 | 1863 | 0 | 3351 | 0 | 1553 |
| Grp Volume(v), veh/h | 61 | 488 | 0 | 0 | 674 | 0 | 0 | 0 | 0 | 712 | 0 | 156 |
| Grp Sat Flow(s),veh/h/ln | 1740 | 1671 | 0 | 1810 | 1736 | 1583 | 1774 | 1863 | 0 | 1675 | 0 | 1553 |
| Q Serve(g_s), s | 3.6 | 15.9 | 0.0 | 0.0 | 13.1 | 0.0 | 0.0 | 0.0 | 0.0 | 22.2 | 0.0 | 9.2 |
| Cycle Q Clear(g_c), s | 3.6 | 15.9 | 0.0 | 0.0 | 13.1 | 0.0 | 0.0 | 0.0 | 0.0 | 22.2 | 0.0 | 9.2 |
| Prop In Lane | 1.00 | | 0.00 | 1.00 | | 1.00 | 1.00 | | 0.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 159 | 517 | 0 | 801 | 1762 | 804 | 2 | 2 | 0 | 846 | 0 | 392 |
| V/C Ratio(X) | 0.38 | 0.94 | 0.00 | 0.00 | 0.38 | 0.00 | 0.00 | 0.00 | 0.00 | 0.84 | 0.00 | 0.40 |
| Avail Cap(c_a), veh/h | 176 | 517 | 0 | 801 | 1762 | 804 | 113 | 119 | 0 | 1599 | 0 | 741 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 0.00 | 0.70 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 45.8 | 46.0 | 0.0 | 0.0 | 16.6 | 0.0 | 0.0 | 0.0 | 0.0 | 39.0 | 0.0 | 34.2 |
| Incr Delay (d2), s/veh | 1.5 | 28.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 | 0.0 | 0.7 |
| 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 | 1.8 | 9.3 | 0.0 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 10.6 | 0.0 | 4.0 |
| LnGrp Delay(d),s/veh | 47.4 | 74.0 | 0.0 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 41.4 | 0.0 | 34.8 |
| LnGrp LOS | D | E | | | B | | | | | D | | C |
| Approach Vol, veh/h | | 549 | | | 674 | | | 0 | | | 868 | |
| Approach Delay, s/veh | | 71.1 | | | 16.7 | | | 0.0 | | | 40.2 | |
| Approach LOS | | E | | | B | | | | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 11.2 | 24.5 | | 34.3 | 13.4 | 62.3 | | 0.0 |
| Change Period (Y+Rc), s | 6.5 | 7.5 | | 6.5 | 7.5 | 6.5 | | 6.0 |
| Max Green Setting (Gmax), s | 7.0 | 17.0 | | 52.5 | 7.0 | 17.0 | | 7.0 |
| Max Q Clear Time (g_c+I1), s | 10.0 | 17.9 | | 24.2 | 5.6 | 15.1 | | 0.0 |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | 3.6 | 0.0 | 1.0 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 40.7 |
| HCM 2010 LOS | D |

Notes

User approved volume balancing among the lanes for turning movement.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 56 | 1031 | 0 | 0 | 863 | 281 | 159 | 1 | 542 | 0 | 0 | 0 |
| Future Volume (veh/h) | 56 | 1031 | 0 | 0 | 863 | 281 | 159 | 1 | 542 | 0 | 0 | 0 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | | | |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Adj Sat Flow, veh/h/ln | 1727 | 1792 | 1900 | 1900 | 1845 | 1667 | 1900 | 1863 | 1810 | | | |
| Adj Flow Rate, veh/h | 59 | 1085 | 0 | 0 | 938 | 0 | 177 | 1 | 0 | | | |
| Adj No. of Lanes | 1 | 2 | 0 | 0 | 2 | 1 | 0 | 1 | 1 | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.92 | 0.92 | 0.92 | 0.90 | 0.90 | 0.90 | | | |
| Percent Heavy Veh, % | 10 | 6 | 6 | 3 | 3 | 14 | 5 | 0 | 5 | | | |
| Cap, veh/h | 743 | 2610 | 0 | 0 | 1091 | 441 | 220 | 1 | 192 | | | |
| Arrive On Green | 0.27 | 0.51 | 0.00 | 0.00 | 0.21 | 0.00 | 0.12 | 0.12 | 0.00 | | | |
| Sat Flow, veh/h | 1645 | 3495 | 0 | 0 | 3597 | 1417 | 1765 | 10 | 1538 | | | |
| Grp Volume(v), veh/h | 59 | 1085 | 0 | 0 | 938 | 0 | 178 | 0 | 0 | | | |
| Grp Sat Flow(s),veh/h/ln | 1645 | 1703 | 0 | 0 | 1752 | 1417 | 1775 | 0 | 1538 | | | |
| Q Serve(g_s), s | 0.0 | 21.7 | 0.0 | 0.0 | 28.4 | 0.0 | 10.7 | 0.0 | 0.0 | | | |
| Cycle Q Clear(g_c), s | 0.0 | 21.7 | 0.0 | 0.0 | 28.4 | 0.0 | 10.7 | 0.0 | 0.0 | | | |
| Prop In Lane | 1.00 | | 0.00 | 0.00 | | 1.00 | 0.99 | | 1.00 | | | |
| Lane Grp Cap(c), veh/h | 743 | 2610 | 0 | 0 | 1091 | 441 | 221 | 0 | 192 | | | |
| V/C Ratio(X) | 0.08 | 0.42 | 0.00 | 0.00 | 0.86 | 0.00 | 0.80 | 0.00 | 0.00 | | | |
| Avail Cap(c_a), veh/h | 743 | 2610 | 0 | 0 | 1179 | 477 | 774 | 0 | 671 | | | |
| HCM Platoon Ratio | 0.67 | 0.67 | 0.67 | 0.67 | 0.67 | 0.67 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | 0.92 | 0.92 | 0.00 | 0.00 | 0.09 | 0.00 | 1.00 | 0.00 | 0.00 | | | |
| Uniform Delay (d), s/veh | 23.5 | 11.5 | 0.0 | 0.0 | 41.2 | 0.0 | 46.8 | 0.0 | 0.0 | | | |
| Incr Delay (d2), s/veh | 0.0 | 0.4 | 0.0 | 0.0 | 0.6 | 0.0 | 6.7 | 0.0 | 0.0 | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | 1.3 | 10.4 | 0.0 | 0.0 | 13.8 | 0.0 | 5.7 | 0.0 | 0.0 | | | |
| LnGrp Delay(d),s/veh | 23.5 | 12.0 | 0.0 | 0.0 | 41.9 | 0.0 | 53.6 | 0.0 | 0.0 | | | |
| LnGrp LOS | C | B | | | D | | D | | | | | |
| Approach Vol, veh/h | | 1144 | | | 938 | | | 178 | | | | |
| Approach Delay, s/veh | | 12.6 | | | 41.9 | | | 53.6 | | | | |
| Approach LOS | | B | | | D | | | D | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 90.3 | | | 50.0 | 40.2 | | 19.7 |
| Change Period (Y+Rc), s | | 6.0 | | | 6.0 | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | | 50.0 | | | 7.0 | 37.0 | | 48.0 |
| Max Q Clear Time (g_c+I1), s | | 23.7 | | | 2.0 | 30.4 | | 12.7 |
| Green Ext Time (p_c), s | | 11.4 | | | 3.5 | 3.9 | | 1.0 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 28.0 |
| HCM 2010 LOS | | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 12 | 888 | 523 | 667 | 801 | 275 | 120 | 685 | 288 | 446 | 2075 | 224 |
| Future Volume (veh/h) | 12 | 888 | 523 | 667 | 801 | 275 | 120 | 685 | 288 | 446 | 2075 | 224 |
| Number | 3 | 8 | 18 | 7 | 4 | 14 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1776 | 1863 | 1863 | 1825 | 1845 | 1681 | 1827 | 1827 | 1845 | 1827 | 1863 |
| Adj Flow Rate, veh/h | 13 | 987 | 581 | 544 | 1166 | 306 | 133 | 761 | 0 | 496 | 2306 | 249 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 2 | 3 | 1 | 2 | 3 | 1 |
| 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 | 7 | 2 | 2 | 5 | 3 | 13 | 4 | 4 | 3 | 4 | 2 |
| Cap, veh/h | 226 | 452 | 202 | 564 | 1161 | 499 | 678 | 1768 | 551 | 279 | 1115 | 354 |
| Arrive On Green | 0.09 | 0.09 | 0.09 | 0.32 | 0.32 | 0.32 | 0.22 | 0.35 | 0.00 | 0.08 | 0.22 | 0.22 |
| Sat Flow, veh/h | 1774 | 3552 | 1583 | 1774 | 3650 | 1568 | 3107 | 4988 | 1553 | 3408 | 4988 | 1583 |
| Grp Volume(v), veh/h | 13 | 987 | 581 | 544 | 1166 | 306 | 133 | 761 | 0 | 496 | 2306 | 249 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1776 | 1583 | 1774 | 1825 | 1568 | 1553 | 1663 | 1553 | 1704 | 1663 | 1583 |
| Q Serve(g_s), s | 0.7 | 14.0 | 14.0 | 33.2 | 35.0 | 18.2 | 3.8 | 12.8 | 0.0 | 9.0 | 24.6 | 15.9 |
| Cycle Q Clear(g_c), s | 0.7 | 14.0 | 14.0 | 33.2 | 35.0 | 18.2 | 3.8 | 12.8 | 0.0 | 9.0 | 24.6 | 15.9 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 226 | 452 | 202 | 564 | 1161 | 499 | 678 | 1768 | 551 | 279 | 1115 | 354 |
| V/C Ratio(X) | 0.06 | 2.18 | 2.88 | 0.96 | 1.00 | 0.61 | 0.20 | 0.43 | 0.00 | 1.78 | 2.07 | 0.70 |
| Avail Cap(c_a), veh/h | 226 | 452 | 202 | 564 | 1161 | 499 | 678 | 1768 | 551 | 279 | 1115 | 354 |
| HCM Platoon Ratio | 0.67 | 0.67 | 0.67 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.60 | 0.60 | 0.60 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 44.2 | 50.3 | 50.3 | 36.9 | 37.5 | 31.8 | 35.1 | 27.0 | 0.0 | 50.5 | 42.7 | 39.3 |
| Incr Delay (d2), s/veh | 0.1 | 536.9 | 855.5 | 29.0 | 27.4 | 2.6 | 0.1 | 0.8 | 0.0 | 364.6 | 483.5 | 11.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.4 | 40.6 | 54.0 | 20.7 | 22.0 | 8.2 | 1.7 | 6.0 | 0.0 | 18.3 | 61.2 | 8.1 |
| LnGrp Delay(d),s/veh | 44.3 | 587.3 | 905.8 | 65.9 | 64.9 | 34.4 | 35.3 | 27.8 | 0.0 | 415.1 | 526.2 | 50.5 |
| LnGrp LOS | D | F | F | E | F | C | D | C | | F | F | D |
| Approach Vol, veh/h | | 1581 | | | 2016 | | | 894 | | | 3051 | |
| Approach Delay, s/veh | | 699.9 | | | 60.5 | | | 28.9 | | | 469.3 | |
| Approach LOS | | F | | | E | | | C | | | F | |

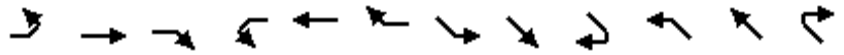
| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 11.5 | 31.0 | | 43.0 | 16.0 | 46.5 | | 22.0 |
| Change Period (Y+Rc), s | 7.0 | 6.4 | | 8.0 | 7.0 | * 7 | | 8.0 |
| Max Green Setting (Gmax), s | 7.0 | 24.6 | | 35.0 | 9.0 | * 23 | | 14.0 |
| Max Q Clear Time (g_c+I1), s | 15.8 | 26.6 | | 37.0 | 11.0 | 14.8 | | 16.0 |
| Green Ext Time (p_c), s | 0.7 | 0.0 | | 0.0 | 0.0 | 3.8 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 356.2 |
| HCM 2010 LOS | F |

Notes

User approved volume balancing among the lanes for turning movement.

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 1 | 4 | 0 | 445 | 9 | 257 | 128 | 276 | 3 | 9 | 204 | 142 |
| Future Volume (veh/h) | 1 | 4 | 0 | 445 | 9 | 257 | 128 | 276 | 3 | 9 | 204 | 142 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1503 | 1900 | 1900 | 1762 | 1810 | 1827 | 1828 | 1900 | 1900 | 1845 | 1776 |
| Adj Flow Rate, veh/h | 1 | 4 | 0 | 494 | 10 | 0 | 142 | 307 | 3 | 10 | 227 | 158 |
| Adj No. of Lanes | 0 | 2 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 1 |
| 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, % | 33 | 33 | 33 | 0 | 0 | 5 | 4 | 4 | 4 | 0 | 3 | 7 |
| Cap, veh/h | 265 | 949 | 0 | 644 | 11 | 637 | 342 | 696 | 7 | 311 | 352 | 288 |
| Arrive On Green | 0.41 | 0.41 | 0.00 | 0.41 | 0.41 | 0.00 | 0.09 | 0.39 | 0.39 | 0.19 | 0.19 | 0.19 |
| Sat Flow, veh/h | 469 | 2359 | 0 | 1307 | 26 | 1538 | 1740 | 1807 | 18 | 1086 | 1845 | 1509 |
| Grp Volume(v), veh/h | 3 | 2 | 0 | 504 | 0 | 0 | 142 | 0 | 310 | 10 | 227 | 158 |
| Grp Sat Flow(s),veh/h/ln | 1460 | 1299 | 0 | 1334 | 0 | 1538 | 1740 | 0 | 1824 | 1086 | 1845 | 1509 |
| Q Serve(g_s), s | 0.0 | 0.1 | 0.0 | 24.8 | 0.0 | 0.0 | 4.3 | 0.0 | 8.8 | 0.5 | 7.9 | 6.6 |
| Cycle Q Clear(g_c), s | 0.1 | 0.1 | 0.0 | 24.9 | 0.0 | 0.0 | 4.3 | 0.0 | 8.8 | 0.5 | 7.9 | 6.6 |
| Prop In Lane | 0.37 | | 0.00 | 0.98 | | 1.00 | 1.00 | | 0.01 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 676 | 539 | 0 | 655 | 0 | 637 | 342 | 0 | 703 | 311 | 352 | 288 |
| V/C Ratio(X) | 0.00 | 0.00 | 0.00 | 0.77 | 0.00 | 0.00 | 0.42 | 0.00 | 0.44 | 0.03 | 0.64 | 0.55 |
| Avail Cap(c_a), veh/h | 830 | 688 | 0 | 809 | 0 | 815 | 353 | 0 | 1019 | 492 | 660 | 540 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 12.0 | 12.0 | 0.0 | 19.3 | 0.0 | 0.0 | 18.7 | 0.0 | 15.9 | 23.1 | 26.1 | 25.5 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 0.0 | 3.6 | 0.0 | 0.0 | 0.8 | 0.0 | 0.4 | 0.0 | 2.0 | 1.6 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 0.0 | 0.0 | 9.8 | 0.0 | 0.0 | 2.1 | 0.0 | 4.5 | 0.2 | 4.2 | 2.9 |
| LnGrp Delay(d),s/veh | 12.0 | 12.0 | 0.0 | 22.9 | 0.0 | 0.0 | 19.6 | 0.0 | 16.3 | 23.1 | 28.0 | 27.1 |
| LnGrp LOS | B | B | | C | | | B | | B | C | C | C |
| Approach Vol, veh/h | | 5 | | | 504 | | | 452 | | | 395 | |
| Approach Delay, s/veh | | 12.0 | | | 22.9 | | | 17.4 | | | 27.6 | |
| Approach LOS | | B | | | C | | | B | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 13.6 | 20.3 | | 35.9 | | 33.9 | | 35.9 |
| Change Period (Y+Rc), s | 7.0 | 7.0 | | 7.0 | | 7.0 | | 7.0 |
| Max Green Setting (Gmax), s | 7.6 | 25.0 | | 37.0 | | 39.0 | | 37.0 |
| Max Q Clear Time (g_c+I1), s | 6.3 | 9.9 | | 2.1 | | 10.8 | | 26.9 |
| Green Ext Time (p_c), s | 0.0 | 3.4 | | 3.1 | | 4.1 | | 2.1 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | 22.4 | |
| HCM 2010 LOS | C | |



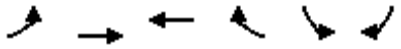
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 47 | 357 | 24 | 114 | 862 | 296 | 3 | 14 | 14 | 218 | 32 | 79 |
| Future Volume (veh/h) | 47 | 357 | 24 | 114 | 862 | 296 | 3 | 14 | 14 | 218 | 32 | 79 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1759 | 1675 | 1900 | 1881 | 1810 | 1900 | 1900 | 1900 | 1727 | 1667 | 1900 | 1827 |
| Adj Flow Rate, veh/h | 52 | 397 | 27 | 127 | 958 | 329 | 3 | 16 | 16 | 240 | 35 | 87 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, % | 8 | 14 | 14 | 1 | 6 | 6 | 0 | 0 | 10 | 14 | 0 | 4 |
| Cap, veh/h | 598 | 1305 | 88 | 219 | 490 | 167 | 82 | 86 | 67 | 275 | 329 | 749 |
| Arrive On Green | 0.31 | 0.43 | 0.43 | 0.03 | 0.06 | 0.06 | 0.05 | 0.05 | 0.05 | 0.17 | 0.17 | 0.17 |
| Sat Flow, veh/h | 1675 | 3025 | 205 | 1792 | 2518 | 860 | 1810 | 1900 | 1468 | 1587 | 1900 | 1553 |
| Grp Volume(v), veh/h | 52 | 208 | 216 | 127 | 652 | 635 | 3 | 16 | 16 | 240 | 35 | 87 |
| Grp Sat Flow(s),veh/h/ln | 1675 | 1591 | 1639 | 1792 | 1719 | 1658 | 1810 | 1900 | 1468 | 1587 | 1900 | 1553 |
| Q Serve(g_s), s | 0.0 | 7.7 | 7.8 | 5.9 | 17.5 | 17.5 | 0.1 | 0.7 | 0.9 | 13.3 | 1.4 | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 | 7.7 | 7.8 | 5.9 | 17.5 | 17.5 | 0.1 | 0.7 | 0.9 | 13.3 | 1.4 | 0.0 |
| Prop In Lane | 1.00 | | 0.13 | 1.00 | | 0.52 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 598 | 686 | 707 | 219 | 334 | 322 | 82 | 86 | 67 | 275 | 329 | 749 |
| V/C Ratio(X) | 0.09 | 0.30 | 0.31 | 0.58 | 1.95 | 1.97 | 0.04 | 0.19 | 0.24 | 0.87 | 0.11 | 0.12 |
| Avail Cap(c_a), veh/h | 598 | 686 | 707 | 219 | 334 | 322 | 462 | 486 | 375 | 317 | 380 | 791 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.93 | 0.93 | 0.93 | 0.35 | 0.35 | 0.35 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 21.5 | 16.7 | 16.8 | 37.2 | 42.1 | 42.1 | 41.1 | 41.4 | 41.5 | 36.2 | 31.3 | 12.8 |
| Incr Delay (d2), s/veh | 0.1 | 1.1 | 1.0 | 1.3 | 431.9 | 439.7 | 0.2 | 1.0 | 1.8 | 20.4 | 0.1 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.9 | 3.6 | 3.7 | 3.0 | 48.4 | 47.4 | 0.1 | 0.4 | 0.4 | 7.4 | 0.7 | 1.2 |
| LnGrp Delay(d),s/veh | 21.5 | 17.8 | 17.8 | 38.6 | 474.0 | 481.8 | 41.3 | 42.4 | 43.3 | 56.6 | 31.5 | 12.8 |
| LnGrp LOS | C | B | B | D | F | F | D | D | D | E | C | B |
| Approach Vol, veh/h | | 476 | | | 1414 | | | 35 | | | 362 | |
| Approach Delay, s/veh | | 18.2 | | | 438.4 | | | 42.7 | | | 43.6 | |
| Approach LOS | | B | | | F | | | D | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 13.0 | 45.3 | | 21.6 | 34.3 | 24.0 | | 10.1 |
| Change Period (Y+Rc), s | 6.0 | 6.5 | | 6.0 | 6.5 | * 6.5 | | 6.0 |
| Max Green Setting (Gmax), s | 7.0 | 17.5 | | 18.0 | 7.0 | * 18 | | 23.0 |
| Max Q Clear Time (g_c+I1), s | 7.9 | 9.8 | | 15.3 | 2.0 | 19.5 | | 2.9 |
| Green Ext Time (p_c), s | 0.0 | 1.9 | | 0.4 | 1.4 | 0.0 | | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 282.4 |
| HCM 2010 LOS | F |

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 276 | 730 | 401 | 225 | 542 |
| Future Volume (veh/h) | 0 | 276 | 730 | 401 | 225 | 542 |
| Number | 5 | 2 | 6 | 16 | 7 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 0 | 1727 | 1845 | 1900 | 1845 | 1810 |
| Adj Flow Rate, veh/h | 0 | 300 | 811 | 0 | 245 | 0 |
| Adj No. of Lanes | 0 | 2 | 2 | 0 | 2 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.90 | 0.90 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 0 | 10 | 3 | 3 | 3 | 5 |
| Cap, veh/h | 0 | 2517 | 2688 | 0 | 340 | 153 |
| Arrive On Green | 0.00 | 0.25 | 0.77 | 0.00 | 0.10 | 0.00 |
| Sat Flow, veh/h | 0 | 3455 | 3689 | 0 | 3408 | 1538 |
| Grp Volume(v), veh/h | 0 | 300 | 811 | 0 | 245 | 0 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1641 | 1752 | 0 | 1704 | 1538 |
| Q Serve(g_s), s | 0.0 | 6.3 | 6.3 | 0.0 | 6.3 | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 | 6.3 | 6.3 | 0.0 | 6.3 | 0.0 |
| Prop In Lane | 0.00 | | | 0.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 2517 | 2688 | 0 | 340 | 153 |
| V/C Ratio(X) | 0.00 | 0.12 | 0.30 | 0.00 | 0.72 | 0.00 |
| Avail Cap(c_a), veh/h | 0 | 2517 | 2688 | 0 | 947 | 427 |
| HCM Platoon Ratio | 1.00 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 0.09 | 0.91 | 0.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 0.0 | 10.2 | 3.2 | 0.0 | 39.3 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 0.3 | 0.0 | 2.9 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 2.9 | 3.1 | 0.0 | 3.1 | 0.0 |
| LnGrp Delay(d),s/veh | 0.0 | 10.2 | 3.4 | 0.0 | 42.2 | 0.0 |
| LnGrp LOS | | B | A | | D | |
| Approach Vol, veh/h | | 300 | 811 | | 245 | |
| Approach Delay, s/veh | | 10.2 | 3.4 | | 42.2 | |
| Approach LOS | | B | A | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | | 75.0 | | 15.0 | | 75.0 | | |
| Change Period (Y+Rc), s | | 6.0 | | 6.0 | | 6.0 | | |
| Max Green Setting (Gmax), s | | 12.0 | | 25.0 | | 35.0 | | |
| Max Q Clear Time (g_c+I1), s | | 8.3 | | 8.3 | | 8.3 | | |
| Green Ext Time (p_c), s | | 2.6 | | 0.7 | | 10.9 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 11.9 |
| HCM 2010 LOS | B |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 391 | 110 | 0 | 755 | 376 | 476 |
| Future Volume (veh/h) | 391 | 110 | 0 | 755 | 376 | 476 |
| Number | 2 | 12 | 1 | 6 | 3 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1792 | 1610 | 0 | 1827 | 1827 | 1845 |
| Adj Flow Rate, veh/h | 434 | 0 | 0 | 839 | 418 | 0 |
| Adj No. of Lanes | 2 | 1 | 0 | 2 | 2 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 6 | 18 | 0 | 4 | 4 | 3 |
| Cap, veh/h | 2376 | 955 | 0 | 2421 | 533 | 248 |
| Arrive On Green | 0.70 | 0.00 | 0.00 | 0.70 | 0.16 | 0.00 |
| Sat Flow, veh/h | 3495 | 1369 | 0 | 3654 | 3375 | 1568 |
| Grp Volume(v), veh/h | 434 | 0 | 0 | 839 | 418 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1703 | 1369 | 0 | 1736 | 1688 | 1568 |
| Q Serve(g_s), s | 4.0 | 0.0 | 0.0 | 8.7 | 10.7 | 0.0 |
| Cycle Q Clear(g_c), s | 4.0 | 0.0 | 0.0 | 8.7 | 10.7 | 0.0 |
| Prop In Lane | | 1.00 | 0.00 | | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 2376 | 955 | 0 | 2421 | 533 | 248 |
| V/C Ratio(X) | 0.18 | 0.00 | 0.00 | 0.35 | 0.78 | 0.00 |
| Avail Cap(c_a), veh/h | 2376 | 955 | 0 | 2421 | 1556 | 723 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.85 | 0.00 | 0.00 | 0.63 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 4.7 | 0.0 | 0.0 | 5.4 | 36.4 | 0.0 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 0.0 | 0.1 | 2.6 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.9 | 0.0 | 0.0 | 4.1 | 5.2 | 0.0 |
| LnGrp Delay(d),s/veh | 4.9 | 0.0 | 0.0 | 5.5 | 39.0 | 0.0 |
| LnGrp LOS | A | | | A | D | |
| Approach Vol, veh/h | 434 | | | 839 | 418 | |
| Approach Delay, s/veh | 4.9 | | | 5.5 | 39.0 | |
| Approach LOS | A | | | A | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 69.3 | | | | 69.3 | | 20.7 |
| Change Period (Y+Rc), s | | 6.5 | | | | 6.5 | | 6.5 |
| Max Green Setting (Gmax), s | | 35.5 | | | | 35.5 | | 41.5 |
| Max Q Clear Time (g_c+I1), s | | 6.0 | | | | 10.7 | | 12.7 |
| Green Ext Time (p_c), s | | 13.3 | | | | 12.2 | | 1.5 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 13.6 |
| HCM 2010 LOS | B |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 545 | 322 | 123 | 737 | 2879 | 752 |
| Future Volume (veh/h) | 545 | 322 | 123 | 737 | 2879 | 752 |
| Number | 3 | 18 | 1 | 6 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1810 | 1845 | 1810 | 1863 | 1827 |
| Adj Flow Rate, veh/h | 606 | 358 | 154 | 983 | 3164 | 864 |
| Adj No. of Lanes | 2 | 1 | 2 | 3 | 4 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.80 | 0.75 | 0.91 | 0.87 |
| Percent Heavy Veh, % | 2 | 5 | 3 | 5 | 2 | 4 |
| Cap, veh/h | 616 | 275 | 259 | 7456 | 8721 | 2113 |
| Arrive On Green | 0.18 | 0.18 | 0.08 | 1.00 | 1.00 | 1.00 |
| Sat Flow, veh/h | 3442 | 1538 | 3408 | 5103 | 6669 | 1553 |
| Grp Volume(v), veh/h | 606 | 358 | 154 | 983 | 3164 | 864 |
| Grp Sat Flow(s),veh/h/ln | 1721 | 1538 | 1704 | 1647 | 1602 | 1553 |
| Q Serve(g_s), s | 15.8 | 16.1 | 3.9 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 15.8 | 16.1 | 3.9 | 0.0 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 616 | 275 | 259 | 7456 | 8721 | 2113 |
| V/C Ratio(X) | 0.98 | 1.30 | 0.59 | 0.13 | 0.36 | 0.41 |
| Avail Cap(c_a), veh/h | 616 | 275 | 265 | 7456 | 8721 | 2113 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.81 | 0.81 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 36.8 | 37.0 | 40.2 | 0.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 28.6 | 155.4 | 3.4 | 0.0 | 0.1 | 0.6 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 9.9 | 18.7 | 2.0 | 0.0 | 0.1 | 0.3 |
| LnGrp Delay(d),s/veh | 65.4 | 192.3 | 43.6 | 0.0 | 0.1 | 0.6 |
| LnGrp LOS | E | F | D | A | A | A |
| Approach Vol, veh/h | 964 | | | 1137 | 4028 | |
| Approach Delay, s/veh | 112.5 | | | 5.9 | 0.2 | |
| Approach LOS | F | | | A | A | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 13.4 | 133.8 | | | | 147.2 | | 25.1 |
| Change Period (Y+Rc), s | 6.5 | * 9 | | | | 9.0 | | 9.0 |
| Max Green Setting (Gmax), s | 7.0 | * 45 | | | | 55.9 | | 16.1 |
| Max Q Clear Time (g_c+I1), s | 15.9 | 2.0 | | | | 2.0 | | 18.1 |
| Green Ext Time (p_c), s | 0.0 | 42.2 | | | | 52.8 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 18.9 |
| HCM 2010 LOS | B |

Notes

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 11.4 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 16 | 302 | 650 | 105 | 192 | 53 |
| Future Vol, veh/h | 16 | 302 | 650 | 105 | 192 | 53 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | 0 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 17 | 328 | 707 | 114 | 209 | 58 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 707 | 0 | - | 0 | 906 | 707 |
| Stage 1 | - | - | - | - | 707 | - |
| Stage 2 | - | - | - | - | 199 | - |
| Critical Hdwy | 4.13 | - | - | - | 6.63 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.43 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.83 | - |
| Follow-up Hdwy | 2.219 | - | - | - | 3.519 | 3.319 |
| Pot Cap-1 Maneuver | 889 | - | - | - | 291 | 434 |
| Stage 1 | - | - | - | - | 488 | - |
| Stage 2 | - | - | - | - | 816 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 889 | - | - | - | 284 | 434 |
| Mov Cap-2 Maneuver | - | - | - | - | 284 | - |
| Stage 1 | - | - | - | - | 488 | - |
| Stage 2 | - | - | - | - | 797 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0.6 | 0 | 60.8 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 889 | - | - | - | 307 |
| HCM Lane V/C Ratio | 0.02 | - | - | - | 0.867 |
| HCM Control Delay (s) | 9.1 | 0.1 | - | - | 60.8 |
| HCM Lane LOS | A | A | - | - | F |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 7.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 56 | 2182 | 20 | 115 | 2551 | 416 | 76 | 55 | 14 | 374 | 82 | 128 |
| Future Volume (veh/h) | 56 | 2182 | 20 | 115 | 2551 | 416 | 76 | 55 | 14 | 374 | 82 | 128 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1828 | 1900 | 1863 | 1850 | 1900 | 1900 | 1900 | 1900 | 1881 | 1875 | 1863 |
| Adj Flow Rate, veh/h | 62 | 2424 | 22 | 126 | 2803 | 457 | 84 | 61 | 16 | 481 | 0 | 142 |
| Adj No. of Lanes | 1 | 3 | 0 | 1 | 3 | 0 | 1 | 1 | 0 | 2 | 0 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.91 | 0.91 | 0.91 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 4 | 4 | 2 | 3 | 3 | 0 | 0 | 0 | 1 | 2 | 2 |
| Cap, veh/h | 88 | 3241 | 29 | 148 | 2851 | 442 | 303 | 302 | 79 | 541 | 0 | 329 |
| Arrive On Green | 0.03 | 0.64 | 0.64 | 0.04 | 0.65 | 0.65 | 0.21 | 0.21 | 0.21 | 0.21 | 0.00 | 0.21 |
| Sat Flow, veh/h | 1810 | 5099 | 46 | 1774 | 4412 | 684 | 1266 | 1452 | 381 | 2660 | 0 | 1583 |
| Grp Volume(v), veh/h | 62 | 1580 | 866 | 126 | 2104 | 1156 | 84 | 0 | 77 | 481 | 0 | 142 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1663 | 1819 | 1774 | 1683 | 1729 | 1266 | 0 | 1833 | 1330 | 0 | 1583 |
| Q Serve(g_s), s | 2.2 | 59.4 | 59.7 | 4.5 | 106.3 | 116.5 | 10.1 | 0.0 | 6.3 | 31.2 | 0.0 | 14.1 |
| Cycle Q Clear(g_c), s | 2.2 | 59.4 | 59.7 | 4.5 | 106.3 | 116.5 | 10.1 | 0.0 | 6.3 | 37.5 | 0.0 | 14.1 |
| Prop In Lane | 1.00 | | 0.03 | 1.00 | | 0.40 | 1.00 | | 0.21 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 88 | 2114 | 1156 | 148 | 2176 | 1117 | 303 | 0 | 381 | 541 | 0 | 329 |
| V/C Ratio(X) | 0.71 | 0.75 | 0.75 | 0.85 | 0.97 | 1.03 | 0.28 | 0.00 | 0.20 | 0.89 | 0.00 | 0.43 |
| Avail Cap(c_a), veh/h | 90 | 2114 | 1156 | 249 | 2176 | 1117 | 303 | 0 | 381 | 541 | 0 | 329 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 47.1 | 22.8 | 22.8 | 37.7 | 30.1 | 31.9 | 60.6 | 0.0 | 59.0 | 75.2 | 0.0 | 62.1 |
| Incr Delay (d2), s/veh | 21.6 | 1.5 | 2.7 | 13.2 | 12.5 | 36.3 | 0.5 | 0.0 | 0.3 | 16.6 | 0.0 | 0.9 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.5 | 27.7 | 30.7 | 4.5 | 52.9 | 66.5 | 3.6 | 0.0 | 3.2 | 13.2 | 0.0 | 6.2 |
| LnGrp Delay(d),s/veh | 68.6 | 24.3 | 25.6 | 50.8 | 42.6 | 68.1 | 61.0 | 0.0 | 59.3 | 91.8 | 0.0 | 63.0 |
| LnGrp LOS | E | C | C | D | D | F | E | | E | F | | E |
| Approach Vol, veh/h | | 2508 | | | 3386 | | | 161 | | | 623 | |
| Approach Delay, s/veh | | 25.8 | | | 51.6 | | | 60.2 | | | 85.2 | |
| Approach LOS | | C | | | D | | | E | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 13.7 | 122.1 | | 44.5 | 11.8 | 124.0 | | 44.5 |
| Change Period (Y+Rc), s | 7.0 | 7.5 | | * 7 | 7.0 | 7.5 | | 7.0 |
| Max Green Setting (Gmax), s | 17.0 | 104.5 | | * 38 | 5.0 | 116.5 | | 37.0 |
| Max Q Clear Time (g_c+I1), s | 6.5 | 61.7 | | 39.5 | 4.2 | 118.5 | | 12.1 |
| Green Ext Time (p_c), s | 0.2 | 42.6 | | 0.0 | 0.0 | 0.0 | | 3.2 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 45.3 |
| HCM 2010 LOS | | D |

Notes

User approved volume balancing among the lanes for turning movement.

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



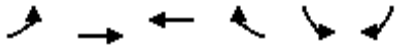
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 494 | 2164 | 33 | 20 | 1755 | 24 | 28 | 6 | 17 | 23 | 48 | 2381 |
| Future Volume (veh/h) | 494 | 2164 | 33 | 20 | 1755 | 24 | 28 | 6 | 17 | 23 | 48 | 2381 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1881 | 1828 | 1900 | 1792 | 1880 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1845 |
| Adj Flow Rate, veh/h | 549 | 2404 | 37 | 22 | 1950 | 27 | 31 | 7 | 19 | 24 | 51 | 0 |
| Adj No. of Lanes | 2 | 3 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 1 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 1 | 4 | 4 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| Cap, veh/h | 341 | 1758 | 27 | 178 | 1273 | 18 | 564 | 124 | 745 | 651 | 876 | 723 |
| Arrive On Green | 0.08 | 0.35 | 0.35 | 0.08 | 0.35 | 0.35 | 0.46 | 0.46 | 0.46 | 0.46 | 0.46 | 0.00 |
| Sat Flow, veh/h | 3476 | 5063 | 78 | 1707 | 3608 | 50 | 1144 | 269 | 1615 | 1407 | 1900 | 1568 |
| Grp Volume(v), veh/h | 549 | 1578 | 863 | 22 | 963 | 1014 | 38 | 0 | 19 | 24 | 51 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1738 | 1663 | 1814 | 1707 | 1786 | 1871 | 1412 | 0 | 1615 | 1407 | 1900 | 1568 |
| Q Serve(g_s), s | 13.5 | 62.5 | 62.5 | 0.0 | 63.5 | 63.5 | 2.1 | 0.0 | 1.2 | 1.8 | 2.7 | 0.0 |
| Cycle Q Clear(g_c), s | 13.5 | 62.5 | 62.5 | 0.0 | 63.5 | 63.5 | 4.8 | 0.0 | 1.2 | 6.5 | 2.7 | 0.0 |
| Prop In Lane | 1.00 | | 0.04 | 1.00 | | 0.03 | 0.82 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 341 | 1155 | 630 | 178 | 630 | 660 | 688 | 0 | 745 | 651 | 876 | 723 |
| V/C Ratio(X) | 1.61 | 1.37 | 1.37 | 0.12 | 1.53 | 1.54 | 0.06 | 0.00 | 0.03 | 0.04 | 0.06 | 0.00 |
| Avail Cap(c_a), veh/h | 341 | 1155 | 630 | 178 | 630 | 660 | 688 | 0 | 745 | 651 | 876 | 723 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 53.0 | 58.7 | 58.8 | 76.1 | 58.3 | 58.3 | 27.7 | 0.0 | 26.4 | 29.3 | 26.9 | 0.0 |
| Incr Delay (d2), s/veh | 288.5 | 170.2 | 176.7 | 0.7 | 245.8 | 248.6 | 0.2 | 0.0 | 0.1 | 0.1 | 0.1 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 22.1 | 56.0 | 62.2 | 1.0 | 74.4 | 78.4 | 1.1 | 0.0 | 0.5 | 0.7 | 1.4 | 0.0 |
| LnGrp Delay(d),s/veh | 341.5 | 229.0 | 235.4 | 76.7 | 304.1 | 306.9 | 27.9 | 0.0 | 26.5 | 29.4 | 27.0 | 0.0 |
| LnGrp LOS | F | F | F | E | F | F | C | | C | C | C | |
| Approach Vol, veh/h | | 2990 | | | 1999 | | | 57 | | | 75 | |
| Approach Delay, s/veh | | 251.5 | | | 303.0 | | | 27.4 | | | 27.7 | |
| Approach LOS | | F | | | F | | | C | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 21.0 | 69.0 | | 90.0 | 20.0 | 70.0 | | 90.0 |
| Change Period (Y+Rc), s | 6.5 | * 6.5 | | 7.0 | 6.5 | 6.5 | | 7.0 |
| Max Green Setting (Gmax), s | 14.5 | * 63 | | 83.0 | 13.5 | 63.5 | | 83.0 |
| Max Q Clear Time (g_c+I1), s | 12.0 | 64.5 | | 8.5 | 15.5 | 65.5 | | 6.8 |
| Green Ext Time (p_c), s | 11.3 | 0.0 | | 0.6 | 0.0 | 0.0 | | 0.6 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 265.8 |
| HCM 2010 LOS | F |

Notes

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



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 2666 | 1632 | 0 | 1265 | 521 |
| Future Volume (veh/h) | 0 | 2666 | 1632 | 0 | 1265 | 521 |
| Number | 1 | 6 | 2 | 12 | 7 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 0 | 1863 | 1863 | 0 | 1863 | 1863 |
| Adj Flow Rate, veh/h | 0 | 2962 | 1813 | 0 | 1406 | 0 |
| Adj No. of Lanes | 0 | 2 | 2 | 0 | 2 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 2 | 2 | 0 | 2 | 2 |
| Cap, veh/h | 0 | 2183 | 2183 | 0 | 1032 | 475 |
| Arrive On Green | 0.00 | 0.62 | 0.62 | 0.00 | 0.30 | 0.00 |
| Sat Flow, veh/h | 0 | 3725 | 3725 | 0 | 3442 | 1583 |
| Grp Volume(v), veh/h | 0 | 2962 | 1813 | 0 | 1406 | 0 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1770 | 1770 | 0 | 1721 | 1583 |
| Q Serve(g_s), s | 0.0 | 111.0 | 72.5 | 0.0 | 54.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 | 111.0 | 72.5 | 0.0 | 54.0 | 0.0 |
| Prop In Lane | 0.00 | | | 0.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 2183 | 2183 | 0 | 1032 | 475 |
| V/C Ratio(X) | 0.00 | 1.36 | 0.83 | 0.00 | 1.36 | 0.00 |
| Avail Cap(c_a), veh/h | 0 | 2183 | 2183 | 0 | 1032 | 475 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 0.0 | 34.5 | 27.1 | 0.0 | 63.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 163.8 | 3.9 | 0.0 | 169.1 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 103.6 | 36.4 | 0.0 | 49.9 | 0.0 |
| LnGrp Delay(d),s/veh | 0.0 | 198.3 | 31.0 | 0.0 | 232.1 | 0.0 |
| LnGrp LOS | | F | C | | F | |
| Approach Vol, veh/h | | 2962 | 1813 | | 1406 | |
| Approach Delay, s/veh | | 198.3 | 31.0 | | 232.1 | |
| Approach LOS | | F | C | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | | 119.0 | | 61.0 | | 119.0 | | |
| Change Period (Y+Rc), s | | 8.0 | | 7.0 | | 8.0 | | |
| Max Green Setting (Gmax), s | | 111.0 | | 54.0 | | 111.0 | | |
| Max Q Clear Time (g_c+I1), s | | 74.5 | | 56.0 | | 113.0 | | |
| Green Ext Time (p_c), s | | 36.4 | | 0.0 | | 0.0 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 156.9 |
| HCM 2010 LOS | F |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 518 | 6 | 59 | 888 | 0 | 0 | 0 | 0 | 929 | 1721 | 1564 |
| Future Volume (veh/h) | 0 | 518 | 6 | 59 | 888 | 0 | 0 | 0 | 0 | 929 | 1721 | 1564 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | | | | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 0 | 1859 | 1900 | 1863 | 1881 | 0 | | | | 1881 | 1881 | 1810 |
| Adj Flow Rate, veh/h | 0 | 576 | 7 | 66 | 987 | 0 | | | | 981 | 1983 | 1738 |
| Adj No. of Lanes | 0 | 2 | 0 | 1 | 2 | 0 | | | | 1 | 2 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | | | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 1 | 1 | 2 | 1 | 0 | | | | 1 | 1 | 5 |
| Cap, veh/h | 0 | 765 | 9 | 92 | 764 | 0 | | | | 1274 | 2675 | 1094 |
| Arrive On Green | 0.00 | 0.21 | 0.21 | 0.21 | 0.21 | 0.00 | | | | 0.71 | 0.71 | 0.71 |
| Sat Flow, veh/h | 0 | 3668 | 43 | 828 | 3668 | 0 | | | | 1792 | 3762 | 1538 |
| Grp Volume(v), veh/h | 0 | 285 | 298 | 66 | 987 | 0 | | | | 981 | 1983 | 1738 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1766 | 1852 | 828 | 1787 | 0 | | | | 1792 | 1881 | 1538 |
| Q Serve(g_s), s | 0.0 | 27.2 | 27.2 | 11.3 | 38.5 | 0.0 | | | | 62.9 | 58.0 | 128.0 |
| Cycle Q Clear(g_c), s | 0.0 | 27.2 | 27.2 | 38.5 | 38.5 | 0.0 | | | | 62.9 | 58.0 | 128.0 |
| Prop In Lane | 0.00 | | 0.02 | 1.00 | | 0.00 | | | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 378 | 396 | 92 | 764 | 0 | | | | 1274 | 2675 | 1094 |
| V/C Ratio(X) | 0.00 | 0.75 | 0.75 | 0.72 | 1.29 | 0.00 | | | | 0.77 | 0.74 | 1.59 |
| Avail Cap(c_a), veh/h | 0 | 378 | 396 | 92 | 764 | 0 | | | | 1274 | 2675 | 1094 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 66.3 | 66.3 | 85.5 | 70.8 | 0.0 | | | | 16.6 | 15.9 | 26.0 |
| Incr Delay (d2), s/veh | 0.0 | 8.9 | 8.5 | 38.1 | 140.7 | 0.0 | | | | 3.1 | 1.2 | 269.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 14.2 | 14.9 | 4.3 | 33.9 | 0.0 | | | | 31.9 | 30.2 | 135.6 |
| LnGrp Delay(d),s/veh | 0.0 | 75.2 | 74.8 | 123.7 | 211.4 | 0.0 | | | | 19.7 | 17.1 | 295.4 |
| LnGrp LOS | | E | E | F | F | | | | | B | B | F |
| Approach Vol, veh/h | | 583 | | | 1053 | | | | | | 4702 | |
| Approach Delay, s/veh | | 75.0 | | | 205.9 | | | | | | 120.5 | |
| Approach LOS | | E | | | F | | | | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | | 46.0 | | 134.0 | | 46.0 | | |
| Change Period (Y+Rc), s | | 7.5 | | 6.0 | | 7.5 | | |
| Max Green Setting (Gmax), s | | 38.5 | | 128.0 | | 38.5 | | |
| Max Q Clear Time (g_c+I1), s | | 40.5 | | 130.0 | | 29.2 | | |
| Green Ext Time (p_c), s | | 0.0 | | 0.0 | | 7.2 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 130.5 |
| HCM 2010 LOS | F |

Notes

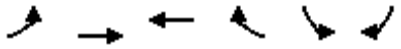
User approved volume balancing among the lanes for turning movement.



| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 50 | 87 | 351 | 40 | 83 | 116 | 246 | 1077 | 125 | 141 | 1533 | 61 |
| Future Volume (veh/h) | 50 | 87 | 351 | 40 | 83 | 116 | 246 | 1077 | 125 | 141 | 1533 | 61 |
| Number | 3 | 8 | 18 | 7 | 4 | 14 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1845 | 1881 | 1900 | 1843 | 1900 | 1863 | 1881 | 1900 | 1881 | 1882 | 1900 |
| Adj Flow Rate, veh/h | 56 | 97 | 390 | 43 | 89 | 125 | 273 | 1197 | 139 | 157 | 1703 | 68 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 3 | 0 | 1 | 3 | 0 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.93 | 0.93 | 0.93 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 3 | 1 | 0 | 6 | 6 | 2 | 1 | 1 | 1 | 1 | 1 |
| Cap, veh/h | 179 | 416 | 515 | 215 | 157 | 220 | 297 | 2697 | 313 | 319 | 2710 | 108 |
| Arrive On Green | 0.23 | 0.23 | 0.23 | 0.23 | 0.23 | 0.23 | 0.10 | 0.58 | 0.58 | 0.05 | 0.53 | 0.53 |
| Sat Flow, veh/h | 1186 | 1845 | 1599 | 923 | 695 | 976 | 1774 | 4667 | 542 | 1792 | 5069 | 202 |
| Grp Volume(v), veh/h | 56 | 97 | 390 | 43 | 0 | 214 | 273 | 878 | 458 | 157 | 1150 | 621 |
| Grp Sat Flow(s),veh/h/ln | 1186 | 1845 | 1599 | 923 | 0 | 1671 | 1774 | 1712 | 1786 | 1792 | 1713 | 1846 |
| Q Serve(g_s), s | 6.9 | 6.8 | 34.4 | 6.3 | 0.0 | 17.9 | 12.6 | 22.9 | 22.9 | 6.2 | 37.0 | 37.1 |
| Cycle Q Clear(g_c), s | 24.8 | 6.8 | 34.4 | 13.0 | 0.0 | 17.9 | 12.6 | 22.9 | 22.9 | 6.2 | 37.0 | 37.1 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.58 | 1.00 | | 0.30 | 1.00 | | 0.11 |
| Lane Grp Cap(c), veh/h | 179 | 416 | 515 | 215 | 0 | 377 | 297 | 1978 | 1032 | 319 | 1831 | 987 |
| V/C Ratio(X) | 0.31 | 0.23 | 0.76 | 0.20 | 0.00 | 0.57 | 0.92 | 0.44 | 0.44 | 0.49 | 0.63 | 0.63 |
| Avail Cap(c_a), veh/h | 179 | 416 | 515 | 215 | 0 | 377 | 594 | 2276 | 1187 | 423 | 1831 | 987 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 65.1 | 49.7 | 47.8 | 55.1 | 0.0 | 54.0 | 34.2 | 18.9 | 18.9 | 16.0 | 25.6 | 25.7 |
| Incr Delay (d2), s/veh | 1.4 | 0.4 | 6.8 | 0.6 | 0.0 | 2.5 | 8.8 | 0.3 | 0.5 | 0.9 | 0.9 | 1.6 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.3 | 3.5 | 16.2 | 1.6 | 0.0 | 8.5 | 12.4 | 10.8 | 11.3 | 3.1 | 17.6 | 19.2 |
| LnGrp Delay(d),s/veh | 66.5 | 50.1 | 54.5 | 55.7 | 0.0 | 56.5 | 43.1 | 19.1 | 19.4 | 16.8 | 26.5 | 27.3 |
| LnGrp LOS | E | D | D | E | | E | D | B | B | B | C | C |
| Approach Vol, veh/h | | 543 | | | 257 | | | 1609 | | | 1928 | |
| Approach Delay, s/veh | | 55.0 | | | 56.4 | | | 23.3 | | | 26.0 | |
| Approach LOS | | D | | | E | | | C | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 21.7 | 91.6 | | 44.0 | 14.9 | 98.3 | | 44.0 |
| Change Period (Y+Rc), s | 6.5 | 7.5 | | 8.5 | 6.5 | 7.5 | | 8.5 |
| Max Green Setting (Gmax), s | 41.5 | 80.5 | | 35.5 | 17.5 | 104.5 | | 35.5 |
| Max Q Clear Time (g_c+I1), s | 14.8 | 39.1 | | 19.9 | 8.2 | 24.9 | | 36.4 |
| Green Ext Time (p_c), s | 0.5 | 38.9 | | 5.0 | 0.2 | 65.9 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 30.4 |
| HCM 2010 LOS | C |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 108 | 2740 | 2470 | 111 | 177 | 137 |
| Future Volume (veh/h) | 108 | 2740 | 2470 | 111 | 177 | 137 |
| Number | 5 | 2 | 6 | 16 | 7 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1845 | 1881 | 1881 | 1900 | 1863 | 1881 |
| Adj Flow Rate, veh/h | 120 | 3044 | 2714 | 122 | 197 | 152 |
| Adj No. of Lanes | 1 | 2 | 3 | 0 | 1 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.91 | 0.91 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 3 | 1 | 1 | 1 | 2 | 1 |
| Cap, veh/h | 97 | 2949 | 4159 | 185 | 168 | 151 |
| Arrive On Green | 0.82 | 0.82 | 0.82 | 0.82 | 0.09 | 0.09 |
| Sat Flow, veh/h | 92 | 3668 | 5211 | 224 | 1774 | 1599 |
| Grp Volume(v), veh/h | 120 | 3044 | 1832 | 1004 | 197 | 152 |
| Grp Sat Flow(s),veh/h/ln | 92 | 1787 | 1712 | 1842 | 1774 | 1599 |
| Q Serve(g_s), s | 110.7 | 148.5 | 36.2 | 37.8 | 17.0 | 17.0 |
| Cycle Q Clear(g_c), s | 148.5 | 148.5 | 36.2 | 37.8 | 17.0 | 17.0 |
| Prop In Lane | 1.00 | | | 0.12 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 97 | 2949 | 2825 | 1519 | 168 | 151 |
| V/C Ratio(X) | 1.24 | 1.03 | 0.65 | 0.66 | 1.18 | 1.01 |
| Avail Cap(c_a), veh/h | 97 | 2949 | 2834 | 1525 | 168 | 151 |
| 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 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 57.5 | 15.8 | 5.9 | 6.1 | 81.5 | 81.5 |
| Incr Delay (d2), s/veh | 169.0 | 25.6 | 0.6 | 1.2 | 124.7 | 75.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 9.4 | 82.2 | 17.0 | 19.5 | 14.1 | 10.7 |
| LnGrp Delay(d),s/veh | 226.5 | 41.4 | 6.5 | 7.3 | 206.2 | 156.5 |
| LnGrp LOS | F | F | A | A | F | F |
| Approach Vol, veh/h | | 3164 | 2836 | | 349 | |
| Approach Delay, s/veh | | 48.4 | 6.8 | | 184.5 | |
| Approach LOS | | D | A | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | | 156.0 | | 24.0 | | 156.0 | | |
| Change Period (Y+Rc), s | | 7.5 | | 7.0 | | * 7.5 | | |
| Max Green Setting (Gmax), s | | 148.5 | | 17.0 | | * 1.5E2 | | |
| Max Q Clear Time (g_c+I1), s | | 150.5 | | 19.0 | | 39.8 | | |
| Green Ext Time (p_c), s | | 0.0 | | 0.0 | | 108.2 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 37.3 |
| HCM 2010 LOS | D |

Notes

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 109 | 765 | 90 | 63 | 1139 | 463 | 109 | 189 | 58 | 375 | 224 | 209 |
| Future Volume (veh/h) | 109 | 765 | 90 | 63 | 1139 | 463 | 109 | 189 | 58 | 375 | 224 | 209 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1883 | 1900 | 1900 | 1881 | 1863 | 1900 | 1886 | 1900 | 1881 | 1881 | 1863 |
| Adj Flow Rate, veh/h | 121 | 850 | 100 | 68 | 1238 | 0 | 121 | 210 | 64 | 322 | 354 | 225 |
| Adj No. of Lanes | 1 | 3 | 0 | 1 | 3 | 1 | 1 | 1 | 0 | 1 | 1 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.92 | 0.92 | 0.92 | 0.90 | 0.90 | 0.90 | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 1 | 1 | 1 | 1 | 2 |
| Cap, veh/h | 204 | 1629 | 191 | 235 | 1681 | 518 | 445 | 341 | 104 | 393 | 413 | 348 |
| Arrive On Green | 0.06 | 0.35 | 0.35 | 0.04 | 0.33 | 0.00 | 0.25 | 0.25 | 0.25 | 0.22 | 0.22 | 0.22 |
| Sat Flow, veh/h | 1810 | 4667 | 547 | 1810 | 5136 | 1583 | 1810 | 1388 | 423 | 1792 | 1881 | 1583 |
| Grp Volume(v), veh/h | 121 | 623 | 327 | 68 | 1238 | 0 | 121 | 0 | 274 | 322 | 354 | 225 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1714 | 1787 | 1810 | 1712 | 1583 | 1810 | 0 | 1811 | 1792 | 1881 | 1583 |
| Q Serve(g_s), s | 6.6 | 21.8 | 21.9 | 3.7 | 32.1 | 0.0 | 8.1 | 0.0 | 20.2 | 25.7 | 27.2 | 19.5 |
| Cycle Q Clear(g_c), s | 6.6 | 21.8 | 21.9 | 3.7 | 32.1 | 0.0 | 8.1 | 0.0 | 20.2 | 25.7 | 27.2 | 19.5 |
| Prop In Lane | 1.00 | | 0.31 | 1.00 | | 1.00 | 1.00 | | 0.23 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 204 | 1196 | 624 | 235 | 1681 | 518 | 445 | 0 | 445 | 393 | 413 | 348 |
| V/C Ratio(X) | 0.59 | 0.52 | 0.52 | 0.29 | 0.74 | 0.00 | 0.27 | 0.00 | 0.62 | 0.82 | 0.86 | 0.65 |
| Avail Cap(c_a), veh/h | 298 | 1517 | 791 | 253 | 1946 | 600 | 445 | 0 | 445 | 560 | 588 | 495 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 34.9 | 39.0 | 39.0 | 33.0 | 44.8 | 0.0 | 45.8 | 0.0 | 50.4 | 55.9 | 56.4 | 53.4 |
| Incr Delay (d2), s/veh | 2.7 | 0.4 | 0.7 | 0.7 | 1.3 | 0.0 | 1.5 | 0.0 | 6.2 | 6.4 | 8.7 | 2.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.4 | 10.4 | 10.9 | 1.9 | 15.4 | 0.0 | 4.3 | 0.0 | 10.9 | 13.5 | 15.2 | 8.7 |
| LnGrp Delay(d),s/veh | 37.6 | 39.3 | 39.7 | 33.7 | 46.1 | 0.0 | 47.4 | 0.0 | 56.6 | 62.3 | 65.1 | 55.4 |
| LnGrp LOS | D | D | D | C | D | | D | | E | E | E | E |
| Approach Vol, veh/h | | 1071 | | | 1306 | | | 395 | | | 901 | |
| Approach Delay, s/veh | | 39.2 | | | 45.5 | | | 53.8 | | | 61.7 | |
| Approach LOS | | D | | | D | | | D | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 9.9 | 58.5 | | 43.0 | 13.2 | 55.3 | | 39.0 |
| Change Period (Y+Rc), s | 4.5 | 6.0 | | 6.0 | 4.5 | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | 6.9 | 66.6 | | 37.0 | 16.5 | 57.0 | | 47.0 |
| Max Q Clear Time (g_c+I1), s | 15.7 | 23.9 | | 22.2 | 8.6 | 34.1 | | 29.2 |
| Green Ext Time (p_c), s | 0.0 | 21.8 | | 1.7 | 0.2 | 15.1 | | 3.8 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 48.5 |
| HCM 2010 LOS | D |

Notes

User approved volume balancing among the lanes for turning movement.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 29 | 1725 | 7 | 5 | 2474 | 132 | 4 | 3 | 3 | 207 | 4 | 87 |
| Future Volume (veh/h) | 29 | 1725 | 7 | 5 | 2474 | 132 | 4 | 3 | 3 | 207 | 4 | 87 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1881 | 1900 | 1900 | 1881 | 1900 | 1900 | 1900 | 1900 | 1900 | 1871 | 1900 |
| Adj Flow Rate, veh/h | 32 | 1917 | 8 | 5 | 2604 | 139 | 4 | 3 | 3 | 230 | 4 | 97 |
| Adj No. of Lanes | 1 | 2 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 1 | 0 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.95 | 0.95 | 0.95 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cap, veh/h | 40 | 2697 | 11 | 21 | 2489 | 132 | 282 | 160 | 160 | 217 | 3 | 77 |
| Arrive On Green | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.18 | 0.18 | 0.18 | 0.18 | 0.18 | 0.18 |
| Sat Flow, veh/h | 105 | 3651 | 15 | 2 | 3368 | 178 | 1314 | 873 | 873 | 1001 | 17 | 422 |
| Grp Volume(v), veh/h | 32 | 938 | 987 | 1439 | 0 | 1309 | 4 | 0 | 6 | 331 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 105 | 1787 | 1879 | 1868 | 0 | 1680 | 1314 | 0 | 1746 | 1440 | 0 | 0 |
| Q Serve(g_s), s | 0.0 | 51.9 | 52.0 | 39.0 | 0.0 | 133.0 | 0.0 | 0.0 | 0.5 | 32.5 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 133.0 | 51.9 | 52.0 | 133.0 | 0.0 | 133.0 | 0.4 | 0.0 | 0.5 | 33.0 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.01 | 0.00 | | 0.11 | 1.00 | | 0.50 | 0.69 | | 0.29 |
| Lane Grp Cap(c), veh/h | 40 | 1321 | 1388 | 1400 | 0 | 1242 | 282 | 0 | 320 | 298 | 0 | 0 |
| V/C Ratio(X) | 0.80 | 0.71 | 0.71 | 1.03 | 0.00 | 1.05 | 0.01 | 0.00 | 0.02 | 1.11 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 40 | 1321 | 1388 | 1400 | 0 | 1242 | 282 | 0 | 320 | 298 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 90.0 | 12.9 | 12.9 | 24.1 | 0.0 | 23.5 | 60.2 | 0.0 | 60.2 | 75.6 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 72.2 | 2.0 | 1.9 | 31.3 | 0.0 | 41.2 | 0.0 | 0.0 | 0.0 | 85.3 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.4 | 26.0 | 27.3 | 81.8 | 0.0 | 75.3 | 0.2 | 0.0 | 0.2 | 21.9 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 162.2 | 14.9 | 14.8 | 55.5 | 0.0 | 64.7 | 60.2 | 0.0 | 60.3 | 160.9 | 0.0 | 0.0 |
| LnGrp LOS | F | B | B | F | | F | E | | E | F | | |
| Approach Vol, veh/h | | 1957 | | | 2748 | | | 10 | | | 331 | |
| Approach Delay, s/veh | | 17.3 | | | 59.9 | | | 60.2 | | | 160.9 | |
| Approach LOS | | B | | | E | | | E | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 140.0 | | 40.0 | | 140.0 | | 40.0 |
| Change Period (Y+Rc), s | | 7.0 | | 7.0 | | 7.0 | | 7.0 |
| Max Green Setting (Gmax), s | | 133.0 | | 33.0 | | 133.0 | | 33.0 |
| Max Q Clear Time (g_c+I1), s | | 135.0 | | 35.0 | | 135.0 | | 2.5 |
| Green Ext Time (p_c), s | | 0.0 | | 0.0 | | 0.0 | | 2.2 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 50.0 |
| HCM 2010 LOS | | D |

| Intersection | |
|---|---|
| Int Delay, s/veh | 282.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 68 | 1902 | 92 | 56 | 4039 | 65 | 0 | 0 | 84 | 0 | 0 | 321 |
| Future Vol, veh/h | 68 | 1902 | 92 | 56 | 4039 | 65 | 0 | 0 | 84 | 0 | 0 | 321 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | Free | - | - | Free | - | - | Stop | - | - | Stop |
| Storage Length | 345 | - | 0 | 250 | - | 0 | - | - | 0 | - | - | 0 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 95 | 95 | 95 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 3 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 2 | 2 | 3 |
| Mvmt Flow | 73 | 2045 | 99 | 59 | 4252 | 68 | 0 | 0 | 93 | 0 | 0 | 357 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 4252 | 0 | - | 2045 | 0 | 0 | - | - | 1023 | - | - | 2126 |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy | 5.36 | - | - | 5.3 | - | - | - | - | 7.1 | - | - | 7.16 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.13 | - | - | 3.1 | - | - | - | - | 3.9 | - | - | 3.93 |
| Pot Cap-1 Maneuver | ~ 8 | - | 0 | 122 | - | 0 | 0 | 0 | 203 | 0 | 0 | ~ 34 |
| Stage 1 | - | - | 0 | - | - | 0 | 0 | 0 | - | 0 | 0 | - |
| Stage 2 | - | - | 0 | - | - | 0 | 0 | 0 | - | 0 | 0 | - |
| Platoon blocked, % | | - | | | - | | | | | | | |
| Mov Cap-1 Maneuver | ~ 8 | - | - | 122 | - | - | - | - | 203 | - | - | ~ 34 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 157.7 | 0.8 | 37 | $ 4495.5 |
| HCM LOS | | | E | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | WBL | WBT | SBLn1 |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 203 | ~ 8 | - | 122 | - | 34 |
| HCM Lane V/C Ratio | 0.46 | 9.14 | - | 0.483 | - | 10.49 |
| HCM Control Delay (s) | 37 | $ 4567.9 | - | 59.4 | - | $ 4495.5 |
| HCM Lane LOS | E | F | - | F | - | F |
| HCM 95th %tile Q(veh) | 2.2 | 10.7 | - | 2.2 | - | 43.4 |

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.3 |

| Movement | NBL | NBT | SBT | SBR | NEL | NER |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 152 | 1018 | 879 | 9 | 6 | 242 |
| Future Vol, veh/h | 152 | 1018 | 879 | 9 | 6 | 242 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 94 | 94 | 90 | 90 | 95 | 95 |
| Heavy Vehicles, % | 1 | 1 | 2 | 0 | 0 | 0 |
| Mvmt Flow | 162 | 1083 | 977 | 10 | 6 | 255 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 987 | 0 | - | 0 | 2388 | 982 |
| Stage 1 | - | - | - | - | 982 | - |
| Stage 2 | - | - | - | - | 1406 | - |
| Critical Hdwy | 4.11 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.209 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 704 | - | - | - | 38 | 305 |
| Stage 1 | - | - | - | - | 366 | - |
| Stage 2 | - | - | - | - | 229 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 704 | - | - | - | 16 | 305 |
| Mov Cap-2 Maneuver | - | - | - | - | 16 | - |
| Stage 1 | - | - | - | - | 366 | - |
| Stage 2 | - | - | - | - | 97 | - |

| Approach | NB | SB | NE |
|---|---|---|---|
| HCM Control Delay, s | 1.5 | 0 | 62.8 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | NELn1 | NELn2 | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 16 | 305 | 704 | - | - | - |
| HCM Lane V/C Ratio | 0.395 | 0.835 | 0.23 | - | - | - |
| HCM Control Delay (s) | $ 335.7 | 56 | 11.6 | 0 | - | - |
| HCM Lane LOS | F | F | B | A | - | - |
| HCM 95th %tile Q(veh) | 1 | 7.1 | 0.9 | - | - | - |

| Movement | NBL | NBT | NBR | SBL | SBT | SBR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 1016 | 110 | 106 | 1012 | 3 | 0 | 1 | 3 | 14 | 1 | 154 |
| Future Volume (veh/h) | 0 | 1016 | 110 | 106 | 1012 | 3 | 0 | 1 | 3 | 14 | 1 | 154 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1863 | 1900 | 1900 | 1881 | 1900 | 1900 | 1900 | 1900 | 1900 | 1421 | 1900 |
| Adj Flow Rate, veh/h | 0 | 1104 | 120 | 115 | 1100 | 3 | 0 | 1 | 3 | 15 | 1 | 167 |
| Adj No. of Lanes | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.90 | 0.90 | 0.90 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cap, veh/h | 0 | 1340 | 146 | 242 | 1522 | 4 | 0 | 46 | 137 | 150 | 8 | 176 |
| Arrive On Green | 0.00 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.00 | 0.11 | 0.11 | 0.11 | 0.11 | 0.11 |
| Sat Flow, veh/h | 0 | 1652 | 180 | 463 | 1875 | 5 | 0 | 420 | 1258 | 1001 | 77 | 1615 |
| Grp Volume(v), veh/h | 0 | 0 | 1224 | 115 | 0 | 1103 | 0 | 0 | 4 | 16 | 0 | 167 |
| Grp Sat Flow(s),veh/h/ln | 0 | 0 | 1831 | 463 | 0 | 1880 | 0 | 0 | 1678 | 1078 | 0 | 1615 |
| Q Serve(g_s), s | 0.0 | 0.0 | 64.7 | 32.0 | 0.0 | 45.5 | 0.0 | 0.0 | 0.4 | 2.1 | 0.0 | 17.5 |
| Cycle Q Clear(g_c), s | 0.0 | 0.0 | 64.7 | 96.7 | 0.0 | 45.5 | 0.0 | 0.0 | 0.4 | 2.5 | 0.0 | 17.5 |
| Prop In Lane | 0.00 | | 0.10 | 1.00 | | 0.00 | 0.00 | | 0.75 | 0.94 | | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 0 | 1486 | 242 | 0 | 1526 | 0 | 0 | 183 | 159 | 0 | 176 |
| V/C Ratio(X) | 0.00 | 0.00 | 0.82 | 0.48 | 0.00 | 0.72 | 0.00 | 0.00 | 0.02 | 0.10 | 0.00 | 0.95 |
| Avail Cap(c_a), veh/h | 0 | 0 | 1590 | 268 | 0 | 1633 | 0 | 0 | 183 | 159 | 0 | 176 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 0.0 | 9.1 | 36.6 | 0.0 | 7.3 | 0.0 | 0.0 | 67.7 | 68.7 | 0.0 | 75.4 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 3.5 | 1.4 | 0.0 | 1.5 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 52.3 |
| 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 | 0.0 | 0.0 | 33.7 | 4.2 | 0.0 | 23.9 | 0.0 | 0.0 | 0.2 | 0.7 | 0.0 | 10.4 |
| LnGrp Delay(d),s/veh | 0.0 | 0.0 | 12.6 | 38.1 | 0.0 | 8.8 | 0.0 | 0.0 | 67.8 | 69.0 | 0.0 | 127.7 |
| LnGrp LOS | | | B | D | | A | | | E | E | | F |
| Approach Vol, veh/h | | 1224 | | | 1218 | | | 4 | | | 183 | |
| Approach Delay, s/veh | | 12.6 | | | 11.6 | | | 67.8 | | | 122.5 | |
| Approach LOS | | B | | | B | | | E | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 145.2 | | 25.1 | | 145.2 | | 25.1 |
| Change Period (Y+Rc), s | | 7.0 | | 6.5 | | 7.0 | | 6.5 |
| Max Green Setting (Gmax), s | | 147.9 | | 18.6 | | 147.9 | | 18.6 |
| Max Q Clear Time (g_c+I1), s | | 66.7 | | 2.4 | | 98.7 | | 19.5 |
| Green Ext Time (p_c), s | | 57.6 | | 0.5 | | 39.5 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 19.9 |
| HCM 2010 LOS | B |

Notes

User approved pedestrian interval to be less than phase max green.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 184 | 1703 | 99 | 279 | 3680 | 1162 | 325 | 262 | 328 | 809 | 168 | 155 |
| Future Volume (veh/h) | 184 | 1703 | 99 | 279 | 3680 | 1162 | 325 | 262 | 328 | 809 | 168 | 155 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1881 | 1845 | 1900 | 1881 | 1881 | 1881 | 1881 | 1900 | 1881 | 1863 | 1881 | 1900 |
| Adj Flow Rate, veh/h | 194 | 1793 | 104 | 294 | 3874 | 0 | 361 | 291 | 364 | 870 | 181 | 167 |
| Adj No. of Lanes | 1 | 3 | 1 | 2 | 3 | 1 | 1 | 1 | 1 | 2 | 1 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.90 | 0.90 | 0.90 | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 1 | 3 | 0 | 1 | 1 | 1 | 1 | 0 | 1 | 2 | 1 | 1 |
| Cap, veh/h | 140 | 2580 | 1052 | 343 | 2853 | 1173 | 249 | 201 | 327 | 612 | 130 | 120 |
| Arrive On Green | 0.06 | 0.51 | 0.51 | 0.10 | 0.56 | 0.00 | 0.14 | 0.11 | 0.11 | 0.18 | 0.14 | 0.14 |
| Sat Flow, veh/h | 1792 | 5036 | 1615 | 3476 | 5136 | 1599 | 1792 | 1900 | 1599 | 3442 | 902 | 832 |
| Grp Volume(v), veh/h | 194 | 1793 | 104 | 294 | 3874 | 0 | 361 | 291 | 364 | 870 | 0 | 348 |
| Grp Sat Flow(s),veh/h/ln | 1792 | 1679 | 1615 | 1738 | 1712 | 1599 | 1792 | 1900 | 1599 | 1721 | 0 | 1734 |
| Q Serve(g_s), s | 10.0 | 48.5 | 1.5 | 15.0 | 100.0 | 0.0 | 25.0 | 19.0 | 19.0 | 32.0 | 0.0 | 26.0 |
| Cycle Q Clear(g_c), s | 10.0 | 48.5 | 1.5 | 15.0 | 100.0 | 0.0 | 25.0 | 19.0 | 19.0 | 32.0 | 0.0 | 26.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.48 |
| Lane Grp Cap(c), veh/h | 140 | 2580 | 1052 | 343 | 2853 | 1173 | 249 | 201 | 327 | 612 | 0 | 251 |
| V/C Ratio(X) | 1.39 | 0.69 | 0.10 | 0.86 | 1.36 | 0.00 | 1.45 | 1.45 | 1.11 | 1.42 | 0.00 | 1.39 |
| Avail Cap(c_a), veh/h | 140 | 2580 | 1052 | 579 | 2853 | 1173 | 249 | 201 | 327 | 612 | 0 | 251 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 61.3 | 33.2 | 4.3 | 79.9 | 40.0 | 0.0 | 77.5 | 80.5 | 43.8 | 74.0 | 0.0 | 77.0 |
| Incr Delay (d2), s/veh | 213.5 | 0.9 | 0.1 | 6.5 | 163.4 | 0.0 | 223.9 | 228.6 | 84.2 | 199.3 | 0.0 | 197.8 |
| 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 | 15.2 | 22.6 | 0.9 | 7.5 | 90.2 | 0.0 | 27.9 | 22.7 | 22.9 | 32.1 | 0.0 | 26.2 |
| LnGrp Delay(d),s/veh | 274.7 | 34.1 | 4.3 | 86.3 | 203.4 | 0.0 | 301.4 | 309.1 | 128.0 | 273.3 | 0.0 | 274.8 |
| LnGrp LOS | F | C | A | F | F | | F | F | F | F | | F |
| Approach Vol, veh/h | | 2091 | | | 4168 | | | 1016 | | | 1218 | |
| Approach Delay, s/veh | | 55.0 | | | 195.1 | | | 241.5 | | | 273.7 | |
| Approach LOS | | D | | | F | | | F | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 14.0 | 105.0 | 37.0 | 24.0 | 21.8 | 97.2 | 30.0 | 31.0 |
| Change Period (Y+Rc), s | 4.0 | 5.0 | 5.0 | 5.0 | 4.0 | 5.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 10.0 | 100.0 | 32.0 | 19.0 | 30.0 | 80.0 | 25.0 | 26.0 |
| Max Q Clear Time (g_c+I1), s | 12.0 | 102.0 | 34.0 | 21.0 | 17.0 | 50.5 | 27.0 | 28.0 |
| Green Ext Time (p_c), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 29.4 | 0.0 | 0.0 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | 177.4 | |
| HCM 2010 LOS | F | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 0 | 1978 | 1055 | 0 | 1477 | 0 | 0 | 0 | 0 |
| Future Volume (veh/h) | 0 | 0 | 0 | 0 | 1978 | 1055 | 0 | 1477 | 0 | 0 | 0 | 0 |
| Number | | | | 5 | 2 | 12 | 7 | 4 | 14 | | | |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | | | | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Adj Sat Flow, veh/h/ln | | | | 0 | 1881 | 1845 | 0 | 1810 | 0 | | | |
| Adj Flow Rate, veh/h | | | | 0 | 2174 | 0 | 0 | 1641 | 0 | | | |
| Adj No. of Lanes | | | | 0 | 2 | 1 | 0 | 2 | 0 | | | |
| Peak Hour Factor | | | | 0.91 | 0.91 | 0.91 | 0.90 | 0.90 | 0.90 | | | |
| Percent Heavy Veh, % | | | | 0 | 1 | 3 | 0 | 5 | 0 | | | |
| Cap, veh/h | | | | 0 | 2015 | 884 | 0 | 1270 | 0 | | | |
| Arrive On Green | | | | 0.00 | 0.56 | 0.00 | 0.00 | 0.37 | 0.00 | | | |
| Sat Flow, veh/h | | | | 0 | 3668 | 1568 | 0 | 3619 | 0 | | | |
| Grp Volume(v), veh/h | | | | 0 | 2174 | 0 | 0 | 1641 | 0 | | | |
| Grp Sat Flow(s),veh/h/ln | | | | 0 | 1787 | 1568 | 0 | 1719 | 0 | | | |
| Q Serve(g_s), s | | | | 0.0 | 101.5 | 0.0 | 0.0 | 66.5 | 0.0 | | | |
| Cycle Q Clear(g_c), s | | | | 0.0 | 101.5 | 0.0 | 0.0 | 66.5 | 0.0 | | | |
| Prop In Lane | | | | 0.00 | | 1.00 | 0.00 | | 0.00 | | | |
| Lane Grp Cap(c), veh/h | | | | 0 | 2015 | 884 | 0 | 1270 | 0 | | | |
| V/C Ratio(X) | | | | 0.00 | 1.08 | 0.00 | 0.00 | 1.29 | 0.00 | | | |
| Avail Cap(c_a), veh/h | | | | 0 | 2015 | 884 | 0 | 1270 | 0 | | | |
| HCM Platoon Ratio | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | | | | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | | | |
| Uniform Delay (d), s/veh | | | | 0.0 | 39.2 | 0.0 | 0.0 | 56.8 | 0.0 | | | |
| Incr Delay (d2), s/veh | | | | 0.0 | 45.0 | 0.0 | 0.0 | 137.4 | 0.0 | | | |
| Initial Q Delay(d3),s/veh | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | | | | 0.0 | 62.4 | 0.0 | 0.0 | 55.8 | 0.0 | | | |
| LnGrp Delay(d),s/veh | | | | 0.0 | 84.3 | 0.0 | 0.0 | 194.1 | 0.0 | | | |
| LnGrp LOS | | | | | F | | | F | | | | |
| Approach Vol, veh/h | | | | | 2174 | | | 1641 | | | | |
| Approach Delay, s/veh | | | | | 84.3 | | | 194.1 | | | | |
| Approach LOS | | | | | F | | | F | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | | | |
| Phs Duration (G+Y+Rc), s | | 107.0 | | 73.0 | | | | |
| Change Period (Y+Rc), s | | 5.5 | | 6.5 | | | | |
| Max Green Setting (Gmax), s | | 101.5 | | 66.5 | | | | |
| Max Q Clear Time (g_c+I1), s | | 103.5 | | 68.5 | | | | |
| Green Ext Time (p_c), s | | 0.0 | | 0.0 | | | | |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 131.5 |
| HCM 2010 LOS | | F |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 282 | 998 | 716 | 50 | 1855 | 15 | 512 | 225 | 36 | 45 | 310 | 666 |
| Future Volume (veh/h) | 282 | 998 | 716 | 50 | 1855 | 15 | 512 | 225 | 36 | 45 | 310 | 666 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1881 | 1881 | 1900 | 1881 | 1900 | 1881 | 1884 | 1900 | 1845 | 1881 | 1845 |
| Adj Flow Rate, veh/h | 313 | 1109 | 796 | 55 | 2038 | 16 | 539 | 237 | 38 | 48 | 333 | 716 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.91 | 0.91 | 0.91 | 0.95 | 0.95 | 0.95 | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 2 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 3 |
| Cap, veh/h | 212 | 1876 | 839 | 115 | 1444 | 11 | 329 | 634 | 102 | 282 | 418 | 348 |
| Arrive On Green | 0.10 | 0.52 | 0.52 | 0.40 | 0.40 | 0.40 | 0.14 | 0.40 | 0.40 | 0.22 | 0.22 | 0.22 |
| Sat Flow, veh/h | 1774 | 3574 | 1599 | 240 | 3635 | 29 | 1792 | 1585 | 254 | 1089 | 1881 | 1568 |
| Grp Volume(v), veh/h | 313 | 1109 | 796 | 55 | 1001 | 1053 | 539 | 0 | 275 | 48 | 333 | 716 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1787 | 1599 | 240 | 1787 | 1876 | 1792 | 0 | 1839 | 1089 | 1881 | 1568 |
| Q Serve(g_s), s | 17.5 | 38.5 | 84.8 | 36.8 | 71.5 | 71.5 | 26.0 | 0.0 | 19.0 | 6.5 | 30.1 | 40.0 |
| Cycle Q Clear(g_c), s | 17.5 | 38.5 | 84.8 | 52.3 | 71.5 | 71.5 | 26.0 | 0.0 | 19.0 | 6.5 | 30.1 | 40.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.02 | 1.00 | | 0.14 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 212 | 1876 | 839 | 115 | 710 | 745 | 329 | 0 | 736 | 282 | 418 | 348 |
| V/C Ratio(X) | 1.47 | 0.59 | 0.95 | 0.48 | 1.41 | 1.41 | 1.64 | 0.00 | 0.37 | 0.17 | 0.80 | 2.05 |
| Avail Cap(c_a), veh/h | 212 | 1876 | 839 | 115 | 710 | 745 | 329 | 0 | 736 | 282 | 418 | 348 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 62.8 | 29.4 | 40.4 | 55.4 | 54.3 | 54.3 | 50.0 | 0.0 | 38.1 | 57.0 | 66.2 | 70.0 |
| Incr Delay (d2), s/veh | 236.6 | 0.8 | 20.0 | 6.5 | 192.6 | 193.9 | 301.8 | 0.0 | 0.5 | 0.5 | 11.2 | 484.6 |
| 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 | 24.5 | 19.1 | 41.9 | 2.7 | 73.3 | 77.2 | 43.9 | 0.0 | 9.7 | 2.0 | 16.9 | 64.2 |
| LnGrp Delay(d),s/veh | 299.5 | 30.2 | 60.4 | 61.9 | 246.9 | 248.1 | 351.8 | 0.0 | 38.6 | 57.4 | 77.3 | 554.6 |
| LnGrp LOS | F | C | E | E | F | F | F | | D | E | E | F |
| Approach Vol, veh/h | | 2218 | | | 2109 | | | 814 | | | 1097 | |
| Approach Delay, s/veh | | 79.0 | | | 242.7 | | | 246.0 | | | 387.9 | |
| Approach LOS | | E | | | F | | | F | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 23.0 | 78.0 | | 79.0 | | 101.0 | 32.0 | 47.0 |
| Change Period (Y+Rc), s | 5.5 | 6.5 | | 7.0 | | 6.5 | 6.0 | 7.0 |
| Max Green Setting (Gmax), s | 17.5 | 71.5 | | 72.0 | | 94.5 | 26.0 | 40.0 |
| Max Q Clear Time (g_c+I1), s | 19.5 | 73.5 | | 21.0 | | 86.8 | 28.0 | 42.0 |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | 18.6 | | 7.7 | 0.0 | 0.0 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | 210.5 | |
| HCM 2010 LOS | F | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 525.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 16 | 435 | 0 | 59 | 82 | 132 | 3 | 22 | 482 | 452 | 6 | 12 |
| Future Vol, veh/h | 16 | 435 | 0 | 59 | 82 | 132 | 3 | 22 | 482 | 452 | 6 | 12 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 0 | 3 | 0 | 0 | 9 | 4 | 0 | 0 | 1 | 1 | 0 | 11 |
| Mvmt Flow | 18 | 483 | 0 | 66 | 91 | 147 | 3 | 24 | 536 | 502 | 7 | 13 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 238 | 0 | 0 | 483 | 0 | 0 | 699 | 888 | 242 | 585 | 815 | 119 |
| Stage 1 | - | - | - | - | - | - | 519 | 519 | - | 296 | 296 | - |
| Stage 2 | - | - | - | - | - | - | 180 | 369 | - | 289 | 519 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.92 | 7.52 | 6.5 | 7.12 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.52 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.52 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.31 | 3.51 | 4 | 3.41 |
| Pot Cap-1 Maneuver | 1341 | - | - | 1090 | - | - | 330 | 285 | 762 | ~ 397 | 314 | 882 |
| Stage 1 | - | - | - | - | - | - | 513 | 536 | - | 691 | 672 | - |
| Stage 2 | - | - | - | - | - | - | 810 | 624 | - | 697 | 536 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1341 | - | - | 1090 | - | - | 298 | 260 | 762 | ~ 102 | 286 | 882 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 298 | 260 | - | ~ 102 | 286 | - |
| Stage 1 | - | - | - | - | - | - | 504 | 526 | - | 679 | 624 | - |
| Stage 2 | - | - | - | - | - | - | 733 | 580 | - | ~ 194 | 526 | - |

| Approach | EB | WB | NE | SW |
|---|---|---|---|---|
| HCM Control Delay, s | 0.4 | 1.9 | 28.2 | $ 1869.3 |
| HCM LOS | | | D | F |

| Minor Lane/Major Mvmt | NELn1 | EBL | EBT | EBR | WBL | WBT | WBR | SWLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 697 | 1341 | - | - | 1090 | - | - | 105 |
| HCM Lane V/C Ratio | 0.808 | 0.013 | - | - | 0.06 | - | - | 4.974 |
| HCM Control Delay (s) | 28.2 | 7.7 | 0.1 | - | 8.5 | 0.1 | | $ 1869.3 |
| HCM Lane LOS | D | A | A | - | A | A | - | F |
| HCM 95th %tile Q(veh) | 8.4 | 0 | - | - | 0.2 | - | - | 55.7 |

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 870 | 499 | 715 | 187 | 0 | 0 | 0 | 0 | 174 | 89 | 86 |
| Future Volume (veh/h) | 0 | 870 | 499 | 715 | 187 | 0 | 0 | 0 | 0 | 174 | 89 | 86 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | | | | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 0 | 1876 | 1900 | 1845 | 1810 | 0 | | | | 1900 | 1816 | 1863 |
| Adj Flow Rate, veh/h | 0 | 967 | 554 | 753 | 197 | 0 | | | | 189 | 97 | 93 |
| Adj No. of Lanes | 0 | 2 | 0 | 1 | 2 | 0 | | | | 0 | 1 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.95 | 0.95 | 0.95 | | | | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 0 | 2 | 2 | 3 | 5 | 0 | | | | 2 | 2 | 2 |
| Cap, veh/h | 0 | 866 | 481 | 819 | 3002 | 0 | | | | 166 | 85 | 227 |
| Arrive On Green | 0.00 | 0.39 | 0.39 | 0.43 | 0.87 | 0.00 | | | | 0.14 | 0.14 | 0.14 |
| Sat Flow, veh/h | 0 | 2306 | 1230 | 1757 | 3529 | 0 | | | | 1162 | 596 | 1583 |
| Grp Volume(v), veh/h | 0 | 774 | 747 | 753 | 197 | 0 | | | | 286 | 0 | 93 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1782 | 1659 | 1757 | 1719 | 0 | | | | 1758 | 0 | 1583 |
| Q Serve(g_s), s | 0.0 | 50.9 | 50.9 | 48.0 | 1.0 | 0.0 | | | | 18.6 | 0.0 | 7.0 |
| Cycle Q Clear(g_c), s | 0.0 | 50.9 | 50.9 | 48.0 | 1.0 | 0.0 | | | | 18.6 | 0.0 | 7.0 |
| Prop In Lane | 0.00 | | 0.74 | 1.00 | | 0.00 | | | | 0.66 | | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 698 | 650 | 819 | 3002 | 0 | | | | 251 | 0 | 227 |
| V/C Ratio(X) | 0.00 | 1.11 | 1.15 | 0.92 | 0.07 | 0.00 | | | | 1.14 | 0.00 | 0.41 |
| Avail Cap(c_a), veh/h | 0 | 698 | 650 | 819 | 3002 | 0 | | | | 251 | 0 | 227 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 1.00 | 1.00 | 0.09 | 0.09 | 0.00 | | | | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 39.5 | 39.6 | 32.6 | 1.1 | 0.0 | | | | 55.7 | 0.0 | 50.7 |
| Incr Delay (d2), s/veh | 0.0 | 67.8 | 84.7 | 1.9 | 0.0 | 0.0 | | | | 98.8 | 0.0 | 0.9 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 38.1 | 38.6 | 25.5 | 0.5 | 0.0 | | | | 15.9 | 0.0 | 3.1 |
| LnGrp Delay(d),s/veh | 0.0 | 107.3 | 124.3 | 34.4 | 1.1 | 0.0 | | | | 154.5 | 0.0 | 51.6 |
| LnGrp LOS | | F | F | C | A | | | | | F | | D |
| Approach Vol, veh/h | | 1521 | | | 950 | | | | | | 379 | |
| Approach Delay, s/veh | | 115.7 | | | 27.5 | | | | | | 129.3 | |
| Approach LOS | | F | | | C | | | | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | 63.0 | 57.0 | | 24.0 | | 120.0 | | |
| Change Period (Y+Rc), s | 6.1 | * 6.1 | | * 5.4 | | 6.1 | | |
| Max Green Setting (Gmax), s | 43.3 | * 51 | | * 19 | | 99.9 | | |
| Max Q Clear Time (g_c+I1), s | 50.0 | 52.9 | | 20.6 | | 3.0 | | |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | 0.0 | | 4.6 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 88.1 |
| HCM 2010 LOS | F |

Notes

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 634 | 410 | 0 | 0 | 822 | 676 | 80 | 0 | 360 | 0 | 0 | 0 |
| Future Volume (veh/h) | 634 | 410 | 0 | 0 | 822 | 676 | 80 | 0 | 360 | 0 | 0 | 0 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | | | |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Adj Sat Flow, veh/h/ln | 1863 | 1827 | 0 | 0 | 1861 | 1900 | 1900 | 1759 | 1638 | | | |
| Adj Flow Rate, veh/h | 704 | 456 | 0 | 0 | 865 | 712 | 89 | 0 | 400 | | | |
| Adj No. of Lanes | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.95 | 0.95 | 0.95 | 0.90 | 0.90 | 0.90 | | | |
| Percent Heavy Veh, % | 2 | 4 | 0 | 0 | 3 | 3 | 16 | 0 | 16 | | | |
| Cap, veh/h | 657 | 2772 | 0 | 0 | 782 | 611 | 192 | 0 | 160 | | | |
| Arrive On Green | 0.57 | 1.00 | 0.00 | 0.00 | 0.41 | 0.41 | 0.11 | 0.00 | 0.11 | | | |
| Sat Flow, veh/h | 1774 | 3563 | 0 | 0 | 1984 | 1478 | 1675 | 0 | 1392 | | | |
| Grp Volume(v), veh/h | 704 | 456 | 0 | 0 | 806 | 771 | 89 | 0 | 400 | | | |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1736 | 0 | 0 | 1768 | 1600 | 1675 | 0 | 1392 | | | |
| Q Serve(g_s), s | 44.1 | 0.0 | 0.0 | 0.0 | 53.8 | 53.8 | 6.5 | 0.0 | 14.9 | | | |
| Cycle Q Clear(g_c), s | 44.1 | 0.0 | 0.0 | 0.0 | 53.8 | 53.8 | 6.5 | 0.0 | 14.9 | | | |
| Prop In Lane | 1.00 | | 0.00 | 0.00 | | 0.92 | 1.00 | | 1.00 | | | |
| Lane Grp Cap(c), veh/h | 657 | 2772 | 0 | 0 | 732 | 662 | 192 | 0 | 160 | | | |
| V/C Ratio(X) | 1.07 | 0.16 | 0.00 | 0.00 | 1.10 | 1.16 | 0.46 | 0.00 | 2.51 | | | |
| Avail Cap(c_a), veh/h | 657 | 2772 | 0 | 0 | 732 | 662 | 192 | 0 | 160 | | | |
| HCM Platoon Ratio | 1.67 | 1.67 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | 0.09 | 0.09 | 0.00 | 0.00 | 0.81 | 0.81 | 1.00 | 0.00 | 1.00 | | | |
| Uniform Delay (d), s/veh | 23.8 | 0.0 | 0.0 | 0.0 | 38.1 | 38.1 | 53.8 | 0.0 | 57.5 | | | |
| Incr Delay (d2), s/veh | 35.4 | 0.0 | 0.0 | 0.0 | 61.6 | 87.1 | 7.8 | 0.0 | 696.3 | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | 29.9 | 0.0 | 0.0 | 0.0 | 38.7 | 39.8 | 3.4 | 0.0 | 36.6 | | | |
| LnGrp Delay(d),s/veh | 59.2 | 0.0 | 0.0 | 0.0 | 99.7 | 125.2 | 61.7 | 0.0 | 753.8 | | | |
| LnGrp LOS | F | A | | | F | F | E | | F | | | |
| Approach Vol, veh/h | | 1160 | | | 1577 | | | 489 | | | | |
| Approach Delay, s/veh | | 35.9 | | | 112.2 | | | 627.9 | | | | |
| Approach LOS | | D | | | F | | | F | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 109.8 | | | 50.0 | 59.8 | | 20.2 |
| Change Period (Y+Rc), s | | * 6 | | | 5.9 | * 6 | | 5.3 |
| Max Green Setting (Gmax), s | | * 1E2 | | | 44.1 | * 54 | | 14.9 |
| Max Q Clear Time (g_c+I1), s | | 2.0 | | | 46.1 | 55.8 | | 16.9 |
| Green Ext Time (p_c), s | | 83.1 | | | 0.0 | 0.0 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 162.9 |
| HCM 2010 LOS | F |

Notes

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



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 700 | 337 | 663 | 107 | 106 | 798 |
| Future Volume (veh/h) | 700 | 337 | 663 | 107 | 106 | 798 |
| Number | 3 | 18 | 2 | 12 | 1 | 6 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1956 | 1937 | 1712 | 1727 | 1881 | 1918 |
| Adj Flow Rate, veh/h | 778 | 374 | 737 | 0 | 114 | 858 |
| Adj No. of Lanes | 2 | 1 | 2 | 1 | 1 | 2 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 1 | 2 | 11 | 10 | 1 | 3 |
| Cap, veh/h | 1005 | 553 | 1405 | 634 | 386 | 2060 |
| Arrive On Green | 0.28 | 0.28 | 0.43 | 0.00 | 0.06 | 0.57 |
| Sat Flow, veh/h | 3615 | 1647 | 3338 | 1468 | 1792 | 3741 |
| Grp Volume(v), veh/h | 778 | 374 | 737 | 0 | 114 | 858 |
| Grp Sat Flow(s),veh/h/ln | 1807 | 1647 | 1626 | 1468 | 1792 | 1823 |
| Q Serve(g_s), s | 15.8 | 15.5 | 13.3 | 0.0 | 2.6 | 10.7 |
| Cycle Q Clear(g_c), s | 15.8 | 15.5 | 13.3 | 0.0 | 2.6 | 10.7 |
| Prop In Lane | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Lane Grp Cap(c), veh/h | 1005 | 553 | 1405 | 634 | 386 | 2060 |
| V/C Ratio(X) | 0.77 | 0.68 | 0.52 | 0.00 | 0.30 | 0.42 |
| Avail Cap(c_a), veh/h | 2837 | 1388 | 2900 | 1309 | 913 | 4820 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 26.5 | 22.7 | 16.6 | 0.0 | 11.7 | 9.8 |
| Incr Delay (d2), s/veh | 1.2 | 1.3 | 0.4 | 0.0 | 0.3 | 0.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 7.9 | 7.3 | 6.0 | 0.0 | 1.3 | 5.4 |
| LnGrp Delay(d),s/veh | 27.6 | 24.1 | 17.0 | 0.0 | 12.1 | 10.0 |
| LnGrp LOS | C | C | B | | B | B |
| Approach Vol, veh/h | 1152 | | 737 | | | 972 |
| Approach Delay, s/veh | 26.5 | | 17.0 | | | 10.2 |
| Approach LOS | C | | B | | | B |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 10.6 | 40.4 | | | | 51.0 | | 28.6 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | | | * 6 | | 6.5 |
| Max Green Setting (Gmax), s | 28.6 | 71.0 | | | | * 1.1E2 | | 62.5 |
| Max Q Clear Time (g_c+I1), s | 14.6 | 15.3 | | | | 12.7 | | 17.8 |
| Green Ext Time (p_c), s | 0.2 | 19.1 | | | | 20.9 | | 4.4 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 18.5 |
| HCM 2010 LOS | B |

Notes

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



| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 593 | 1428 | 17 | 44 | 1856 | 118 | 10 | 21 | 33 | 40 | 12 | 785 |
| Future Volume (veh/h) | 593 | 1428 | 17 | 44 | 1856 | 118 | 10 | 21 | 33 | 40 | 12 | 785 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1845 | 1825 | 1900 | 1976 | 1827 | 1918 | 1824 | 1753 | 1754 | 1900 | 1871 | 1845 |
| Adj Flow Rate, veh/h | 659 | 1587 | 19 | 46 | 1954 | 124 | 11 | 23 | 37 | 42 | 13 | 0 |
| Adj No. of Lanes | 2 | 2 | 0 | 1 | 2 | 1 | 0 | 1 | 1 | 0 | 1 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.95 | 0.95 | 0.95 | 0.90 | 0.90 | 0.90 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 3 | 4 | 4 | 0 | 4 | 3 | 6 | 6 | 4 | 0 | 0 | 3 |
| Cap, veh/h | 1175 | 2719 | 33 | 174 | 1582 | 743 | 58 | 96 | 106 | 103 | 26 | 111 |
| Arrive On Green | 0.34 | 0.78 | 0.78 | 0.03 | 0.46 | 0.46 | 0.07 | 0.07 | 0.07 | 0.07 | 0.07 | 0.00 |
| Sat Flow, veh/h | 3408 | 3509 | 42 | 1882 | 3471 | 1631 | 343 | 1350 | 1491 | 814 | 369 | 1568 |
| Grp Volume(v), veh/h | 659 | 783 | 823 | 46 | 1954 | 124 | 34 | 0 | 37 | 55 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1704 | 1733 | 1817 | 1882 | 1736 | 1631 | 1693 | 0 | 1491 | 1183 | 0 | 1568 |
| Q Serve(g_s), s | 22.0 | 26.0 | 26.0 | 2.0 | 63.8 | 6.3 | 0.0 | 0.0 | 3.3 | 4.4 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 22.0 | 26.0 | 26.0 | 2.0 | 63.8 | 6.3 | 2.6 | 0.0 | 3.3 | 7.0 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.02 | 1.00 | | 1.00 | 0.32 | | 1.00 | 0.76 | | 1.00 |
| Lane Grp Cap(c), veh/h | 1175 | 1344 | 1408 | 174 | 1582 | 743 | 154 | 0 | 106 | 129 | 0 | 111 |
| V/C Ratio(X) | 0.56 | 0.58 | 0.58 | 0.26 | 1.24 | 0.17 | 0.22 | 0.00 | 0.35 | 0.43 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 1175 | 1344 | 1408 | 218 | 1582 | 743 | 442 | 0 | 377 | 385 | 0 | 390 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.43 | 0.43 | 0.43 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 37.3 | 6.5 | 6.5 | 26.6 | 38.1 | 22.4 | 61.6 | 0.0 | 62.0 | 64.3 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.5 | 1.9 | 1.8 | 0.3 | 108.4 | 0.2 | 0.7 | 0.0 | 2.0 | 2.2 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 10.4 | 12.9 | 13.5 | 1.0 | 54.4 | 2.9 | 1.3 | 0.0 | 1.4 | 2.2 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 37.8 | 8.3 | 8.2 | 26.8 | 146.5 | 22.7 | 62.3 | 0.0 | 63.9 | 66.5 | 0.0 | 0.0 |
| LnGrp LOS | D | A | A | C | F | C | E | | E | E | | |
| Approach Vol, veh/h | | 2265 | | | 2124 | | | 71 | | | 55 | |
| Approach Delay, s/veh | | 16.9 | | | 136.7 | | | 63.2 | | | 66.5 | |
| Approach LOS | | B | | | F | | | E | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 9.8 | 114.1 | | 16.1 | 53.9 | 70.0 | | 16.1 |
| Change Period (Y+Rc), s | 5.6 | 5.6 | | * 6.2 | * 5.6 | 6.2 | | * 6.2 |
| Max Green Setting (Gmax), s | 7.4 | 80.4 | | * 35 | * 23 | 63.8 | | * 35 |
| Max Q Clear Time (g_c+I1), s | 4.0 | 28.0 | | 9.0 | 24.0 | 65.8 | | 5.3 |
| Green Ext Time (p_c), s | 0.0 | 25.4 | | 0.6 | 0.0 | 0.0 | | 0.6 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 74.6 |
| HCM 2010 LOS | E |

Notes

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



| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 5 | 1615 | 47 | 101 | 2279 | 10 | 50 | 0 | 111 | 47 | 0 | 44 |
| Future Volume (veh/h) | 5 | 1615 | 47 | 101 | 2279 | 10 | 50 | 0 | 111 | 47 | 0 | 44 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1826 | 1900 | 1881 | 1860 | 1900 | 1900 | 1845 | 1863 | 1667 | 1743 | 1900 |
| Adj Flow Rate, veh/h | 5 | 1737 | 51 | 106 | 2399 | 11 | 56 | 0 | 123 | 52 | 0 | 49 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 1 | 0 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.95 | 0.95 | 0.95 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 4 | 4 | 1 | 2 | 2 | 0 | 0 | 2 | 14 | 0 | 0 |
| Cap, veh/h | 105 | 2455 | 72 | 226 | 2843 | 13 | 182 | 0 | 202 | 117 | 0 | 189 |
| Arrive On Green | 0.71 | 0.71 | 0.71 | 0.04 | 0.79 | 0.79 | 0.13 | 0.00 | 0.13 | 0.13 | 0.00 | 0.13 |
| Sat Flow, veh/h | 146 | 3443 | 101 | 1792 | 3607 | 17 | 1024 | 0 | 1583 | 1130 | 0 | 1482 |
| Grp Volume(v), veh/h | 5 | 872 | 916 | 106 | 1174 | 1236 | 56 | 0 | 123 | 52 | 0 | 49 |
| Grp Sat Flow(s),veh/h/ln | 146 | 1735 | 1809 | 1792 | 1767 | 1857 | 1024 | 0 | 1583 | 1130 | 0 | 1482 |
| Q Serve(g_s), s | 3.1 | 40.6 | 41.2 | 2.1 | 58.7 | 59.0 | 5.5 | 0.0 | 10.3 | 6.4 | 0.0 | 4.2 |
| Cycle Q Clear(g_c), s | 51.6 | 40.6 | 41.2 | 2.1 | 58.7 | 59.0 | 9.7 | 0.0 | 10.3 | 16.1 | 0.0 | 4.2 |
| Prop In Lane | 1.00 | | 0.06 | 1.00 | | 0.01 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 105 | 1237 | 1290 | 226 | 1393 | 1464 | 182 | 0 | 202 | 117 | 0 | 189 |
| V/C Ratio(X) | 0.05 | 0.71 | 0.71 | 0.47 | 0.84 | 0.84 | 0.31 | 0.00 | 0.61 | 0.44 | 0.00 | 0.26 |
| Avail Cap(c_a), veh/h | 105 | 1237 | 1290 | 329 | 1393 | 1464 | 189 | 0 | 210 | 123 | 0 | 197 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.56 | 0.56 | 0.56 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 29.1 | 11.6 | 11.7 | 15.3 | 9.4 | 9.4 | 59.5 | 0.0 | 57.8 | 65.1 | 0.0 | 55.1 |
| Incr Delay (d2), s/veh | 0.5 | 1.9 | 1.9 | 1.5 | 6.0 | 5.8 | 3.4 | 0.0 | 10.8 | 9.3 | 0.0 | 2.6 |
| 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 | 0.1 | 19.8 | 21.0 | 2.2 | 30.4 | 31.9 | 2.2 | 0.0 | 5.1 | 2.3 | 0.0 | 1.9 |
| LnGrp Delay(d),s/veh | 29.5 | 13.5 | 13.5 | 16.8 | 15.3 | 15.1 | 62.9 | 0.0 | 68.6 | 74.4 | 0.0 | 57.7 |
| LnGrp LOS | C | B | B | B | B | B | E | | E | E | | E |
| Approach Vol, veh/h | | 1793 | | | 2516 | | | 179 | | | 101 | |
| Approach Delay, s/veh | | 13.6 | | | 15.3 | | | 66.8 | | | 66.3 | |
| Approach LOS | | B | | | B | | | E | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 10.5 | 105.4 | | 24.0 | | 116.0 | | 24.0 |
| Change Period (Y+Rc), s | 5.6 | 5.6 | | * 6.2 | | 5.6 | | * 6.2 |
| Max Green Setting (Gmax), s | 13.6 | 91.0 | | * 19 | | 109.6 | | * 19 |
| Max Q Clear Time (g_c+I1), s | 4.1 | 53.6 | | 12.3 | | 61.0 | | 18.1 |
| Green Ext Time (p_c), s | 0.1 | 37.3 | | 1.4 | | 45.4 | | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 17.8 |
| HCM 2010 LOS | B |

Notes

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 978 | 854 | 60 | 1879 | 0 | 0 | 0 | 0 | 345 | 188 | 67 |
| Future Volume (veh/h) | 0 | 978 | 854 | 60 | 1879 | 0 | 0 | 0 | 0 | 345 | 188 | 67 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | | | | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 0 | 1810 | 1845 | 1810 | 1863 | 0 | | | | 1792 | 1853 | 1696 |
| Adj Flow Rate, veh/h | 0 | 1029 | 899 | 67 | 2088 | 0 | | | | 296 | 331 | 0 |
| Adj No. of Lanes | 0 | 2 | 1 | 1 | 2 | 0 | | | | 1 | 1 | 1 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.90 | 0.90 | 0.90 | | | | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 5 | 3 | 5 | 2 | 0 | | | | 6 | 1 | 12 |
| Cap, veh/h | 0 | 1983 | 905 | 251 | 2444 | 0 | | | | 345 | 374 | 291 |
| Arrive On Green | 0.00 | 0.58 | 0.58 | 0.06 | 0.69 | 0.00 | | | | 0.20 | 0.20 | 0.00 |
| Sat Flow, veh/h | 0 | 3529 | 1568 | 1723 | 3632 | 0 | | | | 1707 | 1853 | 1442 |
| Grp Volume(v), veh/h | 0 | 1029 | 899 | 67 | 2088 | 0 | | | | 296 | 331 | 0 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1719 | 1568 | 1723 | 1770 | 0 | | | | 1707 | 1853 | 1442 |
| Q Serve(g_s), s | 0.0 | 21.7 | 68.2 | 1.7 | 53.4 | 0.0 | | | | 20.1 | 20.8 | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 | 21.7 | 68.2 | 1.7 | 53.4 | 0.0 | | | | 20.1 | 20.8 | 0.0 |
| Prop In Lane | 0.00 | | 1.00 | 1.00 | | 0.00 | | | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 1983 | 905 | 251 | 2444 | 0 | | | | 345 | 374 | 291 |
| V/C Ratio(X) | 0.00 | 0.52 | 0.99 | 0.27 | 0.85 | 0.00 | | | | 0.86 | 0.88 | 0.00 |
| Avail Cap(c_a), veh/h | 0 | 1983 | 905 | 263 | 2444 | 0 | | | | 484 | 525 | 409 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 1.00 | 1.00 | 0.15 | 0.15 | 0.00 | | | | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 0.0 | 15.3 | 25.2 | 10.9 | 14.0 | 0.0 | | | | 46.2 | 46.5 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 1.0 | 28.5 | 0.0 | 0.7 | 0.0 | | | | 8.1 | 9.9 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 10.6 | 36.4 | 0.8 | 26.0 | 0.0 | | | | 10.2 | 11.7 | 0.0 |
| LnGrp Delay(d),s/veh | 0.0 | 16.3 | 53.7 | 10.9 | 14.7 | 0.0 | | | | 54.3 | 56.4 | 0.0 |
| LnGrp LOS | | B | D | B | B | | | | | D | E | |
| Approach Vol, veh/h | | 1928 | | | 2155 | | | | | | 627 | |
| Approach Delay, s/veh | | 33.7 | | | 14.5 | | | | | | 55.4 | |
| Approach LOS | | C | | | B | | | | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | 13.6 | 75.7 | | 30.6 | | 89.4 | | |
| Change Period (Y+Rc), s | 6.5 | 6.5 | | * 6.4 | | 6.5 | | |
| Max Green Setting (Gmax), s | 8.0 | 58.6 | | * 34 | | 73.1 | | |
| Max Q Clear Time (g_c+I1), s | 3.7 | 70.2 | | 22.8 | | 55.4 | | |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | 1.4 | | 17.7 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 27.8 |
| HCM 2010 LOS | C |

Notes

User approved volume balancing among the lanes for turning movement.

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 142 | 1181 | 0 | 0 | 1319 | 790 | 620 | 402 | 23 | 0 | 0 | 0 |
| Future Volume (veh/h) | 142 | 1181 | 0 | 0 | 1319 | 790 | 620 | 402 | 23 | 0 | 0 | 0 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | | | |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Adj Sat Flow, veh/h/ln | 1727 | 1810 | 0 | 0 | 1881 | 1956 | 1845 | 1873 | 1864 | | | |
| Adj Flow Rate, veh/h | 149 | 1243 | 0 | 0 | 1466 | 0 | 568 | 616 | 0 | | | |
| Adj No. of Lanes | 1 | 2 | 0 | 0 | 2 | 1 | 1 | 1 | 1 | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | | |
| Percent Heavy Veh, % | 10 | 5 | 0 | 0 | 1 | 1 | 3 | 1 | 6 | | | |
| Cap, veh/h | 505 | 2683 | 0 | 0 | 1514 | 704 | 593 | 632 | 535 | | | |
| Arrive On Green | 0.31 | 0.78 | 0.00 | 0.00 | 0.42 | 0.00 | 0.11 | 0.11 | 0.00 | | | |
| Sat Flow, veh/h | 1645 | 3529 | 0 | 0 | 3668 | 1663 | 1757 | 1873 | 1585 | | | |
| Grp Volume(v), veh/h | 149 | 1243 | 0 | 0 | 1466 | 0 | 568 | 616 | 0 | | | |
| Grp Sat Flow(s),veh/h/ln | 1645 | 1719 | 0 | 0 | 1787 | 1663 | 1757 | 1873 | 1585 | | | |
| Q Serve(g_s), s | 8.3 | 14.9 | 0.0 | 0.0 | 48.1 | 0.0 | 38.6 | 39.3 | 0.0 | | | |
| Cycle Q Clear(g_c), s | 8.3 | 14.9 | 0.0 | 0.0 | 48.1 | 0.0 | 38.6 | 39.3 | 0.0 | | | |
| Prop In Lane | 1.00 | | 0.00 | 0.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Lane Grp Cap(c), veh/h | 505 | 2683 | 0 | 0 | 1514 | 704 | 593 | 632 | 535 | | | |
| V/C Ratio(X) | 0.30 | 0.46 | 0.00 | 0.00 | 0.97 | 0.00 | 0.96 | 0.97 | 0.00 | | | |
| Avail Cap(c_a), veh/h | 505 | 2683 | 0 | 0 | 1519 | 707 | 593 | 632 | 535 | | | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 | | | |
| Upstream Filter(I) | 0.78 | 0.78 | 0.00 | 0.00 | 0.42 | 0.00 | 0.45 | 0.45 | 0.00 | | | |
| Uniform Delay (d), s/veh | 31.7 | 4.5 | 0.0 | 0.0 | 33.8 | 0.0 | 52.5 | 52.8 | 0.0 | | | |
| Incr Delay (d2), s/veh | 0.3 | 0.5 | 0.0 | 0.0 | 8.8 | 0.0 | 15.7 | 18.1 | 0.0 | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | 3.8 | 7.1 | 0.0 | 0.0 | 25.5 | 0.0 | 21.4 | 23.6 | 0.0 | | | |
| LnGrp Delay(d),s/veh | 32.0 | 5.0 | 0.0 | 0.0 | 42.6 | 0.0 | 68.2 | 70.9 | 0.0 | | | |
| LnGrp LOS | C | A | | | D | | E | E | | | | |
| Approach Vol, veh/h | | 1392 | | | 1466 | | | 1184 | | | | |
| Approach Delay, s/veh | | 7.9 | | | 42.6 | | | 69.6 | | | | |
| Approach LOS | | A | | | D | | | E | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 99.8 | | | 42.9 | 56.8 | | 47.0 |
| Change Period (Y+Rc), s | | 6.0 | | | 6.0 | * 6 | | 6.5 |
| Max Green Setting (Gmax), s | | 67.0 | | | 11.5 | * 51 | | 40.5 |
| Max Q Clear Time (g_c+I1), s | | 16.9 | | | 10.3 | 50.1 | | 41.3 |
| Green Ext Time (p_c), s | | 12.7 | | | 0.1 | 0.7 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 38.5 |
| HCM 2010 LOS | D |

Notes

User approved volume balancing among the lanes for turning movement.

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 20 | 1134 | 50 | 152 | 1908 | 6 | 110 | 7 | 212 | 33 | 42 | 90 |
| Future Volume (veh/h) | 20 | 1134 | 50 | 152 | 1908 | 6 | 110 | 7 | 212 | 33 | 42 | 90 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1681 | 1811 | 1900 | 1863 | 1863 | 1900 | 1900 | 1882 | 1827 | 1900 | 1865 | 1900 |
| Adj Flow Rate, veh/h | 21 | 1194 | 53 | 165 | 2074 | 7 | 122 | 8 | 236 | 37 | 47 | 100 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 1 | 0 | 1 | 1 | 0 | 1 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.92 | 0.92 | 0.92 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 13 | 5 | 5 | 2 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| Cap, veh/h | 128 | 2093 | 93 | 428 | 2300 | 1049 | 144 | 6 | 332 | 36 | 34 | 41 |
| Arrive On Green | 0.05 | 1.00 | 1.00 | 0.05 | 0.65 | 0.65 | 0.05 | 0.05 | 0.05 | 0.16 | 0.16 | 0.16 |
| Sat Flow, veh/h | 1601 | 3356 | 149 | 1774 | 3539 | 1615 | 528 | 35 | 1553 | 0 | 211 | 252 |
| Grp Volume(v), veh/h | 21 | 612 | 635 | 165 | 2074 | 7 | 130 | 0 | 236 | 184 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1601 | 1720 | 1785 | 1774 | 1770 | 1615 | 563 | 0 | 1553 | 463 | 0 | 0 |
| Q Serve(g_s), s | 0.6 | 0.0 | 0.0 | 4.0 | 59.5 | 0.2 | 0.0 | 0.0 | 17.1 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.6 | 0.0 | 0.0 | 4.0 | 59.5 | 0.2 | 19.5 | 0.0 | 17.1 | 19.5 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.08 | 1.00 | | 1.00 | 0.94 | | 1.00 | 0.20 | | 0.54 |
| Lane Grp Cap(c), veh/h | 128 | 1073 | 1113 | 428 | 2300 | 1049 | 150 | 0 | 332 | 111 | 0 | 0 |
| V/C Ratio(X) | 0.16 | 0.57 | 0.57 | 0.39 | 0.90 | 0.01 | 0.87 | 0.00 | 0.71 | 1.65 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 168 | 1073 | 1113 | 566 | 2300 | 1049 | 150 | 0 | 332 | 111 | 0 | 0 |
| HCM Platoon Ratio | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.73 | 0.73 | 0.73 | 0.09 | 0.09 | 0.09 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 21.8 | 0.0 | 0.0 | 7.0 | 17.8 | 7.4 | 59.7 | 0.0 | 49.5 | 48.6 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.3 | 1.6 | 1.6 | 0.0 | 0.6 | 0.0 | 37.8 | 0.0 | 6.5 | 330.3 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.4 | 0.5 | 0.5 | 1.9 | 29.0 | 0.1 | 5.9 | 0.0 | 8.0 | 13.9 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 22.2 | 1.6 | 1.6 | 7.0 | 18.4 | 7.4 | 97.5 | 0.0 | 55.9 | 378.9 | 0.0 | 0.0 |
| LnGrp LOS | C | A | A | A | B | A | F | | E | F | | |
| Approach Vol, veh/h | | 1268 | | | 2246 | | | 366 | | | 184 | |
| Approach Delay, s/veh | | 1.9 | | | 17.5 | | | 70.7 | | | 378.9 | |
| Approach LOS | | A | | | B | | | E | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 12.7 | 81.3 | | 26.0 | 9.5 | 84.5 | | 26.0 |
| Change Period (Y+Rc), s | 6.5 | 6.5 | | 6.5 | 6.5 | 6.5 | | 6.5 |
| Max Green Setting (Gmax), s | 15.5 | 65.5 | | 19.5 | 6.0 | 75.0 | | 19.5 |
| Max Q Clear Time (g_c+I1), s | 6.6 | 2.0 | | 21.5 | 2.6 | 61.5 | | 21.5 |
| Green Ext Time (p_c), s | 0.2 | 63.0 | | 0.0 | 0.0 | 11.2 | | 0.0 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 33.8 |
| HCM 2010 LOS | | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 690 | 58 | 102 | 185 | 0 | 0 | 0 | 0 | 51 | 859 | 192 |
| Future Volume (veh/h) | 0 | 690 | 58 | 102 | 185 | 0 | 0 | 0 | 0 | 51 | 859 | 192 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | | | | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 0 | 1883 | 1900 | 1845 | 1863 | 0 | | | | 1900 | 1849 | 1900 |
| Adj Flow Rate, veh/h | 0 | 767 | 64 | 113 | 206 | 0 | | | | 57 | 954 | 213 |
| Adj No. of Lanes | 0 | 2 | 0 | 1 | 2 | 0 | | | | 0 | 2 | 0 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | | | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 1 | 1 | 3 | 2 | 0 | | | | 0 | 3 | 0 |
| Cap, veh/h | 0 | 1628 | 136 | 278 | 1723 | 0 | | | | 65 | 1130 | 267 |
| Arrive On Green | 0.00 | 0.49 | 0.49 | 0.49 | 0.49 | 0.00 | | | | 0.13 | 0.13 | 0.13 |
| Sat Flow, veh/h | 0 | 3437 | 279 | 651 | 3632 | 0 | | | | 160 | 2763 | 653 |
| Grp Volume(v), veh/h | 0 | 410 | 421 | 113 | 206 | 0 | | | | 658 | 0 | 566 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1788 | 1833 | 651 | 1770 | 0 | | | | 1841 | 0 | 1734 |
| Q Serve(g_s), s | 0.0 | 18.3 | 18.3 | 16.8 | 3.8 | 0.0 | | | | 42.1 | 0.0 | 38.0 |
| Cycle Q Clear(g_c), s | 0.0 | 18.3 | 18.3 | 35.1 | 3.8 | 0.0 | | | | 42.1 | 0.0 | 38.0 |
| Prop In Lane | 0.00 | | 0.15 | 1.00 | | 0.00 | | | | 0.09 | | 0.38 |
| Lane Grp Cap(c), veh/h | 0 | 871 | 893 | 278 | 1723 | 0 | | | | 753 | 0 | 709 |
| V/C Ratio(X) | 0.00 | 0.47 | 0.47 | 0.41 | 0.12 | 0.00 | | | | 0.87 | 0.00 | 0.80 |
| Avail Cap(c_a), veh/h | 0 | 871 | 893 | 278 | 1723 | 0 | | | | 806 | 0 | 759 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 0.33 | 0.33 | 0.33 |
| Upstream Filter(I) | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | 0.47 | 0.00 | 0.47 |
| Uniform Delay (d), s/veh | 0.0 | 20.5 | 20.5 | 32.2 | 16.8 | 0.0 | | | | 48.9 | 0.0 | 47.1 |
| Incr Delay (d2), s/veh | 0.0 | 1.8 | 1.8 | 4.4 | 0.1 | 0.0 | | | | 5.0 | 0.0 | 2.7 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 9.4 | 9.7 | 3.4 | 1.9 | 0.0 | | | | 22.5 | 0.0 | 18.8 |
| LnGrp Delay(d),s/veh | 0.0 | 22.3 | 22.3 | 36.6 | 16.9 | 0.0 | | | | 53.9 | 0.0 | 49.8 |
| LnGrp LOS | | C | C | D | B | | | | | D | | D |
| Approach Vol, veh/h | | 831 | | | 319 | | | | | | 1224 | |
| Approach Delay, s/veh | | 22.3 | | | 23.9 | | | | | | 52.0 | |
| Approach LOS | | C | | | C | | | | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | | 64.4 | | 55.6 | | 64.4 | | |
| Change Period (Y+Rc), s | | 6.0 | | 6.5 | | 6.0 | | |
| Max Green Setting (Gmax), s | | 55.0 | | 52.5 | | 55.0 | | |
| Max Q Clear Time (g_c+I1), s | | 20.3 | | 44.1 | | 37.1 | | |
| Green Ext Time (p_c), s | | 11.5 | | 5.0 | | 8.6 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 37.8 |
| HCM 2010 LOS | D |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 503 | 238 | 0 | 0 | 223 | 21 | 64 | 521 | 91 | 0 | 0 | 0 |
| Future Volume (veh/h) | 503 | 238 | 0 | 0 | 223 | 21 | 64 | 521 | 91 | 0 | 0 | 0 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | | | |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Adj Sat Flow, veh/h/ln | 1881 | 1863 | 0 | 0 | 1866 | 1900 | 1900 | 1844 | 1900 | | | |
| Adj Flow Rate, veh/h | 559 | 264 | 0 | 0 | 248 | 23 | 70 | 566 | 99 | | | |
| Adj No. of Lanes | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.92 | 0.92 | 0.92 | | | |
| Percent Heavy Veh, % | 1 | 2 | 0 | 0 | 2 | 2 | 0 | 3 | 0 | | | |
| Cap, veh/h | 766 | 2340 | 0 | 0 | 2170 | 200 | 77 | 645 | 119 | | | |
| Arrive On Green | 0.22 | 0.22 | 0.00 | 0.00 | 0.66 | 0.66 | 0.23 | 0.23 | 0.23 | | | |
| Sat Flow, veh/h | 1115 | 3632 | 0 | 0 | 3376 | 302 | 326 | 2750 | 506 | | | |
| Grp Volume(v), veh/h | 559 | 264 | 0 | 0 | 133 | 138 | 392 | 0 | 343 | | | |
| Grp Sat Flow(s),veh/h/ln | 1115 | 1770 | 0 | 0 | 1773 | 1813 | 1828 | 0 | 1755 | | | |
| Q Serve(g_s), s | 57.0 | 7.2 | 0.0 | 0.0 | 3.3 | 3.4 | 25.1 | 0.0 | 22.3 | | | |
| Cycle Q Clear(g_c), s | 60.4 | 7.2 | 0.0 | 0.0 | 3.3 | 3.4 | 25.1 | 0.0 | 22.3 | | | |
| Prop In Lane | 1.00 | | 0.00 | 0.00 | | 0.17 | 0.18 | | 0.29 | | | |
| Lane Grp Cap(c), veh/h | 766 | 2340 | 0 | 0 | 1172 | 1198 | 429 | 0 | 412 | | | |
| V/C Ratio(X) | 0.73 | 0.11 | 0.00 | 0.00 | 0.11 | 0.12 | 0.91 | 0.00 | 0.83 | | | |
| Avail Cap(c_a), veh/h | 766 | 2340 | 0 | 0 | 1172 | 1198 | 449 | 0 | 431 | | | |
| HCM Platoon Ratio | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | 0.87 | 0.87 | 0.00 | 0.00 | 0.76 | 0.76 | 1.00 | 0.00 | 1.00 | | | |
| Uniform Delay (d), s/veh | 41.1 | 18.7 | 0.0 | 0.0 | 7.5 | 7.5 | 44.7 | 0.0 | 43.7 | | | |
| Incr Delay (d2), s/veh | 5.3 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 22.4 | 0.0 | 12.7 | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | 18.7 | 3.5 | 0.0 | 0.0 | 1.6 | 1.7 | 15.3 | 0.0 | 12.2 | | | |
| LnGrp Delay(d),s/veh | 46.4 | 18.8 | 0.0 | 0.0 | 7.5 | 7.5 | 67.2 | 0.0 | 56.4 | | | |
| LnGrp LOS | D | B | | | A | A | E | | E | | | |
| Approach Vol, veh/h | | 823 | | | 271 | | | 735 | | | | |
| Approach Delay, s/veh | | 37.5 | | | 7.5 | | | 62.1 | | | | |
| Approach LOS | | D | | | A | | | E | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 85.3 | | | | 85.3 | | 34.7 |
| Change Period (Y+Rc), s | | 6.0 | | | | 6.0 | | 6.5 |
| Max Green Setting (Gmax), s | | 78.0 | | | | 78.0 | | 29.5 |
| Max Q Clear Time (g_c+I1), s | | 62.4 | | | | 5.4 | | 27.1 |
| Green Ext Time (p_c), s | | 6.2 | | | | 8.9 | | 1.1 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 43.0 |
| HCM 2010 LOS | | D |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 170 | 809 | 256 | 122 | 1004 | 84 | 609 | 222 | 206 | 163 | 95 | 171 |
| Future Volume (veh/h) | 170 | 809 | 256 | 122 | 1004 | 84 | 609 | 222 | 206 | 163 | 95 | 171 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1827 | 1814 | 1900 | 1810 | 1866 | 1900 | 1863 | 1881 | 1863 | 1863 | 1861 | 1900 |
| Adj Flow Rate, veh/h | 183 | 870 | 275 | 136 | 1116 | 93 | 641 | 234 | 217 | 181 | 106 | 190 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 1 | 1 | 1 | 0 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.90 | 0.90 | 0.90 | 0.95 | 0.95 | 0.95 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 4 | 4 | 4 | 5 | 2 | 2 | 2 | 1 | 2 | 2 | 4 | 4 |
| Cap, veh/h | 184 | 922 | 291 | 162 | 1117 | 93 | 590 | 676 | 569 | 348 | 87 | 157 |
| Arrive On Green | 0.08 | 0.36 | 0.36 | 0.06 | 0.34 | 0.34 | 0.31 | 0.36 | 0.36 | 0.10 | 0.15 | 0.15 |
| Sat Flow, veh/h | 1740 | 2580 | 814 | 1723 | 3313 | 276 | 1774 | 1881 | 1583 | 1774 | 599 | 1073 |
| Grp Volume(v), veh/h | 183 | 581 | 564 | 136 | 597 | 612 | 641 | 234 | 217 | 181 | 0 | 296 |
| Grp Sat Flow(s),veh/h/ln | 1740 | 1724 | 1671 | 1723 | 1772 | 1817 | 1774 | 1881 | 1583 | 1774 | 0 | 1672 |
| Q Serve(g_s), s | 14.9 | 59.1 | 59.3 | 9.3 | 60.9 | 61.0 | 56.1 | 16.5 | 18.4 | 15.6 | 0.0 | 26.4 |
| Cycle Q Clear(g_c), s | 14.9 | 59.1 | 59.3 | 9.3 | 60.9 | 61.0 | 56.1 | 16.5 | 18.4 | 15.6 | 0.0 | 26.4 |
| Prop In Lane | 1.00 | | 0.49 | 1.00 | | 0.15 | 1.00 | | 1.00 | 1.00 | | 0.64 |
| Lane Grp Cap(c), veh/h | 184 | 616 | 597 | 162 | 597 | 612 | 590 | 676 | 569 | 348 | 0 | 244 |
| V/C Ratio(X) | 0.99 | 0.94 | 0.94 | 0.84 | 1.00 | 1.00 | 1.09 | 0.35 | 0.38 | 0.52 | 0.00 | 1.21 |
| Avail Cap(c_a), veh/h | 184 | 616 | 597 | 162 | 597 | 612 | 590 | 676 | 569 | 348 | 0 | 244 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 58.6 | 56.3 | 56.4 | 45.4 | 60.0 | 60.0 | 54.0 | 42.5 | 43.1 | 57.8 | 0.0 | 77.3 |
| Incr Delay (d2), s/veh | 64.7 | 23.1 | 24.0 | 31.1 | 36.5 | 36.4 | 62.9 | 0.3 | 0.4 | 1.4 | 0.0 | 127.7 |
| 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 | 12.5 | 32.0 | 31.4 | 5.8 | 35.9 | 36.8 | 39.8 | 8.6 | 8.1 | 7.7 | 0.0 | 20.8 |
| LnGrp Delay(d),s/veh | 123.3 | 79.4 | 80.4 | 76.5 | 96.4 | 96.4 | 117.0 | 42.8 | 43.5 | 59.2 | 0.0 | 205.0 |
| LnGrp LOS | F | E | F | E | F | F | F | D | D | E | | F |
| Approach Vol, veh/h | | 1328 | | | 1345 | | | 1092 | | | 477 | |
| Approach Delay, s/veh | | 85.9 | | | 94.4 | | | 86.5 | | | 149.7 | |
| Approach LOS | | F | | | F | | | F | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 16.6 | 71.4 | 61.0 | 32.0 | 20.3 | 67.7 | 22.4 | 70.6 |
| Change Period (Y+Rc), s | * 5.3 | * 6.7 | * 4.9 | 5.6 | * 5.3 | * 6.7 | * 4.9 | 5.6 |
| Max Green Setting (Gmax), s | * 11 | * 64 | * 56 | 26.4 | * 15 | * 61 | * 18 | 65.0 |
| Max Q Clear Time (g_c+I1), s | 11.3 | 61.3 | 58.1 | 28.4 | 16.9 | 63.0 | 17.6 | 20.4 |
| Green Ext Time (p_c), s | 0.0 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.3 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 95.9 |
| HCM 2010 LOS | F |

Notes

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 38 | 1452 | 31 | 14 | 1388 | 182 | 23 | 12 | 44 | 192 | 9 | 38 |
| Future Volume (veh/h) | 38 | 1452 | 31 | 14 | 1388 | 182 | 23 | 12 | 44 | 192 | 9 | 38 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1880 | 1900 | 1900 | 1816 | 1900 | 1900 | 1812 | 1900 | 1881 | 1800 | 1900 |
| Adj Flow Rate, veh/h | 42 | 1613 | 34 | 15 | 1461 | 192 | 26 | 13 | 49 | 213 | 10 | 42 |
| Adj No. of Lanes | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.95 | 0.95 | 0.95 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 1 | 1 | 5 | 5 | 5 | 11 | 11 | 11 | 1 | 29 | 29 |
| Cap, veh/h | 193 | 2635 | 55 | 35 | 2160 | 282 | 99 | 57 | 157 | 287 | 56 | 236 |
| Arrive On Green | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.19 | 0.19 | 0.19 | 0.19 | 0.19 | 0.19 |
| Sat Flow, veh/h | 307 | 3578 | 75 | 14 | 2933 | 383 | 367 | 307 | 847 | 1348 | 303 | 1272 |
| Grp Volume(v), veh/h | 42 | 804 | 843 | 874 | 0 | 794 | 88 | 0 | 0 | 213 | 0 | 52 |
| Grp Sat Flow(s),veh/h/ln | 307 | 1786 | 1867 | 1744 | 0 | 1585 | 1522 | 0 | 0 | 1348 | 0 | 1575 |
| Q Serve(g_s), s | 12.6 | 32.4 | 32.6 | 0.0 | 0.0 | 39.8 | 2.4 | 0.0 | 0.0 | 17.3 | 0.0 | 4.2 |
| Cycle Q Clear(g_c), s | 52.4 | 32.4 | 32.6 | 36.7 | 0.0 | 39.8 | 7.1 | 0.0 | 0.0 | 24.5 | 0.0 | 4.2 |
| Prop In Lane | 1.00 | | 0.04 | 0.02 | | 0.24 | 0.30 | | 0.56 | 1.00 | | 0.81 |
| Lane Grp Cap(c), veh/h | 193 | 1316 | 1375 | 1309 | 0 | 1168 | 313 | 0 | 0 | 287 | 0 | 292 |
| V/C Ratio(X) | 0.22 | 0.61 | 0.61 | 0.67 | 0.00 | 0.68 | 0.28 | 0.00 | 0.00 | 0.74 | 0.00 | 0.18 |
| Avail Cap(c_a), veh/h | 215 | 1447 | 1512 | 1432 | 0 | 1284 | 498 | 0 | 0 | 454 | 0 | 487 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 24.3 | 9.5 | 9.5 | 10.0 | 0.0 | 10.5 | 52.7 | 0.0 | 0.0 | 60.3 | 0.0 | 51.6 |
| Incr Delay (d2), s/veh | 0.6 | 0.6 | 0.6 | 1.1 | 0.0 | 1.3 | 0.5 | 0.0 | 0.0 | 3.8 | 0.0 | 0.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.1 | 16.1 | 16.9 | 18.6 | 0.0 | 17.6 | 3.2 | 0.0 | 0.0 | 8.9 | 0.0 | 1.8 |
| LnGrp Delay(d),s/veh | 24.8 | 10.1 | 10.1 | 11.1 | 0.0 | 11.8 | 53.2 | 0.0 | 0.0 | 64.1 | 0.0 | 51.8 |
| LnGrp LOS | C | B | B | B | | B | D | | | E | | D |
| Approach Vol, veh/h | | 1689 | | | 1668 | | | 88 | | | 265 | |
| Approach Delay, s/veh | | 10.5 | | | 11.4 | | | 53.2 | | | 61.7 | |
| Approach LOS | | B | | | B | | | D | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 116.9 | | 33.4 | | 116.9 | | 33.4 |
| Change Period (Y+Rc), s | | 6.2 | | 5.5 | | 6.2 | | 5.5 |
| Max Green Setting (Gmax), s | | 121.8 | | 46.5 | | 121.8 | | 46.5 |
| Max Q Clear Time (g_c+I1), s | | 54.4 | | 26.5 | | 41.8 | | 9.1 |
| Green Ext Time (p_c), s | | 56.4 | | 1.4 | | 64.9 | | 1.6 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 15.6 |
| HCM 2010 LOS | | B |

Notes

User approved pedestrian interval to be less than phase max green.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 1145 | 543 | 161 | 1286 | 0 | 0 | 0 | 0 | 201 | 0 | 297 |
| Future Volume (veh/h) | 0 | 1145 | 543 | 161 | 1286 | 0 | 0 | 0 | 0 | 201 | 0 | 297 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | | | | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 0 | 1810 | 1881 | 1881 | 1827 | 0 | | | | 1845 | 0 | 1597 |
| Adj Flow Rate, veh/h | 0 | 1272 | 0 | 169 | 1354 | 0 | | | | 223 | 0 | 0 |
| Adj No. of Lanes | 0 | 2 | 1 | 1 | 2 | 0 | | | | 1 | 0 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.95 | 0.95 | 0.95 | | | | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 5 | 1 | 1 | 4 | 0 | | | | 3 | 0 | 19 |
| Cap, veh/h | 0 | 1435 | 667 | 308 | 2357 | 0 | | | | 268 | 0 | 207 |
| Arrive On Green | 0.00 | 0.42 | 0.00 | 0.17 | 0.68 | 0.00 | | | | 0.15 | 0.00 | 0.00 |
| Sat Flow, veh/h | 0 | 3529 | 1599 | 1792 | 3563 | 0 | | | | 1757 | 0 | 1357 |
| Grp Volume(v), veh/h | 0 | 1272 | 0 | 169 | 1354 | 0 | | | | 223 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1719 | 1599 | 1792 | 1736 | 0 | | | | 1757 | 0 | 1357 |
| Q Serve(g_s), s | 0.0 | 23.9 | 0.0 | 6.0 | 14.4 | 0.0 | | | | 8.6 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 | 23.9 | 0.0 | 6.0 | 14.4 | 0.0 | | | | 8.6 | 0.0 | 0.0 |
| Prop In Lane | 0.00 | | 1.00 | 1.00 | | 0.00 | | | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 1435 | 667 | 308 | 2357 | 0 | | | | 268 | 0 | 207 |
| V/C Ratio(X) | 0.00 | 0.89 | 0.00 | 0.55 | 0.57 | 0.00 | | | | 0.83 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 0 | 1508 | 701 | 308 | 2357 | 0 | | | | 339 | 0 | 262 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 0.65 | 0.00 | 0.13 | 0.13 | 0.00 | | | | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 0.0 | 18.9 | 0.0 | 26.5 | 5.9 | 0.0 | | | | 28.8 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 5.7 | 0.0 | 0.3 | 0.1 | 0.0 | | | | 13.3 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 12.4 | 0.0 | 3.0 | 6.8 | 0.0 | | | | 5.1 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 0.0 | 24.5 | 0.0 | 26.8 | 6.0 | 0.0 | | | | 42.1 | 0.0 | 0.0 |
| LnGrp LOS | | C | | C | A | | | | | D | | |
| Approach Vol, veh/h | | 1272 | | | 1523 | | | | | | 223 | |
| Approach Delay, s/veh | | 24.5 | | | 8.3 | | | | | | 42.1 | |
| Approach LOS | | C | | | A | | | | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | 18.3 | 35.5 | | 16.2 | | 53.8 | | |
| Change Period (Y+Rc), s | * 6.3 | * 6.3 | | 5.5 | | * 6.3 | | |
| Max Green Setting (Gmax), s | * 8.7 | * 31 | | 13.5 | | * 45 | | |
| Max Q Clear Time (g_c+I1), s | 10.0 | 25.9 | | 10.6 | | 16.4 | | |
| Green Ext Time (p_c), s | 0.5 | 3.3 | | 0.2 | | 12.7 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 17.7 |
| HCM 2010 LOS | B |

Notes

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 265 | 1081 | 0 | 0 | 955 | 301 | 492 | 0 | 145 | 0 | 0 | 0 |
| Future Volume (veh/h) | 265 | 1081 | 0 | 0 | 955 | 301 | 492 | 0 | 145 | 0 | 0 | 0 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 7 | 4 | 14 | | | |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Adj Sat Flow, veh/h/ln | 1810 | 1881 | 0 | 0 | 1849 | 1900 | 1845 | 1845 | 1863 | | | |
| Adj Flow Rate, veh/h | 294 | 1201 | 0 | 0 | 1016 | 320 | 547 | 0 | 0 | | | |
| Adj No. of Lanes | 1 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.94 | 0.94 | 0.94 | 0.90 | 0.90 | 0.90 | | | |
| Percent Heavy Veh, % | 5 | 1 | 0 | 0 | 3 | 3 | 3 | 0 | 2 | | | |
| Cap, veh/h | 471 | 2677 | 0 | 0 | 1017 | 318 | 612 | 0 | 276 | | | |
| Arrive On Green | 0.55 | 1.00 | 0.00 | 0.00 | 0.39 | 0.39 | 0.17 | 0.00 | 0.00 | | | |
| Sat Flow, veh/h | 1723 | 3668 | 0 | 0 | 2728 | 824 | 3514 | 0 | 1583 | | | |
| Grp Volume(v), veh/h | 294 | 1201 | 0 | 0 | 675 | 661 | 547 | 0 | 0 | | | |
| Grp Sat Flow(s),veh/h/ln | 1723 | 1787 | 0 | 0 | 1757 | 1704 | 1757 | 0 | 1583 | | | |
| Q Serve(g_s), s | 8.2 | 0.0 | 0.0 | 0.0 | 26.8 | 27.0 | 10.7 | 0.0 | 0.0 | | | |
| Cycle Q Clear(g_c), s | 8.2 | 0.0 | 0.0 | 0.0 | 26.8 | 27.0 | 10.7 | 0.0 | 0.0 | | | |
| Prop In Lane | 1.00 | | 0.00 | 0.00 | | 0.48 | 1.00 | | 1.00 | | | |
| Lane Grp Cap(c), veh/h | 471 | 2677 | 0 | 0 | 678 | 657 | 612 | 0 | 276 | | | |
| V/C Ratio(X) | 0.62 | 0.45 | 0.00 | 0.00 | 1.00 | 1.01 | 0.89 | 0.00 | 0.00 | | | |
| Avail Cap(c_a), veh/h | 471 | 2677 | 0 | 0 | 678 | 657 | 612 | 0 | 276 | | | |
| HCM Platoon Ratio | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | 0.50 | 0.50 | 0.00 | 0.00 | 0.26 | 0.26 | 1.00 | 0.00 | 0.00 | | | |
| Uniform Delay (d), s/veh | 13.4 | 0.0 | 0.0 | 0.0 | 21.4 | 21.5 | 28.3 | 0.0 | 0.0 | | | |
| Incr Delay (d2), s/veh | 1.3 | 0.3 | 0.0 | 0.0 | 16.5 | 19.5 | 15.5 | 0.0 | 0.0 | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | 8.9 | 0.1 | 0.0 | 0.0 | 16.0 | 16.2 | 6.5 | 0.0 | 0.0 | | | |
| LnGrp Delay(d),s/veh | 14.7 | 0.3 | 0.0 | 0.0 | 38.0 | 41.0 | 43.7 | 0.0 | 0.0 | | | |
| LnGrp LOS | B | A | | | D | F | D | | | | | |
| Approach Vol, veh/h | | 1495 | | | 1336 | | | 547 | | | | |
| Approach Delay, s/veh | | 3.1 | | | 39.5 | | | 43.7 | | | | |
| Approach LOS | | A | | | D | | | D | | | | |

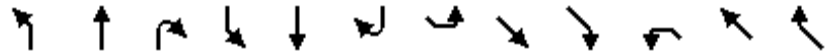
| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | 5 | 6 | | |
| Phs Duration (G+Y+Rc), s | | 58.8 | | 18.7 | 25.5 | 33.3 | | |
| Change Period (Y+Rc), s | | * 6.3 | | 6.5 | * 6.3 | * 6.3 | | |
| Max Green Setting (Gmax), s | | * 45 | | 12.2 | * 13 | * 27 | | |
| Max Q Clear Time (g_c+I1), s | | 2.0 | | 12.7 | 10.2 | 29.0 | | |
| Green Ext Time (p_c), s | | 13.0 | | 0.0 | 1.6 | 0.0 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 24.1 |
| HCM 2010 LOS | C |

Notes

User approved volume balancing among the lanes for turning movement.

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



| Movement | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 468 | 750 | 8 | 1 | 696 | 56 | 47 | 3 | 543 | 17 | 9 | 13 |
| Future Volume (veh/h) | 468 | 750 | 8 | 1 | 696 | 56 | 47 | 3 | 543 | 17 | 9 | 13 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1881 | 1827 | 1900 | 1900 | 1860 | 1863 | 1900 | 1800 | 1863 | 1900 | 1795 | 1900 |
| Adj Flow Rate, veh/h | 493 | 789 | 8 | 1 | 773 | 62 | 52 | 3 | 603 | 19 | 10 | 14 |
| Adj No. of Lanes | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 1 | 4 | 0 | 2 | 2 | 2 | 50 | 50 | 2 | 0 | 14 | 14 |
| Cap, veh/h | 536 | 1361 | 1203 | 29 | 848 | 722 | 187 | 9 | 164 | 140 | 111 | 156 |
| Arrive On Green | 0.25 | 0.75 | 0.75 | 0.46 | 0.46 | 0.46 | 0.10 | 0.10 | 0.10 | 0.02 | 0.16 | 0.16 |
| Sat Flow, veh/h | 1792 | 1827 | 1615 | 0 | 1860 | 1583 | 1269 | 89 | 1583 | 1810 | 678 | 950 |
| Grp Volume(v), veh/h | 493 | 789 | 8 | 774 | 0 | 62 | 55 | 0 | 603 | 19 | 0 | 24 |
| Grp Sat Flow(s),veh/h/ln | 1792 | 1827 | 1615 | 1860 | 0 | 1583 | 1358 | 0 | 1583 | 1810 | 0 | 1628 |
| Q Serve(g_s), s | 27.0 | 24.3 | 0.2 | 0.0 | 0.0 | 2.8 | 4.6 | 0.0 | 8.1 | 1.2 | 0.0 | 1.6 |
| Cycle Q Clear(g_c), s | 27.0 | 24.3 | 0.2 | 48.7 | 0.0 | 2.8 | 4.7 | 0.0 | 8.1 | 1.2 | 0.0 | 1.6 |
| Prop In Lane | 1.00 | | 1.00 | 0.00 | | 1.00 | 0.95 | | 1.00 | 1.00 | | 0.58 |
| Lane Grp Cap(c), veh/h | 536 | 1361 | 1203 | 877 | 0 | 722 | 196 | 0 | 164 | 140 | 0 | 267 |
| V/C Ratio(X) | 0.92 | 0.58 | 0.01 | 0.88 | 0.00 | 0.09 | 0.28 | 0.00 | 3.68 | 0.14 | 0.00 | 0.09 |
| Avail Cap(c_a), veh/h | 553 | 1790 | 1583 | 1288 | 0 | 1073 | 447 | 0 | 458 | 169 | 0 | 596 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 43.0 | 7.2 | 4.1 | 31.8 | 0.0 | 19.3 | 52.6 | 0.0 | 21.8 | 47.7 | 0.0 | 44.5 |
| Incr Delay (d2), s/veh | 20.5 | 0.4 | 0.0 | 5.3 | 0.0 | 0.1 | 0.8 | 0.0 | 1222.0 | 0.4 | 0.0 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 19.6 | 12.2 | 0.1 | 26.2 | 0.0 | 1.2 | 1.8 | 0.0 | 60.7 | 0.6 | 0.0 | 0.7 |
| LnGrp Delay(d),s/veh | 63.5 | 7.6 | 4.1 | 37.1 | 0.0 | 19.4 | 53.4 | 0.0 | 1243.9 | 48.1 | 0.0 | 44.7 |
| LnGrp LOS | E | A | A | D | | B | D | | F | D | | D |
| Approach Vol, veh/h | | 1290 | | | 836 | | | 658 | | | 43 | |
| Approach Delay, s/veh | | 28.9 | | | 35.8 | | | 1144.3 | | | 46.2 | |
| Approach LOS | | C | | | D | | | F | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | 3 | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 99.3 | 7.6 | 18.7 | 36.8 | 62.5 | | 26.3 |
| Change Period (Y+Rc), s | | * 5.7 | 5.7 | 5.7 | * 5.7 | 5.2 | | 5.7 |
| Max Green Setting (Gmax), s | | * 1.2E2 | 4.0 | 36.3 | * 32 | 85.1 | | 46.0 |
| Max Q Clear Time (g_c+I1), s | | 26.3 | 3.2 | 10.1 | 29.0 | 50.7 | | 3.6 |
| Green Ext Time (p_c), s | | 9.4 | 0.0 | 2.9 | 2.1 | 6.6 | | 3.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 290.8 |
| HCM 2010 LOS | F |

Notes

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 437 | 1650 | 12 | 50 | 1799 | 97 | 15 | 67 | 62 | 120 | 68 | 1059 |
| Future Volume (veh/h) | 437 | 1650 | 12 | 50 | 1799 | 97 | 15 | 67 | 62 | 120 | 68 | 1059 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1827 | 1845 | 1900 | 1900 | 1881 | 1827 | 1900 | 1900 | 1810 | 1681 | 1545 | 1845 |
| Adj Flow Rate, veh/h | 460 | 1737 | 13 | 53 | 1894 | 102 | 17 | 74 | 69 | 133 | 76 | 1177 |
| Adj No. of Lanes | 2 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 4 | 3 | 0 | 0 | 1 | 4 | 0 | 0 | 5 | 13 | 23 | 3 |
| Cap, veh/h | 1275 | 1395 | 1221 | 84 | 1439 | 625 | 61 | 177 | 143 | 103 | 144 | 738 |
| Arrive On Green | 0.38 | 0.76 | 0.76 | 0.02 | 0.40 | 0.40 | 0.09 | 0.09 | 0.09 | 0.09 | 0.09 | 0.09 |
| Sat Flow, veh/h | 3375 | 1845 | 1615 | 1810 | 3574 | 1553 | 450 | 1900 | 1538 | 1120 | 1545 | 1568 |
| Grp Volume(v), veh/h | 460 | 1737 | 13 | 53 | 1894 | 102 | 17 | 74 | 69 | 133 | 76 | 1177 |
| Grp Sat Flow(s),veh/h/ln | 1688 | 1845 | 1615 | 1810 | 1787 | 1553 | 450 | 1900 | 1538 | 1120 | 1545 | 1568 |
| Q Serve(g_s), s | 17.7 | 136.3 | 0.4 | 1.2 | 72.6 | 7.6 | 6.7 | 6.6 | 7.7 | 10.2 | 8.5 | 16.8 |
| Cycle Q Clear(g_c), s | 17.7 | 136.3 | 0.4 | 1.2 | 72.6 | 7.6 | 15.2 | 6.6 | 7.7 | 16.8 | 8.5 | 16.8 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 1275 | 1395 | 1221 | 84 | 1439 | 625 | 61 | 177 | 143 | 103 | 144 | 738 |
| V/C Ratio(X) | 0.36 | 1.25 | 0.01 | 0.63 | 1.32 | 0.16 | 0.28 | 0.42 | 0.48 | 1.29 | 0.53 | 1.59 |
| Avail Cap(c_a), veh/h | 1275 | 1395 | 1221 | 90 | 1439 | 625 | 61 | 177 | 143 | 103 | 144 | 738 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 40.4 | 22.0 | 5.4 | 86.0 | 53.8 | 34.4 | 85.2 | 77.1 | 77.6 | 87.0 | 78.0 | 47.7 |
| Incr Delay (d2), s/veh | 0.1 | 116.6 | 0.0 | 10.7 | 147.1 | 0.4 | 1.8 | 1.2 | 1.9 | 185.0 | 2.9 | 273.9 |
| 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 | 8.3 | 113.8 | 0.2 | 2.9 | 65.2 | 3.3 | 0.9 | 3.6 | 3.3 | 10.4 | 3.7 | 89.4 |
| LnGrp Delay(d),s/veh | 40.6 | 138.6 | 5.4 | 96.7 | 201.0 | 34.9 | 87.0 | 78.3 | 79.5 | 272.1 | 80.8 | 321.6 |
| LnGrp LOS | D | F | A | F | F | C | F | E | E | F | F | F |
| Approach Vol, veh/h | | 2210 | | | 2049 | | | 160 | | | 1386 | |
| Approach Delay, s/veh | | 117.4 | | | 190.0 | | | 79.7 | | | 303.6 | |
| Approach LOS | | F | | | F | | | E | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 12.6 | 143.7 | | 24.0 | 76.3 | 80.0 | | 24.0 |
| Change Period (Y+Rc), s | * 8.2 | * 7.4 | | * 7.2 | * 8.2 | 7.4 | | * 7.2 |
| Max Green Setting (Gmax), s | * 5 | * 1.4E2 | | * 17 | * 68 | 72.6 | | * 17 |
| Max Q Clear Time (g_c+I1), s | 19.2 | 138.3 | | 18.8 | 19.7 | 74.6 | | 17.2 |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | 0.0 | 1.3 | 0.0 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 186.5 |
| HCM 2010 LOS | F |

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.



| Movement | NBL | NBT | NBR | SBL | SBT | SBR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 59 | 8 | 1660 | 0 | 2631 | 50 | 497 | 1527 | 0 |
| Future Volume (veh/h) | 0 | 0 | 0 | 59 | 8 | 1660 | 0 | 2631 | 50 | 497 | 1527 | 0 |
| Number | | | | 7 | 4 | 14 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | | | | 1900 | 1835 | 1696 | 0 | 1826 | 1900 | 1827 | 1845 | 0 |
| Adj Flow Rate, veh/h | | | | 66 | 9 | 1844 | 0 | 2829 | 54 | 529 | 1624 | 0 |
| Adj No. of Lanes | | | | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 2 | 0 |
| Peak Hour Factor | | | | 0.90 | 0.90 | 0.90 | 0.93 | 0.93 | 0.93 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | | | | 12 | 0 | 12 | 0 | 4 | 4 | 4 | 3 | 0 |
| Cap, veh/h | | | | 653 | 89 | 609 | 0 | 1552 | 30 | 224 | 2048 | 0 |
| Arrive On Green | | | | 0.42 | 0.42 | 0.42 | 0.00 | 0.45 | 0.45 | 0.11 | 0.58 | 0.00 |
| Sat Flow, veh/h | | | | 1547 | 211 | 1442 | 0 | 3575 | 66 | 1740 | 3597 | 0 |
| Grp Volume(v), veh/h | | | | 75 | 0 | 1844 | 0 | 1405 | 1478 | 529 | 1624 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | | 1758 | 0 | 1442 | 0 | 1735 | 1815 | 1740 | 1752 | 0 |
| Q Serve(g_s), s | | | | 4.6 | 0.0 | 76.0 | 0.0 | 80.2 | 80.2 | 19.0 | 64.6 | 0.0 |
| Cycle Q Clear(g_c), s | | | | 4.6 | 0.0 | 76.0 | 0.0 | 80.2 | 80.2 | 19.0 | 64.6 | 0.0 |
| Prop In Lane | | | | 0.88 | | 1.00 | 0.00 | | 0.04 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | | | | 742 | 0 | 609 | 0 | 773 | 808 | 224 | 2048 | 0 |
| V/C Ratio(X) | | | | 0.10 | 0.00 | 3.03 | 0.00 | 1.82 | 1.83 | 2.36 | 0.79 | 0.00 |
| Avail Cap(c_a), veh/h | | | | 742 | 0 | 609 | 0 | 773 | 808 | 224 | 2048 | 0 |
| HCM Platoon Ratio | | | | 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 | 0.00 | 1.00 | 1.00 | 0.09 | 0.09 | 0.00 |
| Uniform Delay (d), s/veh | | | | 31.4 | 0.0 | 52.0 | 0.0 | 49.9 | 49.9 | 64.6 | 29.0 | 0.0 |
| Incr Delay (d2), s/veh | | | | 0.0 | 0.0 | 917.3 | 0.0 | 372.7 | 377.8 | 614.7 | 0.3 | 0.0 |
| Initial Q Delay(d3),s/veh | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | | 2.3 | 0.0 | 185.4 | 0.0 | 118.5 | 125.0 | 49.4 | 31.2 | 0.0 |
| LnGrp Delay(d),s/veh | | | | 31.4 | 0.0 | 969.3 | 0.0 | 422.6 | 427.7 | 679.3 | 29.3 | 0.0 |
| LnGrp LOS | | | | C | | F | | F | F | F | C | |
| Approach Vol, veh/h | | | | | 1919 | | | 2883 | | | 2153 | |
| Approach Delay, s/veh | | | | | 932.7 | | | 425.2 | | | 189.0 | |
| Approach LOS | | | | | F | | | F | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | 25.0 | 87.0 | | 82.0 | | 112.0 | | |
| Change Period (Y+Rc), s | 6.0 | * 6.4 | | 6.0 | | 6.4 | | |
| Max Green Setting (Gmax), s | 19.0 | * 67 | | 76.0 | | 91.6 | | |
| Max Q Clear Time (g_c+I1), s | 21.0 | 82.2 | | 78.0 | | 66.6 | | |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | 0.0 | | 25.0 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 492.1 |
| HCM 2010 LOS | F |

Notes

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 1748 | 942 | 0 | 0 | 1852 | 80 | 172 | 686 | 1067 | 0 | 0 | 0 |
| Future Volume (veh/h) | 1748 | 942 | 0 | 0 | 1852 | 80 | 172 | 686 | 1067 | 0 | 0 | 0 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | | | |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Adj Sat Flow, veh/h/ln | 1810 | 1827 | 0 | 0 | 1847 | 1900 | 1900 | 1885 | 1845 | | | |
| Adj Flow Rate, veh/h | 1942 | 1047 | 0 | 0 | 2058 | 89 | 191 | 1080 | 974 | | | |
| Adj No. of Lanes | 1 | 2 | 0 | 0 | 2 | 0 | 1 | 1 | 1 | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | | |
| Percent Heavy Veh, % | 5 | 4 | 0 | 0 | 3 | 3 | 0 | 0 | 3 | | | |
| Cap, veh/h | 701 | 2430 | 0 | 0 | 971 | 42 | 422 | 440 | 366 | | | |
| Arrive On Green | 0.38 | 0.70 | 0.00 | 0.00 | 0.28 | 0.28 | 0.23 | 0.23 | 0.23 | | | |
| Sat Flow, veh/h | 1723 | 3563 | 0 | 0 | 3521 | 147 | 1810 | 1885 | 1568 | | | |
| Grp Volume(v), veh/h | 1942 | 1047 | 0 | 0 | 1046 | 1101 | 191 | 1080 | 974 | | | |
| Grp Sat Flow(s),veh/h/ln | 1723 | 1736 | 0 | 0 | 1755 | 1821 | 1810 | 1885 | 1568 | | | |
| Q Serve(g_s), s | 69.0 | 23.3 | 0.0 | 0.0 | 51.0 | 51.0 | 16.3 | 42.0 | 42.0 | | | |
| Cycle Q Clear(g_c), s | 69.0 | 23.3 | 0.0 | 0.0 | 51.0 | 51.0 | 16.3 | 42.0 | 42.0 | | | |
| Prop In Lane | 1.00 | | 0.00 | 0.00 | | 0.08 | 1.00 | | 1.00 | | | |
| Lane Grp Cap(c), veh/h | 701 | 2430 | 0 | 0 | 497 | 516 | 422 | 440 | 366 | | | |
| V/C Ratio(X) | 2.77 | 0.43 | 0.00 | 0.00 | 2.10 | 2.13 | 0.45 | 2.46 | 2.66 | | | |
| Avail Cap(c_a), veh/h | 701 | 2430 | 0 | 0 | 497 | 516 | 422 | 440 | 366 | | | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | 0.09 | 0.09 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Uniform Delay (d), s/veh | 53.5 | 11.6 | 0.0 | 0.0 | 64.5 | 64.5 | 59.1 | 69.0 | 69.0 | | | |
| Incr Delay (d2), s/veh | 797.7 | 0.1 | 0.0 | 0.0 | 503.6 | 516.8 | 3.5 | 661.7 | 755.8 | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | 90.1 | 11.1 | 0.0 | 0.0 | 94.3 | 99.7 | 8.6 | 102.7 | 95.0 | | | |
| LnGrp Delay(d),s/veh | 851.2 | 11.6 | 0.0 | 0.0 | 568.1 | 581.3 | 62.6 | 730.7 | 824.8 | | | |
| LnGrp LOS | F | B | | | F | F | E | F | F | | | |
| Approach Vol, veh/h | | 2989 | | | 2147 | | | 2245 | | | | |
| Approach Delay, s/veh | | 557.1 | | | 574.9 | | | 714.7 | | | | |
| Approach LOS | | F | | | F | | | F | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 132.0 | | | 75.0 | 57.0 | | 48.0 |
| Change Period (Y+Rc), s | | 6.0 | | | 6.0 | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | | 126.0 | | | 69.0 | 51.0 | | 42.0 |
| Max Q Clear Time (g_c+I1), s | | 25.3 | | | 71.0 | 53.0 | | 44.0 |
| Green Ext Time (p_c), s | | 98.4 | | | 0.0 | 0.0 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 610.2 |
| HCM 2010 LOS | F |

Notes

User approved volume balancing among the lanes for turning movement.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 321 | 1688 | 0 | 0 | 1769 | 56 | 0 | 0 | 0 | 60 | 0 | 163 |
| Future Volume (veh/h) | 321 | 1688 | 0 | 0 | 1769 | 56 | 0 | 0 | 0 | 60 | 0 | 163 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1827 | 1900 | 1900 | 1862 | 1900 | 1900 | 1863 | 1900 | 1827 | 0 | 1863 |
| Adj Flow Rate, veh/h | 357 | 1876 | 0 | 0 | 1966 | 62 | 0 | 0 | 0 | 66 | 0 | 179 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.92 | 0.92 | 0.92 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, % | 0 | 4 | 4 | 0 | 2 | 2 | 2 | 2 | 2 | 4 | 0 | 2 |
| Cap, veh/h | 576 | 3106 | 0 | 40 | 1902 | 60 | 0 | 1 | 0 | 82 | 0 | 0 |
| Arrive On Green | 0.32 | 0.89 | 0.00 | 0.00 | 0.54 | 0.54 | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 |
| Sat Flow, veh/h | 1810 | 3563 | 0 | 247 | 3501 | 110 | 0 | 1111765 | 0 | 1740 | 66 | |
| Grp Volume(v), veh/h | 357 | 1876 | 0 | 0 | 988 | 1040 | 0 | 0 | 0 | 66 | 125.3 | |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1736 | 0 | 247 | 1769 | 1842 | 0 | 1863 | 0 | 1740 | F | |
| Q Serve(g_s), s | 30.2 | 22.3 | 0.0 | 0.0 | 97.8 | 97.8 | 0.0 | 0.0 | 0.0 | 6.8 | | |
| Cycle Q Clear(g_c), s | 30.2 | 22.3 | 0.0 | 0.0 | 97.8 | 97.8 | 0.0 | 0.0 | 0.0 | 6.8 | | |
| Prop In Lane | 1.00 | | 0.00 | 1.00 | | 0.06 | 0.00 | | 0.00 | 1.00 | | |
| Lane Grp Cap(c), veh/h | 576 | 3106 | 0 | 40 | 961 | 1001 | 0 | 1 | 0 | 82 | | |
| V/C Ratio(X) | 0.62 | 0.60 | 0.00 | 0.00 | 1.03 | 1.04 | 0.00 | 0.00 | 0.00 | 0.81 | | |
| Avail Cap(c_a), veh/h | 576 | 3106 | 0 | 40 | 961 | 1001 | 0 | 186 | 0 | 84 | | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 0.00 | 0.09 | 0.09 | 0.00 | 0.00 | 0.00 | 0.96 | | |
| Uniform Delay (d), s/veh | 52.1 | 2.2 | 0.0 | 0.0 | 41.1 | 41.1 | 0.0 | 0.0 | 0.0 | 85.0 | | |
| Incr Delay (d2), s/veh | 2.0 | 0.9 | 0.0 | 0.0 | 17.2 | 21.1 | 0.0 | 0.0 | 0.0 | 40.3 | | |
| 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 | | |
| %ile BackOfQ(50%),veh/ln | 15.4 | 10.8 | 0.0 | 0.0 | 52.1 | 55.4 | 0.0 | 0.0 | 0.0 | 4.2 | | |
| LnGrp Delay(d),s/veh | 54.2 | 3.0 | 0.0 | 0.0 | 58.3 | 62.2 | 0.0 | 0.0 | 0.0 | 125.3 | | |
| LnGrp LOS | D | A | | | F | F | | | | F | | |
| Approach Vol, veh/h | | 2233 | | | 2028 | | | 0 | | | | |
| Approach Delay, s/veh | | 11.2 | | | 60.3 | | | 0.0 | | | | |
| Approach LOS | | B | | | E | | | | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | | 167.1 | | | 63.3 | 103.8 | 12.9 | 0.0 |
| Change Period (Y+Rc), s | | 6.0 | | | 6.0 | * 6 | 4.5 | 6.0 |
| Max Green Setting (Gmax), s | | 136.8 | | | 34.5 | * 98 | 8.7 | 18.0 |
| Max Q Clear Time (g_c+I1), s | | 24.3 | | | 32.2 | 99.8 | 8.8 | 0.0 |
| Green Ext Time (p_c), s | | 41.0 | | | 1.0 | 0.0 | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 36.0 |
| HCM 2010 LOS | D |

Notes

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 449 | 706 | 202 | 59 | 292 | 739 | 91 | 170 | 29 | 562 | 157 | 178 |
| Future Volume (veh/h) | 449 | 706 | 202 | 59 | 292 | 739 | 91 | 170 | 29 | 562 | 157 | 178 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1881 | 1881 | 1900 | 1810 | 1871 | 1900 | 1900 | 1900 | 1900 | 1881 | 1827 | 1863 |
| Adj Flow Rate, veh/h | 488 | 767 | 220 | 63 | 311 | 786 | 101 | 189 | 32 | 592 | 165 | 187 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 2 | 1 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.94 | 0.94 | 0.94 | 0.90 | 0.90 | 0.90 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 1 | 1 | 1 | 5 | 3 | 3 | 0 | 0 | 0 | 1 | 4 | 2 |
| Cap, veh/h | 509 | 1729 | 496 | 227 | 601 | 538 | 281 | 929 | 155 | 654 | 548 | 475 |
| Arrive On Green | 0.09 | 0.21 | 0.21 | 0.34 | 0.34 | 0.34 | 0.30 | 0.30 | 0.30 | 0.30 | 0.30 | 0.30 |
| Sat Flow, veh/h | 1792 | 2743 | 787 | 552 | 1777 | 1590 | 1045 | 3098 | 516 | 2263 | 1827 | 1583 |
| Grp Volume(v), veh/h | 488 | 500 | 487 | 63 | 311 | 786 | 101 | 109 | 112 | 592 | 165 | 187 |
| Grp Sat Flow(s),veh/h/ln | 1792 | 1787 | 1742 | 552 | 1777 | 1590 | 1045 | 1805 | 1809 | 1132 | 1827 | 1583 |
| Q Serve(g_s), s | 44.8 | 43.9 | 43.9 | 15.4 | 25.3 | 60.9 | 14.8 | 8.1 | 8.3 | 45.7 | 12.5 | 16.9 |
| Cycle Q Clear(g_c), s | 44.8 | 43.9 | 43.9 | 15.4 | 25.3 | 60.9 | 27.3 | 8.1 | 8.3 | 54.0 | 12.5 | 16.9 |
| Prop In Lane | 1.00 | | 0.45 | 1.00 | | 1.00 | 1.00 | | 0.29 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 509 | 1127 | 1099 | 227 | 601 | 538 | 281 | 542 | 543 | 654 | 548 | 475 |
| V/C Ratio(X) | 0.96 | 0.44 | 0.44 | 0.28 | 0.52 | 1.46 | 0.36 | 0.20 | 0.21 | 0.90 | 0.30 | 0.39 |
| Avail Cap(c_a), veh/h | 523 | 1127 | 1099 | 227 | 601 | 538 | 281 | 542 | 543 | 654 | 548 | 475 |
| HCM Platoon Ratio | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.69 | 0.69 | 0.69 | 0.09 | 0.09 | 0.09 | 0.09 | 0.09 | 0.09 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 73.6 | 43.7 | 43.7 | 44.5 | 47.8 | 59.6 | 59.0 | 46.9 | 47.0 | 67.9 | 48.5 | 50.0 |
| Incr Delay (d2), s/veh | 22.8 | 0.9 | 0.9 | 0.1 | 0.1 | 208.6 | 0.1 | 0.0 | 0.0 | 16.2 | 0.3 | 0.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 27.5 | 22.1 | 21.5 | 2.4 | 12.5 | 57.9 | 4.3 | 4.1 | 4.2 | 16.2 | 6.4 | 7.4 |
| LnGrp Delay(d),s/veh | 96.4 | 44.6 | 44.6 | 44.6 | 47.9 | 268.2 | 59.1 | 46.9 | 47.0 | 84.0 | 48.8 | 50.5 |
| LnGrp LOS | F | D | D | D | D | F | E | D | D | F | D | D |
| Approach Vol, veh/h | | 1475 | | | 1160 | | | 322 | | | 944 | |
| Approach Delay, s/veh | | 61.7 | | | 197.0 | | | 50.8 | | | 71.2 | |
| Approach LOS | | E | | | F | | | D | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 120.0 | | 60.0 | 52.6 | 67.4 | | 60.0 |
| Change Period (Y+Rc), s | | 6.5 | | 6.0 | 5.5 | * 6.5 | | 6.0 |
| Max Green Setting (Gmax), s | | 113.5 | | 54.0 | 48.5 | * 60 | | 54.0 |
| Max Q Clear Time (g_c+I1), s | | 45.9 | | 56.0 | 46.8 | 62.9 | | 29.3 |
| Green Ext Time (p_c), s | | 44.4 | | 0.0 | 0.3 | 0.0 | | 7.0 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 103.4 |
| HCM 2010 LOS | | F |

Notes

User approved pedestrian interval to be less than phase max green.

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 1199 | 140 | 112 | 87 | 109 | 371 | 164 | 1249 | 55 | 211 | 1990 | 852 |
| Future Volume (veh/h) | 1199 | 140 | 112 | 87 | 109 | 371 | 164 | 1249 | 55 | 211 | 1990 | 852 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1881 | 1823 | 1900 | 1610 | 1743 | 1759 | 1863 | 1832 | 1900 | 1367 | 1863 | 1845 |
| Adj Flow Rate, veh/h | 1276 | 149 | 119 | 97 | 121 | 412 | 182 | 1388 | 61 | 234 | 2211 | 947 |
| Adj No. of Lanes | 2 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 1 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 1 | 6 | 6 | 18 | 9 | 8 | 2 | 2 | 2 | 39 | 2 | 3 |
| Cap, veh/h | 637 | 253 | 202 | 250 | 261 | 224 | 40 | 1926 | 84 | 112 | 2006 | 889 |
| Arrive On Green | 0.06 | 0.09 | 0.09 | 0.06 | 0.15 | 0.15 | 0.57 | 0.57 | 0.57 | 0.57 | 0.57 | 0.57 |
| Sat Flow, veh/h | 3476 | 940 | 751 | 1533 | 1743 | 1495 | 67 | 3398 | 149 | 269 | 3539 | 1568 |
| Grp Volume(v), veh/h | 1276 | 0 | 268 | 97 | 121 | 412 | 182 | 710 | 739 | 234 | 2211 | 947 |
| Grp Sat Flow(s),veh/h/ln | 1738 | 0 | 1691 | 1533 | 1743 | 1495 | 67 | 1741 | 1806 | 269 | 1770 | 1568 |
| Q Serve(g_s), s | 33.0 | 0.0 | 27.4 | 9.5 | 11.4 | 27.0 | 0.0 | 53.7 | 54.0 | 48.0 | 102.0 | 102.0 |
| Cycle Q Clear(g_c), s | 33.0 | 0.0 | 27.4 | 9.5 | 11.4 | 27.0 | 102.0 | 53.7 | 54.0 | 102.0 | 102.0 | 102.0 |
| Prop In Lane | 1.00 | | 0.44 | 1.00 | | 1.00 | 1.00 | | 0.08 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 637 | 0 | 455 | 250 | 261 | 224 | 40 | 986 | 1024 | 112 | 2006 | 889 |
| V/C Ratio(X) | 2.00 | 0.00 | 0.59 | 0.39 | 0.46 | 1.84 | 4.55 | 0.72 | 0.72 | 2.10 | 1.10 | 1.07 |
| Avail Cap(c_a), veh/h | 637 | 0 | 455 | 262 | 261 | 224 | 40 | 986 | 1024 | 112 | 2006 | 889 |
| HCM Platoon Ratio | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.73 | 0.00 | 0.73 | 1.00 | 1.00 | 1.00 | 0.76 | 0.76 | 0.76 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 84.6 | 0.0 | 72.4 | 59.4 | 69.9 | 76.5 | 90.0 | 28.5 | 28.6 | 74.6 | 39.0 | 39.0 |
| Incr Delay (d2), s/veh | 455.2 | 0.0 | 4.1 | 1.0 | 1.3 | 393.4 | 1640.0 | 2.0 | 1.9 | 522.8 | 54.3 | 49.3 |
| 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 | 56.2 | 0.0 | 13.4 | 4.1 | 5.6 | 35.7 | 20.2 | 26.4 | 27.4 | 21.8 | 64.7 | 56.1 |
| LnGrp Delay(d),s/veh | 539.8 | 0.0 | 76.5 | 60.4 | 71.1 | 469.9 | 1730.0 | 30.5 | 30.5 | 597.4 | 93.3 | 88.3 |
| LnGrp LOS | F | | E | E | E | F | F | C | C | F | F | F |
| Approach Vol, veh/h | | 1544 | | | 630 | | | 1631 | | | 3392 | |
| Approach Delay, s/veh | | 459.3 | | | 330.3 | | | 220.2 | | | 126.7 | |
| Approach LOS | | F | | | F | | | F | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 17.6 | 54.4 | | 108.0 | 39.0 | 33.0 | | 108.0 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | 13.6 | 47.0 | | 102.0 | 33.0 | 27.0 | | 102.0 |
| Max Q Clear Time (g_c+I1), s | 11.5 | 29.4 | | 104.0 | 35.0 | 29.0 | | 104.0 |
| Green Ext Time (p_c), s | 0.0 | 3.4 | | 0.0 | 0.0 | 0.0 | | 0.0 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | 237.1 | |
| HCM 2010 LOS | F | |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 2409 | 0 | 0 | 480 | 0 | 0 |
| Future Volume (veh/h) | 2409 | 0 | 0 | 480 | 0 | 0 |
| Number | 3 | 18 | 2 | 12 | 1 | 6 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1881 | 1638 | 1827 | 1863 | 1557 | 1863 |
| Adj Flow Rate, veh/h | 2677 | 0 | 0 | 0 | 0 | 0 |
| Adj No. of Lanes | 2 | 1 | 2 | 1 | 1 | 2 |
| Peak Hour Factor | 0.90 | 0.90 | 0.93 | 0.93 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 1 | 16 | 4 | 2 | 22 | 2 |
| Cap, veh/h | 2616 | 1048 | 2 | 1 | 253 | 649 |
| Arrive On Green | 0.75 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Sat Flow, veh/h | 3476 | 1392 | 1261 | 49 | 1583 | 1483 | 3632 |
| Grp Volume(v), veh/h | 2677 | 0 | 0 | 0 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1738 | 1392 | 1736 | 1583 | 1483 | 1770 |
| Q Serve(g_s), s | 135.5 | 0.0 | 0.0 | 0.0 | 2.3 | 0.0 |
| Cycle Q Clear(g_c), s | 135.5 | 0.0 | 0.0 | 0.0 | 2.3 | 0.0 |
| Prop In Lane | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Lane Grp Cap(c), veh/h | 2616 | 1048 | 2 | 1 | 253 | 649 |
| V/C Ratio(X) | 1.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 2616 | 1048 | 366 | 167 | 253 | 649 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 23.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 72.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 46.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LnGrp LOS | F | | | | | |
| Approach Vol, veh/h | 2677 | | 0 | | | 0 |
| Approach Delay, s/veh | 46.0 | | 0.0 | | | 0.0 |
| Approach LOS | D | | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 40.0 | 0.0 | | | | 40.0 | | 140.0 |
| Change Period (Y+Rc), s | 7.0 | 7.0 | | | | 7.0 | | 4.5 |
| Max Green Setting (Gmax), s | 33.0 | 19.0 | | | | 33.0 | | 135.5 |
| Max Q Clear Time (g_c+I1), s | 10.3 | 0.0 | | | | 0.0 | | 137.5 |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | | | 0.0 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 46.0 |
| HCM 2010 LOS | D |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 600 | 2258 | 0 | 0 | 678 | 801 | 0 | 0 | 0 | 255 | 0 | 121 |
| Future Volume (veh/h) | 600 | 2258 | 0 | 0 | 678 | 801 | 0 | 0 | 0 | 255 | 0 | 121 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1845 | 1881 | 0 | 1900 | 1845 | 1900 | 1900 | 1863 | 1900 | 1863 | 0 | 1827 |
| Adj Flow Rate, veh/h | 659 | 2481 | 0 | 0 | 721 | 0 | 0 | 0 | 0 | 268 | 0 | 0 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 1 | 0 | 1 | 0 | 2 | 0 | 1 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.94 | 0.94 | 0.94 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 3 | 1 | 0 | 0 | 3 | 4 | 2 | 2 | 2 | 2 | 0 | 4 |
| Cap, veh/h | 1015 | 2244 | 0 | 331 | 817 | 376 | 0 | 1 | 0 | 307 | 0 | 0 |
| Arrive On Green | 0.58 | 0.63 | 0.00 | 0.00 | 0.23 | 0.00 | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.00 |
| Sat Flow, veh/h | 1757 | 3668 | 0 | 1810 | 3505 | 1615 | 0 | 1 | 1 | 1765 | 0 | 3442 | 268 | |
| Grp Volume(v), veh/h | 659 | 2481 | 0 | 0 | 721 | 0 | 0 | 0 | 0 | 268 | 100.6 | |
| Grp Sat Flow(s),veh/h/ln | 1757 | 1787 | 0 | 1810 | 1752 | 1615 | 0 | 1863 | 0 | 1721 | F | |
| Q Serve(g_s), s | 45.6 | 113.0 | 0.0 | 0.0 | 35.8 | 0.0 | 0.0 | 0.0 | 0.0 | 13.8 | | |
| Cycle Q Clear(g_c), s | 45.6 | 113.0 | 0.0 | 0.0 | 35.8 | 0.0 | 0.0 | 0.0 | 0.0 | 13.8 | | |
| Prop In Lane | 1.00 | | 0.00 | 1.00 | | 1.00 | 0.00 | | 0.00 | 1.00 | | |
| Lane Grp Cap(c), veh/h | 1015 | 2244 | 0 | 331 | 817 | 376 | 0 | 1 | 0 | 307 | | |
| V/C Ratio(X) | 0.65 | 1.11 | 0.00 | 0.00 | 0.88 | 0.00 | 0.00 | 0.00 | 0.00 | 0.87 | | |
| Avail Cap(c_a), veh/h | 1015 | 2244 | 0 | 331 | 1071 | 493 | 0 | 186 | 0 | 344 | | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Upstream Filter(I) | 0.32 | 0.32 | 0.00 | 0.00 | 0.82 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | | |
| Uniform Delay (d), s/veh | 25.7 | 33.5 | 0.0 | 0.0 | 66.7 | 0.0 | 0.0 | 0.0 | 0.0 | 81.0 | | |
| Incr Delay (d2), s/veh | 0.5 | 50.1 | 0.0 | 0.0 | 6.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19.7 | | |
| 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 | | |
| %ile BackOfQ(50%),veh/ln | 12.3 | 71.1 | 0.0 | 0.0 | 18.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.4 | | |
| LnGrp Delay(d),s/veh | 26.1 | 83.6 | 0.0 | 0.0 | 72.6 | 0.0 | 0.0 | 0.0 | 0.0 | 100.6 | | |
| LnGrp LOS | C | F | | | E | | | | | F | | |
| Approach Vol, veh/h | | 3140 | | | 721 | | | 0 | | | | |
| Approach Delay, s/veh | | 71.6 | | | 72.6 | | | 0.0 | | | | |
| Approach LOS | | E | | | E | | | | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 39.0 | 119.0 | | | 110.0 | 47.9 | 22.0 | 0.0 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 7.6 | 113.0 | | | 65.0 | 55.0 | 18.0 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 10.3 | 115.0 | | | 47.6 | 37.8 | 15.8 | 0.0 |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | | 2.1 | 4.2 | 0.2 | 0.0 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | 73.6 | |
| HCM 2010 LOS | E | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 1639 | 874 | 788 | 1104 | 0 | 0 | 0 | 0 | 380 | 959 | 375 |
| Future Volume (veh/h) | 0 | 1639 | 874 | 788 | 1104 | 0 | 0 | 0 | 0 | 380 | 959 | 375 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | | | | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 0 | 1881 | 1863 | 1881 | 1845 | 0 | | | | 1863 | 1795 | 1810 |
| Adj Flow Rate, veh/h | 0 | 1762 | 0 | 847 | 1187 | 0 | | | | 422 | 1066 | 417 |
| Adj No. of Lanes | 0 | 2 | 1 | 1 | 2 | 0 | | | | 1 | 1 | 2 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | | | | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 1 | 2 | 1 | 3 | 0 | | | | 2 | 6 | 5 |
| Cap, veh/h | 0 | 1086 | 481 | 451 | 2000 | 0 | | | | 641 | 648 | 1111 |
| Arrive On Green | 0.00 | 0.40 | 0.00 | 0.23 | 0.57 | 0.00 | | | | 0.36 | 0.36 | 0.36 |
| Sat Flow, veh/h | 0 | 3668 | 1583 | 1792 | 3597 | 0 | | | | 1774 | 1795 | 3076 |
| Grp Volume(v), veh/h | 0 | 1762 | 0 | 847 | 1187 | 0 | | | | 422 | 1066 | 417 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1787 | 1583 | 1792 | 1752 | 0 | | | | 1774 | 1795 | 1538 |
| Q Serve(g_s), s | 0.0 | 54.7 | 0.0 | 41.3 | 39.6 | 0.0 | | | | 35.9 | 65.0 | 18.0 |
| Cycle Q Clear(g_c), s | 0.0 | 54.7 | 0.0 | 41.3 | 39.6 | 0.0 | | | | 35.9 | 65.0 | 18.0 |
| Prop In Lane | 0.00 | | 1.00 | 1.00 | | 0.00 | | | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 1086 | 481 | 451 | 2000 | 0 | | | | 641 | 648 | 1111 |
| V/C Ratio(X) | 0.00 | 1.62 | 0.00 | 1.88 | 0.59 | 0.00 | | | | 0.66 | 1.64 | 0.38 |
| Avail Cap(c_a), veh/h | 0 | 1086 | 481 | 451 | 2000 | 0 | | | | 641 | 648 | 1111 |
| HCM Platoon Ratio | 1.00 | 1.33 | 1.33 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 0.45 | 0.00 | 0.58 | 0.58 | 0.00 | | | | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 53.6 | 0.0 | 60.2 | 25.1 | 0.0 | | | | 48.2 | 57.5 | 42.5 |
| Incr Delay (d2), s/veh | 0.0 | 281.9 | 0.0 | 399.9 | 0.3 | 0.0 | | | | 2.8 | 297.0 | 0.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 69.5 | 0.0 | 72.5 | 19.2 | 0.0 | | | | 18.1 | 85.7 | 7.7 |
| LnGrp Delay(d),s/veh | 0.0 | 335.6 | 0.0 | 460.2 | 25.4 | 0.0 | | | | 51.0 | 354.5 | 42.8 |
| LnGrp LOS | | F | | F | C | | | | | D | F | D |
| Approach Vol, veh/h | | 1762 | | | 2034 | | | | | | 1905 | |
| Approach Delay, s/veh | | 335.6 | | | 206.5 | | | | | | 219.0 | |
| Approach LOS | | F | | | F | | | | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | 48.0 | 61.0 | | 71.0 | | 109.0 | | |
| Change Period (Y+Rc), s | 6.7 | 6.3 | | 6.0 | | 6.3 | | |
| Max Green Setting (Gmax), s | 41.3 | 54.7 | | 65.0 | | 102.7 | | |
| Max Q Clear Time (g_c+I1), s | 43.3 | 56.7 | | 67.0 | | 41.6 | | |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | 0.0 | | 53.4 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 250.6 |
| HCM 2010 LOS | F |

Notes

User approved volume balancing among the lanes for turning movement.

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 938 | 1081 | 0 | 0 | 730 | 861 | 367 | 773 | 1374 | 0 | 0 | 0 |
| Future Volume (veh/h) | 938 | 1081 | 0 | 0 | 730 | 861 | 367 | 773 | 1374 | 0 | 0 | 0 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | | | |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 0 | 0 | 1863 | 1881 | 1810 | 1845 | 1881 | | | |
| Adj Flow Rate, veh/h | 987 | 1138 | 0 | 0 | 802 | 0 | 408 | 859 | 1527 | | | |
| Adj No. of Lanes | 1 | 2 | 0 | 0 | 2 | 1 | 1 | 1 | 1 | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.91 | 0.91 | 0.91 | 0.90 | 0.90 | 0.90 | | | |
| Percent Heavy Veh, % | 2 | 2 | 0 | 0 | 2 | 1 | 5 | 3 | 1 | | | |
| Cap, veh/h | 414 | 1927 | 0 | 0 | 983 | 444 | 670 | 717 | 622 | | | |
| Arrive On Green | 0.08 | 0.18 | 0.00 | 0.00 | 0.28 | 0.00 | 0.39 | 0.39 | 0.39 | | | |
| Sat Flow, veh/h | 1774 | 3632 | 0 | 0 | 3632 | 1599 | 1723 | 1845 | 1599 | | | |
| Grp Volume(v), veh/h | 987 | 1138 | 0 | 0 | 802 | 0 | 408 | 859 | 1527 | | | |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1770 | 0 | 0 | 1770 | 1599 | 1723 | 1845 | 1599 | | | |
| Q Serve(g_s), s | 42.0 | 53.1 | 0.0 | 0.0 | 38.1 | 0.0 | 34.1 | 70.0 | 70.0 | | | |
| Cycle Q Clear(g_c), s | 42.0 | 53.1 | 0.0 | 0.0 | 38.1 | 0.0 | 34.1 | 70.0 | 70.0 | | | |
| Prop In Lane | 1.00 | | 0.00 | 0.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Lane Grp Cap(c), veh/h | 414 | 1927 | 0 | 0 | 983 | 444 | 670 | 717 | 622 | | | |
| V/C Ratio(X) | 2.38 | 0.59 | 0.00 | 0.00 | 0.82 | 0.00 | 0.61 | 1.20 | 2.46 | | | |
| Avail Cap(c_a), veh/h | 414 | 1927 | 0 | 0 | 983 | 444 | 670 | 717 | 622 | | | |
| HCM Platoon Ratio | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | 0.09 | 0.09 | 0.00 | 0.00 | 0.09 | 0.00 | 1.00 | 1.00 | 1.00 | | | |
| Uniform Delay (d), s/veh | 83.1 | 55.4 | 0.0 | 0.0 | 60.7 | 0.0 | 44.0 | 55.0 | 55.0 | | | |
| Incr Delay (d2), s/veh | 623.6 | 0.1 | 0.0 | 0.0 | 0.5 | 0.0 | 1.2 | 102.1 | 659.9 | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | 92.4 | 26.1 | 0.0 | 0.0 | 18.7 | 0.0 | 16.4 | 56.0 | 144.9 | | | |
| LnGrp Delay(d),s/veh | 706.7 | 55.5 | 0.0 | 0.0 | 61.2 | 0.0 | 45.2 | 157.1 | 714.9 | | | |
| LnGrp LOS | F | E | | | E | | D | F | F | | | |
| Approach Vol, veh/h | | 2125 | | | 802 | | | 2794 | | | | |
| Approach Delay, s/veh | | 358.0 | | | 61.2 | | | 445.6 | | | | |
| Approach LOS | | F | | | E | | | F | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 104.0 | | | 48.0 | 56.0 | | 76.0 |
| Change Period (Y+Rc), s | | 6.0 | | | 6.0 | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | | 98.0 | | | 42.0 | 50.0 | | 70.0 |
| Max Q Clear Time (g_c+I1), s | | 55.1 | | | 44.0 | 40.1 | | 72.0 |
| Green Ext Time (p_c), s | | 11.4 | | | 0.0 | 5.9 | | 0.0 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 359.2 |
| HCM 2010 LOS | | F |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 1338 | 1037 | 79 | 27 | 512 | 254 | 11 | 10 | 19 | 234 | 15 | 1068 |
| Future Volume (veh/h) | 1338 | 1037 | 79 | 27 | 512 | 254 | 11 | 10 | 19 | 234 | 15 | 1068 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1881 | 1863 | 1900 | 1900 | 1863 | 1845 | 1900 | 1900 | 1900 | 1881 | 1883 | 1863 |
| Adj Flow Rate, veh/h | 1470 | 1140 | 0 | 29 | 551 | 0 | 12 | 12 | 0 | 260 | 17 | 0 |
| Adj No. of Lanes | 2 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 2 | 1 | 1 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.93 | 0.93 | 0.93 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 1 | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 1 | 0 | 2 |
| Cap, veh/h | 2084 | 2513 | 1147 | 102 | 511 | 226 | 56 | 59 | 50 | 316 | 166 | 140 |
| Arrive On Green | 0.20 | 0.23 | 0.00 | 0.03 | 0.14 | 0.00 | 0.03 | 0.03 | 0.00 | 0.09 | 0.09 | 0.00 |
| Sat Flow, veh/h | 3476 | 3539 | 1615 | 1810 | 3539 | 1568 | 1810 | 1900 | 1615 | 3583 | 1883 | 1583 |
| Grp Volume(v), veh/h | 1470 | 1140 | 0 | 29 | 551 | 0 | 12 | 12 | 0 | 260 | 17 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1738 | 1770 | 1615 | 1810 | 1770 | 1568 | 1810 | 1900 | 1615 | 1792 | 1883 | 1583 |
| Q Serve(g_s), s | 71.0 | 49.7 | 0.0 | 2.6 | 26.0 | 0.0 | 1.2 | 1.1 | 0.0 | 12.8 | 1.5 | 0.0 |
| Cycle Q Clear(g_c), s | 71.0 | 49.7 | 0.0 | 2.6 | 26.0 | 0.0 | 1.2 | 1.1 | 0.0 | 12.8 | 1.5 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 2084 | 2513 | 1147 | 102 | 511 | 226 | 56 | 59 | 50 | 316 | 166 | 140 |
| V/C Ratio(X) | 0.71 | 0.45 | 0.00 | 0.29 | 1.08 | 0.00 | 0.21 | 0.20 | 0.00 | 0.82 | 0.10 | 0.00 |
| Avail Cap(c_a), veh/h | 2084 | 2513 | 1147 | 120 | 511 | 226 | 231 | 243 | 206 | 950 | 499 | 420 |
| HCM Platoon Ratio | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.09 | 0.09 | 0.00 | 0.61 | 0.61 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 57.4 | 39.0 | 0.0 | 70.9 | 77.0 | 0.0 | 85.1 | 85.0 | 0.0 | 80.7 | 75.5 | 0.0 |
| Incr Delay (d2), s/veh | 0.1 | 0.1 | 0.0 | 0.9 | 54.3 | 0.0 | 1.9 | 1.7 | 0.0 | 5.4 | 0.3 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 34.2 | 24.4 | 0.0 | 1.3 | 16.6 | 0.0 | 0.6 | 0.6 | 0.0 | 6.6 | 0.8 | 0.0 |
| LnGrp Delay(d),s/veh | 57.5 | 39.0 | 0.0 | 71.9 | 131.3 | 0.0 | 86.9 | 86.7 | 0.0 | 86.1 | 75.8 | 0.0 |
| LnGrp LOS | E | D | | E | F | | F | F | | F | E | |
| Approach Vol, veh/h | | 2610 | | | 580 | | | 24 | | | 277 | |
| Approach Delay, s/veh | | 49.4 | | | 128.3 | | | 86.8 | | | 85.4 | |
| Approach LOS | | D | | | F | | | F | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 11.8 | 134.1 | | 11.9 | 114.2 | 31.7 | | 22.2 |
| Change Period (Y+Rc), s | * 5.7 | * 6.3 | | * 6.3 | * 6.3 | * 5.7 | | 6.3 |
| Max Green Setting (Gmax), s | * 8 | * 78 | | * 23 | * 59 | * 26 | | 47.7 |
| Max Q Clear Time (g_c+I1), s | 14.6 | 51.7 | | 3.2 | 73.0 | 28.0 | | 14.8 |
| Green Ext Time (p_c), s | 0.0 | 18.8 | | 0.0 | 0.0 | 0.0 | | 1.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 65.6 |
| HCM 2010 LOS | E |

Notes

User approved volume balancing among the lanes for turning movement.

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 0 | 259 | 0 | 0 | 0 | 0 | 0 | 1540 | 326 |
| Future Volume (veh/h) | 0 | 0 | 0 | 0 | 259 | 0 | 0 | 0 | 0 | 0 | 1540 | 326 |
| Number | | | | 7 | 4 | 14 | | | | 5 | 2 | 12 |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | | | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | | | | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | | | | 0 | 1881 | 0 | | | | 0 | 1863 | 1845 |
| Adj Flow Rate, veh/h | | | | 0 | 278 | 0 | | | | 0 | 1674 | 0 |
| Adj No. of Lanes | | | | 0 | 2 | 0 | | | | 0 | 3 | 1 |
| Peak Hour Factor | | | | 0.93 | 0.93 | 0.93 | | | | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | | | | 0 | 1 | 0 | | | | 0 | 2 | 3 |
| Cap, veh/h | | | | 0 | 466 | 0 | | | | 0 | 3434 | 1059 |
| Arrive On Green | | | | 0.00 | 0.13 | 0.00 | | | | 0.00 | 0.68 | 0.00 |
| Sat Flow, veh/h | | | | 0 | 3762 | 0 | | | | 0 | 5253 | 1568 |
| Grp Volume(v), veh/h | | | | 0 | 278 | 0 | | | | 0 | 1674 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | | 0 | 1787 | 0 | | | | 0 | 1695 | 1568 |
| Q Serve(g_s), s | | | | 0.0 | 4.6 | 0.0 | | | | 0.0 | 10.1 | 0.0 |
| Cycle Q Clear(g_c), s | | | | 0.0 | 4.6 | 0.0 | | | | 0.0 | 10.1 | 0.0 |
| Prop In Lane | | | | 0.00 | | 0.00 | | | | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 0 | 466 | 0 | | | | 0 | 3434 | 1059 |
| V/C Ratio(X) | | | | 0.00 | 0.60 | 0.00 | | | | 0.00 | 0.49 | 0.00 |
| Avail Cap(c_a), veh/h | | | | 0 | 1525 | 0 | | | | 0 | 5680 | 1751 |
| HCM Platoon Ratio | | | | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | | | | 0.00 | 1.00 | 0.00 | | | | 0.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | | | | 0.0 | 26.0 | 0.0 | | | | 0.0 | 5.0 | 0.0 |
| Incr Delay (d2), s/veh | | | | 0.0 | 1.2 | 0.0 | | | | 0.0 | 0.2 | 0.0 |
| Initial Q Delay(d3),s/veh | | | | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | | 0.0 | 2.4 | 0.0 | | | | 0.0 | 4.7 | 0.0 |
| LnGrp Delay(d),s/veh | | | | 0.0 | 27.2 | 0.0 | | | | 0.0 | 5.1 | 0.0 |
| LnGrp LOS | | | | | C | | | | | | A | |
| Approach Vol, veh/h | | | | | 278 | | | | | | 1674 | |
| Approach Delay, s/veh | | | | | 27.2 | | | | | | 5.1 | |
| Approach LOS | | | | | C | | | | | | A | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | | | |
| Phs Duration (G+Y+Rc), s | | 49.0 | | 14.3 | | | | |
| Change Period (Y+Rc), s | | 6.3 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | | 70.7 | | 27.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 12.1 | | 6.6 | | | | |
| Green Ext Time (p_c), s | | 30.7 | | 1.7 | | | | |

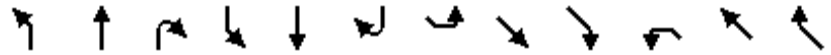
| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 8.3 |
| HCM 2010 LOS | | A |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 398 | 0 | 0 | 0 | 0 | 0 | 2309 | 235 | 0 | 0 | 0 |
| Future Volume (veh/h) | 0 | 398 | 0 | 0 | 0 | 0 | 0 | 2309 | 235 | 0 | 0 | 0 |
| Number | 3 | 8 | 18 | | | | 1 | 6 | 16 | | | |
| Initial Q (Qb), veh | 0 | 0 | 0 | | | | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | | | | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | | | |
| Adj Sat Flow, veh/h/ln | 0 | 1863 | 0 | | | | 0 | 1863 | 1792 | | | |
| Adj Flow Rate, veh/h | 0 | 419 | 0 | | | | 0 | 2566 | 0 | | | |
| Adj No. of Lanes | 0 | 2 | 0 | | | | 0 | 3 | 1 | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | | | | 0.90 | 0.90 | 0.90 | | | |
| Percent Heavy Veh, % | 0 | 2 | 0 | | | | 0 | 2 | 6 | | | |
| Cap, veh/h | 0 | 530 | 0 | | | | 0 | 3719 | 1114 | | | |
| Arrive On Green | 0.00 | 0.15 | 0.00 | | | | 0.00 | 0.73 | 0.00 | | | |
| Sat Flow, veh/h | 0 | 3725 | 0 | | | | 0 | 5253 | 1524 | | | |
| Grp Volume(v), veh/h | 0 | 419 | 0 | | | | 0 | 2566 | 0 | | | |
| Grp Sat Flow(s),veh/h/ln | 0 | 1770 | 0 | | | | 0 | 1695 | 1524 | | | |
| Q Serve(g_s), s | 0.0 | 11.8 | 0.0 | | | | 0.0 | 28.3 | 0.0 | | | |
| Cycle Q Clear(g_c), s | 0.0 | 11.8 | 0.0 | | | | 0.0 | 28.3 | 0.0 | | | |
| Prop In Lane | 0.00 | | 0.00 | | | | 0.00 | | 1.00 | | | |
| Lane Grp Cap(c), veh/h | 0 | 530 | 0 | | | | 0 | 3719 | 1114 | | | |
| V/C Ratio(X) | 0.00 | 0.79 | 0.00 | | | | 0.00 | 0.69 | 0.00 | | | |
| Avail Cap(c_a), veh/h | 0 | 752 | 0 | | | | 0 | 3719 | 1114 | | | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | 0.00 | 1.00 | 0.00 | | | | 0.00 | 1.00 | 0.00 | | | |
| Uniform Delay (d), s/veh | 0.0 | 42.4 | 0.0 | | | | 0.0 | 7.5 | 0.0 | | | |
| Incr Delay (d2), s/veh | 0.0 | 3.8 | 0.0 | | | | 0.0 | 1.1 | 0.0 | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | 0.0 | 6.0 | 0.0 | | | | 0.0 | 13.4 | 0.0 | | | |
| LnGrp Delay(d),s/veh | 0.0 | 46.2 | 0.0 | | | | 0.0 | 8.6 | 0.0 | | | |
| LnGrp LOS | | D | | | | | | A | | | | |
| Approach Vol, veh/h | | 419 | | | | | | 2566 | | | | |
| Approach Delay, s/veh | | 46.2 | | | | | | 8.6 | | | | |
| Approach LOS | | D | | | | | | A | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | | | | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | | | | | 82.0 | | 21.5 |
| Change Period (Y+Rc), s | | | | | | 6.3 | | 6.0 |
| Max Green Setting (Gmax), s | | | | | | 75.7 | | 22.0 |
| Max Q Clear Time (g_c+I1), s | | | | | | 30.3 | | 13.8 |
| Green Ext Time (p_c), s | | | | | | 40.6 | | 1.7 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 13.9 |
| HCM 2010 LOS | B |



| Movement | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 602 | 2252 | 0 | 0 | 2312 | 270 | 0 | 0 | 0 | 654 | 0 | 276 |
| Future Volume (veh/h) | 602 | 2252 | 0 | 0 | 2312 | 270 | 0 | 0 | 0 | 654 | 0 | 276 |
| Number | 3 | 8 | 18 | 7 | 4 | 14 | | | | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1845 | 1827 | 0 | 0 | 1827 | 1712 | | | | 1845 | 0 | 1810 |
| Adj Flow Rate, veh/h | 662 | 2475 | 0 | 0 | 2513 | 0 | | | | 711 | 0 | 0 |
| Adj No. of Lanes | 2 | 3 | 0 | 0 | 3 | 1 | | | | 2 | 0 | 1 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.92 | 0.92 | 0.92 | | | | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 3 | 4 | 0 | 0 | 4 | 11 | | | | 3 | 0 | 5 |
| Cap, veh/h | 629 | 3530 | 0 | 0 | 2379 | 694 | | | | 682 | 0 | 308 |
| Arrive On Green | 0.18 | 0.71 | 0.00 | 0.00 | 0.48 | 0.00 | | | | 0.20 | 0.00 | 0.00 |
| Sat Flow, veh/h | 3408 | 5152 | 0 | 0 | 5152 | 1455 | | | | 3408 | 0 | 1538 |
| Grp Volume(v), veh/h | 662 | 2475 | 0 | 0 | 2513 | 0 | | | | 711 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1704 | 1663 | 0 | 0 | 1663 | 1455 | | | | 1704 | 0 | 1538 |
| Q Serve(g_s), s | 24.0 | 37.4 | 0.0 | 0.0 | 62.0 | 0.0 | | | | 26.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 24.0 | 37.4 | 0.0 | 0.0 | 62.0 | 0.0 | | | | 26.0 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.00 | 0.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 629 | 3530 | 0 | 0 | 2379 | 694 | | | | 682 | 0 | 308 |
| V/C Ratio(X) | 1.05 | 0.70 | 0.00 | 0.00 | 1.06 | 0.00 | | | | 1.04 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 629 | 3530 | 0 | 0 | 2379 | 694 | | | | 682 | 0 | 308 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 0.00 | 0.29 | 0.00 | | | | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 53.0 | 11.0 | 0.0 | 0.0 | 34.0 | 0.0 | | | | 52.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 50.3 | 1.2 | 0.0 | 0.0 | 29.0 | 0.0 | | | | 46.2 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 15.7 | 17.3 | 0.0 | 0.0 | 34.8 | 0.0 | | | | 16.6 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 103.3 | 12.2 | 0.0 | 0.0 | 63.0 | 0.0 | | | | 98.2 | 0.0 | 0.0 |
| LnGrp LOS | F | B | | | F | | | | | F | | |
| Approach Vol, veh/h | | 3137 | | | 2513 | | | | | | 711 | |
| Approach Delay, s/veh | | 31.4 | | | 63.0 | | | | | | 98.2 | |
| Approach LOS | | C | | | E | | | | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | | 3 | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | | 30.0 | 68.0 | | 32.0 | | 98.0 |
| Change Period (Y+Rc), s | | | 6.0 | 6.0 | | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | | | 24.0 | 62.0 | | 26.0 | | 92.0 |
| Max Q Clear Time (g_c+I1), s | | | 26.0 | 64.0 | | 28.0 | | 39.4 |
| Green Ext Time (p_c), s | | | 0.0 | 0.0 | | 0.0 | | 46.8 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 51.4 |
| HCM 2010 LOS | D |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 350 | 88 | 112 | 0 | 1354 | 241 |
| Future Volume (veh/h) | 350 | 88 | 112 | 0 | 1354 | 241 |
| Number | 3 | 18 | 1 | 6 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1881 | 1845 | 1863 | 0 | 1810 | 1845 |
| Adj Flow Rate, veh/h | 389 | 98 | 122 | 0 | 1425 | 254 |
| Adj No. of Lanes | 1 | 1 | 1 | 0 | 3 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.92 | 0.92 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 1 | 3 | 2 | 0 | 5 | 3 |
| Cap, veh/h | 451 | 395 | 169 | 0 | 2171 | 689 |
| Arrive On Green | 0.25 | 0.25 | 0.10 | 0.00 | 0.44 | 0.44 |
| Sat Flow, veh/h | 1792 | 1568 | 1774 | 122 | 5103 | 1568 |
| Grp Volume(v), veh/h | 389 | 98 | 122 | 39.8 | 1425 | 254 |
| Grp Sat Flow(s),veh/h/ln | 1792 | 1568 | 1774 | D | 1647 | 1568 |
| Q Serve(g_s), s | 16.1 | 3.9 | 5.2 | | 17.7 | 8.4 |
| Cycle Q Clear(g_c), s | 16.1 | 3.9 | 5.2 | | 17.7 | 8.4 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 451 | 395 | 169 | | 2171 | 689 |
| V/C Ratio(X) | 0.86 | 0.25 | 0.72 | | 0.66 | 0.37 |
| Avail Cap(c_a), veh/h | 843 | 738 | 344 | | 2647 | 840 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 27.8 | 23.2 | 34.2 | | 17.2 | 14.6 |
| Incr Delay (d2), s/veh | 5.0 | 0.3 | 5.7 | | 0.6 | 0.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 8.6 | 1.7 | 2.8 | | 8.2 | 3.7 |
| LnGrp Delay(d),s/veh | 32.8 | 23.6 | 39.8 | | 17.7 | 15.1 |
| LnGrp LOS | C | C | D | | B | B |
| Approach Vol, veh/h | 487 | | | | 1679 | |
| Approach Delay, s/veh | 31.0 | | | | 17.3 | |
| Approach LOS | C | | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | | | | | 8 |
| Phs Duration (G+Y+Rc), s | 12.8 | 40.0 | | | | | | 25.0 |
| Change Period (Y+Rc), s | 5.4 | * 5.8 | | | | | | 5.4 |
| Max Green Setting (Gmax), s | 15.1 | * 42 | | | | | | 36.6 |
| Max Q Clear Time (g_c+I1), s | 7.2 | 19.7 | | | | | | 18.1 |
| Green Ext Time (p_c), s | 0.2 | 14.5 | | | | | | 1.4 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 21.4 |
| HCM 2010 LOS | C |

Notes

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 83 | 17 | 631 | 212 | 28 | 42 | 307 | 2122 | 99 | 15 | 1739 | 40 |
| Future Volume (veh/h) | 83 | 17 | 631 | 212 | 28 | 42 | 307 | 2122 | 99 | 15 | 1739 | 40 |
| Number | 3 | 8 | 18 | 7 | 4 | 14 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1845 | 1545 | 1881 | 1597 | 1658 | 1900 | 1845 | 1863 | 1407 | 1638 | 1845 | 1900 |
| Adj Flow Rate, veh/h | 92 | 19 | 0 | 236 | 31 | 47 | 341 | 2358 | 110 | 17 | 1932 | 0 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 0 | 2 | 2 | 1 | 1 | 3 | 1 |
| 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, % | 3 | 23 | 1 | 19 | 23 | 23 | 3 | 2 | 35 | 16 | 3 | 0 |
| Cap, veh/h | 282 | 335 | 347 | 302 | 129 | 196 | 524 | 2141 | 724 | 33 | 2409 | 773 |
| Arrive On Green | 0.22 | 0.22 | 0.00 | 0.22 | 0.22 | 0.22 | 0.20 | 0.80 | 0.80 | 0.02 | 0.48 | 0.00 |
| Sat Flow, veh/h | 1303 | 1545 | 1599 | 1189 | 596 | 903 | 3408 | 3539 | 1196 | 1560 | 5036 | 1615 |
| Grp Volume(v), veh/h | 92 | 19 | 0 | 236 | 0 | 78 | 341 | 2358 | 110 | 17 | 1932 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1303 | 1545 | 1599 | 1189 | 0 | 1499 | 1704 | 1770 | 1196 | 1560 | 1679 | 1615 |
| Q Serve(g_s), s | 8.2 | 1.3 | 0.0 | 25.5 | 0.0 | 5.6 | 11.9 | 78.6 | 2.7 | 1.4 | 42.2 | 0.0 |
| Cycle Q Clear(g_c), s | 13.7 | 1.3 | 0.0 | 26.8 | 0.0 | 5.6 | 11.9 | 78.6 | 2.7 | 1.4 | 42.2 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.60 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 282 | 335 | 347 | 302 | 0 | 325 | 524 | 2141 | 724 | 33 | 2409 | 773 |
| V/C Ratio(X) | 0.33 | 0.06 | 0.00 | 0.78 | 0.00 | 0.24 | 0.65 | 1.10 | 0.15 | 0.51 | 0.80 | 0.00 |
| Avail Cap(c_a), veh/h | 282 | 335 | 347 | 302 | 0 | 325 | 524 | 2141 | 724 | 72 | 2409 | 773 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.33 | 1.33 | 1.33 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.63 | 0.63 | 0.63 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 47.7 | 40.4 | 0.0 | 51.0 | 0.0 | 42.0 | 48.5 | 12.7 | 5.3 | 63.0 | 28.7 | 0.0 |
| Incr Delay (d2), s/veh | 0.7 | 0.1 | 0.0 | 12.5 | 0.0 | 0.4 | 1.8 | 50.8 | 0.3 | 8.9 | 2.9 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.0 | 0.6 | 0.0 | 9.4 | 0.0 | 2.4 | 5.7 | 52.2 | 0.9 | 0.7 | 20.2 | 0.0 |
| LnGrp Delay(d),s/veh | 48.4 | 40.4 | 0.0 | 63.5 | 0.0 | 42.4 | 50.3 | 63.5 | 5.6 | 71.9 | 31.6 | 0.0 |
| LnGrp LOS | D | D | | E | | D | D | F | A | E | C | |
| Approach Vol, veh/h | | 111 | | | 314 | | | 2809 | | | 1949 | |
| Approach Delay, s/veh | | 47.0 | | | 58.2 | | | 59.6 | | | 32.0 | |
| Approach LOS | | D | | | E | | | E | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 16.8 | 68.2 | | 35.0 | 9.6 | 85.4 | | 35.0 |
| Change Period (Y+Rc), s | 6.8 | * 6 | | * 6.8 | * 6.8 | * 6.8 | | * 6.8 |
| Max Green Setting (Gmax), s | 20.0 | * 62 | | * 28 | * 6 | * 76 | | * 28 |
| Max Q Clear Time (g_c+I1), s | 13.9 | 44.2 | | 28.8 | 3.4 | 80.6 | | 15.7 |
| Green Ext Time (p_c), s | 3.9 | 14.8 | | 0.0 | 0.0 | 0.0 | | 1.4 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 48.9 |
| HCM 2010 LOS | D |

Notes

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 192 | 115 | 282 | 376 | 422 | 575 | 313 | 2009 | 73 | 85 | 1137 | 189 |
| Future Volume (veh/h) | 192 | 115 | 282 | 376 | 422 | 575 | 313 | 2009 | 73 | 85 | 1137 | 189 |
| Number | 3 | 8 | 18 | 7 | 4 | 14 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1712 | 1818 | 1900 | 1743 | 1783 | 1900 | 1881 | 1777 | 1900 | 1450 | 1812 | 1900 |
| Adj Flow Rate, veh/h | 213 | 128 | 313 | 418 | 469 | 639 | 348 | 2232 | 81 | 92 | 1236 | 205 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 2 | 2 | 0 | 1 | 2 | 0 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 11 | 13 | 13 | 9 | 6 | 6 | 1 | 5 | 5 | 31 | 3 | 3 |
| Cap, veh/h | 162 | 450 | 403 | 257 | 470 | 420 | 379 | 1533 | 55 | 98 | 1225 | 202 |
| Arrive On Green | 0.08 | 0.26 | 0.26 | 0.09 | 0.28 | 0.28 | 0.09 | 0.46 | 0.46 | 0.04 | 0.41 | 0.41 |
| Sat Flow, veh/h | 1630 | 1728 | 1546 | 1660 | 1694 | 1515 | 3476 | 3324 | 120 | 1381 | 2960 | 488 |
| Grp Volume(v), veh/h | 213 | 128 | 313 | 418 | 469 | 639 | 348 | 1127 | 1186 | 92 | 716 | 725 |
| Grp Sat Flow(s),veh/h/ln | 1630 | 1728 | 1546 | 1660 | 1694 | 1515 | 1738 | 1688 | 1756 | 1381 | 1722 | 1726 |
| Q Serve(g_s), s | 13.5 | 10.7 | 33.8 | 16.5 | 49.8 | 49.9 | 13.7 | 83.0 | 83.0 | 6.7 | 74.5 | 74.5 |
| Cycle Q Clear(g_c), s | 13.5 | 10.7 | 33.8 | 16.5 | 49.8 | 49.9 | 13.7 | 83.0 | 83.0 | 6.7 | 74.5 | 74.5 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.07 | 1.00 | | 0.28 |
| Lane Grp Cap(c), veh/h | 162 | 450 | 403 | 257 | 470 | 420 | 379 | 778 | 810 | 98 | 713 | 714 |
| V/C Ratio(X) | 1.31 | 0.28 | 0.78 | 1.63 | 1.00 | 1.52 | 0.92 | 1.45 | 1.47 | 0.94 | 1.00 | 1.02 |
| Avail Cap(c_a), veh/h | 162 | 450 | 403 | 257 | 470 | 420 | 379 | 778 | 810 | 98 | 713 | 714 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 52.1 | 53.1 | 61.7 | 55.6 | 65.0 | 65.1 | 56.5 | 48.5 | 48.5 | 84.4 | 52.8 | 52.8 |
| Incr Delay (d2), s/veh | 177.6 | 0.4 | 9.5 | 300.4 | 41.2 | 246.4 | 26.5 | 208.7 | 216.1 | 72.3 | 34.8 | 37.6 |
| 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 | 16.1 | 5.1 | 15.5 | 30.8 | 28.7 | 49.6 | 10.0 | 83.8 | 88.8 | 6.5 | 42.3 | 43.0 |
| LnGrp Delay(d),s/veh | 229.7 | 53.6 | 71.2 | 356.1 | 106.3 | 311.5 | 83.0 | 257.2 | 264.6 | 156.7 | 87.5 | 90.3 |
| LnGrp LOS | F | D | E | F | F | F | F | F | F | F | F | F |
| Approach Vol, veh/h | | 654 | | | 1526 | | | 2661 | | | 1533 | |
| Approach Delay, s/veh | | 119.4 | | | 260.6 | | | 237.7 | | | 93.0 | |
| Approach LOS | | F | | | F | | | F | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 22.0 | 81.0 | 20.0 | 57.0 | 14.0 | 89.0 | 23.0 | 54.0 |
| Change Period (Y+Rc), s | 6.5 | 6.5 | 6.5 | 7.1 | 6.5 | 6.0 | 6.5 | 7.1 |
| Max Green Setting (Gmax), s | 15.5 | 74.5 | 13.5 | 49.9 | 7.5 | 83.0 | 16.5 | 46.9 |
| Max Q Clear Time (g_c+I1), s | 15.7 | 76.5 | 15.5 | 51.9 | 8.7 | 85.0 | 18.5 | 35.8 |
| Green Ext Time (p_c), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.8 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | 196.2 | |
| HCM 2010 LOS | F | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 1255 | 271 | 84 | 1960 | 953 | 676 |
| Future Volume (veh/h) | 1255 | 271 | 84 | 1960 | 953 | 676 |
| Number | 3 | 18 | 1 | 6 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1760 | 1900 | 1863 | 1827 | 1810 | 1827 |
| Adj Flow Rate, veh/h | 1379 | 0 | 92 | 2154 | 1025 | 0 |
| Adj No. of Lanes | 2 | 1 | 1 | 2 | 2 | 1 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 9 | 0 | 2 | 4 | 5 | 4 |
| Cap, veh/h | 1285 | 619 | 236 | 1785 | 1426 | 644 |
| Arrive On Green | 0.38 | 0.00 | 0.05 | 0.51 | 0.41 | 0.00 |
| Sat Flow, veh/h | 3353 | 1615 | 1774 | 3563 | 3529 | 1553 |
| Grp Volume(v), veh/h | 1379 | 0 | 92 | 2154 | 1025 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1677 | 1615 | 1774 | 1736 | 1719 | 1553 |
| Q Serve(g_s), s | 46.0 | 0.0 | 3.4 | 61.7 | 29.8 | 0.0 |
| Cycle Q Clear(g_c), s | 46.0 | 0.0 | 3.4 | 61.7 | 29.8 | 0.0 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 1285 | 619 | 236 | 1785 | 1426 | 644 |
| V/C Ratio(X) | 1.07 | 0.00 | 0.39 | 1.21 | 0.72 | 0.00 |
| Avail Cap(c_a), veh/h | 1285 | 619 | 243 | 1785 | 1426 | 644 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.56 | 0.56 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 37.0 | 0.0 | 22.2 | 29.2 | 29.3 | 0.0 |
| Incr Delay (d2), s/veh | 47.1 | 0.0 | 0.4 | 96.3 | 3.1 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 29.7 | 0.0 | 1.7 | 53.1 | 14.7 | 0.0 |
| LnGrp Delay(d),s/veh | 84.1 | 0.0 | 22.7 | 125.4 | 32.4 | 0.0 |
| LnGrp LOS | F | | C | F | C | |
| Approach Vol, veh/h | 1379 | | | 2246 | 1025 | |
| Approach Delay, s/veh | 84.1 | | | 121.2 | 32.4 | |
| Approach LOS | F | | | F | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 11.9 | 56.1 | | | | 68.0 | | 52.0 |
| Change Period (Y+Rc), s | 6.2 | 6.3 | | | | 6.3 | | 6.0 |
| Max Green Setting (Gmax), s | 6.3 | 49.3 | | | | 61.7 | | 46.0 |
| Max Q Clear Time (g_c+I1), s | 5.4 | 31.8 | | | | 63.7 | | 48.0 |
| Green Ext Time (p_c), s | 0.0 | 16.8 | | | | 0.0 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 90.7 |
| HCM 2010 LOS | F |

Notes

User approved volume balancing among the lanes for turning movement.

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



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 563 | 86 | 137 | 1481 | 850 | 374 |
| Future Volume (veh/h) | 563 | 86 | 137 | 1481 | 850 | 374 |
| Number | 3 | 18 | 1 | 6 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1801 | 1900 | 1900 | 1863 | 1863 | 1712 |
| Adj Flow Rate, veh/h | 626 | 0 | 152 | 1646 | 934 | 0 |
| Adj No. of Lanes | 2 | 1 | 1 | 2 | 2 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.91 | 0.91 |
| Percent Heavy Veh, % | 6 | 0 | 0 | 2 | 2 | 11 |
| Cap, veh/h | 765 | 360 | 471 | 2388 | 2388 | 982 |
| Arrive On Green | 0.22 | 0.00 | 0.67 | 0.67 | 1.00 | 0.00 |
| Sat Flow, veh/h | 3431 | 1615 | 609 | 3632 | 3632 | 1455 |
| Grp Volume(v), veh/h | 626 | 0 | 152 | 1646 | 934 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1716 | 1615 | 609 | 1770 | 1770 | 1455 |
| Q Serve(g_s), s | 20.8 | 0.0 | 13.0 | 33.9 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 20.8 | 0.0 | 13.0 | 33.9 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 765 | 360 | 471 | 2388 | 2388 | 982 |
| V/C Ratio(X) | 0.82 | 0.00 | 0.32 | 0.69 | 0.39 | 0.00 |
| Avail Cap(c_a), veh/h | 944 | 444 | 471 | 2388 | 2388 | 982 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.94 | 0.94 | 0.62 | 0.00 |
| Uniform Delay (d), s/veh | 44.3 | 0.0 | 8.5 | 11.9 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 7.1 | 0.0 | 0.4 | 0.8 | 0.3 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 10.6 | 0.0 | 2.2 | 16.7 | 0.1 | 0.0 |
| LnGrp Delay(d),s/veh | 51.5 | 0.0 | 8.8 | 12.7 | 0.3 | 0.0 |
| LnGrp LOS | D | | A | B | A | |
| Approach Vol, veh/h | 626 | | | 1798 | 934 | |
| Approach Delay, s/veh | 51.5 | | | 12.4 | 0.3 | |
| Approach LOS | D | | | B | A | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 87.3 | | | | 87.3 | | 32.7 |
| Change Period (Y+Rc), s | | 6.3 | | | | 6.3 | | 6.0 |
| Max Green Setting (Gmax), s | | 74.7 | | | | 74.7 | | 33.0 |
| Max Q Clear Time (g_c+I1), s | | 2.0 | | | | 35.9 | | 22.8 |
| Green Ext Time (p_c), s | | 57.6 | | | | 34.0 | | 3.9 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 16.3 |
| HCM 2010 LOS | B |

Notes

User approved volume balancing among the lanes for turning movement.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 95 | 20 | 26 | 5 | 10 | 86 | 46 | 874 | 8 | 68 | 703 | 165 |
| Future Volume (veh/h) | 95 | 20 | 26 | 5 | 10 | 86 | 46 | 874 | 8 | 68 | 703 | 165 |
| Number | 3 | 8 | 18 | 7 | 4 | 14 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1883 | 1900 | 1900 | 1900 | 1900 | 1900 | 1843 | 1900 | 1863 | 1881 | 1900 |
| Adj Flow Rate, veh/h | 106 | 22 | 29 | 6 | 11 | 96 | 48 | 920 | 8 | 73 | 756 | 177 |
| Adj No. of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 2 | 0 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.95 | 0.95 | 0.95 | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 2 | 1 | 1 |
| Cap, veh/h | 179 | 35 | 37 | 37 | 33 | 214 | 527 | 2726 | 24 | 471 | 2205 | 516 |
| Arrive On Green | 0.15 | 0.15 | 0.15 | 0.15 | 0.15 | 0.15 | 0.77 | 0.77 | 0.77 | 1.00 | 1.00 | 1.00 |
| Sat Flow, veh/h | 860 | 235 | 248 | 35 | 218 | 1427 | 610 | 3556 | 31 | 600 | 2876 | 673 |
| Grp Volume(v), veh/h | 157 | 0 | 0 | 113 | 0 | 0 | 48 | 453 | 475 | 73 | 470 | 463 |
| Grp Sat Flow(s),veh/h/ln | 1344 | 0 | 0 | 1680 | 0 | 0 | 610 | 1750 | 1837 | 600 | 1787 | 1762 |
| Q Serve(g_s), s | 6.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 | 9.8 | 9.8 | 1.8 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 13.7 | 0.0 | 0.0 | 7.5 | 0.0 | 0.0 | 2.4 | 9.8 | 9.8 | 11.6 | 0.0 | 0.0 |
| Prop In Lane | 0.68 | | 0.18 | 0.05 | | 0.85 | 1.00 | | 0.02 | 1.00 | | 0.38 |
| Lane Grp Cap(c), veh/h | 252 | 0 | 0 | 284 | 0 | 0 | 527 | 1342 | 1408 | 471 | 1370 | 1351 |
| V/C Ratio(X) | 0.62 | 0.00 | 0.00 | 0.40 | 0.00 | 0.00 | 0.09 | 0.34 | 0.34 | 0.15 | 0.34 | 0.34 |
| Avail Cap(c_a), veh/h | 498 | 0 | 0 | 568 | 0 | 0 | 527 | 1342 | 1408 | 471 | 1370 | 1351 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.91 | 0.91 | 0.91 |
| Uniform Delay (d), s/veh | 49.3 | 0.0 | 0.0 | 46.5 | 0.0 | 0.0 | 3.5 | 4.4 | 4.4 | 0.6 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 3.6 | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 | 0.1 | 0.2 | 0.2 | 0.6 | 0.6 | 0.6 |
| 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 | 5.3 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.4 | 4.7 | 5.0 | 0.4 | 0.2 | 0.2 |
| LnGrp Delay(d),s/veh | 52.8 | 0.0 | 0.0 | 47.8 | 0.0 | 0.0 | 3.7 | 4.6 | 4.6 | 1.3 | 0.6 | 0.6 |
| LnGrp LOS | D | | | D | | | A | A | A | A | A | A |
| Approach Vol, veh/h | | 157 | | | 113 | | | 976 | | | 1006 | |
| Approach Delay, s/veh | | 52.8 | | | 47.8 | | | 4.6 | | | 0.7 | |
| Approach LOS | | D | | | D | | | A | | | A | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 97.0 | | 23.0 | | 97.0 | | 23.0 |
| Change Period (Y+Rc), s | | 5.0 | | 5.0 | | 5.0 | | 5.0 |
| Max Green Setting (Gmax), s | | 71.0 | | 39.0 | | 71.0 | | 39.0 |
| Max Q Clear Time (g_c+I1), s | | 13.6 | | 9.5 | | 11.8 | | 15.7 |
| Green Ext Time (p_c), s | | 30.9 | | 2.5 | | 31.4 | | 2.3 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 8.4 |
| HCM 2010 LOS | | A |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 156 | 2834 | 10 | 127 | 3307 | 484 | 86 | 27 | 116 | 480 | 13 | 124 |
| Future Volume (veh/h) | 156 | 2834 | 10 | 127 | 3307 | 484 | 86 | 27 | 116 | 480 | 13 | 124 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1845 | 1900 | 1863 | 1845 | 1863 | 1900 | 1810 | 1863 | 1881 | 1882 | 1845 |
| Adj Flow Rate, veh/h | 170 | 3080 | 11 | 137 | 3556 | 520 | 96 | 30 | 0 | 543 | 0 | 138 |
| Adj No. of Lanes | 2 | 4 | 0 | 1 | 3 | 1 | 1 | 1 | 1 | 2 | 0 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.93 | 0.93 | 0.93 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 2 | 3 | 3 | 2 | 3 | 2 | 0 | 5 | 2 | 1 | 0 | 3 |
| Cap, veh/h | 1148 | 1557 | 6 | 592 | 1192 | 375 | 121 | 121 | 106 | 608 | 0 | 789 |
| Arrive On Green | 0.33 | 0.24 | 0.24 | 0.44 | 0.31 | 0.31 | 0.07 | 0.07 | 0.00 | 0.17 | 0.00 | 0.17 |
| Sat Flow, veh/h | 3442 | 6577 | 23 | 1774 | 5036 | 1583 | 1810 | 1810 | 1583 | 3583 | 0 | 1568 |
| Grp Volume(v), veh/h | 170 | 2229 | 862 | 137 | 3556 | 520 | 96 | 30 | 0 | 543 | 0 | 138 |
| Grp Sat Flow(s),veh/h/ln | 1721 | 1587 | 1841 | 1774 | 1679 | 1583 | 1810 | 1810 | 1583 | 1792 | 0 | 1568 |
| Q Serve(g_s), s | 5.2 | 35.5 | 35.5 | 7.2 | 35.5 | 35.5 | 7.8 | 2.4 | 0.0 | 22.2 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 5.2 | 35.5 | 35.5 | 7.2 | 35.5 | 35.5 | 7.8 | 2.4 | 0.0 | 22.2 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.01 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 1148 | 1126 | 436 | 592 | 1192 | 375 | 121 | 121 | 106 | 608 | 0 | 789 |
| V/C Ratio(X) | 0.15 | 1.98 | 1.98 | 0.23 | 2.98 | 1.39 | 0.80 | 0.25 | 0.00 | 0.89 | 0.00 | 0.17 |
| Avail Cap(c_a), veh/h | 1148 | 1126 | 436 | 592 | 1192 | 375 | 458 | 458 | 401 | 991 | 0 | 957 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.33 | 1.33 | 1.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.30 | 0.30 | 0.30 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 35.0 | 57.2 | 57.3 | 29.8 | 51.4 | 51.4 | 69.0 | 66.4 | 0.0 | 60.9 | 0.0 | 20.3 |
| Incr Delay (d2), s/veh | 0.0 | 443.5 | 449.1 | 0.0 | 893.3 | 179.4 | 4.4 | 0.4 | 0.0 | 3.8 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.5 | 61.8 | 72.4 | 3.5 | 115.0 | 34.2 | 4.1 | 1.2 | 0.0 | 11.3 | 0.0 | 3.1 |
| LnGrp Delay(d),s/veh | 35.1 | 500.7 | 506.4 | 29.8 | 944.7 | 230.8 | 73.4 | 66.8 | 0.0 | 64.8 | 0.0 | 20.3 |
| LnGrp LOS | D | F | F | C | F | F | E | E | | E | | C |
| Approach Vol, veh/h | | 3261 | | | 4213 | | | 126 | | | 681 | |
| Approach Delay, s/veh | | 477.9 | | | 826.8 | | | 71.9 | | | 55.8 | |
| Approach LOS | | F | | | F | | | E | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 57.0 | 42.5 | | 33.0 | 57.0 | 42.5 | | 17.5 |
| Change Period (Y+Rc), s | 7.0 | 7.0 | | 7.5 | 7.0 | 7.0 | | 7.5 |
| Max Green Setting (Gmax), s | 6.0 | 35.5 | | 41.5 | 6.0 | 35.5 | | 38.0 |
| Max Q Clear Time (g_c+I1), s | 9.2 | 37.5 | | 24.2 | 7.2 | 37.5 | | 9.8 |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | 1.2 | 0.0 | 0.0 | | 0.2 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 614.5 |
| HCM 2010 LOS | F |

Notes

User approved volume balancing among the lanes for turning movement.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 2365 | 1065 | 389 | 3053 | 0 | 0 | 0 | 0 | 402 | 0 | 865 |
| Future Volume (veh/h) | 0 | 2365 | 1065 | 389 | 3053 | 0 | 0 | 0 | 0 | 402 | 0 | 865 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | | | | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 0 | 1827 | 1792 | 1881 | 1845 | 0 | | | | 1863 | 1863 | 1759 |
| Adj Flow Rate, veh/h | 0 | 2516 | 0 | 414 | 3248 | 0 | | | | 447 | 0 | 961 |
| Adj No. of Lanes | 0 | 4 | 1 | 2 | 4 | 0 | | | | 2 | 0 | 2 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 4 | 6 | 1 | 3 | 0 | | | | 2 | 0 | 8 |
| Cap, veh/h | 0 | 2786 | 675 | 406 | 3829 | 0 | | | | 1100 | 0 | 927 |
| Arrive On Green | 0.00 | 0.44 | 0.00 | 0.04 | 0.20 | 0.00 | | | | 0.31 | 0.00 | 0.31 |
| Sat Flow, veh/h | 0 | 6540 | 1524 | 3476 | 6604 | 0 | | | | 3548 | 0 | 2991 |
| Grp Volume(v), veh/h | 0 | 2516 | 0 | 414 | 3248 | 0 | | | | 447 | 0 | 961 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1571 | 1524 | 1738 | 1586 | 0 | | | | 1774 | 0 | 1495 |
| Q Serve(g_s), s | 0.0 | 55.7 | 0.0 | 17.5 | 74.0 | 0.0 | | | | 14.9 | 0.0 | 46.5 |
| Cycle Q Clear(g_c), s | 0.0 | 55.7 | 0.0 | 17.5 | 74.0 | 0.0 | | | | 14.9 | 0.0 | 46.5 |
| Prop In Lane | 0.00 | | 1.00 | 1.00 | | 0.00 | | | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 2786 | 675 | 406 | 3829 | 0 | | | | 1100 | 0 | 927 |
| V/C Ratio(X) | 0.00 | 0.90 | 0.00 | 1.02 | 0.85 | 0.00 | | | | 0.41 | 0.00 | 1.04 |
| Avail Cap(c_a), veh/h | 0 | 2786 | 675 | 406 | 3829 | 0 | | | | 1100 | 0 | 927 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 0.09 | 0.00 | 0.09 | 0.09 | 0.00 | | | | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 38.8 | 0.0 | 72.1 | 53.5 | 0.0 | | | | 40.9 | 0.0 | 51.8 |
| Incr Delay (d2), s/veh | 0.0 | 0.5 | 0.0 | 19.1 | 0.2 | 0.0 | | | | 0.1 | 0.0 | 39.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 24.2 | 0.0 | 9.5 | 32.6 | 0.0 | | | | 7.3 | 0.0 | 24.3 |
| LnGrp Delay(d),s/veh | 0.0 | 39.3 | 0.0 | 91.2 | 53.7 | 0.0 | | | | 40.9 | 0.0 | 91.2 |
| LnGrp LOS | | D | | F | D | | | | | D | | F |
| Approach Vol, veh/h | | 2516 | | | 3662 | | | | | | 1408 | |
| Approach Delay, s/veh | | 39.3 | | | 57.9 | | | | | | 75.2 | |
| Approach LOS | | D | | | E | | | | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 97.0 | | | 24.0 | 73.0 | | 53.0 |
| Change Period (Y+Rc), s | | 6.5 | | | 6.5 | 6.5 | | 6.5 |
| Max Green Setting (Gmax), s | | 90.5 | | | 17.5 | 66.5 | | 46.5 |
| Max Q Clear Time (g_c+I1), s | | 76.0 | | | 19.5 | 57.7 | | 48.5 |
| Green Ext Time (p_c), s | | 14.5 | | | 0.0 | 8.7 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 55.0 |
| HCM 2010 LOS | D |

Notes

User approved volume balancing among the lanes for turning movement.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 488 | 1059 | 1220 | 353 | 1360 | 134 | 1414 | 211 | 352 | 116 | 183 | 668 |
| Future Volume (veh/h) | 488 | 1059 | 1220 | 353 | 1360 | 134 | 1414 | 211 | 352 | 116 | 183 | 668 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1845 | 1845 | 1810 | 1845 | 1881 | 1900 | 1792 | 1863 | 1881 | 1900 | 1865 | 1881 |
| Adj Flow Rate, veh/h | 542 | 1177 | 0 | 388 | 1495 | 147 | 1554 | 232 | 387 | 127 | 201 | 734 |
| Adj No. of Lanes | 2 | 4 | 1 | 2 | 4 | 0 | 2 | 1 | 1 | 1 | 1 | 2 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, % | 3 | 3 | 5 | 3 | 1 | 1 | 6 | 2 | 1 | 0 | 2 | 1 |
| Cap, veh/h | 265 | 1819 | 441 | 204 | 1632 | 160 | 1115 | 627 | 634 | 223 | 230 | 643 |
| Arrive On Green | 0.03 | 0.09 | 0.00 | 0.06 | 0.27 | 0.27 | 0.34 | 0.34 | 0.34 | 0.12 | 0.12 | 0.12 |
| Sat Flow, veh/h | 3408 | 6346 | 1538 | 3408 | 6037 | 593 | 3312 | 1863 | 1599 | 1810 | 1865 | 3198 |
| Grp Volume(v), veh/h | 542 | 1177 | 0 | 388 | 1202 | 440 | 1554 | 232 | 387 | 127 | 201 | 734 |
| Grp Sat Flow(s),veh/h/ln | 1704 | 1586 | 1538 | 1704 | 1618 | 1777 | 1656 | 1863 | 1599 | 1810 | 1865 | 1599 |
| Q Serve(g_s), s | 11.6 | 26.8 | 0.0 | 9.0 | 36.0 | 36.1 | 50.5 | 14.2 | 28.9 | 9.9 | 15.9 | 18.5 |
| Cycle Q Clear(g_c), s | 11.6 | 26.8 | 0.0 | 9.0 | 36.0 | 36.1 | 50.5 | 14.2 | 28.9 | 9.9 | 15.9 | 18.5 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.33 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 265 | 1819 | 441 | 204 | 1312 | 480 | 1115 | 627 | 634 | 223 | 230 | 643 |
| V/C Ratio(X) | 2.05 | 0.65 | 0.00 | 1.90 | 0.92 | 0.92 | 1.39 | 0.37 | 0.61 | 0.57 | 0.87 | 1.14 |
| Avail Cap(c_a), veh/h | 265 | 1828 | 443 | 204 | 1333 | 488 | 1115 | 627 | 634 | 223 | 230 | 643 |
| HCM Platoon Ratio | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.38 | 0.38 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 73.1 | 60.6 | 0.0 | 70.5 | 53.1 | 53.1 | 49.7 | 37.7 | 36.0 | 62.0 | 64.6 | 59.9 |
| Incr Delay (d2), s/veh | 476.7 | 0.3 | 0.0 | 421.6 | 11.4 | 24.9 | 182.7 | 0.5 | 2.0 | 3.8 | 29.1 | 81.6 |
| 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 | 23.0 | 11.8 | 0.0 | 16.2 | 17.5 | 21.1 | 51.4 | 7.4 | 13.1 | 5.2 | 10.1 | 15.5 |
| LnGrp Delay(d),s/veh | 549.8 | 60.9 | 0.0 | 492.1 | 64.5 | 77.9 | 232.5 | 38.2 | 38.0 | 65.8 | 93.7 | 141.5 |
| LnGrp LOS | F | E | | F | E | E | F | D | D | E | F | F |
| Approach Vol, veh/h | | 1719 | | | 2030 | | | 2173 | | | 1062 | |
| Approach Delay, s/veh | | 215.0 | | | 149.2 | | | 177.1 | | | 123.4 | |
| Approach LOS | | F | | | F | | | F | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 18.6 | 47.4 | | 58.0 | 16.0 | 50.0 | | 26.0 |
| Change Period (Y+Rc), s | 7.0 | 6.8 | | 7.5 | 7.0 | * 7 | | 7.5 |
| Max Green Setting (Gmax), s | 11.6 | 41.2 | | 50.5 | 9.0 | * 43 | | 18.5 |
| Max Q Clear Time (g_c+I1), s | 13.6 | 38.1 | | 52.5 | 11.0 | 28.8 | | 20.5 |
| Green Ext Time (p_c), s | 0.0 | 2.5 | | 0.0 | 0.0 | 8.4 | | 0.0 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | 170.2 | |
| HCM 2010 LOS | F | |

Notes

User approved volume balancing among the lanes for turning movement.

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 591 | 224 | 531 | 227 | 268 | 128 | 743 | 2273 | 360 | 184 | 1230 | 508 |
| Future Volume (veh/h) | 591 | 224 | 531 | 227 | 268 | 128 | 743 | 2273 | 360 | 184 | 1230 | 508 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1845 | 1881 | 1881 | 1900 | 1881 | 1900 | 1863 | 1881 | 1881 | 1881 | 1863 | 1863 |
| Adj Flow Rate, veh/h | 657 | 249 | 590 | 247 | 291 | 139 | 782 | 2393 | 379 | 196 | 1309 | 540 |
| Adj No. of Lanes | 2 | 1 | 1 | 1 | 2 | 0 | 2 | 3 | 1 | 2 | 3 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.95 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 3 | 1 | 1 | 0 | 1 | 1 | 2 | 1 | 1 | 1 | 2 | 2 |
| Cap, veh/h | 469 | 423 | 360 | 269 | 560 | 261 | 542 | 1867 | 581 | 270 | 1443 | 667 |
| Arrive On Green | 0.14 | 0.22 | 0.22 | 0.15 | 0.24 | 0.24 | 0.16 | 0.36 | 0.36 | 0.08 | 0.28 | 0.28 |
| Sat Flow, veh/h | 3408 | 1881 | 1599 | 1810 | 2369 | 1104 | 3442 | 5136 | 1599 | 3476 | 5085 | 1583 |
| Grp Volume(v), veh/h | 657 | 249 | 590 | 247 | 218 | 212 | 782 | 2393 | 379 | 196 | 1309 | 540 |
| Grp Sat Flow(s),veh/h/ln | 1704 | 1881 | 1599 | 1810 | 1787 | 1686 | 1721 | 1712 | 1599 | 1738 | 1695 | 1583 |
| Q Serve(g_s), s | 19.5 | 16.7 | 21.6 | 19.1 | 15.0 | 15.6 | 22.3 | 51.5 | 28.0 | 7.8 | 35.2 | 20.8 |
| Cycle Q Clear(g_c), s | 19.5 | 16.7 | 21.6 | 19.1 | 15.0 | 15.6 | 22.3 | 51.5 | 28.0 | 7.8 | 35.2 | 20.8 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.65 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 469 | 423 | 360 | 269 | 422 | 398 | 542 | 1867 | 581 | 270 | 1443 | 667 |
| V/C Ratio(X) | 1.40 | 0.59 | 1.64 | 0.92 | 0.52 | 0.53 | 1.44 | 1.28 | 0.65 | 0.73 | 0.91 | 0.81 |
| Avail Cap(c_a), veh/h | 469 | 526 | 447 | 277 | 527 | 498 | 542 | 1867 | 581 | 270 | 1472 | 676 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 61.1 | 49.0 | 25.1 | 59.4 | 47.0 | 47.3 | 59.7 | 45.1 | 37.6 | 63.9 | 48.9 | 13.1 |
| Incr Delay (d2), s/veh | 192.7 | 1.9 | 300.4 | 32.2 | 1.4 | 1.6 | 209.6 | 131.0 | 2.6 | 9.8 | 8.4 | 7.2 |
| 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 | 21.7 | 8.9 | 40.9 | 12.0 | 7.6 | 7.4 | 26.3 | 46.9 | 12.8 | 4.1 | 17.6 | 10.4 |
| LnGrp Delay(d),s/veh | 253.8 | 50.9 | 325.5 | 91.7 | 48.4 | 48.8 | 269.3 | 176.1 | 40.2 | 73.6 | 57.3 | 20.3 |
| LnGrp LOS | F | D | F | F | D | D | F | F | D | E | E | C |
| Approach Vol, veh/h | | 1496 | | | 677 | | | 3554 | | | 2045 | |
| Approach Delay, s/veh | | 248.3 | | | 64.3 | | | 182.1 | | | 49.1 | |
| Approach LOS | | F | | | E | | | F | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 26.0 | 40.2 | 17.5 | 58.0 | 27.6 | 38.6 | 28.8 | 46.7 |
| Change Period (Y+Rc), s | 6.5 | * 6.7 | 6.5 | 6.5 | 6.5 | * 6.7 | 6.5 | 6.5 |
| Max Green Setting (Gmax), s | 19.5 | * 42 | 11.0 | 51.5 | 21.7 | * 40 | 21.5 | 41.0 |
| Max Q Clear Time (g_c+I1), s | 21.5 | 17.6 | 9.8 | 53.5 | 21.1 | 23.6 | 24.3 | 37.2 |
| Green Ext Time (p_c), s | 0.0 | 10.4 | 0.1 | 0.0 | 0.0 | 8.3 | 0.0 | 3.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 149.6 |
| HCM 2010 LOS | F |

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 73 | 0 | 0 | 0 | 161 | 0 | 3257 | 15 | 0 | 0 | 0 |
| Future Volume (veh/h) | 0 | 73 | 0 | 0 | 0 | 161 | 0 | 3257 | 15 | 0 | 0 | 0 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | | | |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Adj Sat Flow, veh/h/ln | 1900 | 1827 | 0 | 0 | 0 | 1863 | 0 | 1845 | 1900 | | | |
| Adj Flow Rate, veh/h | 0 | 81 | 0 | 0 | 0 | 179 | 0 | 3502 | 16 | | | |
| Adj No. of Lanes | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.93 | 0.93 | 0.93 | | | |
| Percent Heavy Veh, % | 4 | 4 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | | | |
| Cap, veh/h | 0 | 227 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Arrive On Green | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | |
| Sat Flow, veh/h | 0 | 1827 | 0 | | 0 | | | 0 | | | | |
| Grp Volume(v), veh/h | 0 | 81 | 0 | | 0.0 | | | 0.0 | | | | |
| Grp Sat Flow(s),veh/h/ln | 0 | 1827 | 0 | | | | | | | | | |
| Q Serve(g_s), s | 0.0 | 0.3 | 0.0 | | | | | | | | | |
| Cycle Q Clear(g_c), s | 0.0 | 0.3 | 0.0 | | | | | | | | | |
| Prop In Lane | 0.00 | | 0.00 | | | | | | | | | |
| Lane Grp Cap(c), veh/h | 0 | 227 | 0 | | | | | | | | | |
| V/C Ratio(X) | 0.00 | 0.36 | 0.00 | | | | | | | | | |
| Avail Cap(c_a), veh/h | 0 | 4307 | 0 | | | | | | | | | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | | | | | | | | | |
| Upstream Filter(I) | 0.00 | 1.00 | 0.00 | | | | | | | | | |
| Uniform Delay (d), s/veh | 0.0 | 3.0 | 0.0 | | | | | | | | | |
| Incr Delay (d2), s/veh | 0.0 | 0.9 | 0.0 | | | | | | | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | | | | | | | | | |
| %ile BackOfQ(50%),veh/ln | 0.0 | 0.2 | 0.0 | | | | | | | | | |
| LnGrp Delay(d),s/veh | 0.0 | 3.9 | 0.0 | | | | | | | | | |
| LnGrp LOS | | A | | | | | | | | | | |
| Approach Vol, veh/h | | 81 | | | | | | | | | | |
| Approach Delay, s/veh | | 3.9 | | | | | | | | | | |
| Approach LOS | | A | | | | | | | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | | | | |
| Phs Duration (G+Y+Rc), s | | 7.4 | | | | | | |
| Change Period (Y+Rc), s | | 6.5 | | | | | | |
| Max Green Setting (Gmax), s | | 17.5 | | | | | | |
| Max Q Clear Time (g_c+I1), s | | 2.3 | | | | | | |
| Green Ext Time (p_c), s | | 0.2 | | | | | | |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 3.9 |
| HCM 2010 LOS | | A |

| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 87 | 93 | 939 | 654 | 339 | 119 |
| Future Volume (veh/h) | 87 | 93 | 939 | 654 | 339 | 119 |
| Number | 1 | 6 | 2 | 12 | 3 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1743 | 1827 | 1827 | 1845 | 1827 | 1776 |
| Adj Flow Rate, veh/h | 96 | 102 | 1043 | 727 | 377 | 0 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 1 | 1 |
| Peak Hour Factor | 0.91 | 0.91 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 9 | 4 | 4 | 3 | 4 | 7 |
| Cap, veh/h | 112 | 1269 | 1269 | 1089 | 396 | 344 |
| Arrive On Green | 0.23 | 0.23 | 0.69 | 0.69 | 0.23 | 0.00 |
| Sat Flow, veh/h | 251 | 1827 | 1827 | 1568 | 1740 | 1509 |
| Grp Volume(v), veh/h | 96 | 102 | 1043 | 727 | 377 | 0 |
| Grp Sat Flow(s),veh/h/ln | 251 | 1827 | 1827 | 1568 | 1740 | 1509 |
| Q Serve(g_s), s | 51.9 | 7.9 | 73.2 | 47.5 | 38.5 | 0.0 |
| Cycle Q Clear(g_c), s | 125.0 | 7.9 | 73.2 | 47.5 | 38.5 | 0.0 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 112 | 1269 | 1269 | 1089 | 396 | 344 |
| V/C Ratio(X) | 0.85 | 0.08 | 0.82 | 0.67 | 0.95 | 0.00 |
| Avail Cap(c_a), veh/h | 112 | 1269 | 1269 | 1089 | 435 | 377 |
| HCM Platoon Ratio | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 112.3 | 24.2 | 19.6 | 15.7 | 68.5 | 0.0 |
| Incr Delay (d2), s/veh | 52.3 | 0.1 | 6.1 | 3.2 | 29.8 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 6.4 | 4.0 | 38.7 | 21.4 | 21.8 | 0.0 |
| LnGrp Delay(d),s/veh | 164.6 | 24.4 | 25.7 | 18.9 | 98.3 | 0.0 |
| LnGrp LOS | F | C | C | B | F | |
| Approach Vol, veh/h | | 198 | 1770 | | 377 | |
| Approach Delay, s/veh | | 92.4 | 22.9 | | 98.3 | |
| Approach LOS | | F | C | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 132.0 | | | | 132.0 | | 48.0 |
| Change Period (Y+Rc), s | | 7.0 | | | | 7.0 | | 7.0 |
| Max Green Setting (Gmax), s | | 121.0 | | | | 121.0 | | 45.0 |
| Max Q Clear Time (g_c+I1), s | | 75.2 | | | | 127.0 | | 40.5 |
| Green Ext Time (p_c), s | | 25.1 | | | | 0.0 | | 0.5 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 40.9 |
| HCM 2010 LOS | D |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 173 | 875 | 0 | 0 | 450 | 393 | 0 | 0 | 0 | 358 | 0 | 48 |
| Future Volume (veh/h) | 173 | 875 | 0 | 0 | 450 | 393 | 0 | 0 | 0 | 358 | 0 | 48 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1827 | 1900 | 1863 | 1845 | 1863 | 1863 | 1863 | 1900 | 1743 | 1743 | 1845 |
| Adj Flow Rate, veh/h | 190 | 962 | 0 | 0 | 500 | 0 | 0 | 0 | 0 | 377 | 0 | 51 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 1 | 0 | 2 | 0 | 1 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.90 | 0.90 | 0.90 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 4 | 4 | 2 | 3 | 2 | 2 | 2 | 2 | 9 | 0 | 3 |
| Cap, veh/h | 679 | 2515 | 0 | 434 | 2539 | 1147 | 2 | 2 | 0 | 483 | 0 | 228 |
| Arrive On Green | 0.72 | 0.72 | 0.00 | 0.00 | 0.72 | 0.00 | 0.00 | 0.00 | 0.00 | 0.15 | 0.00 | 0.15 |
| Sat Flow, veh/h | 894 | 3563 | 0 | 1774 | 3505 | 1583 | 1774 | 1863 | 0 | 3320 | 0 | 1568 |
| Grp Volume(v), veh/h | 190 | 962 | 0 | 0 | 500 | 0 | 0 | 0 | 0 | 377 | 0 | 51 |
| Grp Sat Flow(s),veh/h/ln | 894 | 1736 | 0 | 1774 | 1752 | 1583 | 1774 | 1863 | 0 | 1660 | 0 | 1568 |
| Q Serve(g_s), s | 8.7 | 10.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | 0.0 | 0.0 | 10.9 | 0.0 | 2.9 |
| Cycle Q Clear(g_c), s | 13.2 | 10.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | 0.0 | 0.0 | 10.9 | 0.0 | 2.9 |
| Prop In Lane | 1.00 | | 0.00 | 1.00 | | 1.00 | 1.00 | | 0.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 679 | 2515 | 0 | 434 | 2539 | 1147 | 2 | 2 | 0 | 483 | 0 | 228 |
| V/C Ratio(X) | 0.28 | 0.38 | 0.00 | 0.00 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.78 | 0.00 | 0.22 |
| Avail Cap(c_a), veh/h | 679 | 2515 | 0 | 556 | 2539 | 1147 | 124 | 130 | 0 | 1345 | 0 | 635 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 0.00 | 0.76 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 6.6 | 5.2 | 0.0 | 0.0 | 4.4 | 0.0 | 0.0 | 0.0 | 0.0 | 41.2 | 0.0 | 37.7 |
| Incr Delay (d2), s/veh | 1.0 | 0.4 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 2.8 | 0.0 | 0.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.3 | 5.1 | 0.0 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 5.2 | 0.0 | 1.3 |
| LnGrp Delay(d),s/veh | 7.6 | 5.7 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | 0.0 | 0.0 | 44.0 | 0.0 | 38.2 |
| LnGrp LOS | A | A | | | A | | | | | D | | D |
| Approach Vol, veh/h | | 1152 | | | 500 | | | 0 | | | 428 | |
| Approach Delay, s/veh | | 6.0 | | | 4.6 | | | 0.0 | | | 43.3 | |
| Approach LOS | | A | | | A | | | | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 10.0 | 79.0 | | 21.0 | | 79.0 | | 0.0 |
| Change Period (Y+Rc), s | 6.5 | * 6.5 | | 6.5 | | 6.5 | | 6.0 |
| Max Green Setting (Gmax), s | 7.6 | * 22 | | 40.5 | | 33.5 | | 7.0 |
| Max Q Clear Time (g_c+I1), s | 10.6 | 15.2 | | 12.9 | | 6.6 | | 0.0 |
| Green Ext Time (p_c), s | 0.0 | 5.1 | | 1.6 | | 13.7 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 13.3 |
| HCM 2010 LOS | B |

Notes

User approved volume balancing among the lanes for turning movement.

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 357 | 876 | 0 | 0 | 765 | 673 | 78 | 0 | 385 | 0 | 0 | 0 |
| Future Volume (veh/h) | 357 | 876 | 0 | 0 | 765 | 673 | 78 | 0 | 385 | 0 | 0 | 0 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | | | |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Adj Sat Flow, veh/h/ln | 1845 | 1776 | 1900 | 1900 | 1845 | 1776 | 1900 | 1759 | 1863 | | | |
| Adj Flow Rate, veh/h | 397 | 973 | 0 | 0 | 850 | 0 | 87 | 0 | 0 | | | |
| Adj No. of Lanes | 1 | 2 | 0 | 0 | 2 | 1 | 0 | 1 | 1 | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | | |
| Percent Heavy Veh, % | 3 | 7 | 7 | 3 | 3 | 7 | 2 | 0 | 2 | | | |
| Cap, veh/h | 890 | 2740 | 0 | 0 | 1079 | 464 | 114 | 0 | 107 | | | |
| Arrive On Green | 0.89 | 1.00 | 0.00 | 0.00 | 0.21 | 0.00 | 0.07 | 0.00 | 0.00 | | | |
| Sat Flow, veh/h | 1757 | 3463 | 0 | 0 | 3597 | 1509 | 1675 | 0 | 1583 | | | |
| Grp Volume(v), veh/h | 397 | 973 | 0 | 0 | 850 | 0 | 87 | 0 | 0 | | | |
| Grp Sat Flow(s),veh/h/ln | 1757 | 1687 | 0 | 0 | 1752 | 1509 | 1675 | 0 | 1583 | | | |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 0.0 | 23.0 | 0.0 | 5.1 | 0.0 | 0.0 | | | |
| Cycle Q Clear(g_c), s | 0.0 | 0.0 | 0.0 | 0.0 | 23.0 | 0.0 | 5.1 | 0.0 | 0.0 | | | |
| Prop In Lane | 1.00 | | 0.00 | 0.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Lane Grp Cap(c), veh/h | 890 | 2740 | 0 | 0 | 1079 | 464 | 114 | 0 | 107 | | | |
| V/C Ratio(X) | 0.45 | 0.36 | 0.00 | 0.00 | 0.79 | 0.00 | 0.77 | 0.00 | 0.00 | | | |
| Avail Cap(c_a), veh/h | 890 | 2740 | 0 | 0 | 1332 | 574 | 436 | 0 | 412 | | | |
| HCM Platoon Ratio | 2.00 | 2.00 | 2.00 | 0.67 | 0.67 | 0.67 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | 0.84 | 0.84 | 0.00 | 0.00 | 0.09 | 0.00 | 1.00 | 0.00 | 0.00 | | | |
| Uniform Delay (d), s/veh | 2.8 | 0.0 | 0.0 | 0.0 | 36.6 | 0.0 | 45.8 | 0.0 | 0.0 | | | |
| Incr Delay (d2), s/veh | 0.3 | 0.3 | 0.0 | 0.0 | 0.3 | 0.0 | 10.2 | 0.0 | 0.0 | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | 1.3 | 0.1 | 0.0 | 0.0 | 11.2 | 0.0 | 2.7 | 0.0 | 0.0 | | | |
| LnGrp Delay(d),s/veh | 3.1 | 0.3 | 0.0 | 0.0 | 36.9 | 0.0 | 56.1 | 0.0 | 0.0 | | | |
| LnGrp LOS | A | A | | | D | | E | | | | | |
| Approach Vol, veh/h | | 1370 | | | 850 | | | 87 | | | | |
| Approach Delay, s/veh | | 1.1 | | | 36.9 | | | 56.1 | | | | |
| Approach LOS | | A | | | D | | | E | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 87.2 | | | 50.4 | 36.8 | | 12.8 |
| Change Period (Y+Rc), s | | 6.0 | | | 6.0 | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | | 62.0 | | | 18.0 | 38.0 | | 26.0 |
| Max Q Clear Time (g_c+I1), s | | 2.0 | | | 2.0 | 25.0 | | 7.1 |
| Green Ext Time (p_c), s | | 14.2 | | | 8.6 | 5.8 | | 0.3 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 16.4 |
| HCM 2010 LOS | B |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 224 | 766 | 271 | 272 | 663 | 337 | 373 | 2275 | 770 | 461 | 1281 | 401 |
| Future Volume (veh/h) | 224 | 766 | 271 | 272 | 663 | 337 | 373 | 2275 | 770 | 461 | 1281 | 401 |
| Number | 3 | 8 | 18 | 7 | 4 | 14 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1812 | 1827 | 1845 | 1787 | 1810 | 1827 | 1863 | 1881 | 1863 | 1863 | 1881 |
| Adj Flow Rate, veh/h | 249 | 851 | 301 | 302 | 737 | 374 | 405 | 2473 | 0 | 501 | 1392 | 436 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 2 | 3 | 1 | 2 | 3 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 0 | 5 | 4 | 3 | 7 | 5 | 4 | 2 | 1 | 2 | 2 | 1 |
| Cap, veh/h | 235 | 471 | 202 | 369 | 751 | 323 | 844 | 2238 | 704 | 310 | 1454 | 457 |
| Arrive On Green | 0.09 | 0.09 | 0.09 | 0.21 | 0.21 | 0.21 | 0.25 | 0.44 | 0.00 | 0.09 | 0.29 | 0.29 |
| Sat Flow, veh/h | 1810 | 3624 | 1553 | 1757 | 3574 | 1538 | 3375 | 5085 | 1599 | 3442 | 5085 | 1599 |
| Grp Volume(v), veh/h | 249 | 851 | 301 | 302 | 737 | 374 | 405 | 2473 | 0 | 501 | 1392 | 436 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1812 | 1553 | 1757 | 1787 | 1538 | 1688 | 1695 | 1599 | 1721 | 1695 | 1599 |
| Q Serve(g_s), s | 13.0 | 13.0 | 13.0 | 16.4 | 20.5 | 21.0 | 10.2 | 44.0 | 0.0 | 9.0 | 26.9 | 26.8 |
| Cycle Q Clear(g_c), s | 13.0 | 13.0 | 13.0 | 16.4 | 20.5 | 21.0 | 10.2 | 44.0 | 0.0 | 9.0 | 26.9 | 26.8 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 235 | 471 | 202 | 369 | 751 | 323 | 844 | 2238 | 704 | 310 | 1454 | 457 |
| V/C Ratio(X) | 1.06 | 1.81 | 1.49 | 0.82 | 0.98 | 1.16 | 0.48 | 1.11 | 0.00 | 1.62 | 0.96 | 0.95 |
| Avail Cap(c_a), veh/h | 235 | 471 | 202 | 369 | 751 | 323 | 844 | 2238 | 704 | 310 | 1454 | 457 |
| HCM Platoon Ratio | 0.67 | 0.67 | 0.67 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.78 | 0.78 | 0.78 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 45.6 | 45.6 | 45.6 | 37.7 | 39.3 | 39.5 | 32.0 | 28.0 | 0.0 | 45.5 | 35.1 | 35.0 |
| Incr Delay (d2), s/veh | 68.2 | 369.4 | 240.4 | 14.1 | 28.3 | 100.1 | 0.4 | 54.7 | 0.0 | 292.3 | 15.4 | 31.9 |
| 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 | 10.9 | 30.7 | 19.1 | 9.4 | 13.1 | 17.9 | 4.8 | 31.8 | 0.0 | 16.8 | 14.6 | 15.8 |
| LnGrp Delay(d),s/veh | 113.8 | 415.1 | 286.1 | 51.7 | 67.6 | 139.6 | 32.4 | 82.7 | 0.0 | 337.8 | 50.5 | 67.0 |
| LnGrp LOS | F | F | F | D | E | F | C | F | | F | D | E |
| Approach Vol, veh/h | | 1401 | | | 1413 | | | 2878 | | | 2329 | |
| Approach Delay, s/veh | | 333.8 | | | 83.3 | | | 75.6 | | | 115.4 | |
| Approach LOS | | F | | | F | | | E | | | F | |

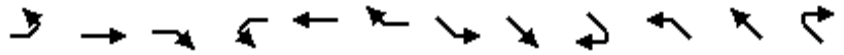
| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 12.5 | 35.0 | | 29.0 | 16.0 | 51.5 | | 21.0 |
| Change Period (Y+Rc), s | 7.0 | 6.4 | | 8.0 | 7.0 | * 7 | | 8.0 |
| Max Green Setting (Gmax), s | 8.6 | 28.6 | | 21.0 | 9.0 | * 28 | | 13.0 |
| Max Q Clear Time (g_c+I1), s | 12.2 | 28.9 | | 23.0 | 11.0 | 46.0 | | 15.0 |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | 133.6 | |
| HCM 2010 LOS | F | |

Notes

User approved volume balancing among the lanes for turning movement.

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 4 | 26 | 10 | 128 | 3 | 114 | 220 | 33 | 4 | 1 | 366 | 396 |
| Future Volume (veh/h) | 4 | 26 | 10 | 128 | 3 | 114 | 220 | 33 | 4 | 1 | 366 | 396 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1900 | 1900 | 1900 | 1761 | 1712 | 1863 | 1850 | 1900 | 1900 | 1810 | 1827 |
| Adj Flow Rate, veh/h | 4 | 29 | 11 | 142 | 3 | 0 | 244 | 37 | 4 | 1 | 389 | 421 |
| Adj No. of Lanes | 0 | 2 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 0 | 0 | 0 | 50 | 50 | 11 | 2 | 3 | 3 | 0 | 5 | 4 |
| Cap, veh/h | 52 | 334 | 116 | 200 | 3 | 201 | 508 | 1287 | 139 | 999 | 1251 | 1074 |
| Arrive On Green | 0.14 | 0.14 | 0.14 | 0.14 | 0.14 | 0.00 | 0.05 | 0.78 | 0.78 | 0.46 | 0.46 | 0.46 |
| Sat Flow, veh/h | 209 | 2412 | 839 | 1163 | 25 | 1455 | 1774 | 1641 | 177 | 1388 | 1810 | 1553 |
| Grp Volume(v), veh/h | 23 | 0 | 21 | 145 | 0 | 0 | 244 | 0 | 41 | 1 | 389 | 421 |
| Grp Sat Flow(s),veh/h/ln | 1879 | 0 | 1581 | 1187 | 0 | 1455 | 1774 | 0 | 1819 | 1388 | 1810 | 1553 |
| Q Serve(g_s), s | 0.0 | 0.0 | 2.1 | 19.8 | 0.0 | 0.0 | 7.0 | 0.0 | 0.9 | 0.1 | 24.3 | 32.0 |
| Cycle Q Clear(g_c), s | 1.9 | 0.0 | 2.1 | 21.9 | 0.0 | 0.0 | 7.0 | 0.0 | 0.9 | 0.1 | 24.3 | 32.0 |
| Prop In Lane | 0.17 | | 0.53 | 0.98 | | 1.00 | 1.00 | | 0.10 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 283 | 0 | 219 | 204 | 0 | 201 | 508 | 0 | 1426 | 999 | 1251 | 1074 |
| V/C Ratio(X) | 0.08 | 0.00 | 0.09 | 0.71 | 0.00 | 0.00 | 0.48 | 0.00 | 0.03 | 0.00 | 0.31 | 0.39 |
| Avail Cap(c_a), veh/h | 534 | 0 | 439 | 384 | 0 | 404 | 699 | 0 | 1426 | 999 | 1251 | 1074 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.67 | 0.67 | 0.67 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 0.82 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.55 | 0.55 | 0.55 |
| Uniform Delay (d), s/veh | 67.7 | 0.0 | 67.7 | 77.3 | 0.0 | 0.0 | 9.2 | 0.0 | 4.3 | 14.9 | 21.4 | 23.5 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 0.2 | 3.8 | 0.0 | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 | 0.4 | 0.6 |
| 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 | 1.0 | 0.0 | 0.9 | 7.3 | 0.0 | 0.0 | 3.5 | 0.0 | 0.5 | 0.0 | 12.3 | 13.9 |
| LnGrp Delay(d),s/veh | 67.8 | 0.0 | 67.9 | 81.0 | 0.0 | 0.0 | 9.9 | 0.0 | 4.3 | 14.9 | 21.8 | 24.1 |
| LnGrp LOS | E | | E | F | | | A | | A | B | C | C |
| Approach Vol, veh/h | | 44 | | | 145 | | | 285 | | | 811 | |
| Approach Delay, s/veh | | 67.8 | | | 81.0 | | | 9.1 | | | 23.0 | |
| Approach LOS | | E | | | F | | | A | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 16.7 | 131.4 | | 31.9 | | 148.1 | | 31.9 |
| Change Period (Y+Rc), s | 7.0 | 7.0 | | 7.0 | | 7.0 | | 7.0 |
| Max Green Setting (Gmax), s | 29.0 | 80.0 | | 50.0 | | 116.0 | | 50.0 |
| Max Q Clear Time (g_c+I1), s | 9.9 | 34.0 | | 4.1 | | 2.9 | | 23.9 |
| Green Ext Time (p_c), s | 0.7 | 4.8 | | 1.1 | | 4.8 | | 1.0 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | 28.0 | |
| HCM 2010 LOS | C | |



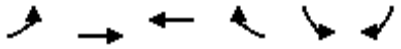
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 55 | 785 | 14 | 23 | 282 | 119 | 24 | 22 | 146 | 290 | 8 | 35 |
| Future Volume (veh/h) | 55 | 785 | 14 | 23 | 282 | 119 | 24 | 22 | 146 | 290 | 8 | 35 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1696 | 1863 | 1900 | 1900 | 1686 | 1900 | 1900 | 1900 | 1900 | 1759 | 1900 | 1827 |
| Adj Flow Rate, veh/h | 61 | 872 | 16 | 26 | 313 | 132 | 27 | 24 | 162 | 322 | 9 | 39 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| 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, % | 12 | 2 | 2 | 0 | 10 | 10 | 0 | 0 | 0 | 8 | 0 | 4 |
| Cap, veh/h | 267 | 867 | 16 | 179 | 416 | 172 | 239 | 251 | 214 | 372 | 422 | 482 |
| Arrive On Green | 0.09 | 0.24 | 0.24 | 0.04 | 0.19 | 0.19 | 0.13 | 0.13 | 0.13 | 0.22 | 0.22 | 0.22 |
| Sat Flow, veh/h | 1616 | 3557 | 65 | 1810 | 2213 | 914 | 1810 | 1900 | 1615 | 1675 | 1900 | 1553 |
| Grp Volume(v), veh/h | 61 | 434 | 454 | 26 | 225 | 220 | 27 | 24 | 162 | 322 | 9 | 39 |
| Grp Sat Flow(s),veh/h/ln | 1616 | 1770 | 1852 | 1810 | 1602 | 1525 | 1810 | 1900 | 1615 | 1675 | 1900 | 1553 |
| Q Serve(g_s), s | 0.0 | 16.5 | 16.5 | 0.9 | 9.0 | 9.3 | 0.9 | 0.8 | 6.5 | 12.5 | 0.3 | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 | 16.5 | 16.5 | 0.9 | 9.0 | 9.3 | 0.9 | 0.8 | 6.5 | 12.5 | 0.3 | 0.0 |
| Prop In Lane | 1.00 | | 0.04 | 1.00 | | 0.60 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 267 | 432 | 451 | 179 | 301 | 287 | 239 | 251 | 214 | 372 | 422 | 482 |
| V/C Ratio(X) | 0.23 | 1.01 | 1.01 | 0.15 | 0.75 | 0.77 | 0.11 | 0.10 | 0.76 | 0.87 | 0.02 | 0.08 |
| Avail Cap(c_a), veh/h | 292 | 432 | 451 | 294 | 391 | 372 | 615 | 646 | 549 | 470 | 533 | 573 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 27.9 | 25.6 | 25.6 | 26.3 | 25.9 | 26.1 | 25.9 | 25.8 | 28.3 | 25.4 | 20.6 | 16.5 |
| Incr Delay (d2), s/veh | 0.4 | 44.7 | 43.8 | 0.4 | 6.8 | 8.3 | 0.2 | 0.2 | 5.4 | 13.0 | 0.0 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.1 | 13.3 | 13.8 | 0.4 | 4.5 | 4.6 | 0.5 | 0.4 | 3.2 | 7.1 | 0.1 | 0.5 |
| LnGrp Delay(d),s/veh | 28.3 | 70.3 | 69.4 | 26.7 | 32.8 | 34.4 | 26.1 | 26.0 | 33.8 | 38.3 | 20.6 | 16.6 |
| LnGrp LOS | C | F | F | C | C | C | C | C | C | D | C | B |
| Approach Vol, veh/h | | 949 | | | 471 | | | 213 | | | 370 | |
| Approach Delay, s/veh | | 67.2 | | | 33.2 | | | 31.9 | | | 35.6 | |
| Approach LOS | | E | | | C | | | C | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 8.7 | 23.0 | | 21.0 | 12.5 | 19.2 | | 15.0 |
| Change Period (Y+Rc), s | 6.0 | 6.5 | | 6.0 | 6.5 | * 6.5 | | 6.0 |
| Max Green Setting (Gmax), s | 7.6 | 16.5 | | 19.0 | 7.0 | * 17 | | 23.0 |
| Max Q Clear Time (g_c+I1), s | 2.9 | 18.5 | | 14.5 | 2.0 | 11.3 | | 8.5 |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | 0.5 | 2.8 | 1.5 | | 0.6 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 49.6 |
| HCM 2010 LOS | D |

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 0 | 803 | 309 | 577 | 126 | 115 |
| Future Volume (veh/h) | 0 | 803 | 309 | 577 | 126 | 115 |
| Number | 5 | 2 | 6 | 16 | 7 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 0 | 1845 | 1696 | 1881 | 1810 | 1696 |
| Adj Flow Rate, veh/h | 0 | 882 | 343 | 0 | 140 | 0 |
| Adj No. of Lanes | 0 | 2 | 2 | 1 | 2 | 1 |
| Peak Hour Factor | 0.91 | 0.91 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 3 | 12 | 1 | 5 | 12 |
| Cap, veh/h | 0 | 2686 | 2470 | 1225 | 280 | 121 |
| Arrive On Green | 0.00 | 0.77 | 0.77 | 0.00 | 0.08 | 0.00 |
| Sat Flow, veh/h | 0 | 3689 | 3308 | 1599 | 3343 | 1442 |
| Grp Volume(v), veh/h | 0 | 882 | 343 | 0 | 140 | 0 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1752 | 1612 | 1599 | 1672 | 1442 |
| Q Serve(g_s), s | 0.0 | 6.3 | 2.2 | 0.0 | 3.2 | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 | 6.3 | 2.2 | 0.0 | 3.2 | 0.0 |
| Prop In Lane | 0.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 2686 | 2470 | 1225 | 280 | 121 |
| V/C Ratio(X) | 0.00 | 0.33 | 0.14 | 0.00 | 0.50 | 0.00 |
| Avail Cap(c_a), veh/h | 0 | 2686 | 2470 | 1225 | 334 | 144 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 0.09 | 0.95 | 0.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 0.0 | 2.9 | 2.4 | 0.0 | 35.1 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 0.1 | 0.0 | 1.4 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 2.9 | 1.0 | 0.0 | 1.5 | 0.0 |
| LnGrp Delay(d),s/veh | 0.0 | 2.9 | 2.6 | 0.0 | 36.4 | 0.0 |
| LnGrp LOS | | A | A | | D | |
| Approach Vol, veh/h | | 882 | 343 | | 140 | |
| Approach Delay, s/veh | | 2.9 | 2.6 | | 36.4 | |
| Approach LOS | | A | A | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | | 67.3 | | 12.7 | | 67.3 | | |
| Change Period (Y+Rc), s | | 6.0 | | 6.0 | | 6.0 | | |
| Max Green Setting (Gmax), s | | 26.0 | | 8.0 | | 28.0 | | |
| Max Q Clear Time (g_c+I1), s | | 8.3 | | 5.2 | | 4.2 | | |
| Green Ext Time (p_c), s | | 9.7 | | 0.1 | | 11.5 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 6.3 |
| HCM 2010 LOS | A |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 360 | 569 | 0 | 763 | 123 | 351 |
| Future Volume (veh/h) | 360 | 569 | 0 | 763 | 123 | 351 |
| Number | 2 | 12 | 1 | 6 | 3 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1810 | 1863 | 0 | 1863 | 1557 | 1863 |
| Adj Flow Rate, veh/h | 400 | 0 | 0 | 848 | 132 | 0 |
| Adj No. of Lanes | 2 | 1 | 0 | 2 | 2 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 5 | 2 | 0 | 2 | 22 | 2 |
| Cap, veh/h | 2595 | 1195 | 0 | 2671 | 238 | 131 |
| Arrive On Green | 0.75 | 0.00 | 0.00 | 0.75 | 0.08 | 0.00 |
| Sat Flow, veh/h | 3529 | 1583 | 0 | 3725 | 2877 | 1583 |
| Grp Volume(v), veh/h | 400 | 0 | 0 | 848 | 132 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1719 | 1583 | 0 | 1770 | 1439 | 1583 |
| Q Serve(g_s), s | 2.6 | 0.0 | 0.0 | 6.2 | 3.5 | 0.0 |
| Cycle Q Clear(g_c), s | 2.6 | 0.0 | 0.0 | 6.2 | 3.5 | 0.0 |
| Prop In Lane | | 1.00 | 0.00 | | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 2595 | 1195 | 0 | 2671 | 238 | 131 |
| V/C Ratio(X) | 0.15 | 0.00 | 0.00 | 0.32 | 0.55 | 0.00 |
| Avail Cap(c_a), veh/h | 2595 | 1195 | 0 | 2671 | 917 | 505 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.63 | 0.00 | 0.00 | 0.27 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 2.7 | 0.0 | 0.0 | 3.2 | 35.3 | 0.0 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.3 | 0.0 | 0.0 | 3.0 | 1.5 | 0.0 |
| LnGrp Delay(d),s/veh | 2.8 | 0.0 | 0.0 | 3.2 | 37.3 | 0.0 |
| LnGrp LOS | A | | | A | D | |
| Approach Vol, veh/h | 400 | | | 848 | 132 | |
| Approach Delay, s/veh | 2.8 | | | 3.2 | 37.3 | |
| Approach LOS | A | | | A | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 66.9 | | | | 66.9 | | 13.1 |
| Change Period (Y+Rc), s | | 6.5 | | | | 6.5 | | 6.5 |
| Max Green Setting (Gmax), s | | 41.5 | | | | 41.5 | | 25.5 |
| Max Q Clear Time (g_c+I1), s | | 4.6 | | | | 8.2 | | 5.5 |
| Green Ext Time (p_c), s | | 14.3 | | | | 13.7 | | 0.4 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 6.3 |
| HCM 2010 LOS | A |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 571 | 140 | 314 | 2082 | 1516 | 935 |
| Future Volume (veh/h) | 571 | 140 | 314 | 2082 | 1516 | 935 |
| Number | 3 | 18 | 1 | 6 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1827 | 1792 | 1863 | 1863 | 1845 | 1863 |
| Adj Flow Rate, veh/h | 614 | 151 | 341 | 2263 | 1684 | 1039 |
| Adj No. of Lanes | 2 | 1 | 2 | 3 | 4 | 1 |
| Peak Hour Factor | 0.93 | 0.93 | 0.92 | 0.92 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 4 | 6 | 2 | 2 | 3 | 2 |
| Cap, veh/h | 675 | 305 | 1819 | 5204 | 2626 | 655 |
| Arrive On Green | 0.20 | 0.20 | 0.53 | 1.00 | 0.41 | 0.41 |
| Sat Flow, veh/h | 3375 | 1524 | 3442 | 5253 | 6604 | 1583 |
| Grp Volume(v), veh/h | 614 | 151 | 341 | 2263 | 1684 | 1039 |
| Grp Sat Flow(s),veh/h/ln | 1688 | 1524 | 1721 | 1695 | 1586 | 1583 |
| Q Serve(g_s), s | 14.2 | 7.0 | 4.1 | 0.0 | 16.9 | 33.1 |
| Cycle Q Clear(g_c), s | 14.2 | 7.0 | 4.1 | 0.0 | 16.9 | 33.1 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 675 | 305 | 1819 | 5204 | 2626 | 655 |
| V/C Ratio(X) | 0.91 | 0.50 | 0.19 | 0.43 | 0.64 | 1.59 |
| Avail Cap(c_a), veh/h | 675 | 305 | 1819 | 5204 | 2626 | 655 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.91 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 31.3 | 28.4 | 9.9 | 0.0 | 18.7 | 23.5 |
| Incr Delay (d2), s/veh | 15.2 | 1.1 | 0.0 | 0.3 | 1.2 | 270.9 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 8.1 | 3.0 | 2.0 | 0.1 | 7.6 | 63.7 |
| LnGrp Delay(d),s/veh | 46.5 | 29.5 | 9.9 | 0.3 | 19.9 | 294.4 |
| LnGrp LOS | D | C | A | A | B | F |
| Approach Vol, veh/h | 765 | | | 2604 | 2723 | |
| Approach Delay, s/veh | 43.1 | | | 1.5 | 124.7 | |
| Approach LOS | D | | | A | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 51.6 | 39.6 | | | | 91.2 | | 25.0 |
| Change Period (Y+Rc), s | 9.0 | * 6.5 | | | | 9.0 | | 9.0 |
| Max Green Setting (Gmax), s | 8.3 | * 33 | | | | 46.0 | | 16.0 |
| Max Q Clear Time (g_c+I1), s | 16.1 | 35.1 | | | | 2.0 | | 16.2 |
| Green Ext Time (p_c), s | 0.5 | 0.0 | | | | 29.5 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 61.8 |
| HCM 2010 LOS | E |

Notes

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

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

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 21 | 720 | 416 | 82 | 328 | 42 |
| Future Vol, veh/h | 21 | 720 | 416 | 82 | 328 | 42 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Stop | Stop | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | 0 | 0 | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 23 | 783 | 452 | 89 | 357 | 46 |

| Major/Minor | Major1 | | Minor2 | |
|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 437 | 0 |
| Stage 1 | - | - | 0 | - |
| Stage 2 | - | - | 437 | - |
| Critical Hdwy | 4.14 | - | 7.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | 6.54 | - |
| Follow-up Hdwy | 2.22 | - | 3.52 | 3.32 |
| Pot Cap-1 Maneuver | - | - | 503 | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | 568 | - |
| Platoon blocked, % | | - | | |
| Mov Cap-1 Maneuver | - | - | 503 | - |
| Mov Cap-2 Maneuver | - | - | 503 | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | 568 | - |

| Approach | EB | SB |
|---|---|---|
| HCM Control Delay, s | | |
| HCM LOS | | - |

| Minor Lane/Major Mvmt | EBL | EBT | SBLn1 |
|---|---|---|---|
| Capacity (veh/h) | - | - | - |
| HCM Lane V/C Ratio | - | - | - |
| HCM Control Delay (s) | - | - | - |
| HCM Lane LOS | - | - | - |
| HCM 95th %tile Q(veh) | - | - | - |

### 4.2.3 Design Year Build Alternatives

#### 4.2.3.1 Glenn McConnell Parkway

##### 4.2.3.1.1 Alternative 1

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 0 | 1102 | 947 | 0 | 2686 | 0 | 0 | 0 | 0 |
| Future Volume (veh/h) | 0 | 0 | 0 | 0 | 1102 | 947 | 0 | 2686 | 0 | 0 | 0 | 0 |
| Number | | | | 5 | 2 | 12 | 7 | 4 | 14 | | | |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | | | | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Adj Sat Flow, veh/h/ln | | | | 0 | 1881 | 1863 | 0 | 1863 | 0 | | | |
| Adj Flow Rate, veh/h | | | | 0 | 1160 | 0 | 0 | 2827 | 0 | | | |
| Adj No. of Lanes | | | | 0 | 2 | 1 | 0 | 3 | 0 | | | |
| Peak Hour Factor | | | | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | | | |
| Percent Heavy Veh, % | | | | 0 | 1 | 2 | 0 | 2 | 0 | | | |
| Cap, veh/h | | | | 0 | 1751 | 776 | 0 | 2187 | 0 | | | |
| Arrive On Green | | | | 0.00 | 0.49 | 0.00 | 0.00 | 0.43 | 0.00 | | | |
| Sat Flow, veh/h | | | | 0 | 3668 | 1583 | 0 | 5421 | 0 | | | |
| Grp Volume(v), veh/h | | | | 0 | 1160 | 0 | 0 | 2827 | 0 | | | |
| Grp Sat Flow(s),veh/h/ln | | | | 0 | 1787 | 1583 | 0 | 1695 | 0 | | | |
| Q Serve(g_s), s | | | | 0.0 | 36.8 | 0.0 | 0.0 | 64.5 | 0.0 | | | |
| Cycle Q Clear(g_c), s | | | | 0.0 | 36.8 | 0.0 | 0.0 | 64.5 | 0.0 | | | |
| Prop In Lane | | | | 0.00 | | 1.00 | 0.00 | | 0.00 | | | |
| Lane Grp Cap(c), veh/h | | | | 0 | 1751 | 776 | 0 | 2187 | 0 | | | |
| V/C Ratio(X) | | | | 0.00 | 0.66 | 0.00 | 0.00 | 1.29 | 0.00 | | | |
| Avail Cap(c_a), veh/h | | | | 0 | 1751 | 776 | 0 | 2187 | 0 | | | |
| HCM Platoon Ratio | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | | | | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | | | |
| Uniform Delay (d), s/veh | | | | 0.0 | 28.9 | 0.0 | 0.0 | 42.7 | 0.0 | | | |
| Incr Delay (d2), s/veh | | | | 0.0 | 2.0 | 0.0 | 0.0 | 135.3 | 0.0 | | | |
| Initial Q Delay(d3),s/veh | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | | | | 0.0 | 18.5 | 0.0 | 0.0 | 57.6 | 0.0 | | | |
| LnGrp Delay(d),s/veh | | | | 0.0 | 30.9 | 0.0 | 0.0 | 178.1 | 0.0 | | | |
| LnGrp LOS | | | | | C | | | F | | | | |
| Approach Vol, veh/h | | | | | 1160 | | | 2827 | | | | |
| Approach Delay, s/veh | | | | | 30.9 | | | 178.1 | | | | |
| Approach LOS | | | | | C | | | F | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | | | |
| Phs Duration (G+Y+Rc), s | | 79.0 | | 71.0 | | | | |
| Change Period (Y+Rc), s | | 5.5 | | 6.5 | | | | |
| Max Green Setting (Gmax), s | | 73.5 | | 64.5 | | | | |
| Max Q Clear Time (g_c+I1), s | | 38.8 | | 66.5 | | | | |
| Green Ext Time (p_c), s | | 15.2 | | 0.0 | | | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 135.2 |
| HCM 2010 LOS | F |

## Intersection: 5: Paul Cantrell Blvd & I-526 EB Ramps

| Movement | WB | WB | WB | NB | NB | NB |
|---|---|---|---|---|---|---|
| Directions Served | T | T | R | T | T | T |
| Maximum Queue (ft) | 1089 | 1114 | 1115 | 1390 | 1391 | 1384 |
| Average Queue (ft) | 918 | 1077 | 1087 | 1358 | 1359 | 1358 |
| 95th Queue (ft) | 1327 | 1239 | 1116 | 1375 | 1378 | 1375 |
| Link Distance (ft) | 1070 | 1070 | 1070 | 1338 | 1338 | 1338 |
| Upstream Blk Time (%) | 9 | 70 | 84 | 73 | 74 | 73 |
| Queuing Penalty (veh) | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Bay Dist (ft) | | | | | | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

## Network Summary

Network wide Queuing Penalty: 0

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 0 | 1978 | 1055 | 0 | 1477 | 0 | 0 | 0 | 0 |
| Future Volume (veh/h) | 0 | 0 | 0 | 0 | 1978 | 1055 | 0 | 1477 | 0 | 0 | 0 | 0 |
| Number | | | | 5 | 2 | 12 | 7 | 4 | 14 | | | |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | | | | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Adj Sat Flow, veh/h/ln | | | | 0 | 1881 | 1845 | 0 | 1810 | 0 | | | |
| Adj Flow Rate, veh/h | | | | 0 | 2174 | 0 | 0 | 1641 | 0 | | | |
| Adj No. of Lanes | | | | 0 | 2 | 1 | 0 | 3 | 0 | | | |
| Peak Hour Factor | | | | 0.91 | 0.91 | 0.91 | 0.90 | 0.90 | 0.90 | | | |
| Percent Heavy Veh, % | | | | 0 | 1 | 3 | 0 | 5 | 0 | | | |
| Cap, veh/h | | | | 0 | 2252 | 988 | 0 | 1433 | 0 | | | |
| Arrive On Green | | | | 0.00 | 0.63 | 0.00 | 0.00 | 0.29 | 0.00 | | | |
| Sat Flow, veh/h | | | | 0 | 3668 | 1568 | 0 | 5266 | 0 | | | |
| Grp Volume(v), veh/h | | | | 0 | 2174 | 0 | 0 | 1641 | 0 | | | |
| Grp Sat Flow(s),veh/h/ln | | | | 0 | 1787 | 1568 | 0 | 1647 | 0 | | | |
| Q Serve(g_s), s | | | | 0.0 | 86.2 | 0.0 | 0.0 | 43.5 | 0.0 | | | |
| Cycle Q Clear(g_c), s | | | | 0.0 | 86.2 | 0.0 | 0.0 | 43.5 | 0.0 | | | |
| Prop In Lane | | | | 0.00 | | 1.00 | 0.00 | | 0.00 | | | |
| Lane Grp Cap(c), veh/h | | | | 0 | 2252 | 988 | 0 | 1433 | 0 | | | |
| V/C Ratio(X) | | | | 0.00 | 0.97 | 0.00 | 0.00 | 1.15 | 0.00 | | | |
| Avail Cap(c_a), veh/h | | | | 0 | 2252 | 988 | 0 | 1433 | 0 | | | |
| HCM Platoon Ratio | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | | | | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | | | |
| Uniform Delay (d), s/veh | | | | 0.0 | 26.2 | 0.0 | 0.0 | 53.3 | 0.0 | | | |
| Incr Delay (d2), s/veh | | | | 0.0 | 12.4 | 0.0 | 0.0 | 74.2 | 0.0 | | | |
| Initial Q Delay(d3),s/veh | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | | | | 0.0 | 46.2 | 0.0 | 0.0 | 29.6 | 0.0 | | | |
| LnGrp Delay(d),s/veh | | | | 0.0 | 38.6 | 0.0 | 0.0 | 127.4 | 0.0 | | | |
| LnGrp LOS | | | | | D | | | F | | | | |
| Approach Vol, veh/h | | | | | 2174 | | | 1641 | | | | |
| Approach Delay, s/veh | | | | | 38.6 | | | 127.4 | | | | |
| Approach LOS | | | | | D | | | F | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | | | |
| Phs Duration (G+Y+Rc), s | | 100.0 | | 50.0 | | | | |
| Change Period (Y+Rc), s | | 5.5 | | 6.5 | | | | |
| Max Green Setting (Gmax), s | | 94.5 | | 43.5 | | | | |
| Max Q Clear Time (g_c+I1), s | | 88.2 | | 45.5 | | | | |
| Green Ext Time (p_c), s | | 6.1 | | 0.0 | | | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 76.8 |
| HCM 2010 LOS | E |

## Intersection: 5: Paul Cantrell Blvd & I-526 EB Ramps

| Movement | WB | WB | WB | NB | NB | NB |
|---|---|---|---|---|---|---|
| Directions Served | T | T | R | T | T | T |
| Maximum Queue (ft) | 1155 | 1170 | 1173 | 768 | 741 | 680 |
| Average Queue (ft) | 1001 | 1136 | 1142 | 556 | 534 | 478 |
| 95th Queue (ft) | 1362 | 1267 | 1217 | 855 | 821 | 754 |
| Link Distance (ft) | 1128 | 1128 | 1128 | 1459 | 1459 | 1459 |
| Upstream Blk Time (%) | 5 | 50 | 56 | | | |
| Queuing Penalty (veh) | 0 | 0 | 0 | | | |
| Storage Bay Dist (ft) | | | | | | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

## Network Summary

Network wide Queuing Penalty: 0

#### 4.2.3.1.2 Alternative 3

| Movement | EBL | EBR | NBL | NBR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 1310 | 0 | 0 | 4949 | 0 | 0 | 0 | 0 |
| Future Volume (veh/h) | 0 | 0 | 1310 | 0 | 0 | 4949 | 0 | 0 | 0 | 0 |
| Number | | | 3 | 18 | 5 | 2 | 12 | | | |
| Initial Q (Qb), veh | | | 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 | | | |
| Adj Sat Flow, veh/h/ln | | | 1863 | 0 | 0 | 1863 | 0 | | | |
| Adj Flow Rate, veh/h | | | 1310 | 0 | 0 | 4949 | 0 | | | |
| Adj No. of Lanes | | | 3 | 0 | 0 | 4 | 0 | | | |
| Peak Hour Factor | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Percent Heavy Veh, % | | | 2 | 0 | 0 | 2 | 0 | | | |
| Cap, veh/h | | | 0 | 0 | 0 | 6194 | 0 | | | |
| Arrive On Green | | | 0.00 | 0.00 | 0.00 | 0.97 | 0.00 | | | |
| Sat Flow, veh/h | | | 0 | | 0 | 6929 | 0 | | | |
| Grp Volume(v), veh/h | | | 0.0 | | 0 | 4949 | 0 | | | |
| Grp Sat Flow(s),veh/h/ln | | | | | 0 | 1602 | 0 | | | |
| Q Serve(g_s), s | | | | | 0.0 | 20.4 | 0.0 | | | |
| Cycle Q Clear(g_c), s | | | | | 0.0 | 20.4 | 0.0 | | | |
| Prop In Lane | | | | | 0.00 | | 0.00 | | | |
| Lane Grp Cap(c), veh/h | | | | | 0 | 6194 | 0 | | | |
| V/C Ratio(X) | | | | | 0.00 | 0.80 | 0.00 | | | |
| Avail Cap(c_a), veh/h | | | | | 0 | 6194 | 0 | | | |
| HCM Platoon Ratio | | | | | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | | | | | 0.00 | 1.00 | 0.00 | | | |
| Uniform Delay (d), s/veh | | | | | 0.0 | 0.4 | 0.0 | | | |
| Incr Delay (d2), s/veh | | | | | 0.0 | 1.1 | 0.0 | | | |
| Initial Q Delay(d3),s/veh | | | | | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | | | | | 0.0 | 8.1 | 0.0 | | | |
| LnGrp Delay(d),s/veh | | | | | 0.0 | 1.6 | 0.0 | | | |
| LnGrp LOS | | | | | | A | | | | |
| Approach Vol, veh/h | | | | | | 4949 | | | | |
| Approach Delay, s/veh | | | | | | 1.6 | | | | |
| Approach LOS | | | | | | A | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | | | | |
| Phs Duration (G+Y+Rc), s | | 180.0 | | | | | | |
| Change Period (Y+Rc), s | | 6.0 | | | | | | |
| Max Green Setting (Gmax), s | | 128.0 | | | | | | |
| Max Q Clear Time (g_c+I1), s | | 22.4 | | | | | | |
| Green Ext Time (p_c), s | | 104.8 | | | | | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 1.6 |
| HCM 2010 LOS | A |



| Movement | WBL | WBR | SEL | SER | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 3030 | 0 | 0 | 0 | 0 | 0 | 1102 | 0 |
| Future Volume (veh/h) | 0 | 0 | 3030 | 0 | 0 | 0 | 0 | 0 | 1102 | 0 |
| Number | | | 7 | 14 | | | | 1 | 6 | 16 |
| Initial Q (Qb), veh | | | 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 |
| Adj Sat Flow, veh/h/ln | | | 1863 | 0 | | | | 0 | 1863 | 0 |
| Adj Flow Rate, veh/h | | | 3030 | 0 | | | | 0 | 1102 | 0 |
| Adj No. of Lanes | | | 3 | 0 | | | | 0 | 3 | 0 |
| Peak Hour Factor | | | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Percent Heavy Veh, % | | | 2 | 0 | | | | 0 | 2 | 0 |
| Cap, veh/h | | | 0 | 0 | | | | 0 | 4916 | 0 |
| Arrive On Green | | | 0.00 | 0.00 | | | | 0.00 | 0.97 | 0.00 |
| Sat Flow, veh/h | | | 0 | | | | | 0 | 5421 | 0 |
| Grp Volume(v), veh/h | | | 0.0 | | | | | 0 | 1102 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | | | | | | 0 | 1695 | 0 |
| Q Serve(g_s), s | | | | | | | | 0.0 | 1.7 | 0.0 |
| Cycle Q Clear(g_c), s | | | | | | | | 0.0 | 1.7 | 0.0 |
| Prop In Lane | | | | | | | | 0.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | | | | | | | | 0 | 4916 | 0 |
| V/C Ratio(X) | | | | | | | | 0.00 | 0.22 | 0.00 |
| Avail Cap(c_a), veh/h | | | | | | | | 0 | 4916 | 0 |
| HCM Platoon Ratio | | | | | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | | | | | | | | 0.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | | | | | | | | 0.0 | 0.1 | 0.0 |
| Incr Delay (d2), s/veh | | | | | | | | 0.0 | 0.1 | 0.0 |
| Initial Q Delay(d3),s/veh | | | | | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | | | | | | 0.0 | 0.8 | 0.0 |
| LnGrp Delay(d),s/veh | | | | | | | | 0.0 | 0.2 | 0.0 |
| LnGrp LOS | | | | | | | | | A | |
| Approach Vol, veh/h | | | | | | | | | 1102 | |
| Approach Delay, s/veh | | | | | | | | | 0.2 | |
| Approach LOS | | | | | | | | | A | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | | | | | 6 | | |
| Phs Duration (G+Y+Rc), s | | | | | | 180.0 | | |
| Change Period (Y+Rc), s | | | | | | 6.0 | | |
| Max Green Setting (Gmax), s | | | | | | 49.0 | | |
| Max Q Clear Time (g_c+I1), s | | | | | | 3.7 | | |
| Green Ext Time (p_c), s | | | | | | 5.2 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 0.2 |
| HCM 2010 LOS | A |

| Movement | SET | SER | NWL | NWT | NEL | NER |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 767 | 0 | 0 | 0 | 0 | 4949 |
| Future Volume (veh/h) | 767 | 0 | 0 | 0 | 0 | 4949 |
| Number | 4 | 14 | | | 5 | 12 |
| Initial Q (Qb), veh | 0 | 0 | | | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | 1.00 | | | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | | | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 0 | | | 0 | 1863 |
| Adj Flow Rate, veh/h | 767 | 0 | | | 0 | 4949 |
| Adj No. of Lanes | 3 | 0 | | | 0 | 4 |
| Peak Hour Factor | 1.00 | 1.00 | | | 1.00 | 1.00 |
| Percent Heavy Veh, % | 2 | 0 | | | 0 | 2 |
| Cap, veh/h | 877 | 0 | | | 0 | 0 |
| Arrive On Green | 0.17 | 0.00 | | | 0.00 | 0.00 |
| Sat Flow, veh/h | 5421 | 0 | | | 0 | |
| Grp Volume(v), veh/h | 767 | 0 | | | 0.0 | |
| Grp Sat Flow(s),veh/h/ln | 1695 | 0 | | | | |
| Q Serve(g_s), s | 26.5 | 0.0 | | | | |
| Cycle Q Clear(g_c), s | 26.5 | 0.0 | | | | |
| Prop In Lane | | 0.00 | | | | |
| Lane Grp Cap(c), veh/h | 877 | 0 | | | | |
| V/C Ratio(X) | 0.87 | 0.00 | | | | |
| Avail Cap(c_a), veh/h | 1130 | 0 | | | | |
| HCM Platoon Ratio | 1.00 | 1.00 | | | | |
| Upstream Filter(I) | 1.00 | 0.00 | | | | |
| Uniform Delay (d), s/veh | 72.6 | 0.0 | | | | |
| Incr Delay (d2), s/veh | 6.4 | 0.0 | | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | | | | |
| %ile BackOfQ(50%),veh/ln | 12.9 | 0.0 | | | | |
| LnGrp Delay(d),s/veh | 79.0 | 0.0 | | | | |
| LnGrp LOS | E | | | | | |
| Approach Vol, veh/h | 767 | | | | | |
| Approach Delay, s/veh | 79.0 | | | | | |
| Approach LOS | E | | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | | | 4 | | | | |
| Phs Duration (G+Y+Rc), s | | | | 35.5 | | | | |
| Change Period (Y+Rc), s | | | | 4.5 | | | | |
| Max Green Setting (Gmax), s | | | | 40.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | | | 28.5 | | | | |
| Green Ext Time (p_c), s | | | | 2.6 | | | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 79.0 |
| HCM 2010 LOS | E |



| Movement | NBL | NBR | SEL | SER | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 208 | 0 | 0 | 0 | 0 | 1102 |
| Future Volume (veh/h) | 208 | 0 | 0 | 0 | 0 | 1102 |
| Number | 7 | 14 | | | 5 | 12 |
| Initial Q (Qb), veh | 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 |
| Adj Sat Flow, veh/h/ln | 1863 | 0 | | | 0 | 1863 |
| Adj Flow Rate, veh/h | 208 | 0 | | | 0 | 1102 |
| Adj No. of Lanes | 2 | 0 | | | 0 | 3 |
| Peak Hour Factor | 1.00 | 1.00 | | | 1.00 | 1.00 |
| Percent Heavy Veh, % | 2 | 0 | | | 0 | 2 |
| Cap, veh/h | 0 | 0 | | | 0 | 0 |
| Arrive On Green | 0.00 | 0.00 | | | 0.00 | 0.00 |
| Sat Flow, veh/h | 0 | | | | 0 | |
| Grp Volume(v), veh/h | 0.0 | | | | 0.0 | |
| Grp Sat Flow(s),veh/h/ln | | | | | | |
| Q Serve(g_s), s | | | | | | |
| Cycle Q Clear(g_c), s | | | | | | |
| Prop In Lane | | | | | | |
| Lane Grp Cap(c), veh/h | | | | | | |
| V/C Ratio(X) | | | | | | |
| Avail Cap(c_a), veh/h | | | | | | |
| HCM Platoon Ratio | | | | | | |
| Upstream Filter(I) | | | | | | |
| Uniform Delay (d), s/veh | | | | | | |
| Incr Delay (d2), s/veh | | | | | | |
| Initial Q Delay(d3),s/veh | | | | | | |
| %ile BackOfQ(50%),veh/ln | | | | | | |
| LnGrp Delay(d),s/veh | | | | | | |
| LnGrp LOS | | | | | | |
| Approach Vol, veh/h | | | | | | |
| Approach Delay, s/veh | | | | | | |
| Approach LOS | | | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | | | | | | | |
| Phs Duration (G+Y+Rc), s | | | | | | | | |
| Change Period (Y+Rc), s | | | | | | | | |
| Max Green Setting (Gmax), s | | | | | | | | |
| Max Q Clear Time (g_c+I1), s | | | | | | | | |
| Green Ext Time (p_c), s | | | | | | | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 0.0 |
| HCM 2010 LOS | A |

## Intersection: 4: Glenn McConnell EB & Glenn McConnell WB

| Movement | NB | NB | NB | B1761 | B1761 | B1761 | NE | NE | NE | NE |
|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | L | T | T | T | T | T | T | T |
| Maximum Queue (ft) | 119 | 97 | 94 | 514 | 518 | 512 | 151 | 164 | 154 | 167 |
| Average Queue (ft) | 94 | 84 | 73 | 461 | 469 | 468 | 128 | 138 | 120 | 149 |
| 95th Queue (ft) | 109 | 94 | 91 | 565 | 570 | 577 | 141 | 153 | 177 | 182 |
| Link Distance (ft) | 39 | 39 | 39 | 486 | 486 | 486 | 86 | 86 | 86 | 86 |
| Upstream Blk Time (%) | 78 | 78 | 78 | 9 | 10 | 11 | 50 | 56 | 24 | 28 |
| Queuing Penalty (veh) | 340 | 341 | 341 | 37 | 44 | 47 | 616 | 693 | 297 | 352 |
| Storage Bay Dist (ft) | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |

## Intersection: 5: Glenn McConnell WB Thru & Glenn McConnell EB & Glenn McConnell EB Thru

| Movement | SE | SE | SE | SW | SW | SW |
|---|---|---|---|---|---|---|
| Directions Served | L | L | L | T | T | T |
| Maximum Queue (ft) | 134 | 127 | 131 | 160 | 174 | 184 |
| Average Queue (ft) | 108 | 110 | 107 | 141 | 150 | 157 |
| 95th Queue (ft) | 149 | 118 | 117 | 151 | 159 | 178 |
| Link Distance (ft) | 58 | 58 | 58 | 99 | 99 | 99 |
| Upstream Blk Time (%) | 25 | 32 | 33 | 81 | 81 | 77 |
| Queuing Penalty (veh) | 248 | 320 | 334 | 298 | 296 | 283 |
| Storage Bay Dist (ft) | | | | | | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

## Intersection: 86: I-526 WB Off-Ramp

| Movement | SE | SE | SE | NE | NE | NE |
|---|---|---|---|---|---|---|
| Directions Served | T | T | T | R | R | R |
| Maximum Queue (ft) | 136 | 140 | 150 | 64 | 63 | 60 |
| Average Queue (ft) | 116 | 117 | 115 | 30 | 39 | 11 |
| 95th Queue (ft) | 127 | 130 | 135 | 62 | 73 | 44 |
| Link Distance (ft) | 111 | 111 | 111 | 39 | 39 | 39 |
| Upstream Blk Time (%) | 58 | 50 | 38 | 1 | 8 | 1 |
| Queuing Penalty (veh) | 148 | 127 | 98 | 14 | 93 | 15 |
| Storage Bay Dist (ft) | | | | | | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

## Intersection: 87: I-526 EB Off-Ramp & Glenn McConnell WB Thru

| Movement | NB | NB | SW | SW | SW |
|---|---|---|---|---|---|
| Directions Served | L | L | R | R | R |
| Maximum Queue (ft) | 94 | 93 | 135 | 142 | 135 |
| Average Queue (ft) | 56 | 30 | 95 | 93 | 93 |
| 95th Queue (ft) | 99 | 82 | 168 | 169 | 168 |
| Link Distance (ft) | 90 | 90 | 114 | 114 | 114 |
| Upstream Blk Time (%) | 5 | 1 | 7 | 8 | 7 |
| Queuing Penalty (veh) | 5 | 1 | 27 | 28 | 27 |
| Storage Bay Dist (ft) | | | | | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

## Intersection: 249:

| Movement | EB | EB | NB |
|---|---|---|---|
| Directions Served | L | L | T |
| Maximum Queue (ft) | 225 | 245 | 180 |
| Average Queue (ft) | 186 | 204 | 90 |
| 95th Queue (ft) | 253 | 264 | 202 |
| Link Distance (ft) | 150 | 150 | 91 |
| Upstream Blk Time (%) | 28 | 50 | 5 |
| Queuing Penalty (veh) | 376 | 671 | 44 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

## Intersection: 251: Glenn McConnell EB Thru

| Movement | EB | EB | EB | EB | EB |
|---|---|---|---|---|---|
| Directions Served | T | T | R | R | R |
| Maximum Queue (ft) | 562 | 570 | 554 | 529 | 469 |
| Average Queue (ft) | 425 | 442 | 369 | 321 | 287 |
| 95th Queue (ft) | 735 | 744 | 640 | 539 | 451 |
| Link Distance (ft) | 519 | 519 | 519 | 519 | 519 |
| Upstream Blk Time (%) | 3 | 7 | 1 | 0 | 0 |
| Queuing Penalty (veh) | 35 | 78 | 16 | 4 | 1 |
| Storage Bay Dist (ft) | | | | | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

## Intersection: 252: I-526 EB Off Ramp & Glenn McConnell EB

| Movement | EB | SE |
|---|---|---|
| Directions Served | T | L |
| Maximum Queue (ft) | 87 | 4 |
| Average Queue (ft) | 23 | 0 |
| 95th Queue (ft) | 62 | 3 |
| Link Distance (ft) | 186 | 121 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Intersection: 253: I-526 WB Off-Ramp & I-526 WB Off Ramp

| Movement | WB | WB | WB |
|---|---|---|---|
| Directions Served | L | L | T |
| Maximum Queue (ft) | 479 | 440 | 78 |
| Average Queue (ft) | 262 | 237 | 3 |
| 95th Queue (ft) | 433 | 410 | 55 |
| Link Distance (ft) | 1211 | 1211 | 1211 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

## Intersection: 254: I-526 EB Off Ramp & I-526 EB Off-Ramp

| Movement | NE | NE |
|---|---|---|
| Directions Served | L | L |
| Maximum Queue (ft) | 72 | 12 |
| Average Queue (ft) | 6 | 0 |
| 95th Queue (ft) | 36 | 7 |
| Link Distance (ft) | 1013 | 1013 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Intersection: 255: Glenn McConnell WB Thru

| Movement | WB | WB | WB | WB |
|---|---|---|---|---|
| Directions Served | T | T | T | R |
| Maximum Queue (ft) | 1500 | 1577 | 1610 | 600 |
| Average Queue (ft) | 886 | 1009 | 1031 | 369 |
| 95th Queue (ft) | 1675 | 1965 | 2034 | 840 |
| Link Distance (ft) | 1615 | 1615 | 1615 | |
| Upstream Blk Time (%) | 1 | 12 | 36 | |
| Queuing Penalty (veh) | 0 | 0 | 0 | |
| Storage Bay Dist (ft) | | | | 500 |
| Storage Blk Time (%) | | | 48 | 0 |
| Queuing Penalty (veh) | | | 458 | 0 |

## Intersection: 256: Glenn McConnell EB

| Movement | EB | EB | EB | EB | EB |
|---|---|---|---|---|---|
| Directions Served | T | T | T | T | R |
| Maximum Queue (ft) | 1886 | 1888 | 1887 | 1882 | 1866 |
| Average Queue (ft) | 1852 | 1857 | 1854 | 1851 | 1828 |
| 95th Queue (ft) | 1869 | 1878 | 1874 | 1867 | 1917 |
| Link Distance (ft) | 1832 | 1832 | 1832 | 1832 | 1832 |
| Upstream Blk Time (%) | 44 | 85 | 85 | 59 | 9 |
| Queuing Penalty (veh) | 0 | 0 | 0 | 0 | 0 |
| Storage Bay Dist (ft) | | | | | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

## Intersection: 257: Glenn McConnell WB & I-526 WB Off Ramp

| Movement | NB | NB |
|---|---|---|
| Directions Served | L | L |
| Maximum Queue (ft) | 20 | 14 |
| Average Queue (ft) | 1 | 0 |
| 95th Queue (ft) | 15 | 10 |
| Link Distance (ft) | 91 | 91 |
| Upstream Blk Time (%) | 0 | 0 |
| Queuing Penalty (veh) | 0 | 0 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Network Summary

Network wide Queuing Penalty: 7154

| Movement | EBL | EBR | NWL | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 2743 | 0 | 0 | 2540 | 0 | 0 | 0 | 0 |
| Future Volume (veh/h) | 0 | 0 | 2743 | 0 | 0 | 2540 | 0 | 0 | 0 | 0 |
| Number | | | 3 | 18 | 5 | 2 | 12 | | | |
| Initial Q (Qb), veh | | | 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 | | | |
| Adj Sat Flow, veh/h/ln | | | 1863 | 0 | 0 | 1863 | 0 | | | |
| Adj Flow Rate, veh/h | | | 2743 | 0 | 0 | 2540 | 0 | | | |
| Adj No. of Lanes | | | 3 | 0 | 0 | 4 | 0 | | | |
| Peak Hour Factor | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Percent Heavy Veh, % | | | 2 | 0 | 0 | 2 | 0 | | | |
| Cap, veh/h | | | 0 | 0 | 0 | 5927 | 0 | | | |
| Arrive On Green | | | 0.00 | 0.00 | 0.00 | 0.93 | 0.00 | | | |
| Sat Flow, veh/h | | | 0 | | 0 | 6929 | 0 | | | |
| Grp Volume(v), veh/h | | | 0.0 | | 0 | 2540 | 0 | | | |
| Grp Sat Flow(s),veh/h/ln | | | | | 0 | 1602 | 0 | | | |
| Q Serve(g_s), s | | | | | 0.0 | 3.9 | 0.0 | | | |
| Cycle Q Clear(g_c), s | | | | | 0.0 | 3.9 | 0.0 | | | |
| Prop In Lane | | | | | 0.00 | | 0.00 | | | |
| Lane Grp Cap(c), veh/h | | | | | 0 | 5927 | 0 | | | |
| V/C Ratio(X) | | | | | 0.00 | 0.43 | 0.00 | | | |
| Avail Cap(c_a), veh/h | | | | | 0 | 5927 | 0 | | | |
| HCM Platoon Ratio | | | | | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | | | | | 0.00 | 1.00 | 0.00 | | | |
| Uniform Delay (d), s/veh | | | | | 0.0 | 0.4 | 0.0 | | | |
| Incr Delay (d2), s/veh | | | | | 0.0 | 0.2 | 0.0 | | | |
| Initial Q Delay(d3),s/veh | | | | | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | | | | | 0.0 | 1.7 | 0.0 | | | |
| LnGrp Delay(d),s/veh | | | | | 0.0 | 0.6 | 0.0 | | | |
| LnGrp LOS | | | | | | A | | | | |
| Approach Vol, veh/h | | | | | | 2540 | | | | |
| Approach Delay, s/veh | | | | | | 0.6 | | | | |
| Approach LOS | | | | | | A | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | | | | |
| Phs Duration (G+Y+Rc), s | | 80.0 | | | | | | |
| Change Period (Y+Rc), s | | 6.0 | | | | | | |
| Max Green Setting (Gmax), s | | 29.0 | | | | | | |
| Max Q Clear Time (g_c+I1), s | | 5.9 | | | | | | |
| Green Ext Time (p_c), s | | 15.0 | | | | | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 0.6 |
| HCM 2010 LOS | A |



| Movement | WBL | WBR | SEL | SER | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 1950 | 0 | 0 | 0 | 0 | 0 | 1978 | 0 |
| Future Volume (veh/h) | 0 | 0 | 1950 | 0 | 0 | 0 | 0 | 0 | 1978 | 0 |
| Number | | | 7 | 14 | | | | 1 | 6 | 16 |
| Initial Q (Qb), veh | | | 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 |
| Adj Sat Flow, veh/h/ln | | | 1863 | 0 | | | | 0 | 1863 | 0 |
| Adj Flow Rate, veh/h | | | 1950 | 0 | | | | 0 | 1978 | 0 |
| Adj No. of Lanes | | | 3 | 0 | | | | 0 | 3 | 0 |
| Peak Hour Factor | | | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Percent Heavy Veh, % | | | 2 | 0 | | | | 0 | 2 | 0 |
| Cap, veh/h | | | 0 | 0 | | | | 0 | 4704 | 0 |
| Arrive On Green | | | 0.00 | 0.00 | | | | 0.00 | 0.93 | 0.00 |
| Sat Flow, veh/h | | | 0 | | | | | 0 | 5421 | 0 |
| Grp Volume(v), veh/h | | | 0.0 | | | | | 0 | 1978 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | | | | | | 0 | 1695 | 0 |
| Q Serve(g_s), s | | | | | | | | 0.0 | 3.8 | 0.0 |
| Cycle Q Clear(g_c), s | | | | | | | | 0.0 | 3.8 | 0.0 |
| Prop In Lane | | | | | | | | 0.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | | | | | | | | 0 | 4704 | 0 |
| V/C Ratio(X) | | | | | | | | 0.00 | 0.42 | 0.00 |
| Avail Cap(c_a), veh/h | | | | | | | | 0 | 4704 | 0 |
| HCM Platoon Ratio | | | | | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | | | | | | | | 0.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | | | | | | | | 0.0 | 0.4 | 0.0 |
| Incr Delay (d2), s/veh | | | | | | | | 0.0 | 0.3 | 0.0 |
| Initial Q Delay(d3),s/veh | | | | | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | | | | | | 0.0 | 1.8 | 0.0 |
| LnGrp Delay(d),s/veh | | | | | | | | 0.0 | 0.6 | 0.0 |
| LnGrp LOS | | | | | | | | | A | |
| Approach Vol, veh/h | | | | | | | | | 1978 | |
| Approach Delay, s/veh | | | | | | | | | 0.6 | |
| Approach LOS | | | | | | | | | A | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | | | | | 6 | | |
| Phs Duration (G+Y+Rc), s | | | | | | 80.0 | | |
| Change Period (Y+Rc), s | | | | | | 6.0 | | |
| Max Green Setting (Gmax), s | | | | | | 35.0 | | |
| Max Q Clear Time (g_c+I1), s | | | | | | 5.8 | | |
| Green Ext Time (p_c), s | | | | | | 11.6 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 0.6 |
| HCM 2010 LOS | A |

| Movement | SET | SER | NWL | NWT | NEL | NER |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 887 | 0 | 0 | 0 | 0 | 2540 |
| Future Volume (veh/h) | 887 | 0 | 0 | 0 | 0 | 2540 |
| Number | 4 | 14 | | | 5 | 12 |
| Initial Q (Qb), veh | 0 | 0 | | | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | 1.00 | | | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | | | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 0 | | | 0 | 1863 |
| Adj Flow Rate, veh/h | 887 | 0 | | | 0 | 2540 |
| Adj No. of Lanes | 3 | 0 | | | 0 | 4 |
| Peak Hour Factor | 1.00 | 1.00 | | | 1.00 | 1.00 |
| Percent Heavy Veh, % | 2 | 0 | | | 0 | 2 |
| Cap, veh/h | 1048 | 0 | | | 0 | 0 |
| Arrive On Green | 0.21 | 0.00 | | | 0.00 | 0.00 |
| Sat Flow, veh/h | 5421 | 0 | | | 0 | |
| Grp Volume(v), veh/h | 887 | 0 | | | 0.0 | |
| Grp Sat Flow(s),veh/h/ln | 1695 | 0 | | | | |
| Q Serve(g_s), s | 13.4 | 0.0 | | | | |
| Cycle Q Clear(g_c), s | 13.4 | 0.0 | | | | |
| Prop In Lane | | 0.00 | | | | |
| Lane Grp Cap(c), veh/h | 1048 | 0 | | | | |
| V/C Ratio(X) | 0.85 | 0.00 | | | | |
| Avail Cap(c_a), veh/h | 1144 | 0 | | | | |
| HCM Platoon Ratio | 1.00 | 1.00 | | | | |
| Upstream Filter(I) | 1.00 | 0.00 | | | | |
| Uniform Delay (d), s/veh | 30.5 | 0.0 | | | | |
| Incr Delay (d2), s/veh | 5.7 | 0.0 | | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | | | | |
| %ile BackOfQ(50%),veh/ln | 6.8 | 0.0 | | | | |
| LnGrp Delay(d),s/veh | 36.2 | 0.0 | | | | |
| LnGrp LOS | D | | | | | |
| Approach Vol, veh/h | 887 | | | | | |
| Approach Delay, s/veh | 36.2 | | | | | |
| Approach LOS | D | | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | | | 4 | | | | |
| Phs Duration (G+Y+Rc), s | | | | 21.0 | | | | |
| Change Period (Y+Rc), s | | | | 4.5 | | | | |
| Max Green Setting (Gmax), s | | | | 18.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | | | 15.4 | | | | |
| Green Ext Time (p_c), s | | | | 1.1 | | | | |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 36.2 |
| HCM 2010 LOS | | D |



| Movement | NBL | NBR | SEL | SER | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 765 | 0 | 0 | 0 | 0 | 1978 |
| Future Volume (veh/h) | 765 | 0 | 0 | 0 | 0 | 1978 |
| Number | 7 | 14 | | | 5 | 12 |
| Initial Q (Qb), veh | 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 |
| Adj Sat Flow, veh/h/ln | 1863 | 0 | | | 0 | 1863 |
| Adj Flow Rate, veh/h | 765 | 0 | | | 0 | 1978 |
| Adj No. of Lanes | 2 | 0 | | | 0 | 3 |
| Peak Hour Factor | 1.00 | 1.00 | | | 1.00 | 1.00 |
| Percent Heavy Veh, % | 2 | 0 | | | 0 | 2 |
| Cap, veh/h | 0 | 0 | | | 0 | 0 |
| Arrive On Green | 0.00 | 0.00 | | | 0.00 | 0.00 |
| Sat Flow, veh/h | 0 | | | | 0 | |
| Grp Volume(v), veh/h | 0.0 | | | | 0.0 | |
| Grp Sat Flow(s),veh/h/ln | | | | | | |
| Q Serve(g_s), s | | | | | | |
| Cycle Q Clear(g_c), s | | | | | | |
| Prop In Lane | | | | | | |
| Lane Grp Cap(c), veh/h | | | | | | |
| V/C Ratio(X) | | | | | | |
| Avail Cap(c_a), veh/h | | | | | | |
| HCM Platoon Ratio | | | | | | |
| Upstream Filter(I) | | | | | | |
| Uniform Delay (d), s/veh | | | | | | |
| Incr Delay (d2), s/veh | | | | | | |
| Initial Q Delay(d3),s/veh | | | | | | |
| %ile BackOfQ(50%),veh/ln | | | | | | |
| LnGrp Delay(d),s/veh | | | | | | |
| LnGrp LOS | | | | | | |
| Approach Vol, veh/h | | | | | | |
| Approach Delay, s/veh | | | | | | |
| Approach LOS | | | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | | | | | | | |
| Phs Duration (G+Y+Rc), s | | | | | | | | |
| Change Period (Y+Rc), s | | | | | | | | |
| Max Green Setting (Gmax), s | | | | | | | | |
| Max Q Clear Time (g_c+I1), s | | | | | | | | |
| Green Ext Time (p_c), s | | | | | | | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 0.0 |
| HCM 2010 LOS | A |

## Intersection: 4: Glenn McConnell EB & Glenn McConnell WB

| Movement | NW | NW | NW | B1761 | B1761 | B1761 | NE | NE | NE | NE |
|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | L | T | T | T | T | T | T | T |
| Maximum Queue (ft) | 104 | 88 | 83 | 414 | 408 | 387 | 162 | 166 | 176 | 188 |
| Average Queue (ft) | 72 | 69 | 66 | 265 | 267 | 246 | 136 | 143 | 151 | 160 |
| 95th Queue (ft) | 87 | 79 | 74 | 386 | 381 | 351 | 148 | 155 | 164 | 173 |
| Link Distance (ft) | 10 | 10 | 10 | 413 | 413 | 413 | 94 | 94 | 94 | 94 |
| Upstream Blk Time (%) | 48 | 48 | 47 | 0 | 0 | 0 | 67 | 69 | 61 | 65 |
| Queuing Penalty (veh) | 438 | 443 | 428 | 3 | 1 | 1 | 426 | 439 | 388 | 415 |
| Storage Bay Dist (ft) | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |

## Intersection: 5: Glenn McConnell WB Thru & Glenn McConnell EB & Glenn McConnell EB Thru

| Movement | SE | SE | SE | SW | SW | SW |
|---|---|---|---|---|---|---|
| Directions Served | L | L | L | T | T | T |
| Maximum Queue (ft) | 123 | 109 | 111 | 170 | 180 | 186 |
| Average Queue (ft) | 93 | 89 | 85 | 139 | 148 | 158 |
| 95th Queue (ft) | 106 | 99 | 97 | 156 | 164 | 173 |
| Link Distance (ft) | 35 | 35 | 35 | 92 | 92 | 92 |
| Upstream Blk Time (%) | 55 | 58 | 59 | 77 | 78 | 78 |
| Queuing Penalty (veh) | 357 | 379 | 384 | 511 | 512 | 516 |
| Storage Bay Dist (ft) | | | | | | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

## Intersection: 86: I-526 WB Off-Ramp

| Movement | SE | SE | SE | NE |
|---|---|---|---|---|
| Directions Served | T | T | T | R |
| Maximum Queue (ft) | 133 | 147 | 139 | 6 |
| Average Queue (ft) | 118 | 116 | 105 | 0 |
| 95th Queue (ft) | 126 | 138 | 142 | 4 |
| Link Distance (ft) | 106 | 106 | 106 | 1 |
| Upstream Blk Time (%) | 43 | 21 | 14 | 0 |
| Queuing Penalty (veh) | 129 | 62 | 42 | 0 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

## Intersection: 87: I-526 EB Off-Ramp & Glenn McConnell WB Thru

| Movement | NB | NB | SW | SW | SW |
|---|---|---|---|---|---|
| Directions Served | L | L | R | R | R |
| Maximum Queue (ft) | 150 | 152 | 134 | 138 | 139 |
| Average Queue (ft) | 118 | 102 | 108 | 109 | 110 |
| 95th Queue (ft) | 158 | 157 | 159 | 158 | 158 |
| Link Distance (ft) | 127 | 127 | 113 | 113 | 113 |
| Upstream Blk Time (%) | 7 | 3 | 11 | 11 | 12 |
| Queuing Penalty (veh) | 26 | 11 | 72 | 75 | 76 |
| Storage Bay Dist (ft) | | | | | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

## Intersection: 249:

| Movement |
|---|
| Directions Served |
| Maximum Queue (ft) |
| Average Queue (ft) |
| 95th Queue (ft) |
| Link Distance (ft) |
| Upstream Blk Time (%) |
| Queuing Penalty (veh) |
| Storage Bay Dist (ft) |
| Storage Blk Time (%) |
| Queuing Penalty (veh) |

## Intersection: 251: Glenn McConnell EB Thru

| Movement | EB | EB | EB | EB | EB |
|---|---|---|---|---|---|
| Directions Served | T | T | R | R | R |
| Maximum Queue (ft) | 243 | 303 | 350 | 398 | 375 |
| Average Queue (ft) | 12 | 18 | 178 | 213 | 219 |
| 95th Queue (ft) | 133 | 166 | 327 | 355 | 340 |
| Link Distance (ft) | 519 | 519 | 519 | 519 | 519 |
| Upstream Blk Time (%) | 0 | 0 | | 0 | |
| Queuing Penalty (veh) | 0 | 0 | | 0 | |
| Storage Bay Dist (ft) | | | | | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

## Intersection: 252: I-526 EB Off Ramp & Glenn McConnell EB

| Movement | EB | SE | SE |
|---|---|---|---|
| Directions Served | T | L | L |
| Maximum Queue (ft) | 71 | 9 | 11 |
| Average Queue (ft) | 15 | 0 | 1 |
| 95th Queue (ft) | 45 | 9 | 9 |
| Link Distance (ft) | 167 | 88 | 88 |
| Upstream Blk Time (%) | | 0 | |
| Queuing Penalty (veh) | | 0 | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

## Intersection: 253: I-526 WB Off-Ramp

| Movement | SW | SW | SW |
|---|---|---|---|
| Directions Served | L | L | R |
| Maximum Queue (ft) | 235 | 224 | 109 |
| Average Queue (ft) | 132 | 85 | 4 |
| 95th Queue (ft) | 215 | 207 | 104 |
| Link Distance (ft) | 1178 | 1178 | 1178 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

## Intersection: 254: I-526 EB Off Ramp & I-526 EB Off-Ramp

| Movement | NE | NE |
|---|---|---|
| Directions Served | L | L |
| Maximum Queue (ft) | 127 | 69 |
| Average Queue (ft) | 27 | 5 |
| 95th Queue (ft) | 86 | 32 |
| Link Distance (ft) | 937 | 937 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Intersection: 255: Glenn McConnell WB Thru

| Movement | WB | WB | WB | WB |
|---|---|---|---|---|
| Directions Served | T | T | T | R |
| Maximum Queue (ft) | 2129 | 2144 | 2149 | 600 |
| Average Queue (ft) | 1950 | 2071 | 2085 | 600 |
| 95th Queue (ft) | 2357 | 2352 | 2309 | 600 |
| Link Distance (ft) | 2094 | 2094 | 2094 | |
| Upstream Blk Time (%) | 9 | 56 | 87 | |
| Queuing Penalty (veh) | 0 | 0 | 0 | |
| Storage Bay Dist (ft) | | | | 500 |
| Storage Blk Time (%) | | | 90 | |
| Queuing Penalty (veh) | | | 954 | |

## Intersection: 256: Glenn McConnell EB

| Movement | EB | EB | EB | EB | EB |
|---|---|---|---|---|---|
| Directions Served | T | T | T | T | R |
| Maximum Queue (ft) | 1161 | 1167 | 1144 | 1073 | 410 |
| Average Queue (ft) | 821 | 839 | 811 | 753 | 19 |
| 95th Queue (ft) | 1246 | 1263 | 1246 | 1186 | 200 |
| Link Distance (ft) | 2683 | 2683 | 2683 | 2683 | 2683 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | | | | | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

## Intersection: 257:

| Movement | NB | NB |
|---|---|---|
| Directions Served | L | L |
| Maximum Queue (ft) | 25 | 8 |
| Average Queue (ft) | 1 | 0 |
| 95th Queue (ft) | 13 | 7 |
| Link Distance (ft) | 92 | 92 |
| Upstream Blk Time (%) | 0 | |
| Queuing Penalty (veh) | 0 | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Network Summary

Network wide Queuing Penalty: 7088

#### 4.2.3.1.3 Alternative 4

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 3030 | 398 | 0 | 1102 | 947 | 208 | 0 | 36 | 767 | 0 | 691 |
| Future Volume (veh/h) | 0 | 3030 | 398 | 0 | 1102 | 947 | 208 | 0 | 36 | 767 | 0 | 691 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 0 | 1863 | 1863 | 0 | 1863 | 1863 | 1863 | 0 | 1863 | 1863 | 0 | 1863 |
| Adj Flow Rate, veh/h | 0 | 3293 | 0 | 0 | 1198 | 0 | 226 | 0 | 0 | 834 | 0 | 0 |
| Adj No. of Lanes | 0 | 4 | 1 | 0 | 4 | 1 | 3 | 0 | 1 | 2 | 0 | 2 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 0 | 2 | 2 | 0 | 2 | 2 | 2 | 0 | 2 | 2 | 0 | 2 |
| Cap, veh/h | 0 | 4859 | 1201 | 0 | 4859 | 1201 | 424 | 0 | 0 | 0 | 0 | 0 |
| Arrive On Green | 0.00 | 0.76 | 0.00 | 0.00 | 0.76 | 0.00 | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Sat Flow, veh/h | 0 | 6669 | 1583 | 0 | 6669 | 1583 | 5003 | 226 | | | 0 | |
| Grp Volume(v), veh/h | 0 | 3293 | 0 | 0 | 1198 | 0 | 226 | 26.3 | | | 0.0 | |
| Grp Sat Flow(s),veh/h/ln | 0 | 1602 | 1583 | 0 | 1602 | 1583 | 1668 | C | | | | |
| Q Serve(g_s), s | 0.0 | 14.7 | 0.0 | 0.0 | 3.2 | 0.0 | 2.5 | | | | | |
| Cycle Q Clear(g_c), s | 0.0 | 14.7 | 0.0 | 0.0 | 3.2 | 0.0 | 2.5 | | | | | |
| Prop In Lane | 0.00 | | 1.00 | 0.00 | | 1.00 | 1.00 | | | | | |
| Lane Grp Cap(c), veh/h | 0 | 4859 | 1201 | 0 | 4859 | 1201 | 424 | | | | | |
| V/C Ratio(X) | 0.00 | 0.68 | 0.00 | 0.00 | 0.25 | 0.00 | 0.53 | | | | | |
| Avail Cap(c_a), veh/h | 0 | 4859 | 1201 | 0 | 4859 | 1201 | 436 | | | | | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | | |
| Upstream Filter(I) | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | | | | | |
| Uniform Delay (d), s/veh | 0.0 | 3.4 | 0.0 | 0.0 | 2.1 | 0.0 | 25.2 | | | | | |
| Incr Delay (d2), s/veh | 0.0 | 0.8 | 0.0 | 0.0 | 0.1 | 0.0 | 1.2 | | | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | |
| %ile BackOfQ(50%),veh/ln | 0.0 | 6.4 | 0.0 | 0.0 | 1.4 | 0.0 | 1.2 | | | | | |
| LnGrp Delay(d),s/veh | 0.0 | 4.2 | 0.0 | 0.0 | 2.2 | 0.0 | 26.3 | | | | | |
| LnGrp LOS | | A | | | A | | C | | | | | |
| Approach Vol, veh/h | | 3293 | | | 1198 | | | | | | | |
| Approach Delay, s/veh | | 4.2 | | | 2.2 | | | | | | | |
| Approach LOS | | A | | | A | | | | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | | 6 | 7 | |
| Phs Duration (G+Y+Rc), s | | 48.0 | | | | 48.0 | 9.4 | |
| Change Period (Y+Rc), s | | 4.5 | | | | 4.5 | 4.5 | |
| Max Green Setting (Gmax), s | | 43.5 | | | | 43.5 | 5.0 | |
| Max Q Clear Time (g_c+I1), s | | 16.7 | | | | 5.2 | 4.5 | |
| Green Ext Time (p_c), s | | 26.6 | | | | 37.9 | 0.0 | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 4.8 |
| HCM 2010 LOS | A |

## Intersection: 6: I-526 EB Ramps/I-526 WB Ramps & Glenn McConnell Pkwy

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB | NB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | T | T | T | T | T | T | T | T | R | L | L | L |
| Maximum Queue (ft) | 570 | 507 | 418 | 272 | 242 | 214 | 123 | 81 | 118 | 224 | 187 | 80 |
| Average Queue (ft) | 407 | 374 | 270 | 135 | 152 | 102 | 26 | 6 | 4 | 140 | 88 | 7 |
| 95th Queue (ft) | 525 | 487 | 374 | 247 | 218 | 186 | 77 | 62 | 83 | 207 | 188 | 49 |
| Link Distance (ft) | 654 | 654 | 654 | 654 | 579 | 579 | 579 | 579 | 579 | 523 | 523 | 523 |
| Upstream Blk Time (%) | | | | | | | | 0 | 0 | | | |
| Queuing Penalty (veh) | | | | | | | | 0 | 0 | | | |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

## Intersection: 6: I-526 EB Ramps/I-526 WB Ramps & Glenn McConnell Pkwy

| Movement | SB | SB | SB | SB |
|---|---|---|---|---|
| Directions Served | L | L | R | R |
| Maximum Queue (ft) | 437 | 392 | 91 | 79 |
| Average Queue (ft) | 278 | 228 | 7 | 3 |
| 95th Queue (ft) | 425 | 370 | 103 | 56 |
| Link Distance (ft) | 441 | 441 | 441 | 441 |
| Upstream Blk Time (%) | 2 | 1 | 0 | |
| Queuing Penalty (veh) | 0 | 0 | 0 | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

## Network Summary

Network wide Queuing Penalty: 0

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 1950 | 300 | 0 | 1978 | 1055 | 765 | 0 | 46 | 887 | 0 | 743 |
| Future Volume (veh/h) | 0 | 1950 | 300 | 0 | 1978 | 1055 | 765 | 0 | 46 | 887 | 0 | 743 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 0 | 1863 | 1863 | 0 | 1863 | 1863 | 1863 | 0 | 1863 | 1863 | 0 | 1863 |
| Adj Flow Rate, veh/h | 0 | 2120 | 0 | 0 | 2150 | 0 | 832 | 0 | 0 | 964 | 0 | 0 |
| Adj No. of Lanes | 0 | 4 | 1 | 0 | 4 | 1 | 3 | 0 | 1 | 2 | 0 | 2 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 0 | 2 | 2 | 0 | 2 | 2 | 2 | 0 | 2 | 2 | 0 | 2 |
| Cap, veh/h | 0 | 4162 | 1029 | 0 | 4162 | 1029 | 1057 | 0 | 0 | 0 | 0 | 0 |
| Arrive On Green | 0.00 | 0.65 | 0.00 | 0.00 | 0.65 | 0.00 | 0.21 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Sat Flow, veh/h | 0 | 6669 | 1583 | 0 | 6669 | 1583 | 5003 | 832 | | | 0 | |
| Grp Volume(v), veh/h | 0 | 2120 | 0 | 0 | 2150 | 0 | 832 | 26.9 | | | 0.0 | |
| Grp Sat Flow(s),veh/h/ln | 0 | 1602 | 1583 | 0 | 1602 | 1583 | 1668 | C | | | | |
| Q Serve(g_s), s | 0.0 | 11.2 | 0.0 | 0.0 | 11.4 | 0.0 | 10.2 | | | | | |
| Cycle Q Clear(g_c), s | 0.0 | 11.2 | 0.0 | 0.0 | 11.4 | 0.0 | 10.2 | | | | | |
| Prop In Lane | 0.00 | | 1.00 | 0.00 | | 1.00 | 1.00 | | | | | |
| Lane Grp Cap(c), veh/h | 0 | 4162 | 1029 | 0 | 4162 | 1029 | 1057 | | | | | |
| V/C Ratio(X) | 0.00 | 0.51 | 0.00 | 0.00 | 0.52 | 0.00 | 0.79 | | | | | |
| Avail Cap(c_a), veh/h | 0 | 4162 | 1029 | 0 | 4162 | 1029 | 1277 | | | | | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | | |
| Upstream Filter(I) | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | | | | | |
| Uniform Delay (d), s/veh | 0.0 | 5.9 | 0.0 | 0.0 | 6.0 | 0.0 | 24.1 | | | | | |
| Incr Delay (d2), s/veh | 0.0 | 0.4 | 0.0 | 0.0 | 0.1 | 0.0 | 2.8 | | | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | |
| %ile BackOfQ(50%),veh/ln | 0.0 | 5.0 | 0.0 | 0.0 | 5.0 | 0.0 | 4.9 | | | | | |
| LnGrp Delay(d),s/veh | 0.0 | 6.4 | 0.0 | 0.0 | 6.1 | 0.0 | 26.9 | | | | | |
| LnGrp LOS | | A | | | A | | C | | | | | |
| Approach Vol, veh/h | | 2120 | | | 2150 | | | | | | | |
| Approach Delay, s/veh | | 6.4 | | | 6.1 | | | | | | | |
| Approach LOS | | A | | | A | | | | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | | 6 | 7 | |
| Phs Duration (G+Y+Rc), s | | 46.5 | | | | 46.5 | 18.2 | |
| Change Period (Y+Rc), s | | 4.5 | | | | 4.5 | 4.5 | |
| Max Green Setting (Gmax), s | | 42.0 | | | | 42.0 | 16.5 | |
| Max Q Clear Time (g_c+I1), s | | 13.2 | | | | 13.4 | 12.2 | |
| Green Ext Time (p_c), s | | 28.2 | | | | 28.0 | 1.5 | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 9.6 |
| HCM 2010 LOS | A |

## Intersection: 6: I-526 EB Ramps/I-526 WB Ramps & Glenn McConnell Pkwy

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB | NB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | T | T | T | T | T | T | T | T | R | L | L | L |
| Maximum Queue (ft) | 419 | 398 | 295 | 181 | 450 | 418 | 334 | 442 | 303 | 449 | 415 | 306 |
| Average Queue (ft) | 310 | 271 | 181 | 58 | 325 | 288 | 206 | 92 | 10 | 332 | 293 | 207 |
| 95th Queue (ft) | 397 | 366 | 272 | 155 | 421 | 387 | 300 | 257 | 153 | 433 | 396 | 293 |
| Link Distance (ft) | 698 | 698 | 698 | 698 | 748 | 748 | 748 | 748 | 748 | 640 | 640 | 640 |
| Upstream Blk Time (%) | | | | | | | | 0 | 0 | | | |
| Queuing Penalty (veh) | | | | | | | | 0 | 0 | | | |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

## Intersection: 6: I-526 EB Ramps/I-526 WB Ramps & Glenn McConnell Pkwy

| Movement | SB | SB | SB | SB |
|---|---|---|---|---|
| Directions Served | L | L | R | R |
| Maximum Queue (ft) | 398 | 349 | 142 | 32 |
| Average Queue (ft) | 249 | 204 | 14 | 1 |
| 95th Queue (ft) | 370 | 325 | 78 | 15 |
| Link Distance (ft) | 474 | 474 | 474 | 474 |
| Upstream Blk Time (%) | 0 | | | |
| Queuing Penalty (veh) | 0 | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

#### 4.2.3.1.4 Alternative 5

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 0 | 1102 | 947 | 0 | 621 | 0 | 0 | 0 | 0 |
| Future Volume (veh/h) | 0 | 0 | 0 | 0 | 1102 | 947 | 0 | 621 | 0 | 0 | 0 | 0 |
| Number | | | | 5 | 2 | 12 | 7 | 4 | 14 | | | |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | | | | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Adj Sat Flow, veh/h/ln | | | | 0 | 1881 | 1863 | 0 | 1863 | 0 | | | |
| Adj Flow Rate, veh/h | | | | 0 | 1160 | 0 | 0 | 654 | 0 | | | |
| Adj No. of Lanes | | | | 0 | 2 | 1 | 0 | 3 | 0 | | | |
| Peak Hour Factor | | | | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | | | |
| Percent Heavy Veh, % | | | | 0 | 1 | 2 | 0 | 2 | 0 | | | |
| Cap, veh/h | | | | 0 | 2677 | 1186 | 0 | 869 | 0 | | | |
| Arrive On Green | | | | 0.00 | 0.75 | 0.00 | 0.00 | 0.17 | 0.00 | | | |
| Sat Flow, veh/h | | | | 0 | 3668 | 1583 | 0 | 5421 | 0 | | | |
| Grp Volume(v), veh/h | | | | 0 | 1160 | 0 | 0 | 654 | 0 | | | |
| Grp Sat Flow(s),veh/h/ln | | | | 0 | 1787 | 1583 | 0 | 1695 | 0 | | | |
| Q Serve(g_s), s | | | | 0.0 | 18.1 | 0.0 | 0.0 | 18.4 | 0.0 | | | |
| Cycle Q Clear(g_c), s | | | | 0.0 | 18.1 | 0.0 | 0.0 | 18.4 | 0.0 | | | |
| Prop In Lane | | | | 0.00 | | 1.00 | 0.00 | | 0.00 | | | |
| Lane Grp Cap(c), veh/h | | | | 0 | 2677 | 1186 | 0 | 869 | 0 | | | |
| V/C Ratio(X) | | | | 0.00 | 0.43 | 0.00 | 0.00 | 0.75 | 0.00 | | | |
| Avail Cap(c_a), veh/h | | | | 0 | 2677 | 1186 | 0 | 2187 | 0 | | | |
| HCM Platoon Ratio | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | | | | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | | | |
| Uniform Delay (d), s/veh | | | | 0.0 | 7.0 | 0.0 | 0.0 | 59.2 | 0.0 | | | |
| Incr Delay (d2), s/veh | | | | 0.0 | 0.5 | 0.0 | 0.0 | 1.3 | 0.0 | | | |
| Initial Q Delay(d3),s/veh | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | | | | 0.0 | 9.1 | 0.0 | 0.0 | 8.7 | 0.0 | | | |
| LnGrp Delay(d),s/veh | | | | 0.0 | 7.5 | 0.0 | 0.0 | 60.5 | 0.0 | | | |
| LnGrp LOS | | | | | A | | | E | | | | |
| Approach Vol, veh/h | | | | | 1160 | | | 654 | | | | |
| Approach Delay, s/veh | | | | | 7.5 | | | 60.5 | | | | |
| Approach LOS | | | | | A | | | E | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | | | |
| Phs Duration (G+Y+Rc), s | | 117.9 | | 32.1 | | | | |
| Change Period (Y+Rc), s | | 5.5 | | 6.5 | | | | |
| Max Green Setting (Gmax), s | | 73.5 | | 64.5 | | | | |
| Max Q Clear Time (g_c+I1), s | | 20.1 | | 20.4 | | | | |
| Green Ext Time (p_c), s | | 17.7 | | 5.3 | | | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 26.6 |
| HCM 2010 LOS | C |

## Intersection: 5: Paul Cantrell Blvd & I-526 EB Ramps

| Movement | WB | WB | WB | NB | NB | NB |
|---|---|---|---|---|---|---|
| Directions Served | T | T | R | T | T | T |
| Maximum Queue (ft) | 305 | 366 | 454 | 309 | 288 | 239 |
| Average Queue (ft) | 162 | 134 | 112 | 218 | 200 | 143 |
| 95th Queue (ft) | 255 | 272 | 340 | 286 | 268 | 241 |
| Link Distance (ft) | 1070 | 1070 | 1070 | 1338 | 1338 | 1338 |
| Upstream Blk Time (%) | | 0 | 0 | | | |
| Queuing Penalty (veh) | | 0 | 0 | | | |
| Storage Bay Dist (ft) | | | | | | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

## Network Summary

Network wide Queuing Penalty: 0

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 0 | 1978 | 1055 | 0 | 443 | 0 | 0 | 0 | 0 |
| Future Volume (veh/h) | 0 | 0 | 0 | 0 | 1978 | 1055 | 0 | 443 | 0 | 0 | 0 | 0 |
| Number | | | | 5 | 2 | 12 | 7 | 4 | 14 | | | |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | | | | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Adj Sat Flow, veh/h/ln | | | | 0 | 1881 | 1845 | 0 | 1810 | 0 | | | |
| Adj Flow Rate, veh/h | | | | 0 | 2174 | 0 | 0 | 492 | 0 | | | |
| Adj No. of Lanes | | | | 0 | 2 | 1 | 0 | 3 | 0 | | | |
| Peak Hour Factor | | | | 0.91 | 0.91 | 0.91 | 0.90 | 0.90 | 0.90 | | | |
| Percent Heavy Veh, % | | | | 0 | 1 | 3 | 0 | 5 | 0 | | | |
| Cap, veh/h | | | | 0 | 2812 | 1233 | 0 | 659 | 0 | | | |
| Arrive On Green | | | | 0.00 | 0.79 | 0.00 | 0.00 | 0.13 | 0.00 | | | |
| Sat Flow, veh/h | | | | 0 | 3668 | 1568 | 0 | 5266 | 0 | | | |
| Grp Volume(v), veh/h | | | | 0 | 2174 | 0 | 0 | 492 | 0 | | | |
| Grp Sat Flow(s),veh/h/ln | | | | 0 | 1787 | 1568 | 0 | 1647 | 0 | | | |
| Q Serve(g_s), s | | | | 0.0 | 49.7 | 0.0 | 0.0 | 14.4 | 0.0 | | | |
| Cycle Q Clear(g_c), s | | | | 0.0 | 49.7 | 0.0 | 0.0 | 14.4 | 0.0 | | | |
| Prop In Lane | | | | 0.00 | | 1.00 | 0.00 | | 0.00 | | | |
| Lane Grp Cap(c), veh/h | | | | 0 | 2812 | 1233 | 0 | 659 | 0 | | | |
| V/C Ratio(X) | | | | 0.00 | 0.77 | 0.00 | 0.00 | 0.75 | 0.00 | | | |
| Avail Cap(c_a), veh/h | | | | 0 | 2812 | 1233 | 0 | 1433 | 0 | | | |
| HCM Platoon Ratio | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | | | | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | | | |
| Uniform Delay (d), s/veh | | | | 0.0 | 8.7 | 0.0 | 0.0 | 62.6 | 0.0 | | | |
| Incr Delay (d2), s/veh | | | | 0.0 | 2.1 | 0.0 | 0.0 | 1.7 | 0.0 | | | |
| Initial Q Delay(d3),s/veh | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | | | | 0.0 | 25.0 | 0.0 | 0.0 | 6.7 | 0.0 | | | |
| LnGrp Delay(d),s/veh | | | | 0.0 | 10.9 | 0.0 | 0.0 | 64.3 | 0.0 | | | |
| LnGrp LOS | | | | | B | | | E | | | | |
| Approach Vol, veh/h | | | | | 2174 | | | 492 | | | | |
| Approach Delay, s/veh | | | | | 10.9 | | | 64.3 | | | | |
| Approach LOS | | | | | B | | | E | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | | | |
| Phs Duration (G+Y+Rc), s | | 123.5 | | 26.5 | | | | |
| Change Period (Y+Rc), s | | 5.5 | | 6.5 | | | | |
| Max Green Setting (Gmax), s | | 94.5 | | 43.5 | | | | |
| Max Q Clear Time (g_c+I1), s | | 51.7 | | 16.4 | | | | |
| Green Ext Time (p_c), s | | 36.1 | | 3.6 | | | | |

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

## Intersection: 5: Paul Cantrell Blvd & I-526 EB Ramps

| Movement | WB | WB | WB | NB | NB | NB |
|---|---|---|---|---|---|---|
| Directions Served | T | T | R | T | T | T |
| Maximum Queue (ft) | 530 | 934 | 864 | 265 | 255 | 205 |
| Average Queue (ft) | 270 | 304 | 125 | 177 | 162 | 91 |
| 95th Queue (ft) | 439 | 673 | 506 | 242 | 233 | 205 |
| Link Distance (ft) | 1128 | 1128 | 1128 | 1459 | 1459 | 1459 |
| Upstream Blk Time (%) | 0 | 0 | 0 | | | |
| Queuing Penalty (veh) | 0 | 0 | 0 | | | |
| Storage Bay Dist (ft) | | | | | | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

## Network Summary

Network wide Queuing Penalty: 0

#### 4.2.3.2 Magwood Drive

##### 4.2.3.2.1 Alternative 1

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 516 | 0 | 689 | 96 | 218 | 0 | 0 | 1110 | 28 |
| Future Volume (veh/h) | 0 | 0 | 0 | 516 | 0 | 689 | 96 | 218 | 0 | 0 | 1110 | 28 |
| Number | | | | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | | | | 1863 | 0 | 1863 | 1863 | 1863 | 0 | 0 | 1863 | 1863 |
| Adj Flow Rate, veh/h | | | | 573 | 0 | 0 | 107 | 242 | 0 | 0 | 1233 | 0 |
| Adj No. of Lanes | | | | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 4 | 1 |
| Peak Hour Factor | | | | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | | | | 2 | 0 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap, veh/h | | | | 708 | 0 | 326 | 400 | 2413 | 0 | 0 | 3646 | 901 |
| Arrive On Green | | | | 0.21 | 0.00 | 0.00 | 0.11 | 1.00 | 0.00 | 0.00 | 0.57 | 0.00 |
| Sat Flow, veh/h | | | | 3442 | 0 | 1583 | 1774 | 3632 | 0 | 0 | 6669 | 1583 |
| Grp Volume(v), veh/h | | | | 573 | 0 | 0 | 107 | 242 | 0 | 0 | 1233 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | | 1721 | 0 | 1583 | 1774 | 1770 | 0 | 0 | 1602 | 1583 |
| Q Serve(g_s), s | | | | 12.7 | 0.0 | 0.0 | 1.8 | 0.0 | 0.0 | 0.0 | 8.2 | 0.0 |
| Cycle Q Clear(g_c), s | | | | 12.7 | 0.0 | 0.0 | 1.8 | 0.0 | 0.0 | 0.0 | 8.2 | 0.0 |
| Prop In Lane | | | | 1.00 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 708 | 0 | 326 | 400 | 2413 | 0 | 0 | 3646 | 901 |
| V/C Ratio(X) | | | | 0.81 | 0.00 | 0.00 | 0.27 | 0.10 | 0.00 | 0.00 | 0.34 | 0.00 |
| Avail Cap(c_a), veh/h | | | | 1140 | 0 | 524 | 533 | 2413 | 0 | 0 | 3646 | 901 |
| HCM Platoon Ratio | | | | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | | | | 1.00 | 0.00 | 0.00 | 0.98 | 0.98 | 0.00 | 0.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | | | | 30.3 | 0.0 | 0.0 | 5.7 | 0.0 | 0.0 | 0.0 | 9.2 | 0.0 |
| Incr Delay (d2), s/veh | | | | 2.3 | 0.0 | 0.0 | 0.3 | 0.1 | 0.0 | 0.0 | 0.3 | 0.0 |
| Initial Q Delay(d3),s/veh | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | | 6.3 | 0.0 | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 | 3.7 | 0.0 |
| LnGrp Delay(d),s/veh | | | | 32.6 | 0.0 | 0.0 | 6.0 | 0.1 | 0.0 | 0.0 | 9.5 | 0.0 |
| LnGrp LOS | | | | C | | | A | A | | | A | |
| Approach Vol, veh/h | | | | | 573 | | | 349 | | | 1233 | |
| Approach Delay, s/veh | | | | | 32.6 | | | 1.9 | | | 9.5 | |
| Approach LOS | | | | | C | | | A | | | A | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 59.1 | | | 9.0 | 50.0 | | 20.9 |
| Change Period (Y+Rc), s | | 4.5 | | | 4.5 | 4.5 | | 4.5 |
| Max Green Setting (Gmax), s | | 44.5 | | | 10.5 | 29.5 | | 26.5 |
| Max Q Clear Time (g_c+I1), s | | 2.0 | | | 3.8 | 10.2 | | 14.7 |
| Green Ext Time (p_c), s | | 15.0 | | | 0.1 | 10.4 | | 1.8 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 14.4 |
| HCM 2010 LOS | B |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 91 | 424 | 132 | 0 | 0 | 0 | 0 | 223 | 286 | 945 | 681 | 0 |
| Future Volume (veh/h) | 91 | 424 | 132 | 0 | 0 | 0 | 0 | 223 | 286 | 945 | 681 | 0 |
| Number | 7 | 4 | 14 | | | | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | | | | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1863 | | | | 0 | 1863 | 1863 | 1863 | 1863 | 0 |
| Adj Flow Rate, veh/h | 101 | 471 | 0 | | | | 0 | 248 | 318 | 1050 | 757 | 0 |
| Adj No. of Lanes | 2 | 2 | 1 | | | | 0 | 2 | 2 | 2 | 2 | 0 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | | | | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 2 | 2 | 2 | | | | 0 | 2 | 2 | 2 | 2 | 0 |
| Cap, veh/h | 597 | 614 | 275 | | | | 0 | 1118 | 881 | 1176 | 2527 | 0 |
| Arrive On Green | 0.17 | 0.17 | 0.00 | | | | 0.00 | 0.32 | 0.32 | 0.34 | 0.71 | 0.00 |
| Sat Flow, veh/h | 3442 | 3539 | 1583 | | | | 0 | 3632 | 2787 | 3442 | 3632 | 0 |
| Grp Volume(v), veh/h | 101 | 471 | 0 | | | | 0 | 248 | 318 | 1050 | 757 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1721 | 1770 | 1583 | | | | 0 | 1770 | 1393 | 1721 | 1770 | 0 |
| Q Serve(g_s), s | 2.0 | 10.1 | 0.0 | | | | 0.0 | 4.1 | 7.0 | 23.1 | 6.2 | 0.0 |
| Cycle Q Clear(g_c), s | 2.0 | 10.1 | 0.0 | | | | 0.0 | 4.1 | 7.0 | 23.1 | 6.2 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | | | | 0.00 | | 1.00 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 597 | 614 | 275 | | | | 0 | 1118 | 881 | 1176 | 2527 | 0 |
| V/C Ratio(X) | 0.17 | 0.77 | 0.00 | | | | 0.00 | 0.22 | 0.36 | 0.89 | 0.30 | 0.00 |
| Avail Cap(c_a), veh/h | 774 | 796 | 356 | | | | 0 | 1118 | 881 | 1312 | 2527 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | | | | 0.00 | 1.00 | 1.00 | 0.88 | 0.88 | 0.00 |
| Uniform Delay (d), s/veh | 28.1 | 31.5 | 0.0 | | | | 0.0 | 20.1 | 21.1 | 24.9 | 4.2 | 0.0 |
| Incr Delay (d2), s/veh | 0.1 | 3.4 | 0.0 | | | | 0.0 | 0.5 | 1.2 | 6.7 | 0.3 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.0 | 5.3 | 0.0 | | | | 0.0 | 2.1 | 2.8 | 12.0 | 3.0 | 0.0 |
| LnGrp Delay(d),s/veh | 28.3 | 34.9 | 0.0 | | | | 0.0 | 20.6 | 22.3 | 31.7 | 4.4 | 0.0 |
| LnGrp LOS | C | C | | | | | | C | C | C | A | |
| Approach Vol, veh/h | | 572 | | | | | | 566 | | | 1807 | |
| Approach Delay, s/veh | | 33.7 | | | | | | 21.5 | | | 20.3 | |
| Approach LOS | | C | | | | | | C | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | 11.8 | 29.8 | | 18.4 | | 61.6 | | |
| Change Period (Y+Rc), s | 4.5 | 4.5 | | 4.5 | | 4.5 | | |
| Max Green Setting (Gmax), s | 30.5 | 18.0 | | 18.0 | | 53.0 | | |
| Max Q Clear Time (g_c+I1), s | 25.1 | 9.0 | | 12.1 | | 8.2 | | |
| Green Ext Time (p_c), s | 2.2 | 5.1 | | 1.7 | | 10.9 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 23.1 |
| HCM 2010 LOS | C |

Notes

## Intersection: 1: Magwood Dr & Glenn McConnell Pkwy

| Movement | WB | WB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | L | T | T | T | T | T | T |
| Maximum Queue (ft) | 283 | 221 | 90 | 96 | 115 | 502 | 465 | 176 | 59 |
| Average Queue (ft) | 177 | 114 | 46 | 51 | 53 | 247 | 204 | 59 | 14 |
| 95th Queue (ft) | 252 | 215 | 87 | 84 | 111 | 424 | 386 | 124 | 45 |
| Link Distance (ft) | 347 | 347 | 76 | 76 | 76 | 690 | 690 | 690 | 690 |
| Upstream Blk Time (%) | | | 2 | 1 | 4 | | | | |
| Queuing Penalty (veh) | | | 2 | 1 | 4 | | | | |
| Storage Bay Dist (ft) | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |

## Intersection: 2: Magwood Dr & Glenn McConnell Pkwy

| Movement | EB | EB | EB | EB | EB | NB | NB | NB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | T | T | R | T | T | R | R | L | L | T |
| Maximum Queue (ft) | 106 | 43 | 233 | 204 | 44 | 93 | 170 | 202 | 56 | 99 | 126 | 140 |
| Average Queue (ft) | 51 | 4 | 155 | 96 | 4 | 34 | 75 | 54 | 2 | 78 | 85 | 79 |
| 95th Queue (ft) | 93 | 24 | 214 | 191 | 27 | 76 | 141 | 166 | 33 | 122 | 123 | 138 |
| Link Distance (ft) | 444 | 444 | 444 | 444 | 444 | 285 | 285 | 285 | 285 | 76 | 76 | 76 |
| Upstream Blk Time (%) | | | | | | | | 0 | | 18 | 19 | 12 |
| Queuing Penalty (veh) | | | | | | | | 0 | | 74 | 76 | 49 |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

## Intersection: 2: Magwood Dr & Glenn McConnell Pkwy

| Movement | SB |
|---|---|
| Directions Served | T |
| Maximum Queue (ft) | 89 |
| Average Queue (ft) | 42 |
| 95th Queue (ft) | 94 |
| Link Distance (ft) | 76 |
| Upstream Blk Time (%) | 2 |
| Queuing Penalty (veh) | 6 |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

## Network Summary

Network wide Queuing Penalty: 213

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 279 | 0 | 1162 | 325 | 446 | 0 | 0 | 977 | 155 |
| Future Volume (veh/h) | 0 | 0 | 0 | 279 | 0 | 1162 | 325 | 446 | 0 | 0 | 977 | 155 |
| Number | | | | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | | | | 1863 | 0 | 1863 | 1863 | 1863 | 0 | 0 | 1863 | 1863 |
| Adj Flow Rate, veh/h | | | | 294 | 0 | 0 | 361 | 496 | 0 | 0 | 1051 | 0 |
| Adj No. of Lanes | | | | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 4 | 1 |
| Peak Hour Factor | | | | 0.95 | 0.95 | 0.95 | 0.90 | 0.90 | 0.90 | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, % | | | | 2 | 0 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap, veh/h | | | | 386 | 0 | 178 | 913 | 2788 | 0 | 0 | 2029 | 501 |
| Arrive On Green | | | | 0.11 | 0.00 | 0.00 | 0.84 | 1.00 | 0.00 | 0.00 | 0.32 | 0.00 |
| Sat Flow, veh/h | | | | 3442 | 0 | 1583 | 1774 | 3632 | 0 | 0 | 6669 | 1583 |
| Grp Volume(v), veh/h | | | | 294 | 0 | 0 | 361 | 496 | 0 | 0 | 1051 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | | 1721 | 0 | 1583 | 1774 | 1770 | 0 | 0 | 1602 | 1583 |
| Q Serve(g_s), s | | | | 7.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.1 | 0.0 |
| Cycle Q Clear(g_c), s | | | | 7.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.1 | 0.0 |
| Prop In Lane | | | | 1.00 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 386 | 0 | 178 | 913 | 2788 | 0 | 0 | 2029 | 501 |
| V/C Ratio(X) | | | | 0.76 | 0.00 | 0.00 | 0.40 | 0.18 | 0.00 | 0.00 | 0.52 | 0.00 |
| Avail Cap(c_a), veh/h | | | | 669 | 0 | 308 | 913 | 2788 | 0 | 0 | 2029 | 501 |
| HCM Platoon Ratio | | | | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | | | | 1.00 | 0.00 | 0.00 | 0.85 | 0.85 | 0.00 | 0.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | | | | 38.8 | 0.0 | 0.0 | 2.6 | 0.0 | 0.0 | 0.0 | 25.1 | 0.0 |
| Incr Delay (d2), s/veh | | | | 3.1 | 0.0 | 0.0 | 0.2 | 0.1 | 0.0 | 0.0 | 0.9 | 0.0 |
| Initial Q Delay(d3),s/veh | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | | 3.7 | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 | 5.5 | 0.0 |
| LnGrp Delay(d),s/veh | | | | 41.9 | 0.0 | 0.0 | 2.9 | 0.1 | 0.0 | 0.0 | 26.1 | 0.0 |
| LnGrp LOS | | | | D | | | A | A | | | C | |
| Approach Vol, veh/h | | | | | 294 | | | 857 | | | 1051 | |
| Approach Delay, s/veh | | | | | 41.9 | | | 1.3 | | | 26.1 | |
| Approach LOS | | | | | D | | | A | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 75.4 | | | 42.4 | 33.0 | | 14.6 |
| Change Period (Y+Rc), s | | 4.5 | | | 4.5 | 4.5 | | 4.5 |
| Max Green Setting (Gmax), s | | 63.5 | | | 30.5 | 28.5 | | 17.5 |
| Max Q Clear Time (g_c+I1), s | | 2.0 | | | 2.0 | 14.1 | | 9.5 |
| Green Ext Time (p_c), s | | 5.1 | | | 4.8 | 6.4 | | 0.6 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 18.5 |
| HCM 2010 LOS | B |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 184 | 314 | 328 | 0 | 0 | 0 | 0 | 587 | 328 | 809 | 447 | 0 |
| Future Volume (veh/h) | 184 | 314 | 328 | 0 | 0 | 0 | 0 | 587 | 328 | 809 | 447 | 0 |
| Number | 7 | 4 | 14 | | | | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | | | | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1863 | | | | 0 | 1863 | 1863 | 1863 | 1863 | 0 |
| Adj Flow Rate, veh/h | 204 | 349 | 0 | | | | 0 | 652 | 364 | 899 | 497 | 0 |
| Adj No. of Lanes | 2 | 2 | 1 | | | | 0 | 2 | 2 | 2 | 2 | 0 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | | | | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 2 | 2 | 2 | | | | 0 | 2 | 2 | 2 | 2 | 0 |
| Cap, veh/h | 483 | 497 | 222 | | | | 0 | 1424 | 1121 | 1057 | 2689 | 0 |
| Arrive On Green | 0.14 | 0.14 | 0.00 | | | | 0.00 | 0.40 | 0.40 | 0.31 | 0.76 | 0.00 |
| Sat Flow, veh/h | 3442 | 3539 | 1583 | | | | 0 | 3632 | 2787 | 3442 | 3632 | 0 |
| Grp Volume(v), veh/h | 204 | 349 | 0 | | | | 0 | 652 | 364 | 899 | 497 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1721 | 1770 | 1583 | | | | 0 | 1770 | 1393 | 1721 | 1770 | 0 |
| Q Serve(g_s), s | 4.9 | 8.5 | 0.0 | | | | 0.0 | 12.1 | 8.1 | 22.0 | 3.5 | 0.0 |
| Cycle Q Clear(g_c), s | 4.9 | 8.5 | 0.0 | | | | 0.0 | 12.1 | 8.1 | 22.0 | 3.5 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | | | | 0.00 | | 1.00 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 483 | 497 | 222 | | | | 0 | 1424 | 1121 | 1057 | 2689 | 0 |
| V/C Ratio(X) | 0.42 | 0.70 | 0.00 | | | | 0.00 | 0.46 | 0.32 | 0.85 | 0.18 | 0.00 |
| Avail Cap(c_a), veh/h | 784 | 806 | 361 | | | | 0 | 1424 | 1121 | 1740 | 2689 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | | | | 0.00 | 1.00 | 1.00 | 0.87 | 0.87 | 0.00 |
| Uniform Delay (d), s/veh | 35.3 | 36.9 | 0.0 | | | | 0.0 | 19.7 | 18.5 | 29.2 | 3.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.6 | 1.8 | 0.0 | | | | 0.0 | 1.1 | 0.8 | 2.0 | 0.1 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.4 | 4.2 | 0.0 | | | | 0.0 | 6.1 | 3.2 | 10.8 | 1.8 | 0.0 |
| LnGrp Delay(d),s/veh | 35.9 | 38.7 | 0.0 | | | | 0.0 | 20.8 | 19.3 | 31.2 | 3.2 | 0.0 |
| LnGrp LOS | D | D | | | | | | C | B | C | A | |
| Approach Vol, veh/h | | 553 | | | | | | 1016 | | | 1396 | |
| Approach Delay, s/veh | | 37.7 | | | | | | 20.2 | | | 21.2 | |
| Approach LOS | | D | | | | | | C | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | 12.2 | 40.7 | | 17.1 | | 72.9 | | |
| Change Period (Y+Rc), s | 4.5 | 4.5 | | 4.5 | | 4.5 | | |
| Max Green Setting (Gmax), s | 45.5 | 10.5 | | 20.5 | | 60.5 | | |
| Max Q Clear Time (g_c+I1), s | 24.0 | 14.1 | | 10.5 | | 5.5 | | |
| Green Ext Time (p_c), s | 3.6 | 0.0 | | 2.2 | | 13.5 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 24.0 |
| HCM 2010 LOS | C |

Notes

## Intersection: 1: Magwood Dr & Glenn McConnell Pkwy

| Movement | WB | WB | WB | NB | NB | NB | SB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | R | L | T | T | T | T | T | T | R |
| Maximum Queue (ft) | 196 | 252 | 193 | 118 | 120 | 106 | 354 | 347 | 344 | 164 | 108 |
| Average Queue (ft) | 117 | 76 | 7 | 85 | 76 | 56 | 283 | 243 | 115 | 15 | 16 |
| 95th Queue (ft) | 180 | 194 | 131 | 130 | 122 | 107 | 409 | 407 | 307 | 83 | 67 |
| Link Distance (ft) | 912 | 912 | 912 | 90 | 90 | 90 | 324 | 324 | 324 | 324 | 324 |
| Upstream Blk Time (%) | | 0 | 0 | 7 | 5 | 1 | 22 | 17 | 7 | | |
| Queuing Penalty (veh) | | 0 | 0 | 17 | 12 | 3 | 0 | 0 | 0 | | |
| Storage Bay Dist (ft) | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |

## Intersection: 2: Magwood Dr & Glenn McConnell Pkwy

| Movement | EB | EB | EB | EB | EB | NB | NB | NB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | T | T | R | T | T | R | R | L | L | T |
| Maximum Queue (ft) | 166 | 141 | 203 | 176 | 96 | 309 | 291 | 221 | 100 | 118 | 136 | 142 |
| Average Queue (ft) | 91 | 24 | 127 | 62 | 14 | 173 | 145 | 65 | 8 | 107 | 104 | 75 |
| 95th Queue (ft) | 147 | 82 | 188 | 149 | 61 | 305 | 272 | 192 | 69 | 125 | 134 | 143 |
| Link Distance (ft) | 444 | 444 | 444 | 444 | 444 | 285 | 285 | 285 | 285 | 90 | 90 | 90 |
| Upstream Blk Time (%) | | | | | | 7 | 2 | 0 | | 52 | 43 | 2 |
| Queuing Penalty (veh) | | | | | | 0 | 0 | 0 | | 162 | 136 | 7 |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

## Intersection: 2: Magwood Dr & Glenn McConnell Pkwy

| Movement | SB |
|---|---|
| Directions Served | T |
| Maximum Queue (ft) | 110 |
| Average Queue (ft) | 56 |
| 95th Queue (ft) | 115 |
| Link Distance (ft) | 90 |
| Upstream Blk Time (%) | 1 |
| Queuing Penalty (veh) | 3 |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

## Network Summary

Network wide Queuing Penalty: 341

#### 4.2.3.2.2 Alternative 2

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 516 | 0 | 689 | 96 | 218 | 0 | 0 | 1110 | 28 |
| Future Volume (veh/h) | 0 | 0 | 0 | 516 | 0 | 689 | 96 | 218 | 0 | 0 | 1110 | 28 |
| Number | | | | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | | | | 1863 | 0 | 1863 | 1863 | 1863 | 0 | 0 | 1863 | 1863 |
| Adj Flow Rate, veh/h | | | | 573 | 0 | 0 | 107 | 242 | 0 | 0 | 1233 | 0 |
| Adj No. of Lanes | | | | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 4 | 1 |
| Peak Hour Factor | | | | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | | | | 2 | 0 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap, veh/h | | | | 720 | 0 | 331 | 405 | 2344 | 0 | 0 | 3431 | 848 |
| Arrive On Green | | | | 0.21 | 0.00 | 0.00 | 0.13 | 1.00 | 0.00 | 0.00 | 0.54 | 0.00 |
| Sat Flow, veh/h | | | | 3442 | 0 | 1583 | 1774 | 3632 | 0 | 0 | 6669 | 1583 |
| Grp Volume(v), veh/h | | | | 573 | 0 | 0 | 107 | 242 | 0 | 0 | 1233 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | | 1721 | 0 | 1583 | 1774 | 1770 | 0 | 0 | 1602 | 1583 |
| Q Serve(g_s), s | | | | 11.1 | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 7.7 | 0.0 |
| Cycle Q Clear(g_c), s | | | | 11.1 | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 7.7 | 0.0 |
| Prop In Lane | | | | 1.00 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 720 | 0 | 331 | 405 | 2344 | 0 | 0 | 3431 | 848 |
| V/C Ratio(X) | | | | 0.80 | 0.00 | 0.00 | 0.26 | 0.10 | 0.00 | 0.00 | 0.36 | 0.00 |
| Avail Cap(c_a), veh/h | | | | 1106 | 0 | 509 | 509 | 2344 | 0 | 0 | 3431 | 848 |
| HCM Platoon Ratio | | | | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | | | | 1.00 | 0.00 | 0.00 | 0.98 | 0.98 | 0.00 | 0.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | | | | 26.3 | 0.0 | 0.0 | 5.7 | 0.0 | 0.0 | 0.0 | 9.4 | 0.0 |
| Incr Delay (d2), s/veh | | | | 2.3 | 0.0 | 0.0 | 0.3 | 0.1 | 0.0 | 0.0 | 0.3 | 0.0 |
| Initial Q Delay(d3),s/veh | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | | 5.5 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 |
| LnGrp Delay(d),s/veh | | | | 28.6 | 0.0 | 0.0 | 6.0 | 0.1 | 0.0 | 0.0 | 9.6 | 0.0 |
| LnGrp LOS | | | | C | | | A | A | | | A | |
| Approach Vol, veh/h | | | | | 573 | | | 349 | | | 1233 | |
| Approach Delay, s/veh | | | | | 28.6 | | | 1.9 | | | 9.6 | |
| Approach LOS | | | | | C | | | A | | | A | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 50.9 | | | 8.9 | 42.0 | | 19.1 |
| Change Period (Y+Rc), s | | 4.5 | | | 4.5 | 4.5 | | 4.5 |
| Max Green Setting (Gmax), s | | 38.5 | | | 8.5 | 25.5 | | 22.5 |
| Max Q Clear Time (g_c+I1), s | | 2.0 | | | 3.7 | 9.7 | | 13.1 |
| Green Ext Time (p_c), s | | 14.2 | | | 0.1 | 9.2 | | 1.6 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 13.4 |
| HCM 2010 LOS | B |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 91 | 0 | 132 | 0 | 0 | 0 | 0 | 223 | 286 | 945 | 681 | 0 |
| Future Volume (veh/h) | 91 | 0 | 132 | 0 | 0 | 0 | 0 | 223 | 286 | 945 | 681 | 0 |
| Number | 7 | 4 | 14 | | | | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | | | | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 0 | 1863 | | | | 0 | 1863 | 1863 | 1863 | 1863 | 0 |
| Adj Flow Rate, veh/h | 101 | 0 | 0 | | | | 0 | 248 | 318 | 1050 | 757 | 0 |
| Adj No. of Lanes | 2 | 0 | 1 | | | | 0 | 2 | 2 | 2 | 2 | 0 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | | | | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 2 | 0 | 2 | | | | 0 | 2 | 2 | 2 | 2 | 0 |
| Cap, veh/h | 211 | 0 | 97 | | | | 0 | 1603 | 1262 | 1008 | 2867 | 0 |
| Arrive On Green | 0.06 | 0.00 | 0.00 | | | | 0.00 | 0.45 | 0.45 | 0.29 | 0.81 | 0.00 |
| Sat Flow, veh/h | 3442 | 0 | 1583 | | | | 0 | 3632 | 2787 | 3442 | 3632 | 0 |
| Grp Volume(v), veh/h | 101 | 0 | 0 | | | | 0 | 248 | 318 | 1050 | 757 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1721 | 0 | 1583 | | | | 0 | 1770 | 1393 | 1721 | 1770 | 0 |
| Q Serve(g_s), s | 2.0 | 0.0 | 0.0 | | | | 0.0 | 2.9 | 4.9 | 20.5 | 3.6 | 0.0 |
| Cycle Q Clear(g_c), s | 2.0 | 0.0 | 0.0 | | | | 0.0 | 2.9 | 4.9 | 20.5 | 3.6 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | | | | 0.00 | | 1.00 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 211 | 0 | 97 | | | | 0 | 1603 | 1262 | 1008 | 2867 | 0 |
| V/C Ratio(X) | 0.48 | 0.00 | 0.00 | | | | 0.00 | 0.15 | 0.25 | 1.04 | 0.26 | 0.00 |
| Avail Cap(c_a), veh/h | 885 | 0 | 407 | | | | 0 | 1603 | 1262 | 1008 | 2867 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | | | | 0.00 | 1.00 | 1.00 | 0.87 | 0.87 | 0.00 |
| Uniform Delay (d), s/veh | 31.8 | 0.0 | 0.0 | | | | 0.0 | 11.3 | 11.8 | 24.8 | 1.6 | 0.0 |
| Incr Delay (d2), s/veh | 1.7 | 0.0 | 0.0 | | | | 0.0 | 0.2 | 0.5 | 37.9 | 0.2 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.0 | 0.0 | 0.0 | | | | 0.0 | 1.5 | 2.0 | 15.0 | 1.8 | 0.0 |
| LnGrp Delay(d),s/veh | 33.4 | 0.0 | 0.0 | | | | 0.0 | 11.5 | 12.3 | 62.7 | 1.8 | 0.0 |
| LnGrp LOS | C | | | | | | | B | B | F | A | |
| Approach Vol, veh/h | | 101 | | | | | | 566 | | | 1807 | |
| Approach Delay, s/veh | | 33.4 | | | | | | 11.9 | | | 37.2 | |
| Approach LOS | | C | | | | | | B | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | 15.0 | 36.2 | | 8.8 | | 61.2 | | |
| Change Period (Y+Rc), s | 4.5 | 4.5 | | 4.5 | | 4.5 | | |
| Max Green Setting (Gmax), s | 10.5 | 18.0 | | 18.0 | | 43.0 | | |
| Max Q Clear Time (g_c+I1), s | 22.5 | 6.9 | | 4.0 | | 5.6 | | |
| Green Ext Time (p_c), s | 0.0 | 6.0 | | 0.2 | | 10.5 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 31.3 |
| HCM 2010 LOS | C |

Notes

## Intersection: 1: Magwood Dr & Glenn McConnell Pkwy

| Movement | WB | WB | WB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | R | L | T | T | T | T | T | T |
| Maximum Queue (ft) | 251 | 206 | 9 | 89 | 85 | 106 | 347 | 347 | 341 | 174 |
| Average Queue (ft) | 162 | 98 | 0 | 38 | 44 | 38 | 284 | 235 | 103 | 16 |
| 95th Queue (ft) | 226 | 196 | 9 | 78 | 77 | 95 | 397 | 386 | 279 | 85 |
| Link Distance (ft) | 347 | 347 | 347 | 76 | 76 | 76 | 324 | 324 | 324 | 324 |
| Upstream Blk Time (%) | | | | 1 | 1 | 2 | 16 | 11 | 4 | 0 |
| Queuing Penalty (veh) | | | | 1 | 1 | 2 | 0 | 0 | 0 | 0 |
| Storage Bay Dist (ft) | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |

## Intersection: 2: Magwood Dr & Glenn McConnell Pkwy

| Movement | EB | EB | EB | NB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | R | T | T | R | R | L | L | T | T |
| Maximum Queue (ft) | 109 | 41 | 47 | 78 | 156 | 148 | 17 | 97 | 119 | 139 | 85 |
| Average Queue (ft) | 56 | 4 | 3 | 25 | 60 | 21 | 1 | 84 | 86 | 71 | 29 |
| 95th Queue (ft) | 98 | 23 | 23 | 60 | 116 | 93 | 11 | 114 | 117 | 143 | 81 |
| Link Distance (ft) | 444 | 444 | 444 | 284 | 284 | 284 | 284 | 76 | 76 | 76 | 76 |
| Upstream Blk Time (%) | | | | | | | | 30 | 29 | 8 | 1 |
| Queuing Penalty (veh) | | | | | | | | 123 | 117 | 34 | 2 |
| Storage Bay Dist (ft) | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |

## Network Summary

Network wide Queuing Penalty: 280

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 279 | 0 | 1162 | 325 | 446 | 0 | 0 | 977 | 155 |
| Future Volume (veh/h) | 0 | 0 | 0 | 279 | 0 | 1162 | 325 | 446 | 0 | 0 | 977 | 155 |
| Number | | | | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | | | | 1863 | 0 | 1863 | 1863 | 1863 | 0 | 0 | 1863 | 1863 |
| Adj Flow Rate, veh/h | | | | 294 | 0 | 0 | 361 | 496 | 0 | 0 | 1051 | 0 |
| Adj No. of Lanes | | | | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 4 | 1 |
| Peak Hour Factor | | | | 0.95 | 0.95 | 0.95 | 0.90 | 0.90 | 0.90 | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, % | | | | 2 | 0 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap, veh/h | | | | 392 | 0 | 180 | 759 | 2783 | 0 | 0 | 2884 | 712 |
| Arrive On Green | | | | 0.11 | 0.00 | 0.00 | 0.38 | 1.00 | 0.00 | 0.00 | 0.45 | 0.00 |
| Sat Flow, veh/h | | | | 3442 | 0 | 1583 | 1774 | 3632 | 0 | 0 | 6669 | 1583 |
| Grp Volume(v), veh/h | | | | 294 | 0 | 0 | 361 | 496 | 0 | 0 | 1051 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | | 1721 | 0 | 1583 | 1774 | 1770 | 0 | 0 | 1602 | 1583 |
| Q Serve(g_s), s | | | | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.7 | 0.0 |
| Cycle Q Clear(g_c), s | | | | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.7 | 0.0 |
| Prop In Lane | | | | 1.00 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 392 | 0 | 180 | 759 | 2783 | 0 | 0 | 2884 | 712 |
| V/C Ratio(X) | | | | 0.75 | 0.00 | 0.00 | 0.48 | 0.18 | 0.00 | 0.00 | 0.36 | 0.00 |
| Avail Cap(c_a), veh/h | | | | 822 | 0 | 378 | 759 | 2783 | 0 | 0 | 2884 | 712 |
| HCM Platoon Ratio | | | | 1.00 | 1.00 | 1.00 | 1.33 | 1.33 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | | | | 1.00 | 0.00 | 0.00 | 0.87 | 0.87 | 0.00 | 0.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | | | | 38.6 | 0.0 | 0.0 | 13.1 | 0.0 | 0.0 | 0.0 | 16.3 | 0.0 |
| Incr Delay (d2), s/veh | | | | 2.9 | 0.0 | 0.0 | 0.4 | 0.1 | 0.0 | 0.0 | 0.4 | 0.0 |
| Initial Q Delay(d3),s/veh | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | | 3.7 | 0.0 | 0.0 | 5.7 | 0.0 | 0.0 | 0.0 | 4.4 | 0.0 |
| LnGrp Delay(d),s/veh | | | | 41.6 | 0.0 | 0.0 | 13.5 | 0.1 | 0.0 | 0.0 | 16.6 | 0.0 |
| LnGrp LOS | | | | D | | | B | A | | | B | |
| Approach Vol, veh/h | | | | | 294 | | | 857 | | | 1051 | |
| Approach Delay, s/veh | | | | | 41.6 | | | 5.7 | | | 16.6 | |
| Approach LOS | | | | | D | | | A | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 75.3 | | | 30.3 | 45.0 | | 14.7 |
| Change Period (Y+Rc), s | | 4.5 | | | 4.5 | 4.5 | | 4.5 |
| Max Green Setting (Gmax), s | | 59.5 | | | 14.5 | 40.5 | | 21.5 |
| Max Q Clear Time (g_c+I1), s | | 2.0 | | | 2.0 | 11.7 | | 9.4 |
| Green Ext Time (p_c), s | | 5.1 | | | 3.7 | 8.8 | | 0.8 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 15.7 |
| HCM 2010 LOS | B |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 184 | 0 | 99 | 0 | 0 | 0 | 0 | 587 | 328 | 809 | 447 | 0 |
| Future Volume (veh/h) | 184 | 0 | 99 | 0 | 0 | 0 | 0 | 587 | 328 | 809 | 447 | 0 |
| Number | 7 | 4 | 14 | | | | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | | | | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 0 | 1863 | | | | 0 | 1863 | 1863 | 1863 | 1863 | 0 |
| Adj Flow Rate, veh/h | 204 | 0 | 0 | | | | 0 | 652 | 364 | 899 | 497 | 0 |
| Adj No. of Lanes | 2 | 0 | 1 | | | | 0 | 2 | 2 | 2 | 2 | 0 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | | | | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 2 | 0 | 2 | | | | 0 | 2 | 2 | 2 | 2 | 0 |
| Cap, veh/h | 293 | 0 | 135 | | | | 0 | 1619 | 1275 | 1057 | 2884 | 0 |
| Arrive On Green | 0.09 | 0.00 | 0.00 | | | | 0.00 | 0.46 | 0.46 | 0.31 | 0.81 | 0.00 |
| Sat Flow, veh/h | 3442 | 0 | 1583 | | | | 0 | 3632 | 2787 | 3442 | 3632 | 0 |
| Grp Volume(v), veh/h | 204 | 0 | 0 | | | | 0 | 652 | 364 | 899 | 497 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1721 | 0 | 1583 | | | | 0 | 1770 | 1393 | 1721 | 1770 | 0 |
| Q Serve(g_s), s | 5.2 | 0.0 | 0.0 | | | | 0.0 | 11.0 | 7.3 | 22.0 | 2.7 | 0.0 |
| Cycle Q Clear(g_c), s | 5.2 | 0.0 | 0.0 | | | | 0.0 | 11.0 | 7.3 | 22.0 | 2.7 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | | | | 0.00 | | 1.00 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 293 | 0 | 135 | | | | 0 | 1619 | 1275 | 1057 | 2884 | 0 |
| V/C Ratio(X) | 0.70 | 0.00 | 0.00 | | | | 0.00 | 0.40 | 0.29 | 0.85 | 0.17 | 0.00 |
| Avail Cap(c_a), veh/h | 784 | 0 | 361 | | | | 0 | 1619 | 1275 | 1740 | 2884 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | | | | 0.00 | 1.00 | 1.00 | 0.94 | 0.94 | 0.00 |
| Uniform Delay (d), s/veh | 40.0 | 0.0 | 0.0 | | | | 0.0 | 16.2 | 15.2 | 29.2 | 1.8 | 0.0 |
| Incr Delay (d2), s/veh | 3.0 | 0.0 | 0.0 | | | | 0.0 | 0.7 | 0.6 | 2.1 | 0.1 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.6 | 0.0 | 0.0 | | | | 0.0 | 5.5 | 2.9 | 10.8 | 1.4 | 0.0 |
| LnGrp Delay(d),s/veh | 43.0 | 0.0 | 0.0 | | | | 0.0 | 17.0 | 15.8 | 31.4 | 1.9 | 0.0 |
| LnGrp LOS | D | | | | | | | B | B | C | A | |
| Approach Vol, veh/h | | 204 | | | | | | 1016 | | | 1396 | |
| Approach Delay, s/veh | | 43.0 | | | | | | 16.6 | | | 20.9 | |
| Approach LOS | | D | | | | | | B | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | | 6 | | |
| Phs Duration (G+Y+Rc), s | 12.2 | 45.7 | | 12.2 | | 77.8 | | |
| Change Period (Y+Rc), s | 4.5 | 4.5 | | 4.5 | | 4.5 | | |
| Max Green Setting (Gmax), s | 7.5 | 10.5 | | 20.5 | | 60.5 | | |
| Max Q Clear Time (g_c+I1), s | 24.0 | 13.0 | | 7.2 | | 4.7 | | |
| Green Ext Time (p_c), s | 3.6 | 0.0 | | 0.5 | | 13.6 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 20.9 |
| HCM 2010 LOS | C |

Notes

## Intersection: 1: Magwood Dr & Glenn McConnell Pkwy

| Movement | WB | WB | WB | NB | NB | NB | SB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | R | L | T | T | T | T | T | T | R |
| Maximum Queue (ft) | 237 | 255 | 216 | 117 | 138 | 112 | 348 | 347 | 293 | 93 | 108 |
| Average Queue (ft) | 145 | 81 | 7 | 94 | 90 | 71 | 272 | 222 | 87 | 15 | 18 |
| 95th Queue (ft) | 216 | 198 | 91 | 131 | 140 | 115 | 397 | 384 | 230 | 77 | 71 |
| Link Distance (ft) | 347 | 347 | 347 | 90 | 90 | 90 | 324 | 324 | 324 | 324 | 324 |
| Upstream Blk Time (%) | | 0 | 0 | 22 | 8 | 2 | 15 | 10 | 3 | 0 | |
| Queuing Penalty (veh) | | 0 | 0 | 57 | 20 | 5 | 0 | 0 | 0 | 0 | |
| Storage Bay Dist (ft) | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |

## Intersection: 2: Magwood Dr & Glenn McConnell Pkwy

| Movement | EB | EB | EB | NB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | R | T | T | R | R | L | L | T | T |
| Maximum Queue (ft) | 167 | 143 | 22 | 302 | 274 | 190 | 36 | 118 | 131 | 141 | 116 |
| Average Queue (ft) | 102 | 33 | 1 | 178 | 132 | 51 | 2 | 104 | 101 | 95 | 73 |
| 95th Queue (ft) | 153 | 100 | 11 | 309 | 244 | 157 | 24 | 130 | 136 | 148 | 121 |
| Link Distance (ft) | 444 | 444 | 444 | 284 | 284 | 284 | 284 | 90 | 90 | 90 | 90 |
| Upstream Blk Time (%) | | | | 4 | 0 | | | 46 | 40 | 6 | 2 |
| Queuing Penalty (veh) | | | | 0 | 0 | | | 145 | 125 | 20 | 7 |
| Storage Bay Dist (ft) | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |

## Network Summary

Network wide Queuing Penalty: 379

#### 4.2.3.2.3 Alternative 3

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 91 | 0 | 132 | 516 | 0 | 689 | 96 | 127 | 256 | 945 | 165 | 28 |
| Future Volume (veh/h) | 91 | 0 | 132 | 516 | 0 | 689 | 96 | 127 | 256 | 945 | 165 | 28 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 0 | 1863 | 1863 | 0 | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 |
| Adj Flow Rate, veh/h | 101 | 0 | 147 | 573 | 0 | 0 | 107 | 141 | 0 | 1050 | 183 | 0 |
| Adj No. of Lanes | 1 | 0 | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 2 | 1 | 1 |
| 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 | 0 | 2 | 2 | 0 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 233 | 0 | 0 | 679 | 0 | 0 | 209 | 505 | 430 | 1190 | 1037 | 881 |
| Arrive On Green | 0.08 | 0.00 | 0.00 | 0.20 | 0.00 | 0.00 | 0.06 | 0.27 | 0.00 | 0.35 | 0.56 | 0.00 |
| Sat Flow, veh/h | 1774 | 101 | | 3442 | 573 | | 3442 | 1863 | 1583 | 3442 | 1863 | 1583 |
| Grp Volume(v), veh/h | 101 | 34.1 | | 573 | 35.7 | | 107 | 141 | 0 | 1050 | 183 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1774 | C | | 1721 | D | | 1721 | 1863 | 1583 | 1721 | 1863 | 1583 |
| Q Serve(g_s), s | 4.1 | | | 11.7 | | | 2.2 | 4.3 | 0.0 | 20.9 | 3.5 | 0.0 |
| Cycle Q Clear(g_c), s | 4.1 | | | 11.7 | | | 2.2 | 4.3 | 0.0 | 20.9 | 3.5 | 0.0 |
| Prop In Lane | 1.00 | | | 1.00 | | | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 233 | | | 679 | | | 209 | 505 | 430 | 1190 | 1037 | 881 |
| V/C Ratio(X) | 0.43 | | | 0.84 | | | 0.51 | 0.28 | 0.00 | 0.88 | 0.18 | 0.00 |
| Avail Cap(c_a), veh/h | 1050 | | | 780 | | | 331 | 505 | 430 | 1348 | 1037 | 881 |
| HCM Platoon Ratio | 1.00 | | | 1.00 | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | | | 1.00 | | | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 32.9 | | | 28.1 | | | 33.1 | 20.9 | 0.0 | 22.4 | 7.9 | 0.0 |
| Incr Delay (d2), s/veh | 1.3 | | | 7.6 | | | 1.9 | 1.4 | 0.0 | 6.6 | 0.4 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | | | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.0 | | | 6.2 | | | 1.1 | 2.4 | 0.0 | 11.0 | 1.9 | 0.0 |
| LnGrp Delay(d),s/veh | 34.1 | | | 35.7 | | | 35.1 | 22.3 | 0.0 | 29.0 | 8.3 | 0.0 |
| LnGrp LOS | C | | | D | | | D | C | | C | A | |
| Approach Vol, veh/h | | | | | | | | 248 | | | 1233 | |
| Approach Delay, s/veh | | | | | | | | 27.8 | | | 25.9 | |
| Approach LOS | | | | | | | | C | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | | 5 | 6 | 7 | |
| Phs Duration (G+Y+Rc), s | 29.7 | 24.2 | 18.9 | | 8.9 | 45.0 | 10.0 | |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 | |
| Max Green Setting (Gmax), s | 28.5 | 19.0 | 16.5 | | 7.0 | 40.5 | 39.0 | |
| Max Q Clear Time (g_c+I1), s | 22.9 | 6.3 | 13.7 | | 4.2 | 5.5 | 6.1 | |
| Green Ext Time (p_c), s | 2.3 | 1.4 | 0.7 | | 0.1 | 2.0 | 0.3 | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 29.1 |
| HCM 2010 LOS | C |

Notes

## Intersection: 3: Glenn McConnell Pkwy & Magwood Dr

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | R | L | L | L | L | T | R | L | L | T | R |
| Maximum Queue (ft) | 116 | 61 | 297 | 252 | 118 | 62 | 150 | 180 | 581 | 532 | 358 | 58 |
| Average Queue (ft) | 52 | 11 | 192 | 149 | 54 | 6 | 65 | 55 | 414 | 369 | 100 | 2 |
| 95th Queue (ft) | 95 | 49 | 272 | 238 | 103 | 36 | 121 | 140 | 623 | 582 | 345 | 57 |
| Link Distance (ft) | 443 | 443 | 646 | 646 | 322 | 322 | 322 | 322 | 580 | 580 | 580 | 580 |
| Upstream Blk Time (%) | | | | | | | | | 6 | 4 | 1 | 0 |
| Queuing Penalty (veh) | | | | | | | | | 0 | 0 | 0 | 0 |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

## Network Summary

Network wide Queuing Penalty: 0

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 184 | 0 | 99 | 279 | 0 | 1162 | 325 | 262 | 328 | 809 | 168 | 155 |
| Future Volume (veh/h) | 184 | 0 | 99 | 279 | 0 | 1162 | 325 | 262 | 328 | 809 | 168 | 155 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 0 | 1863 | 1863 | 0 | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 |
| Adj Flow Rate, veh/h | 204 | 0 | 110 | 310 | 0 | 0 | 361 | 291 | 0 | 899 | 187 | 0 |
| Adj No. of Lanes | 1 | 0 | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 2 | 1 | 1 |
| 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 | 0 | 2 | 2 | 0 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 262 | 0 | 0 | 424 | 0 | 0 | 502 | 583 | 495 | 1090 | 902 | 766 |
| Arrive On Green | 0.15 | 0.00 | 0.00 | 0.12 | 0.00 | 0.00 | 0.15 | 0.31 | 0.00 | 0.32 | 0.48 | 0.00 |
| Sat Flow, veh/h | 1774 | 204 | | 3442 | 310 | | 3442 | 1863 | 1583 | 3442 | 1863 | 1583 |
| Grp Volume(v), veh/h | 204 | 29.8 | | 310 | 29.4 | | 361 | 291 | 0 | 899 | 187 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1774 | C | | 1721 | C | | 1721 | 1863 | 1583 | 1721 | 1863 | 1583 |
| Q Serve(g_s), s | 6.7 | | | 5.3 | | | 6.1 | 7.7 | 0.0 | 14.7 | 3.5 | 0.0 |
| Cycle Q Clear(g_c), s | 6.7 | | | 5.3 | | | 6.1 | 7.7 | 0.0 | 14.7 | 3.5 | 0.0 |
| Prop In Lane | 1.00 | | | 1.00 | | | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 262 | | | 424 | | | 502 | 583 | 495 | 1090 | 902 | 766 |
| V/C Ratio(X) | 0.78 | | | 0.73 | | | 0.72 | 0.50 | 0.00 | 0.82 | 0.21 | 0.00 |
| Avail Cap(c_a), veh/h | 935 | | | 538 | | | 879 | 583 | 495 | 1445 | 902 | 766 |
| HCM Platoon Ratio | 1.00 | | | 1.00 | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | | | 1.00 | | | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 24.9 | | | 25.6 | | | 24.8 | 17.0 | 0.0 | 19.2 | 9.0 | 0.0 |
| Incr Delay (d2), s/veh | 4.9 | | | 3.7 | | | 2.0 | 3.0 | 0.0 | 3.0 | 0.5 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | | | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.6 | | | 2.7 | | | 3.0 | 4.5 | 0.0 | 7.3 | 1.9 | 0.0 |
| LnGrp Delay(d),s/veh | 29.8 | | | 29.4 | | | 26.7 | 20.0 | 0.0 | 22.2 | 9.5 | 0.0 |
| LnGrp LOS | C | | | C | | | C | C | | C | A | |
| Approach Vol, veh/h | | | | | | | | 652 | | | 1086 | |
| Approach Delay, s/veh | | | | | | | | 23.7 | | | 20.0 | |
| Approach LOS | | | | | | | | C | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | | 5 | 6 | 7 | |
| Phs Duration (G+Y+Rc), s | 23.7 | 23.5 | 12.0 | | 13.3 | 33.9 | 13.5 | |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 | |
| Max Green Setting (Gmax), s | 25.5 | 19.0 | 9.5 | | 15.5 | 29.0 | 32.0 | |
| Max Q Clear Time (g_c+I1), s | 16.7 | 9.7 | 7.3 | | 8.1 | 5.5 | 8.7 | |
| Green Ext Time (p_c), s | 2.6 | 1.9 | 0.3 | | 0.8 | 2.9 | 0.6 | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 23.3 |
| HCM 2010 LOS | C |

## Intersection: 3: Glenn McConnell Pkwy & Magwood Dr

| Movement | EB | EB | WB | WB | WB | NB | NB | NB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | R | L | L | R | L | L | T | R | L | L | T |
| Maximum Queue (ft) | 176 | 28 | 200 | 221 | 377 | 218 | 168 | 209 | 197 | 354 | 309 | 147 |
| Average Queue (ft) | 94 | 1 | 113 | 60 | 15 | 122 | 59 | 111 | 55 | 217 | 173 | 61 |
| 95th Queue (ft) | 153 | 16 | 176 | 160 | 190 | 191 | 148 | 182 | 149 | 317 | 275 | 119 |
| Link Distance (ft) | 443 | 443 | 748 | 748 | 748 | 322 | 322 | 322 | 322 | 587 | 587 | 587 |
| Upstream Blk Time (%) | | | | 0 | 0 | | | | | | | |
| Queuing Penalty (veh) | | | | 0 | 0 | | | | | | | |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

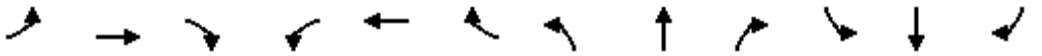
## Intersection: 3: Glenn McConnell Pkwy & Magwood Dr

| Movement | SB |
|---|---|
| Directions Served | R |
| Maximum Queue (ft) | 46 |
| Average Queue (ft) | 3 |
| 95th Queue (ft) | 22 |
| Link Distance (ft) | 587 |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

## Network Summary

Network wide Queuing Penalty: 0

#### 4.2.3.2.4 Alternative 4



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 516 | 0 | 689 | 96 | 218 | 0 | 0 | 1110 | 28 |
| Future Volume (vph) | 0 | 0 | 0 | 516 | 0 | 689 | 96 | 218 | 0 | 0 | 1110 | 28 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 1.00 | 0.86 | 1.00 |
| Frt | | | | | | 0.850 | | | | | | 0.850 |
| Flt Protected | | | | 0.950 | | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 0 | 0 | 3433 | 0 | 1583 | 3367 | 1863 | 0 | 0 | 6408 | 1482 |
| Flt Permitted | | | | 0.950 | | | 0.950 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 3433 | 0 | 1583 | 3367 | 1863 | 0 | 0 | 6408 | 1482 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | | 733 | | | | | | 117 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 497 | | | 913 | | | 67 | | | 2101 | |
| Travel Time (s) | | 11.3 | | | 20.8 | | | 1.5 | | | 47.8 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 4% | 2% | 2% | 2% | 2% | 9% |
| Adj. Flow (vph) | 0 | 0 | 0 | 561 | 0 | 749 | 104 | 237 | 0 | 0 | 1207 | 30 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 561 | 0 | 749 | 104 | 237 | 0 | 0 | 1207 | 30 |
| Turn Type | | | | Prot | | Free | Prot | NA | | | NA | Perm |
| Protected Phases | | | | 3 | | | 5 4 | 2 4 | | | 6 | |
| Permitted Phases | | | | | | Free | | | | | | 6 |
| Detector Phase | | | | 3 | | | 5 4 | 2 4 | | | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | 8.0 | | | | | | | 15.0 | 15.0 |
| Minimum Split (s) | | | | 14.0 | | | | | | | 24.0 | 24.0 |
| Total Split (s) | | | | 30.0 | | | | | | | 72.0 | 72.0 |
| Total Split (%) | | | | 21.4% | | | | | | | 51.4% | 51.4% |
| Maximum Green (s) | | | | 24.0 | | | | | | | 66.0 | 66.0 |
| Yellow Time (s) | | | | 4.0 | | | | | | | 4.0 | 4.0 |
| All-Red Time (s) | | | | 2.0 | | | | | | | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | | 0.0 | | | | | | | 0.0 | 0.0 |
| Total Lost Time (s) | | | | 6.0 | | | | | | | 6.0 | 6.0 |
| Lead/Lag | | | | Lag | | | | | | | Lead | Lead |
| Lead-Lag Optimize? | | | | Yes | | | | | | | Yes | Yes |
| Vehicle Extension (s) | | | | 3.0 | | | | | | | 3.0 | 3.0 |
| Recall Mode | | | | None | | | | | | | Min | Min |
| Act Effct Green (s) | | | | 28.0 | | 140.0 | 40.7 | 38.0 | | | 53.3 | 53.3 |
| Actuated g/C Ratio | | | | 0.20 | | 1.00 | 0.29 | 0.27 | | | 0.38 | 0.38 |
| v/c Ratio | | | | 0.82 | | 0.47 | 0.11 | 0.47 | | | 0.49 | 0.05 |
| Control Delay | | | | 64.6 | | 1.0 | 2.2 | 3.5 | | | 33.2 | 0.1 |
| Queue Delay | | | | 0.2 | | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 |
| Total Delay | | | | 64.7 | | 1.0 | 2.2 | 3.5 | | | 33.2 | 0.1 |
| LOS | | | | E | | A | A | A | | | C | A |
| Approach Delay | | | | | 28.3 | | | 3.1 | | | 32.4 | |
| Approach LOS | | | | | C | | | A | | | C | |
| 90th %ile Green (s) | | | | 24.0 | | | | | | | 66.0 | 66.0 |
| 90th %ile Term Code | | | | Max | | | | | | | Coord | Coord |

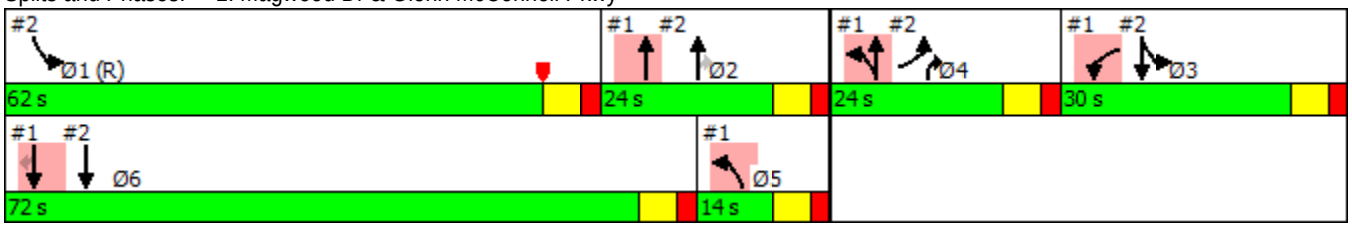
| Lane Group | Ø1 | Ø2 | Ø4 | Ø5 |
|---|---|---|---|---|
| Lane Configurations | | | | |
| Traffic Volume (vph) | | | | |
| Future Volume (vph) | | | | |
| Ideal Flow (vphpl) | | | | |
| Lane Util. Factor | | | | |
| Frt | | | | |
| Flt Protected | | | | |
| Satd. Flow (prot) | | | | |
| Flt Permitted | | | | |
| Satd. Flow (perm) | | | | |
| Right Turn on Red | | | | |
| Satd. Flow (RTOR) | | | | |
| Link Speed (mph) | | | | |
| Link Distance (ft) | | | | |
| Travel Time (s) | | | | |
| Peak Hour Factor | | | | |
| Heavy Vehicles (%) | | | | |
| Adj. Flow (vph) | | | | |
| Shared Lane Traffic (%) | | | | |
| Lane Group Flow (vph) | | | | |
| Turn Type | | | | |
| Protected Phases | 1 | 2 | 4 | 5 |
| Permitted Phases | | | | |
| Detector Phase | | | | |
| Switch Phase | | | | |
| Minimum Initial (s) | 8.0 | 15.0 | 8.0 | 8.0 |
| Minimum Split (s) | 14.0 | 24.0 | 24.0 | 14.0 |
| Total Split (s) | 62.0 | 24.0 | 24.0 | 14.0 |
| Total Split (%) | 44% | 17% | 17% | 10% |
| Maximum Green (s) | 56.0 | 18.0 | 18.0 | 8.0 |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | | |
| Total Lost Time (s) | | | | |
| Lead/Lag | Lead | Lag | Lead | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 |
| Recall Mode | C-Max | Min | None | Min |
| Act Effct Green (s) | | | | |
| Actuated g/C Ratio | | | | |
| v/c Ratio | | | | |
| Control Delay | | | | |
| Queue Delay | | | | |
| Total Delay | | | | |
| LOS | | | | |
| Approach Delay | | | | |
| Approach LOS | | | | |
| 90th %ile Green (s) | 56.0 | 18.0 | 18.0 | 8.0 |
| 90th %ile Term Code | Coord | Max | Max | Max |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70th %ile Green (s) | | | | 24.0 | | | | | | | 61.5 | 61.5 |
| 70th %ile Term Code | | | | Max | | | | | | | Coord | Coord |
| 50th %ile Green (s) | | | | 26.0 | | | | | | | 53.9 | 53.9 |
| 50th %ile Term Code | | | | Max | | | | | | | Coord | Coord |
| 30th %ile Green (s) | | | | 29.3 | | | | | | | 46.7 | 46.7 |
| 30th %ile Term Code | | | | Max | | | | | | | Coord | Coord |
| 10th %ile Green (s) | | | | 36.9 | | | | | | | 38.4 | 38.4 |
| 10th %ile Term Code | | | | Max | | | | | | | Coord | Coord |
| Queue Length 50th (ft) | | | | 259 | | 0 | 0 | 4 | | | 240 | 0 |
| Queue Length 95th (ft) | | | | #378 | | 0 | 30 | 8 | | | 234 | 0 |
| Internal Link Dist (ft) | | 417 | | | 833 | | | 1 | | | 2021 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | | | 687 | | 1583 | 1059 | 526 | | | 3020 | 760 |
| Starvation Cap Reductn | | | | 0 | | 0 | 0 | 0 | | | 0 | 0 |
| Spillback Cap Reductn | | | | 5 | | 0 | 0 | 0 | | | 228 | 0 |
| Storage Cap Reductn | | | | 0 | | 0 | 0 | 0 | | | 0 | 0 |
| Reduced v/c Ratio | | | | 0.82 | | 0.47 | 0.10 | 0.45 | | | 0.43 | 0.04 |

| Intersection Summary | |
|---|---|
| Area Type: | Other |
| Cycle Length: 140 | |
| Actuated Cycle Length: 140 | |
| Offset: 0 (0%), Referenced to phase 1:SBL, Start of Yellow, Master Intersection | |
| Natural Cycle: 80 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.82 | |
| Intersection Signal Delay: 27.1 | Intersection LOS: C |
| Intersection Capacity Utilization 67.5% | ICU Level of Service C |
| Analysis Period (min) 15 | |

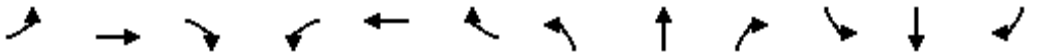
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Magwood Dr & Glenn McConnell Pkwy



| Lane Group | Ø1 | Ø2 | Ø4 | Ø5 |
|---|---|---|---|---|
| 70th %ile Green (s) | 56.0 | 18.0 | 18.0 | 12.5 |
| 70th %ile Term Code | Coord | Max | Max | Hold |
| 50th %ile Green (s) | 56.0 | 18.0 | 16.0 | 20.1 |
| 50th %ile Term Code | Coord | Max | Gap | Hold |
| 30th %ile Green (s) | 56.0 | 17.7 | 13.0 | 27.0 |
| 30th %ile Term Code | Coord | Gap | Gap | Hold |
| 10th %ile Green (s) | 56.0 | 15.0 | 8.1 | 32.6 |
| 10th %ile Term Code | Coord | Min | Gap | Hold |
| Queue Length 50th (ft) | | | | |
| Queue Length 95th (ft) | | | | |
| Internal Link Dist (ft) | | | | |
| Turn Bay Length (ft) | | | | |
| Base Capacity (vph) | | | | |
| Starvation Cap Reductn | | | | |
| Spillback Cap Reductn | | | | |
| Storage Cap Reductn | | | | |
| Reduced v/c Ratio | | | | |

| Intersection Summary |
|---|



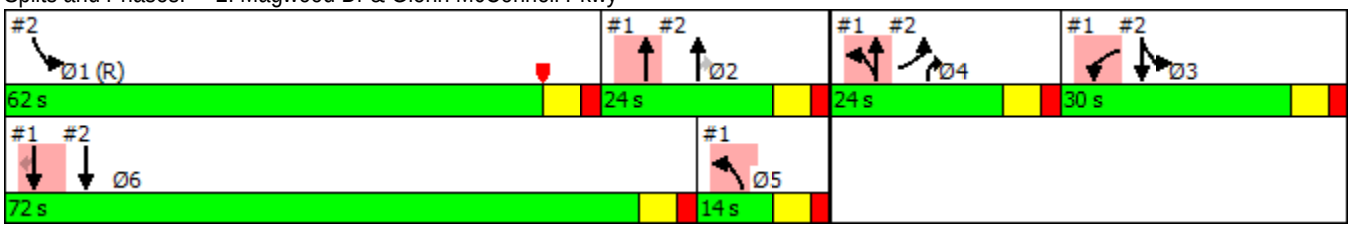
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 91 | 0 | 132 | 0 | 0 | 0 | 0 | 223 | 349 | 945 | 681 | 0 |
| Future Volume (vph) | 91 | 0 | 132 | 0 | 0 | 0 | 0 | 223 | 349 | 945 | 681 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.88 | 0.97 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | | | | 0.850 | | | |
| Flt Protected | 0.950 | | | | | | | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 0 | 1583 | 0 | 0 | 0 | 0 | 3505 | 2760 | 3433 | 3539 | 0 |
| Flt Permitted | 0.950 | | | | | | | | | 0.950 | | |
| Satd. Flow (perm) | 1770 | 0 | 1583 | 0 | 0 | 0 | 0 | 3505 | 2760 | 3433 | 3539 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 210 | | | | | | 210 | | | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1042 | | | 410 | | | 485 | | | 67 | |
| Travel Time (s) | | 23.7 | | | 9.3 | | | 11.0 | | | 1.5 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 3% | 3% | 3% | 2% | 2% | 2% |
| Adj. Flow (vph) | 99 | 0 | 143 | 0 | 0 | 0 | 0 | 242 | 379 | 1027 | 740 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 99 | 0 | 143 | 0 | 0 | 0 | 0 | 242 | 379 | 1027 | 740 | 0 |
| Turn Type | Prot | | Free | | | | | NA | custom | Prot | NA | |
| Protected Phases | 4 | | | | | | | 2 | 4 | 1 3 | 6 3 | |
| Permitted Phases | | | Free | | | | | | 2 | | | |
| Detector Phase | 4 | | | | | | | 2 | 4 | 1 3 | 6 3 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | | | | | | | 15.0 | 8.0 | | | |
| Minimum Split (s) | 24.0 | | | | | | | 24.0 | 24.0 | | | |
| Total Split (s) | 24.0 | | | | | | | 24.0 | 24.0 | | | |
| Total Split (%) | 17.1% | | | | | | | 17.1% | 17.1% | | | |
| Maximum Green (s) | 18.0 | | | | | | | 18.0 | 18.0 | | | |
| Yellow Time (s) | 4.0 | | | | | | | 4.0 | 4.0 | | | |
| All-Red Time (s) | 2.0 | | | | | | | 2.0 | 2.0 | | | |
| Lost Time Adjust (s) | 0.0 | | | | | | | 0.0 | 0.0 | | | |
| Total Lost Time (s) | 6.0 | | | | | | | 6.0 | 6.0 | | | |
| Lead/Lag | Lead | | | | | | | Lag | Lead | | | |
| Lead-Lag Optimize? | Yes | | | | | | | Yes | Yes | | | |
| Vehicle Extension (s) | 3.0 | | | | | | | 3.0 | 3.0 | | | |
| Recall Mode | None | | | | | | | Min | None | | | |
| Act Effct Green (s) | 14.6 | | 140.0 | | | | | 17.3 | 38.0 | 90.0 | 87.3 | |
| Actuated g/C Ratio | 0.10 | | 1.00 | | | | | 0.12 | 0.27 | 0.64 | 0.62 | |
| v/c Ratio | 0.54 | | 0.09 | | | | | 0.56 | 0.42 | 0.47 | 0.34 | |
| Control Delay | 69.4 | | 0.1 | | | | | 62.9 | 18.7 | 7.1 | 0.8 | |
| Queue Delay | 0.0 | | 0.0 | | | | | 0.4 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 69.4 | | 0.1 | | | | | 63.3 | 18.7 | 7.1 | 0.8 | |
| LOS | E | | A | | | | | E | B | A | A | |
| Approach Delay | | 28.5 | | | | | | 36.1 | | | 4.4 | |
| Approach LOS | | C | | | | | | D | | | A | |
| 90th %ile Green (s) | 18.0 | | | | | | | 18.0 | 18.0 | | | |
| 90th %ile Term Code | Max | | | | | | | Max | Max | | | |

| Lane Group | Ø1 | Ø3 | Ø5 | Ø6 |
|---|---|---|---|---|
| Lane Configurations | | | | |
| Traffic Volume (vph) | | | | |
| Future Volume (vph) | | | | |
| Ideal Flow (vphpl) | | | | |
| Lane Util. Factor | | | | |
| Frt | | | | |
| Flt Protected | | | | |
| Satd. Flow (prot) | | | | |
| Flt Permitted | | | | |
| Satd. Flow (perm) | | | | |
| Right Turn on Red | | | | |
| Satd. Flow (RTOR) | | | | |
| Link Speed (mph) | | | | |
| Link Distance (ft) | | | | |
| Travel Time (s) | | | | |
| Peak Hour Factor | | | | |
| Heavy Vehicles (%) | | | | |
| Adj. Flow (vph) | | | | |
| Shared Lane Traffic (%) | | | | |
| Lane Group Flow (vph) | | | | |
| Turn Type | | | | |
| Protected Phases | 1 | 3 | 5 | 6 |
| Permitted Phases | | | | |
| Detector Phase | | | | |
| Switch Phase | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 8.0 | 15.0 |
| Minimum Split (s) | 14.0 | 14.0 | 14.0 | 24.0 |
| Total Split (s) | 62.0 | 30.0 | 14.0 | 72.0 |
| Total Split (%) | 44% | 21% | 10% | 51% |
| Maximum Green (s) | 56.0 | 24.0 | 8.0 | 66.0 |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | | |
| Total Lost Time (s) | | | | |
| Lead/Lag | Lead | Lag | Lag | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 |
| Recall Mode | C-Max | None | Min | Min |
| Act Effct Green (s) | | | | |
| Actuated g/C Ratio | | | | |
| v/c Ratio | | | | |
| Control Delay | | | | |
| Queue Delay | | | | |
| Total Delay | | | | |
| LOS | | | | |
| Approach Delay | | | | |
| Approach LOS | | | | |
| 90th %ile Green (s) | 56.0 | 24.0 | 8.0 | 66.0 |
| 90th %ile Term Code | Coord | Max | Max | Coord |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70th %ile Green (s) | 18.0 | | | | | | | 18.0 | 18.0 | | | |
| 70th %ile Term Code | Max | | | | | | | Max | Max | | | |
| 50th %ile Green (s) | 16.0 | | | | | | | 18.0 | 16.0 | | | |
| 50th %ile Term Code | Gap | | | | | | | Max | Gap | | | |
| 30th %ile Green (s) | 13.0 | | | | | | | 17.7 | 13.0 | | | |
| 30th %ile Term Code | Gap | | | | | | | Gap | Gap | | | |
| 10th %ile Green (s) | 8.1 | | | | | | | 15.0 | 8.1 | | | |
| 10th %ile Term Code | Gap | | | | | | | Min | Gap | | | |
| Queue Length 50th (ft) | 86 | | 0 | | | | | 110 | 67 | 164 | 1 | |
| Queue Length 95th (ft) | 146 | | 0 | | | | | 156 | 115 | 144 | 31 | |
| Internal Link Dist (ft) | | 962 | | | 330 | | | 405 | | | 1 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | 227 | | 1583 | | | | | 450 | 963 | 2207 | 2528 | |
| Starvation Cap Reductn | 0 | | 0 | | | | | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | | 0 | | | | | 35 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | | 0 | | | | | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.44 | | 0.09 | | | | | 0.58 | 0.39 | 0.47 | 0.29 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 140 | | | |
| Actuated Cycle Length: 140 | | | |
| Offset: 0 (0%), Referenced to phase 1:SBL, Start of Yellow, Master Intersection | | | |
| Natural Cycle: 80 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.82 | | | |
| Intersection Signal Delay: 14.1 | | Intersection LOS: B | |
| Intersection Capacity Utilization 67.5% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 2: Magwood Dr & Glenn McConnell Pkwy



| Lane Group | Ø1 | Ø3 | Ø5 | Ø6 |
|---|---|---|---|---|
| 70th %ile Green (s) | 56.0 | 24.0 | 12.5 | 61.5 |
| 70th %ile Term Code | Coord | Max | Hold | Coord |
| 50th %ile Green (s) | 56.0 | 26.0 | 20.1 | 53.9 |
| 50th %ile Term Code | Coord | Max | Hold | Coord |
| 30th %ile Green (s) | 56.0 | 29.3 | 27.0 | 46.7 |
| 30th %ile Term Code | Coord | Max | Hold | Coord |
| 10th %ile Green (s) | 56.0 | 36.9 | 32.6 | 38.4 |
| 10th %ile Term Code | Coord | Max | Hold | Coord |
| Queue Length 50th (ft) | | | | |
| Queue Length 95th (ft) | | | | |
| Internal Link Dist (ft) | | | | |
| Turn Bay Length (ft) | | | | |
| Base Capacity (vph) | | | | |
| Starvation Cap Reductn | | | | |
| Spillback Cap Reductn | | | | |
| Storage Cap Reductn | | | | |
| Reduced v/c Ratio | | | | |

| Intersection Summary |
|---|

## Intersection: 1: Magwood Dr & Glenn McConnell Pkwy

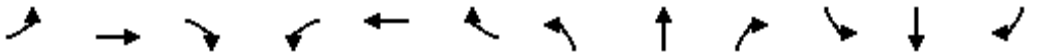
| Movement | WB | WB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | L | L | T | T | T | T | T |
| Maximum Queue (ft) | 348 | 314 | 28 | 10 | 41 | 462 | 468 | 139 | 138 |
| Average Queue (ft) | 235 | 203 | 7 | 0 | 5 | 286 | 294 | 57 | 54 |
| 95th Queue (ft) | 325 | 289 | 25 | 6 | 25 | 411 | 416 | 107 | 108 |
| Link Distance (ft) | 870 | 870 | 5 | 5 | 5 | 2060 | 2060 | 2060 | 2060 |
| Upstream Blk Time (%) | | | 3 | 0 | 8 | | | | |
| Queuing Penalty (veh) | | | 3 | 0 | 8 | | | | |
| Storage Bay Dist (ft) | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |

## Intersection: 2: Magwood Dr & Glenn McConnell Pkwy

| Movement | EB | EB | NB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | R | T | T | R | R | L | L | T | T |
| Maximum Queue (ft) | 173 | 68 | 164 | 214 | 199 | 147 | 41 | 64 | 22 | 8 |
| Average Queue (ft) | 75 | 8 | 74 | 110 | 77 | 9 | 8 | 13 | 1 | 0 |
| 95th Queue (ft) | 143 | 42 | 135 | 192 | 191 | 64 | 29 | 44 | 14 | 7 |
| Link Distance (ft) | 989 | 989 | 435 | 435 | 435 | 435 | 5 | 5 | 5 | 5 |
| Upstream Blk Time (%) | | | | | | | 10 | 12 | 1 | |
| Queuing Penalty (veh) | | | | | | | 40 | 50 | 4 | |
| Storage Bay Dist (ft) | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |

## Network Summary

Network wide Queuing Penalty: 106



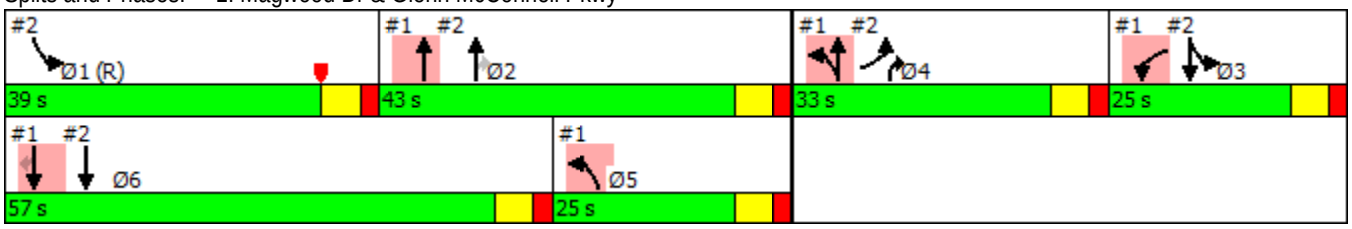
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 279 | 0 | 1162 | 325 | 446 | 0 | 0 | 977 | 155 |
| Future Volume (vph) | 0 | 0 | 0 | 279 | 0 | 1162 | 325 | 446 | 0 | 0 | 977 | 155 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 1.00 | 0.86 | 1.00 |
| Frt | | | | | | 0.850 | | | | | | 0.850 |
| Flt Protected | | | | 0.950 | | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 0 | 0 | 3433 | 0 | 1583 | 3433 | 1863 | 0 | 0 | 6408 | 1583 |
| Flt Permitted | | | | 0.950 | | | 0.950 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 3433 | 0 | 1583 | 3433 | 1863 | 0 | 0 | 6408 | 1583 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | | 679 | | | | | | 168 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 497 | | | 913 | | | 67 | | | 2235 | |
| Travel Time (s) | | 11.3 | | | 20.8 | | | 1.5 | | | 50.8 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 303 | 0 | 1263 | 353 | 485 | 0 | 0 | 1062 | 168 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 303 | 0 | 1263 | 353 | 485 | 0 | 0 | 1062 | 168 |
| Turn Type | | | | Prot | | Free | Prot | NA | | | NA | Perm |
| Protected Phases | | | | 3 | | | 5 4 | 2 4 | | | 6 | |
| Permitted Phases | | | | | | Free | | | | | | 6 |
| Detector Phase | | | | 3 | | | 5 4 | 2 4 | | | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | 8.0 | | | | | | | 15.0 | 15.0 |
| Minimum Split (s) | | | | 14.0 | | | | | | | 24.0 | 24.0 |
| Total Split (s) | | | | 25.0 | | | | | | | 57.0 | 57.0 |
| Total Split (%) | | | | 17.9% | | | | | | | 40.7% | 40.7% |
| Maximum Green (s) | | | | 19.0 | | | | | | | 51.0 | 51.0 |
| Yellow Time (s) | | | | 4.0 | | | | | | | 4.0 | 4.0 |
| All-Red Time (s) | | | | 2.0 | | | | | | | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | | 0.0 | | | | | | | 0.0 | 0.0 |
| Total Lost Time (s) | | | | 6.0 | | | | | | | 6.0 | 6.0 |
| Lead/Lag | | | | Lag | | | | | | | Lead | Lead |
| Lead-Lag Optimize? | | | | Yes | | | | | | | Yes | Yes |
| Vehicle Extension (s) | | | | 3.0 | | | | | | | 3.0 | 3.0 |
| Recall Mode | | | | None | | | | | | | Min | Min |
| Act Effct Green (s) | | | | 22.2 | | 140.0 | 56.4 | 65.3 | | | 43.4 | 43.4 |
| Actuated g/C Ratio | | | | 0.16 | | 1.00 | 0.40 | 0.47 | | | 0.31 | 0.31 |
| v/c Ratio | | | | 0.56 | | 0.80 | 0.26 | 0.56 | | | 0.53 | 0.28 |
| Control Delay | | | | 59.7 | | 4.3 | 5.7 | 2.4 | | | 40.5 | 5.4 |
| Queue Delay | | | | 0.0 | | 0.0 | 0.0 | 0.0 | | | 0.2 | 0.0 |
| Total Delay | | | | 59.7 | | 4.3 | 5.7 | 2.4 | | | 40.8 | 5.4 |
| LOS | | | | E | | A | A | A | | | D | A |
| Approach Delay | | | | | 15.0 | | | 3.8 | | | 35.9 | |
| Approach LOS | | | | | B | | | A | | | D | |
| 90th %ile Green (s) | | | | 19.0 | | | | | | | 51.0 | 51.0 |
| 90th %ile Term Code | | | | Max | | | | | | | Coord | Coord |
| 70th %ile Green (s) | | | | 19.0 | | | | | | | 49.0 | 49.0 |

| Lane Group | Ø1 | Ø2 | Ø4 | Ø5 |
|---|---|---|---|---|
| Lane Configurations | | | | |
| Traffic Volume (vph) | | | | |
| Future Volume (vph) | | | | |
| Ideal Flow (vphpl) | | | | |
| Lane Util. Factor | | | | |
| Frt | | | | |
| Flt Protected | | | | |
| Satd. Flow (prot) | | | | |
| Flt Permitted | | | | |
| Satd. Flow (perm) | | | | |
| Right Turn on Red | | | | |
| Satd. Flow (RTOR) | | | | |
| Link Speed (mph) | | | | |
| Link Distance (ft) | | | | |
| Travel Time (s) | | | | |
| Peak Hour Factor | | | | |
| Adj. Flow (vph) | | | | |
| Shared Lane Traffic (%) | | | | |
| Lane Group Flow (vph) | | | | |
| Turn Type | | | | |
| Protected Phases | 1 | 2 | 4 | 5 |
| Permitted Phases | | | | |
| Detector Phase | | | | |
| Switch Phase | | | | |
| Minimum Initial (s) | 8.0 | 15.0 | 8.0 | 8.0 |
| Minimum Split (s) | 14.0 | 24.0 | 24.0 | 14.0 |
| Total Split (s) | 39.0 | 43.0 | 33.0 | 25.0 |
| Total Split (%) | 28% | 31% | 24% | 18% |
| Maximum Green (s) | 33.0 | 37.0 | 27.0 | 19.0 |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | | |
| Total Lost Time (s) | | | | |
| Lead/Lag | Lead | Lag | Lead | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 |
| Recall Mode | C-Max | Min | None | Min |
| Act Effct Green (s) | | | | |
| Actuated g/C Ratio | | | | |
| v/c Ratio | | | | |
| Control Delay | | | | |
| Queue Delay | | | | |
| Total Delay | | | | |
| LOS | | | | |
| Approach Delay | | | | |
| Approach LOS | | | | |
| 90th %ile Green (s) | 33.0 | 37.0 | 27.0 | 19.0 |
| 90th %ile Term Code | Coord | Max | Max | Max |
| 70th %ile Green (s) | 33.0 | 37.0 | 27.0 | 21.0 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70th %ile Term Code | | | | Max | | | | | | | Coord | Coord |
| 50th %ile Green (s) | | | | 19.0 | | | | | | | 42.7 | 42.7 |
| 50th %ile Term Code | | | | Max | | | | | | | Coord | Coord |
| 30th %ile Green (s) | | | | 25.5 | | | | | | | 37.8 | 37.8 |
| 30th %ile Term Code | | | | Max | | | | | | | Coord | Coord |
| 10th %ile Green (s) | | | | 28.6 | | | | | | | 36.5 | 36.5 |
| 10th %ile Term Code | | | | Gap | | | | | | | Coord | Coord |
| Queue Length 50th (ft) | | | | 136 | | 0 | 36 | 2 | | | 234 | 0 |
| Queue Length 95th (ft) | | | | 188 | | 0 | 181 | 3 | | | 247 | 49 |
| Internal Link Dist (ft) | | 417 | | | 833 | | | 1 | | | 2155 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | | | 544 | | 1583 | 1441 | 881 | | | 2334 | 683 |
| Starvation Cap Reductn | | | | 0 | | 0 | 0 | 0 | | | 0 | 0 |
| Spillback Cap Reductn | | | | 0 | | 0 | 0 | 0 | | | 513 | 0 |
| Storage Cap Reductn | | | | 0 | | 0 | 0 | 0 | | | 0 | 0 |
| Reduced v/c Ratio | | | | 0.56 | | 0.80 | 0.24 | 0.55 | | | 0.58 | 0.25 |

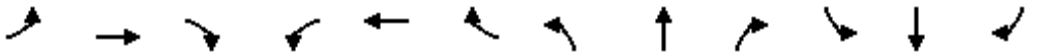
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 140 | | | |
| Actuated Cycle Length: 140 | | | |
| Offset: 0 (0%), Referenced to phase 1:SBL, Start of Yellow, Master Intersection | | | |
| Natural Cycle: 80 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.80 | | | |
| Intersection Signal Delay: 19.5 | | Intersection LOS: B | |
| Intersection Capacity Utilization 66.0% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 1: Magwood Dr & Glenn McConnell Pkwy



| Lane Group | Ø1 | Ø2 | Ø4 | Ø5 |
|---|---|---|---|---|
| 70th %ile Term Code | Coord | Max | Max | Hold |
| 50th %ile Green (s) | 33.0 | 36.1 | 27.9 | 26.4 |
| 50th %ile Term Code | Coord | Gap | Max | Hold |
| 30th %ile Green (s) | 33.0 | 33.1 | 24.4 | 28.3 |
| 30th %ile Term Code | Coord | Gap | Gap | Hold |
| 10th %ile Green (s) | 40.6 | 29.2 | 17.6 | 33.3 |
| 10th %ile Term Code | Coord | Gap | Gap | Hold |
| Queue Length 50th (ft) | | | | |
| Queue Length 95th (ft) | | | | |
| Internal Link Dist (ft) | | | | |
| Turn Bay Length (ft) | | | | |
| Base Capacity (vph) | | | | |
| Starvation Cap Reductn | | | | |
| Spillback Cap Reductn | | | | |
| Storage Cap Reductn | | | | |
| Reduced v/c Ratio | | | | |

Intersection Summary



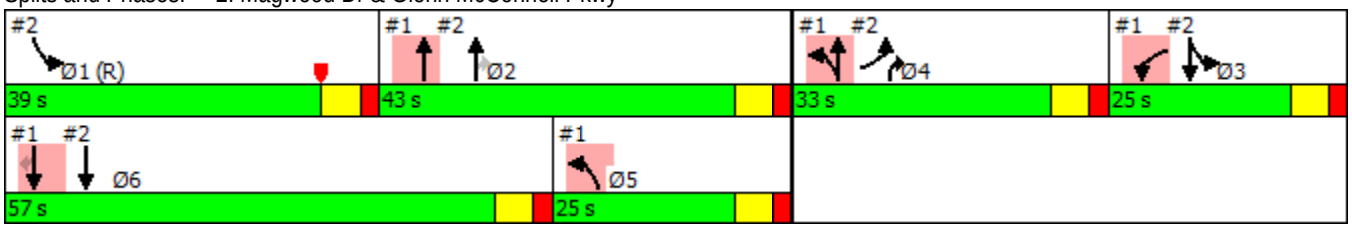
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 184 | 0 | 99 | 0 | 0 | 0 | 0 | 587 | 328 | 809 | 447 | 0 |
| Future Volume (vph) | 184 | 0 | 99 | 0 | 0 | 0 | 0 | 587 | 328 | 809 | 447 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.88 | 0.97 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | | | | 0.850 | | | |
| Flt Protected | 0.950 | | | | | | | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 0 | 1583 | 0 | 0 | 0 | 0 | 3539 | 2787 | 3433 | 3539 | 0 |
| Flt Permitted | 0.950 | | | | | | | | | 0.950 | | |
| Satd. Flow (perm) | 1770 | 0 | 1583 | 0 | 0 | 0 | 0 | 3539 | 2787 | 3433 | 3539 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 210 | | | | | | 113 | | | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1042 | | | 410 | | | 445 | | | 67 | |
| Travel Time (s) | | 23.7 | | | 9.3 | | | 10.1 | | | 1.5 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 200 | 0 | 108 | 0 | 0 | 0 | 0 | 638 | 357 | 879 | 486 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 200 | 0 | 108 | 0 | 0 | 0 | 0 | 638 | 357 | 879 | 486 | 0 |
| Turn Type | Prot | | Free | | | | | NA | custom | Prot | NA | |
| Protected Phases | 4 | | | | | | | 2 | 4 | 1 3 | 6 3 | |
| Permitted Phases | | | Free | | | | | | 2 | | | |
| Detector Phase | 4 | | | | | | | 2 | 4 | 1 3 | 6 3 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | | | | | | | 15.0 | 8.0 | | | |
| Minimum Split (s) | 24.0 | | | | | | | 24.0 | 24.0 | | | |
| Total Split (s) | 33.0 | | | | | | | 43.0 | 33.0 | | | |
| Total Split (%) | 23.6% | | | | | | | 30.7% | 23.6% | | | |
| Maximum Green (s) | 27.0 | | | | | | | 37.0 | 27.0 | | | |
| Yellow Time (s) | 4.0 | | | | | | | 4.0 | 4.0 | | | |
| All-Red Time (s) | 2.0 | | | | | | | 2.0 | 2.0 | | | |
| Lost Time Adjust (s) | 0.0 | | | | | | | 0.0 | 0.0 | | | |
| Total Lost Time (s) | 6.0 | | | | | | | 6.0 | 6.0 | | | |
| Lead/Lag | Lead | | | | | | | Lag | Lead | | | |
| Lead-Lag Optimize? | Yes | | | | | | | Yes | Yes | | | |
| Vehicle Extension (s) | 3.0 | | | | | | | 3.0 | 3.0 | | | |
| Recall Mode | None | | | | | | | Min | None | | | |
| Act Effct Green (s) | 24.8 | | 140.0 | | | | | 34.5 | 65.3 | 62.7 | 71.6 | |
| Actuated g/C Ratio | 0.18 | | 1.00 | | | | | 0.25 | 0.47 | 0.45 | 0.51 | |
| v/c Ratio | 0.64 | | 0.07 | | | | | 0.73 | 0.26 | 0.57 | 0.27 | |
| Control Delay | 62.9 | | 0.1 | | | | | 53.8 | 14.9 | 17.4 | 0.6 | |
| Queue Delay | 0.0 | | 0.0 | | | | | 1.9 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 62.9 | | 0.1 | | | | | 55.7 | 14.9 | 17.4 | 0.6 | |
| LOS | E | | A | | | | | E | B | B | A | |
| Approach Delay | | 40.9 | | | | | | 41.0 | | | 11.4 | |
| Approach LOS | | D | | | | | | D | | | B | |
| 90th %ile Green (s) | 27.0 | | | | | | | 37.0 | 27.0 | | | |
| 90th %ile Term Code | Max | | | | | | | Max | Max | | | |
| 70th %ile Green (s) | 27.0 | | | | | | | 37.0 | 27.0 | | | |

| Lane Group | Ø1 | Ø3 | Ø5 | Ø6 |
|---|---|---|---|---|
| Lane Configurations | | | | |
| Traffic Volume (vph) | | | | |
| Future Volume (vph) | | | | |
| Ideal Flow (vphpl) | | | | |
| Lane Util. Factor | | | | |
| Frt | | | | |
| Flt Protected | | | | |
| Satd. Flow (prot) | | | | |
| Flt Permitted | | | | |
| Satd. Flow (perm) | | | | |
| Right Turn on Red | | | | |
| Satd. Flow (RTOR) | | | | |
| Link Speed (mph) | | | | |
| Link Distance (ft) | | | | |
| Travel Time (s) | | | | |
| Peak Hour Factor | | | | |
| Adj. Flow (vph) | | | | |
| Shared Lane Traffic (%) | | | | |
| Lane Group Flow (vph) | | | | |
| Turn Type | | | | |
| Protected Phases | 1 | 3 | 5 | 6 |
| Permitted Phases | | | | |
| Detector Phase | | | | |
| Switch Phase | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 8.0 | 15.0 |
| Minimum Split (s) | 14.0 | 14.0 | 14.0 | 24.0 |
| Total Split (s) | 39.0 | 25.0 | 25.0 | 57.0 |
| Total Split (%) | 28% | 18% | 18% | 41% |
| Maximum Green (s) | 33.0 | 19.0 | 19.0 | 51.0 |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | | |
| Total Lost Time (s) | | | | |
| Lead/Lag | Lead | Lag | Lag | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 |
| Recall Mode | C-Max | None | Min | Min |
| Act Effct Green (s) | | | | |
| Actuated g/C Ratio | | | | |
| v/c Ratio | | | | |
| Control Delay | | | | |
| Queue Delay | | | | |
| Total Delay | | | | |
| LOS | | | | |
| Approach Delay | | | | |
| Approach LOS | | | | |
| 90th %ile Green (s) | 33.0 | 19.0 | 19.0 | 51.0 |
| 90th %ile Term Code | Coord | Max | Max | Coord |
| 70th %ile Green (s) | 33.0 | 19.0 | 21.0 | 49.0 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70th %ile Term Code | Max | | | | | | | Max | Max | | | |
| 50th %ile Green (s) | 27.9 | | | | | | | 36.1 | 27.9 | | | |
| 50th %ile Term Code | Max | | | | | | | Gap | Max | | | |
| 30th %ile Green (s) | 24.4 | | | | | | | 33.1 | 24.4 | | | |
| 30th %ile Term Code | Gap | | | | | | | Gap | Gap | | | |
| 10th %ile Green (s) | 17.6 | | | | | | | 29.2 | 17.6 | | | |
| 10th %ile Term Code | Gap | | | | | | | Gap | Gap | | | |
| Queue Length 50th (ft) | 166 | | 0 | | | | | 278 | 67 | 145 | 1 | |
| Queue Length 95th (ft) | 254 | | 0 | | | | | 345 | 102 | 148 | 1 | |
| Internal Link Dist (ft) | | 962 | | | 330 | | | 365 | | | 1 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | 343 | | 1583 | | | | | 935 | 1405 | 1538 | 2002 | |
| Starvation Cap Reductn | 0 | | 0 | | | | | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | | 0 | | | | | 159 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | | 0 | | | | | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.58 | | 0.07 | | | | | 0.82 | 0.25 | 0.57 | 0.24 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 140 | | | |
| Actuated Cycle Length: 140 | | | |
| Offset: 0 (0%), Referenced to phase 1:SBL, Start of Yellow, Master Intersection | | | |
| Natural Cycle: 80 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.80 | | | |
| Intersection Signal Delay: 25.9 | | Intersection LOS: C | |
| Intersection Capacity Utilization 66.0% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 2: Magwood Dr & Glenn McConnell Pkwy



| Lane Group | Ø1 | Ø3 | Ø5 | Ø6 |
|---|---|---|---|---|
| 70th %ile Term Code | Coord | Max | Hold | Coord |
| 50th %ile Green (s) | 33.0 | 19.0 | 26.4 | 42.7 |
| 50th %ile Term Code | Coord | Max | Hold | Coord |
| 30th %ile Green (s) | 33.0 | 25.5 | 28.3 | 37.8 |
| 30th %ile Term Code | Coord | Max | Hold | Coord |
| 10th %ile Green (s) | 40.6 | 28.6 | 33.3 | 36.5 |
| 10th %ile Term Code | Coord | Gap | Hold | Coord |
| Queue Length 50th (ft) | | | | |
| Queue Length 95th (ft) | | | | |
| Internal Link Dist (ft) | | | | |
| Turn Bay Length (ft) | | | | |
| Base Capacity (vph) | | | | |
| Starvation Cap Reductn | | | | |
| Spillback Cap Reductn | | | | |
| Storage Cap Reductn | | | | |
| Reduced v/c Ratio | | | | |

| Intersection Summary |
|---|

## Intersection: 1: Magwood Dr & Glenn McConnell Pkwy

| Movement | WB | WB | WB | NB | NB | NB | SB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | R | L | L | T | T | T | T | T | R |
| Maximum Queue (ft) | 226 | 200 | 267 | 26 | 33 | 52 | 593 | 599 | 364 | 254 | 66 |
| Average Queue (ft) | 147 | 103 | 9 | 20 | 14 | 10 | 409 | 417 | 147 | 87 | 6 |
| 95th Queue (ft) | 210 | 192 | 152 | 33 | 36 | 35 | 722 | 725 | 544 | 328 | 35 |
| Link Distance (ft) | 862 | 862 | 862 | 5 | 5 | 5 | 2200 | 2200 | 2200 | 2200 | 2200 |
| Upstream Blk Time (%) | | | 0 | 10 | 5 | 11 | | | | | |
| Queuing Penalty (veh) | | | 0 | 26 | 13 | 28 | | | | | |
| Storage Bay Dist (ft) | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |

## Intersection: 2: Magwood Dr & Glenn McConnell Pkwy

| Movement | EB | NB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | R | L | L | T | T |
| Maximum Queue (ft) | 258 | 357 | 417 | 261 | 86 | 60 | 60 | 24 | 9 |
| Average Queue (ft) | 142 | 215 | 262 | 78 | 6 | 32 | 35 | 1 | 0 |
| 95th Queue (ft) | 231 | 329 | 395 | 210 | 54 | 59 | 58 | 11 | 6 |
| Link Distance (ft) | 989 | 399 | 399 | 399 | 399 | 5 | 5 | 5 | 5 |
| Upstream Blk Time (%) | | 1 | 5 | 0 | | 49 | 52 | 2 | 0 |
| Queuing Penalty (veh) | | 0 | 0 | 0 | | 153 | 164 | 7 | 1 |
| Storage Bay Dist (ft) | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |

## Network Summary

Network wide Queuing Penalty: 393

#### 4.2.3.2.5 Alternative 5

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 91 | 0 | 132 | 516 | 0 | 689 | 96 | 127 | 256 | 945 | 165 | 28 |
| Future Volume (veh/h) | 91 | 0 | 132 | 516 | 0 | 689 | 96 | 127 | 256 | 945 | 165 | 28 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 0 | 1863 | 1863 | 0 | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 |
| Adj Flow Rate, veh/h | 101 | 0 | 147 | 573 | 0 | 0 | 107 | 141 | 0 | 1050 | 183 | 0 |
| Adj No. of Lanes | 1 | 0 | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 2 | 1 | 1 |
| 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 | 0 | 2 | 2 | 0 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 233 | 0 | 0 | 679 | 0 | 0 | 209 | 505 | 430 | 1190 | 1037 | 881 |
| Arrive On Green | 0.08 | 0.00 | 0.00 | 0.20 | 0.00 | 0.00 | 0.06 | 0.27 | 0.00 | 0.35 | 0.56 | 0.00 |
| Sat Flow, veh/h | 1774 | 101 | | 3442 | 573 | | 3442 | 1863 | 1583 | 3442 | 1863 | 1583 |
| Grp Volume(v), veh/h | 101 | 34.1 | | 573 | 35.7 | | 107 | 141 | 0 | 1050 | 183 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1774 | C | | 1721 | D | | 1721 | 1863 | 1583 | 1721 | 1863 | 1583 |
| Q Serve(g_s), s | 4.1 | | | 11.7 | | | 2.2 | 4.3 | 0.0 | 20.9 | 3.5 | 0.0 |
| Cycle Q Clear(g_c), s | 4.1 | | | 11.7 | | | 2.2 | 4.3 | 0.0 | 20.9 | 3.5 | 0.0 |
| Prop In Lane | 1.00 | | | 1.00 | | | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 233 | | | 679 | | | 209 | 505 | 430 | 1190 | 1037 | 881 |
| V/C Ratio(X) | 0.43 | | | 0.84 | | | 0.51 | 0.28 | 0.00 | 0.88 | 0.18 | 0.00 |
| Avail Cap(c_a), veh/h | 1050 | | | 780 | | | 331 | 505 | 430 | 1348 | 1037 | 881 |
| HCM Platoon Ratio | 1.00 | | | 1.00 | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | | | 1.00 | | | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 32.9 | | | 28.1 | | | 33.1 | 20.9 | 0.0 | 22.4 | 7.9 | 0.0 |
| Incr Delay (d2), s/veh | 1.3 | | | 7.6 | | | 1.9 | 1.4 | 0.0 | 6.6 | 0.4 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | | | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.0 | | | 6.2 | | | 1.1 | 2.4 | 0.0 | 11.0 | 1.9 | 0.0 |
| LnGrp Delay(d),s/veh | 34.1 | | | 35.7 | | | 35.1 | 22.3 | 0.0 | 29.0 | 8.3 | 0.0 |
| LnGrp LOS | C | | | D | | | D | C | | C | A | |
| Approach Vol, veh/h | | | | | | | | 248 | | | 1233 | |
| Approach Delay, s/veh | | | | | | | | 27.8 | | | 25.9 | |
| Approach LOS | | | | | | | | C | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | | 5 | 6 | 7 | |
| Phs Duration (G+Y+Rc), s | 29.7 | 24.2 | 18.9 | | 8.9 | 45.0 | 10.0 | |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 | |
| Max Green Setting (Gmax), s | 28.5 | 19.0 | 16.5 | | 7.0 | 40.5 | 39.0 | |
| Max Q Clear Time (g_c+I1), s | 22.9 | 6.3 | 13.7 | | 4.2 | 5.5 | 6.1 | |
| Green Ext Time (p_c), s | 2.3 | 1.4 | 0.7 | | 0.1 | 2.0 | 0.3 | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 29.1 |
| HCM 2010 LOS | C |

Notes

## Intersection: 3: Glenn McConnell Pkwy & Magwood Dr

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | R | L | L | L | L | T | R | L | L | T |
| Maximum Queue (ft) | 120 | 78 | 287 | 253 | 123 | 62 | 140 | 163 | 404 | 374 | 135 |
| Average Queue (ft) | 53 | 9 | 187 | 144 | 52 | 6 | 62 | 45 | 261 | 218 | 54 |
| 95th Queue (ft) | 99 | 47 | 264 | 232 | 97 | 33 | 113 | 123 | 367 | 327 | 107 |
| Link Distance (ft) | 443 | 443 | 652 | 652 | 352 | 352 | 352 | 352 | 612 | 612 | 612 |
| Upstream Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |

## Network Summary

Network wide Queuing Penalty: 0

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 184 | 0 | 99 | 279 | 0 | 1162 | 325 | 262 | 328 | 809 | 168 | 155 |
| Future Volume (veh/h) | 184 | 0 | 99 | 279 | 0 | 1162 | 325 | 262 | 328 | 809 | 168 | 155 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 0 | 1863 | 1863 | 0 | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 |
| Adj Flow Rate, veh/h | 204 | 0 | 110 | 310 | 0 | 0 | 361 | 291 | 0 | 899 | 187 | 0 |
| Adj No. of Lanes | 1 | 0 | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 2 | 1 | 1 |
| 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 | 0 | 2 | 2 | 0 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 262 | 0 | 0 | 424 | 0 | 0 | 502 | 583 | 495 | 1090 | 902 | 766 |
| Arrive On Green | 0.15 | 0.00 | 0.00 | 0.12 | 0.00 | 0.00 | 0.15 | 0.31 | 0.00 | 0.32 | 0.48 | 0.00 |
| Sat Flow, veh/h | 1774 | 204 | | 3442 | 310 | | 3442 | 1863 | 1583 | 3442 | 1863 | 1583 |
| Grp Volume(v), veh/h | 204 | 29.8 | | 310 | 29.4 | | 361 | 291 | 0 | 899 | 187 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1774 | C | | 1721 | C | | 1721 | 1863 | 1583 | 1721 | 1863 | 1583 |
| Q Serve(g_s), s | 6.7 | | | 5.3 | | | 6.1 | 7.7 | 0.0 | 14.7 | 3.5 | 0.0 |
| Cycle Q Clear(g_c), s | 6.7 | | | 5.3 | | | 6.1 | 7.7 | 0.0 | 14.7 | 3.5 | 0.0 |
| Prop In Lane | 1.00 | | | 1.00 | | | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 262 | | | 424 | | | 502 | 583 | 495 | 1090 | 902 | 766 |
| V/C Ratio(X) | 0.78 | | | 0.73 | | | 0.72 | 0.50 | 0.00 | 0.82 | 0.21 | 0.00 |
| Avail Cap(c_a), veh/h | 935 | | | 538 | | | 879 | 583 | 495 | 1445 | 902 | 766 |
| HCM Platoon Ratio | 1.00 | | | 1.00 | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | | | 1.00 | | | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 24.9 | | | 25.6 | | | 24.8 | 17.0 | 0.0 | 19.2 | 9.0 | 0.0 |
| Incr Delay (d2), s/veh | 4.9 | | | 3.7 | | | 2.0 | 3.0 | 0.0 | 3.0 | 0.5 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | | | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.6 | | | 2.7 | | | 3.0 | 4.5 | 0.0 | 7.3 | 1.9 | 0.0 |
| LnGrp Delay(d),s/veh | 29.8 | | | 29.4 | | | 26.7 | 20.0 | 0.0 | 22.2 | 9.5 | 0.0 |
| LnGrp LOS | C | | | C | | | C | C | | C | A | |
| Approach Vol, veh/h | | | | | | | | 652 | | | 1086 | |
| Approach Delay, s/veh | | | | | | | | 23.7 | | | 20.0 | |
| Approach LOS | | | | | | | | C | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | | 5 | 6 | 7 | |
| Phs Duration (G+Y+Rc), s | 23.7 | 23.5 | 12.0 | | 13.3 | 33.9 | 13.5 | |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 | |
| Max Green Setting (Gmax), s | 25.5 | 19.0 | 9.5 | | 15.5 | 29.0 | 32.0 | |
| Max Q Clear Time (g_c+I1), s | 16.7 | 9.7 | 7.3 | | 8.1 | 5.5 | 8.7 | |
| Green Ext Time (p_c), s | 2.6 | 1.9 | 0.3 | | 0.8 | 2.9 | 0.6 | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 23.3 |
| HCM 2010 LOS | C |

## Intersection: 3: Glenn McConnell Pkwy & Magwood Dr

| Movement | EB | EB | WB | WB | WB | NB | NB | NB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | R | L | L | R | L | L | T | R | L | L | T |
| Maximum Queue (ft) | 189 | 41 | 249 | 350 | 386 | 199 | 157 | 215 | 158 | 298 | 261 | 146 |
| Average Queue (ft) | 93 | 2 | 111 | 66 | 26 | 118 | 50 | 105 | 39 | 193 | 150 | 57 |
| 95th Queue (ft) | 158 | 18 | 197 | 203 | 250 | 179 | 132 | 180 | 115 | 261 | 232 | 110 |
| Link Distance (ft) | 443 | 443 | 755 | 755 | 755 | 357 | 357 | 357 | 357 | 624 | 624 | 624 |
| Upstream Blk Time (%) | | | 0 | 0 | 0 | | | | | | | |
| Queuing Penalty (veh) | | | 0 | 0 | 0 | | | | | | | |
| Storage Bay Dist (ft) | | | | | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

## Intersection: 3: Glenn McConnell Pkwy & Magwood Dr

| Movement | SB |
|---|---|
| Directions Served | R |
| Maximum Queue (ft) | 37 |
| Average Queue (ft) | 2 |
| 95th Queue (ft) | 17 |
| Link Distance (ft) | 624 |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

## Network Summary

Network wide Queuing Penalty: 0

# 5.0 Reasonable Alternatives Screening

## 5.1 I-526 & I-26 System-To-System Interchange

### 5.1.1 HCS Analysis Results

#### 5.1.1.1 No Build

# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | West Leg \| Enter | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 3 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 1970 | Number of Maneuver Lanes ($N_{WL}$), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 1280 | 240 | 390 | 2250 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 7.00 | 2.00 | 7.00 | 7.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.935 | 0.980 | 0.935 | 0.935 |
| Flow Rate ($v_i$), pc/h | 1456 | 261 | 444 | 2560 |

| | | | |
|---|---|---|---|
| Weaving Flow Rate ($v_w$), pc/h | 2821 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 1900 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | 1763 |
| Total Flow Rate (v), pc/h | 4721 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | 4013 |
| Volume Ratio (VR) | 0.598 | Weaving Segment Capacity ($c_W$), veh/h | 3762 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 0 | Adjusted Weaving Area Capacity, pc/h | 4013 |
| Maximum Weaving Length ($L_{MAX}$), ft | 8994 | Volume-to-Capacity Ratio (v/c) | 1.18 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | - | Average Weaving Speed ($S_W$), mi/h | - |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | - | Average Non-Weaving Speed ($S_{NW}$), mi/h | - |
| Weaving Lane Change Rate ($LC_W$), lc/h | - | Average Speed (S), mi/h | - |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | - | Density (D), pc/mi/ln | - |
| Weaving Intensity Factor (W) | - | Level of Service (LOS) | F |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | West Leg \| Enter | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 3 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 1970 | Number of Maneuver Lanes ($N_{WL}$), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 1460 | 660 | 470 | 2140 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 5.00 | 2.00 | 5.00 | 5.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 | 0.980 | 0.952 | 0.952 |
| Flow Rate ($v_i$), pc/h | 1632 | 716 | 525 | 2391 |
| Weaving Flow Rate ($v_w$), pc/h | 3107 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 2157 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 1770 |
| Total Flow Rate (v), pc/h | 5264 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 4068 |
| Volume Ratio (VR) | 0.590 | Weaving Segment Capacity ($c_W$), veh/h | | 3888 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 0 | Adjusted Weaving Area Capacity, pc/h | | 4068 |
| Maximum Weaving Length ($L_{MAX}$), ft | 8897 | Volume-to-Capacity Ratio (v/c) | | 1.29 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | - | Average Weaving Speed ($S_W$), mi/h | - |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | - | Average Non-Weaving Speed ($S_{NW}$), mi/h | - |
| Weaving Lane Change Rate ($LC_W$), lc/h | - | Average Speed (S), mi/h | - |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | - | Density (D), pc/mi/ln | - |
| Weaving Intensity Factor (W) | - | Level of Service (LOS) | F |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | West Leg \| Exit | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 3 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 3100 | Number of Maneuver Lanes ($N_{WL}$), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 2950 | 2280 | 500 | 320 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 5.00 | 2.00 | 5.00 | 5.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 | 0.980 | 0.952 | 0.952 |
| Flow Rate ($v_i$), pc/h | 3297 | 2475 | 559 | 358 |
| Weaving Flow Rate ($v_w$), pc/h | 2833 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2350 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 3856 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 2055 |
| Total Flow Rate (v), pc/h | 6689 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 5660 |
| Volume Ratio (VR) | 0.424 | Weaving Segment Capacity ($c_W$), veh/h | | 5447 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 0 | Adjusted Weaving Area Capacity, pc/h | | 5660 |
| Maximum Weaving Length ($L_{MAX}$), ft | 6952 | Volume-to-Capacity Ratio (v/c) | | 1.18 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | - | Average Weaving Speed ($S_W$), mi/h | - |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | - | Average Non-Weaving Speed ($S_{NW}$), mi/h | - |
| Weaving Lane Change Rate ($LC_W$), lc/h | - | Average Speed (S), mi/h | - |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | - | Density (D), pc/mi/ln | - |
| Weaving Intensity Factor (W) | - | Level of Service (LOS) | F |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | West Leg \| Exit | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 3 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 3100 | Number of Maneuver Lanes ($N_{WL}$), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 2570 | 1610 | 360 | 160 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 5.00 | 2.00 | 2.00 | 2.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 | 0.980 | 0.980 | 0.980 |
| Flow Rate ($v_i$), pc/h | 2872 | 1748 | 391 | 174 |

| | | | |
|---|---|---|---|
| Weaving Flow Rate ($v_w$), pc/h | 1922 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | 2350 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 3263 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | 2101 |
| Total Flow Rate (v), pc/h | 5185 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | 6469 |
| Volume Ratio (VR) | 0.371 | Weaving Segment Capacity ($c_W$), veh/h | 6079 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 1922 | Adjusted Weaving Area Capacity, pc/h | 6303 |
| Maximum Weaving Length ($L_{MAX}$), ft | 6358 | Volume-to-Capacity Ratio (v/c) | 0.82 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | 1012 | Average Weaving Speed ($S_W$), mi/h | 54.2 |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | 1775 | Average Non-Weaving Speed ($S_{NW}$), mi/h | 42.9 |
| Weaving Lane Change Rate ($LC_W$), lc/h | 2245 | Average Speed (S), mi/h | 46.5 |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | 4020 | Density (D), pc/mi/ln | 37.2 |
| Weaving Intensity Factor (W) | 0.277 | Level of Service (LOS) | E |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | East Leg \| Enter | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 3 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 730 | Number of Maneuver Lanes ($N_{WL}$), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.50 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 2410 | 1470 | 0 | 1920 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 13.00 | 2.00 | 9.00 | 9.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.885 | 0.980 | 0.917 | 0.917 |
| Flow Rate ($v_i$), pc/h | 2897 | 1596 | 0 | 2227 |
| Weaving Flow Rate ($v_w$), pc/h | 3823 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 2897 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 1695 |
| Total Flow Rate (v), pc/h | 6720 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 4218 |
| Volume Ratio (VR) | 0.569 | Weaving Segment Capacity ($c_W$), veh/h | | 3873 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 0 | Adjusted Weaving Area Capacity, pc/h | | 4218 |
| Maximum Weaving Length ($L_{MAX}$), ft | 8644 | Volume-to-Capacity Ratio (v/c) | | 1.59 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | - | Average Weaving Speed ($S_W$), mi/h | - |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | - | Average Non-Weaving Speed ($S_{NW}$), mi/h | - |
| Weaving Lane Change Rate ($LC_W$), lc/h | - | Average Speed (S), mi/h | - |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | - | Density (D), pc/mi/ln | - |
| Weaving Intensity Factor (W) | - | Level of Service (LOS) | F |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | East Leg \| Enter | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 3 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 730 | Number of Maneuver Lanes ($N_{WL}$), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.50 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 1990 | 990 | 0 | 2090 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 11.00 | 3.00 | 5.00 | 5.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.901 | 0.971 | 0.952 | 0.952 |
| Flow Rate ($v_i$), pc/h | 2350 | 1085 | 0 | 2336 |
| Weaving Flow Rate ($v_w$), pc/h | 3421 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 2350 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 1672 |
| Total Flow Rate (v), pc/h | 5771 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 4047 |
| Volume Ratio (VR) | 0.593 | Weaving Segment Capacity ($c_W$), veh/h | | 3783 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 0 | Adjusted Weaving Area Capacity, pc/h | | 4047 |
| Maximum Weaving Length ($L_{MAX}$), ft | 8934 | Volume-to-Capacity Ratio (v/c) | | 1.43 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | - | Average Weaving Speed ($S_W$), mi/h | - |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | - | Average Non-Weaving Speed ($S_{NW}$), mi/h | - |
| Weaving Lane Change Rate ($LC_W$), lc/h | - | Average Speed (S), mi/h | - |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | - | Density (D), pc/mi/ln | - |
| Weaving Intensity Factor (W) | - | Level of Service (LOS) | F |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | East Leg \| Exit | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 3 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 1600 | Number of Maneuver Lanes ($N_{WL}$), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.50 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 3060 | 730 | 0 | 290 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 9.00 | 15.00 | 15.00 | 4.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 | 0.870 | 0.870 | 0.962 |
| Flow Rate ($v_i$), pc/h | 3550 | 893 | 0 | 321 |
| Weaving Flow Rate ($v_w$), pc/h | 1214 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 3550 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 2032 |
| Total Flow Rate (v), pc/h | 4764 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 9412 |
| Volume Ratio (VR) | 0.255 | Weaving Segment Capacity ($c_W$), veh/h | | 5555 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 1214 | Adjusted Weaving Area Capacity, pc/h | | 6096 |
| Maximum Weaving Length ($L_{MAX}$), ft | 5106 | Volume-to-Capacity Ratio (v/c) | | 0.78 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | 852 | Average Weaving Speed ($S_W$), mi/h | 49.1 |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | 1021 | Average Non-Weaving Speed ($S_{NW}$), mi/h | 43.6 |
| Weaving Lane Change Rate ($LC_W$), lc/h | 1477 | Average Speed (S), mi/h | 44.9 |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | 2498 | Density (D), pc/mi/ln | 35.4 |
| Weaving Intensity Factor (W) | 0.321 | Level of Service (LOS) | E |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | East Leg \| Exit | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 3 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 1600 | Number of Maneuver Lanes ($N_{WL}$), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.50 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 3630 | 650 | 0 | 260 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 6.00 | 7.00 | 7.00 | 3.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.943 | 0.935 | 0.935 | 0.971 |
| Flow Rate ($v_i$), pc/h | 4095 | 740 | 0 | 285 |
| Weaving Flow Rate ($v_w$), pc/h | 1025 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 4095 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 2075 |
| Total Flow Rate (v), pc/h | 5120 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 12000 |
| Volume Ratio (VR) | 0.200 | Weaving Segment Capacity ($c_W$), veh/h | | 5873 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 1025 | Adjusted Weaving Area Capacity, pc/h | | 6225 |
| Maximum Weaving Length ($L_{MAX}$), ft | 4536 | Volume-to-Capacity Ratio (v/c) | | 0.82 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | 983 | Average Weaving Speed ($S_W$), mi/h | 49.3 |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | 1133 | Average Non-Weaving Speed ($S_{NW}$), mi/h | 44.4 |
| Weaving Lane Change Rate ($LC_W$), lc/h | 1288 | Average Speed (S), mi/h | 45.3 |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | 2421 | Density (D), pc/mi/ln | 37.7 |
| Weaving Intensity Factor (W) | 0.313 | Level of Service (LOS) | E |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | SCDOT | Time Period Analyzed | AM Peak Hour |
| Project Description | North Leg \| Enter | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 5 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 1850 | Number of Maneuver Lanes ($N_{WL}$), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 0 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 0 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.50 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 6570 | 310 | 1740 | 2860 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 9.00 | 2.00 | 2.00 | 2.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 | 0.980 | 0.980 | 0.980 |
| Flow Rate ($v_i$), pc/h | 7622 | 337 | 1889 | 3105 |
| Weaving Flow Rate ($v_w$), pc/h | 3442 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 9511 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 2042 |
| Total Flow Rate (v), pc/h | 12953 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 9023 |
| Volume Ratio (VR) | 0.266 | Weaving Segment Capacity ($c_W$), veh/h | | 8508 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 0 | Adjusted Weaving Area Capacity, pc/h | | 9023 |
| Maximum Weaving Length ($L_{MAX}$), ft | 5222 | Volume-to-Capacity Ratio (v/c) | | 1.44 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | - | Average Weaving Speed ($S_W$), mi/h | - |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | - | Average Non-Weaving Speed ($S_{NW}$), mi/h | - |
| Weaving Lane Change Rate ($LC_W$), lc/h | - | Average Speed (S), mi/h | - |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | - | Density (D), pc/mi/ln | - |
| Weaving Intensity Factor (W) | - | Level of Service (LOS) | F |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | North Leg \| Enter | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 5 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 1850 | Number of Maneuver Lanes ($N_{WL}$), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 0 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 0 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.50 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 3240 | 560 | 1200 | 2440 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 9.00 | 2.00 | 2.00 | 2.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 | 0.980 | 0.980 | 0.980 |
| Flow Rate ($v_i$), pc/h | 3759 | 608 | 1303 | 2649 |
| Weaving Flow Rate ($v_w$), pc/h | 3257 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 5062 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 1937 |
| Total Flow Rate (v), pc/h | 8319 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 6122 |
| Volume Ratio (VR) | 0.392 | Weaving Segment Capacity ($c_W$), veh/h | | 5826 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 0 | Adjusted Weaving Area Capacity, pc/h | | 6123 |
| Maximum Weaving Length ($L_{MAX}$), ft | 6592 | Volume-to-Capacity Ratio (v/c) | | 1.36 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | - | Average Weaving Speed ($S_W$), mi/h | - |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | - | Average Non-Weaving Speed ($S_{NW}$), mi/h | - |
| Weaving Lane Change Rate ($LC_W$), lc/h | - | Average Speed (S), mi/h | - |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | - | Density (D), pc/mi/ln | - |
| Weaving Intensity Factor (W) | - | Level of Service (LOS) | F |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | North Leg \| Exit | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 5 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 2280 | Number of Maneuver Lanes ($N_{WL}$), ln | 3 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 0 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.50 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 1750 | 3010 | 1050 | 930 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 9.00 | 2.00 | 2.00 | 2.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 | 0.980 | 0.980 | 0.980 |
| Flow Rate ($v_i$), pc/h | 2030 | 3267 | 1140 | 1010 |
| Weaving Flow Rate ($v_w$), pc/h | 4277 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 3170 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 1928 |
| Total Flow Rate (v), pc/h | 7447 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 6098 |
| Volume Ratio (VR) | 0.574 | Weaving Segment Capacity ($c_W$), veh/h | | 5871 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 0 | Adjusted Weaving Area Capacity, pc/h | | 6098 |
| Maximum Weaving Length ($L_{MAX}$), ft | 7138 | Volume-to-Capacity Ratio (v/c) | | 1.22 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | - | Average Weaving Speed ($S_W$), mi/h | - |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | - | Average Non-Weaving Speed ($S_{NW}$), mi/h | - |
| Weaving Lane Change Rate ($LC_W$), lc/h | - | Average Speed (S), mi/h | - |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | - | Density (D), pc/mi/ln | - |
| Weaving Intensity Factor (W) | - | Level of Service (LOS) | F |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | North Leg \| Exit | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 5 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 2280 | Number of Maneuver Lanes ($N_{WL}$), ln | 3 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 0 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.50 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 4810 | 3140 | 1050 | 620 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 8.00 | 2.00 | 2.00 | 2.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.926 | 0.980 | 0.980 | 0.980 |
| Flow Rate ($v_i$), pc/h | 5526 | 3409 | 1140 | 673 |
| Weaving Flow Rate ($v_w$), pc/h | 4082 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 6666 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 2100 |
| Total Flow Rate (v), pc/h | 10748 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 9211 |
| Volume Ratio (VR) | 0.380 | Weaving Segment Capacity ($c_W$), veh/h | | 8771 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 0 | Adjusted Weaving Area Capacity, pc/h | | 9211 |
| Maximum Weaving Length ($L_{MAX}$), ft | 4892 | Volume-to-Capacity Ratio (v/c) | | 1.17 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | - | Average Weaving Speed ($S_W$), mi/h | - |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | - | Average Non-Weaving Speed ($S_{NW}$), mi/h | - |
| Weaving Lane Change Rate ($LC_W$), lc/h | - | Average Speed (S), mi/h | - |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | - | Density (D), pc/mi/ln | - |
| Weaving Intensity Factor (W) | - | Level of Service (LOS) | F |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | South Leg \| Enter | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 4 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 1900 | Number of Maneuver Lanes ($N_{WL}$), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 1925 | 1115 | 155 | 575 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 17.00 | 2.00 | 2.00 | 2.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.855 | 0.980 | 0.980 | 0.980 |
| Flow Rate ($v_i$), pc/h | 2395 | 1210 | 168 | 624 |
| Weaving Flow Rate ($v_w$), pc/h | 1834 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 2563 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 1920 |
| Total Flow Rate (v), pc/h | 4397 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 5755 |
| Volume Ratio (VR) | 0.417 | Weaving Segment Capacity ($c_W$), veh/h | | 5248 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 1834 | Adjusted Weaving Area Capacity, pc/h | | 5755 |
| Maximum Weaving Length ($L_{MAX}$), ft | 6872 | Volume-to-Capacity Ratio (v/c) | | 0.76 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | 487 | Average Weaving Speed ($S_W$), mi/h | 48.9 |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | 787 | Average Non-Weaving Speed ($S_{NW}$), mi/h | 41.5 |
| Weaving Lane Change Rate ($LC_W$), lc/h | 2269 | Average Speed (S), mi/h | 44.3 |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | 3056 | Density (D), pc/mi/ln | 24.8 |
| Weaving Intensity Factor (W) | 0.329 | Level of Service (LOS) | C |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | South Leg \| Enter | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 4 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 1900 | Number of Maneuver Lanes ($N_{WL}$), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 4310 | 1630 | 230 | 420 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 10.00 | 2.00 | 2.00 | 2.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.909 | 0.980 | 0.980 | 0.980 |
| Flow Rate ($v_i$), pc/h | 5044 | 1769 | 250 | 456 |
| Weaving Flow Rate ($v_w$), pc/h | 2225 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 5294 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 2021 |
| Total Flow Rate (v), pc/h | 7519 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 8108 |
| Volume Ratio (VR) | 0.296 | Weaving Segment Capacity ($c_W$), veh/h | | 7537 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 2225 | Adjusted Weaving Area Capacity, pc/h | | 8084 |
| Maximum Weaving Length ($L_{MAX}$), ft | 5541 | Volume-to-Capacity Ratio (v/c) | | 0.93 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | 1006 | Average Weaving Speed ($S_W$), mi/h | 47.0 |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | 1350 | Average Non-Weaving Speed ($S_{NW}$), mi/h | 35.0 |
| Weaving Lane Change Rate ($LC_W$), lc/h | 2660 | Average Speed (S), mi/h | 37.9 |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | 4010 | Density (D), pc/mi/ln | 49.6 |
| Weaving Intensity Factor (W) | 0.407 | Level of Service (LOS) | F |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | South Leg \| Exit | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 4 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 1550 | Number of Maneuver Lanes ($N_{WL}$), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 6400 | 1150 | 290 | 500 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 9.00 | 7.00 | 7.00 | 9.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 | 0.935 | 0.935 | 0.917 |
| Flow Rate ($v_i$), pc/h | 7425 | 1308 | 330 | 580 |
| Weaving Flow Rate ($v_w$), pc/h | 1888 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 7755 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 2075 |
| Total Flow Rate (v), pc/h | 9643 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 12245 |
| Volume Ratio (VR) | 0.196 | Weaving Segment Capacity ($c_W$), veh/h | | 7636 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 0 | Adjusted Weaving Area Capacity, pc/h | | 8299 |
| Maximum Weaving Length ($L_{MAX}$), ft | 4495 | Volume-to-Capacity Ratio (v/c) | | 1.16 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | - | Average Weaving Speed ($S_W$), mi/h | - |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | - | Average Non-Weaving Speed ($S_{NW}$), mi/h | - |
| Weaving Lane Change Rate ($LC_W$), lc/h | - | Average Speed (S), mi/h | - |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | - | Density (D), pc/mi/ln | - |
| Weaving Intensity Factor (W) | - | Level of Service (LOS) | F |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | South Leg \| Exit | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 4 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 1550 | Number of Maneuver Lanes ($N_{WL}$), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 3220 | 860 | 410 | 480 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 9.00 | 5.00 | 5.00 | 9.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 | 0.952 | 0.952 | 0.917 |
| Flow Rate ($v_i$), pc/h | 3736 | 961 | 458 | 557 |
| Weaving Flow Rate ($v_w$), pc/h | 1518 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 4194 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 2019 |
| Total Flow Rate (v), pc/h | 5712 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 9023 |
| Volume Ratio (VR) | 0.266 | Weaving Segment Capacity ($c_W$), veh/h | | 7476 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 1518 | Adjusted Weaving Area Capacity, pc/h | | 8076 |
| Maximum Weaving Length ($L_{MAX}$), ft | 5222 | Volume-to-Capacity Ratio (v/c) | | 0.71 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | 650 | Average Weaving Speed ($S_W$), mi/h | 48.0 |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | 934 | Average Non-Weaving Speed ($S_{NW}$), mi/h | 42.2 |
| Weaving Lane Change Rate ($LC_W$), lc/h | 1902 | Average Speed (S), mi/h | 43.6 |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | 2836 | Density (D), pc/mi/ln | 32.8 |
| Weaving Intensity Factor (W) | 0.364 | Level of Service (LOS) | D |

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# HCS7 Freeway Merge Report

| Project Information | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Through \| Eastbound | Unit | United States Customary |

| Geometric Data | | |
|---|---|---|
| | Freeway | Ramp |
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 25.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 545 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

| Adjustment Factors | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

| Demand and Capacity | | |
|---|---|---|
| Demand Volume (Vi) | 1520 | 1830 |
| Peak Hour Factor (PHF) | 0.94 | 0.95 |
| Total Trucks, % | 9.00 | 15.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.917 | 0.870 |
| Flow Rate (vi),pc/h | 1763 | 2214 |
| Capacity (c), pc/h | 4600 | 1900 |
| Volume-to-Capacity Ratio (v/c) | 0.86 | 1.17 |

| Speed and Density | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.502 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 51.0 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 60.0 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1763 | Ramp Junction Speed (S), mi/h | 51.0 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 3977 | Average Density (D), pc/mi/ln | 39.0 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 32.1 |

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# HCS7 Freeway Merge Report

| Project Information | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Through \| Eastbound | Unit | United States Customary |

| Geometric Data | | |
|---|---|---|
| | Freeway | Ramp |
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 25.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 545 |
| Terrain Type | Rolling | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

| Adjustment Factors | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

| Demand and Capacity | | |
|---|---|---|
| Demand Volume (Vi) | 2120 | 1770 |
| Peak Hour Factor (PHF) | 0.94 | 0.95 |
| Total Trucks, % | 5.00 | 3.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.909 | 0.971 |
| Flow Rate (vi),pc/h | 2481 | 1919 |
| Capacity (c), pc/h | 4600 | 1900 |
| Volume-to-Capacity Ratio (v/c) | 0.96 | 1.01 |

| Speed and Density | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.611 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 49.0 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 60.0 |
| Flow in Lanes 1 and 2 (v12), pc/h | 2481 | Ramp Junction Speed (S), mi/h | 49.0 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 4400 | Average Density (D), pc/mi/ln | 44.9 |
| Level of Service (LOS) | E | Density in Ramp Influence Area (DR), pc/mi/ln | 35.6 |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Through \| Westbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 3 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 550 | Number of Maneuver Lanes ($N_{WL}$), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 2.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 2910 | 360 | 0 | 970 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 13.00 | 8.00 | 8.00 | 4.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.885 | 0.926 | 0.926 | 0.962 |
| Flow Rate ($v_i$), pc/h | 3498 | 414 | 0 | 1073 |
| Weaving Flow Rate ($v_w$), pc/h | 1487 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 3498 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 1917 |
| Total Flow Rate (v), pc/h | 4985 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 8054 |
| Volume Ratio (VR) | 0.298 | Weaving Segment Capacity ($c_W$), veh/h | | 5205 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 1487 | Adjusted Weaving Area Capacity, pc/h | | 5752 |
| Maximum Weaving Length ($L_{MAX}$), ft | 5562 | Volume-to-Capacity Ratio (v/c) | | 0.87 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | 385 | Average Weaving Speed ($S_W$), mi/h | 42.4 |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | 441 | Average Non-Weaving Speed ($S_{NW}$), mi/h | 41.3 |
| Weaving Lane Change Rate ($LC_W$), lc/h | 1621 | Average Speed (S), mi/h | 41.6 |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | 2062 | Density (D), pc/mi/ln | 39.9 |
| Weaving Intensity Factor (W) | 0.641 | Level of Service (LOS) | E |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Through \| Westbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 3 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 550 | Number of Maneuver Lanes ($N_{WL}$), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 2.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 2220 | 510 | 0 | 760 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 11.00 | 3.00 | 5.00 | 5.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.901 | 0.971 | 0.952 | 0.952 |
| Flow Rate ($v_i$), pc/h | 2621 | 559 | 0 | 849 |
| Weaving Flow Rate ($v_w$), pc/h | 1408 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 2621 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 1874 |
| Total Flow Rate (v), pc/h | 4029 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 6877 |
| Volume Ratio (VR) | 0.349 | Weaving Segment Capacity ($c_W$), veh/h | | 5180 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 1408 | Adjusted Weaving Area Capacity, pc/h | | 5622 |
| Maximum Weaving Length ($L_{MAX}$), ft | 6115 | Volume-to-Capacity Ratio (v/c) | | 0.72 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | 288 | Average Weaving Speed ($S_W$), mi/h | 43.6 |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | 260 | Average Non-Weaving Speed ($S_{NW}$), mi/h | 43.4 |
| Weaving Lane Change Rate ($LC_W$), lc/h | 1542 | Average Speed (S), mi/h | 43.5 |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | 1802 | Density (D), pc/mi/ln | 30.9 |
| Weaving Intensity Factor (W) | 0.576 | Level of Service (LOS) | D |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Through \| Northbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.50 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 70.9 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 3040 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.855 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1261 |
| Total Trucks, % | 17.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.53 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 70.8 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 17.8 |
| Total Ramp Density Adjustment | 4.5 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.9 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Through \| Northbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.50 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 70.9 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 5940 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.909 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 2317 |
| Total Trucks, % | 10.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.97 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 55.6 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 41.7 |
| Total Ramp Density Adjustment | 4.5 | Level of Service (LOS) | E |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.9 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Through \| Southbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.50 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 70.9 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 6900 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 2668 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 1.11 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | - |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | - |
| Total Ramp Density Adjustment | 4.5 | Level of Service (LOS) | F |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.9 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Through \| Southbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.50 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 70.9 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 3700 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1431 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.60 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 70.1 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 20.4 |
| Total Ramp Density Adjustment | 4.5 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.9 | | |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Through \| Southbound CD | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 2 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 620 | Number of Maneuver Lanes ($N_{WL}$), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.50 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 0 | 940 | 30 | 1800 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 9.00 | 2.00 | 2.00 | 2.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 | 0.980 | 0.980 | 0.980 |
| Flow Rate ($v_i$), pc/h | 0 | 1020 | 33 | 1954 |
| Weaving Flow Rate ($v_w$), pc/h | 2974 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2200 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 33 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 1170 |
| Total Flow Rate (v), pc/h | 3007 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 2427 |
| Volume Ratio (VR) | 0.989 | Weaving Segment Capacity ($c_W$), veh/h | | 2293 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 0 | Adjusted Weaving Area Capacity, pc/h | | 2340 |
| Maximum Weaving Length ($L_{MAX}$), ft | 14079 | Volume-to-Capacity Ratio (v/c) | | 1.29 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | - | Average Weaving Speed ($S_W$), mi/h | - |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | - | Average Non-Weaving Speed ($S_{NW}$), mi/h | - |
| Weaving Lane Change Rate ($LC_W$), lc/h | - | Average Speed (S), mi/h | - |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | - | Density (D), pc/mi/ln | - |
| Weaving Intensity Factor (W) | - | Level of Service (LOS) | F |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Through \| Southbound CD | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 2 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 620 | Number of Maneuver Lanes ($N_{WL}$), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.50 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 0 | 760 | 0 | 1770 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 9.00 | 2.00 | 2.00 | 2.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 | 0.980 | 0.980 | 0.980 |
| Flow Rate ($v_i$), pc/h | 0 | 825 | 0 | 1921 |

| | | | |
|---|---|---|---|
| Weaving Flow Rate ($v_w$), pc/h | 2746 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | 2200 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 0 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | 1159 |
| Total Flow Rate (v), pc/h | 2746 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | 2400 |
| Volume Ratio (VR) | 1.000 | Weaving Segment Capacity ($c_W$), veh/h | 2272 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 0 | Adjusted Weaving Area Capacity, pc/h | 2318 |
| Maximum Weaving Length ($L_{MAX}$), ft | 14232 | Volume-to-Capacity Ratio (v/c) | 1.18 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | - | Average Weaving Speed ($S_W$), mi/h | - |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | - | Average Non-Weaving Speed ($S_{NW}$), mi/h | - |
| Weaving Lane Change Rate ($LC_W$), lc/h | - | Average Speed (S), mi/h | - |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | - | Density (D), pc/mi/ln | - |
| Weaving Intensity Factor (W) | - | Level of Service (LOS) | F |

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#### 5.1.1.2 Alternative 1

# HCS7 Freeway Merge Report

| Project Information | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | West Leg \| Enter (1) | Unit | United States Customary |

| Geometric Data | | |
|---|---|---|
| | Freeway | Ramp |
| Number of Lanes (N), ln | 3 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 35.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 1108 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

| Adjustment Factors | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

| Demand and Capacity | | |
|---|---|---|
| Demand Volume (Vi) | 1140 | 440 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 7.00 | 2.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.935 | 0.980 |
| Flow Rate (vi),pc/h | 1297 | 478 |
| Capacity (c), pc/h | 6900 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.26 | 0.24 |

| Speed and Density | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | 300.0 | Number of Outer Lanes on Freeway (NO) | 1 |
| Distance to Upstream Ramp (LUP), ft | 962 | Speed Index (MS) | 0.257 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | 507 |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 55.4 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 0.609 | Outer Lanes Freeway Speed (SO), mi/h | 60.0 |
| Flow in Lanes 1 and 2 (v12), pc/h | 790 | Ramp Junction Speed (S), mi/h | 56.6 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 1268 | Average Density (D), pc/mi/ln | 10.5 |
| Level of Service (LOS) | A | Density in Ramp Influence Area (DR), pc/mi/ln | 8.3 |

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# HCS7 Freeway Merge Report

| Project Information | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | West Leg \| Enter (1) | Unit | United States Customary |

| Geometric Data | | |
|---|---|---|
| | Freeway | Ramp |
| Number of Lanes (N), ln | 3 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 35.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 1108 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

| Adjustment Factors | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

| Demand and Capacity | | |
|---|---|---|
| Demand Volume (Vi) | 1985 | 1010 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 5.00 | 2.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.952 | 0.980 |
| Flow Rate (vi),pc/h | 2218 | 1096 |
| Capacity (c), pc/h | 6900 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.48 | 0.55 |

| Speed and Density | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | 629.4 | Number of Outer Lanes on Freeway (NO) | 1 |
| Distance to Upstream Ramp (LUP), ft | 962 | Speed Index (MS) | 0.288 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | 867 |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 54.8 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 0.609 | Outer Lanes Freeway Speed (SO), mi/h | 58.7 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1351 | Ramp Junction Speed (S), mi/h | 55.8 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 2447 | Average Density (D), pc/mi/ln | 19.8 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 17.2 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | West Leg \| Enter (2) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 2.00 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 69.6 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1580 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.935 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 899 |
| Total Trucks, % | 7.00 | Capacity (c), pc/h/ln | 2396 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2396 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.38 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 69.6 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 12.9 |
| Total Ramp Density Adjustment | 5.8 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 69.6 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | West Leg \| Enter (2) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 2.00 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 69.6 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 2995 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1674 |
| Total Trucks, % | 5.00 | Capacity (c), pc/h/ln | 2396 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2396 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.70 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 67.1 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 24.9 |
| Total Ramp Density Adjustment | 5.8 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 69.6 | | |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | West Leg \| Exit | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 5 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 2615 | Number of Maneuver Lanes ($N_{WL}$), ln | 3 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 0 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 3300 | 2680 | 630 | 250 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 5.00 | 2.00 | 2.00 | 2.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 | 0.980 | 0.980 | 0.980 |
| Flow Rate ($v_i$), pc/h | 3688 | 2909 | 684 | 271 |
| Weaving Flow Rate ($v_w$), pc/h | 3180 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 4372 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 2091 |
| Total Flow Rate (v), pc/h | 7552 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 8314 |
| Volume Ratio (VR) | 0.421 | Weaving Segment Capacity ($c_W$), veh/h | | 8034 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 271 | Adjusted Weaving Area Capacity, pc/h | | 8314 |
| Maximum Weaving Length ($L_{MAX}$), ft | 5352 | Volume-to-Capacity Ratio (v/c) | | 0.91 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | 1143 | Average Weaving Speed ($S_W$), mi/h | 52.1 |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | 1355 | Average Non-Weaving Speed ($S_{NW}$), mi/h | 50.8 |
| Weaving Lane Change Rate ($LC_W$), lc/h | 1088 | Average Speed (S), mi/h | 51.3 |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | 2443 | Density (D), pc/mi/ln | 29.4 |
| Weaving Intensity Factor (W) | 0.214 | Level of Service (LOS) | D |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | West Leg \| Exit | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 5 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 2615 | Number of Maneuver Lanes ($N_{WL}$), ln | 3 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 0 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 3270 | 2080 | 360 | 160 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 5.00 | 2.00 | 2.00 | 2.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 | 0.980 | 0.980 | 0.980 |
| Flow Rate ($v_i$), pc/h | 3654 | 2258 | 391 | 174 |
| Weaving Flow Rate ($v_w$), pc/h | 2432 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 4045 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 2130 |
| Total Flow Rate (v), pc/h | 6477 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 9333 |
| Volume Ratio (VR) | 0.375 | Weaving Segment Capacity ($c_W$), veh/h | | 8999 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 174 | Adjusted Weaving Area Capacity, pc/h | | 9333 |
| Maximum Weaving Length ($L_{MAX}$), ft | 4836 | Volume-to-Capacity Ratio (v/c) | | 0.69 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | 1058 | Average Weaving Speed ($S_W$), mi/h | 52.4 |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | 1288 | Average Non-Weaving Speed ($S_{NW}$), mi/h | 52.5 |
| Weaving Lane Change Rate ($LC_W$), lc/h | 991 | Average Speed (S), mi/h | 52.5 |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | 2279 | Density (D), pc/mi/ln | 24.7 |
| Weaving Intensity Factor (W) | 0.203 | Level of Service (LOS) | C |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | East Leg \| Enter (1) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.33 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 74.1 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 3550 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.885 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 2134 |
| Total Trucks, % | 13.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.89 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 60.6 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 35.2 |
| Total Ramp Density Adjustment | 1.3 | Level of Service (LOS) | E |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 74.1 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | East Leg \| Enter (1) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.33 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 74.1 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 3685 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.885 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 2215 |
| Total Trucks, % | 13.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.92 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 58.6 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 37.8 |
| Total Ramp Density Adjustment | 1.3 | Level of Service (LOS) | E |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 74.1 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | East Leg \| Enter (2) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 2.33 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 68.8 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 3200 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.885 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1924 |
| Total Trucks, % | 13.00 | Capacity (c), pc/h/ln | 2388 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2388 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.81 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 63.3 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 30.4 |
| Total Ramp Density Adjustment | 6.6 | Level of Service (LOS) | D |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 68.8 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | East Leg \| Enter (2) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 2.33 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 68.8 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 2920 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.901 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1724 |
| Total Trucks, % | 11.00 | Capacity (c), pc/h/ln | 2388 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2388 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.72 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 66.1 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 26.1 |
| Total Ramp Density Adjustment | 6.6 | Level of Service (LOS) | D |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 68.8 | | |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | East Leg \| Exit (1) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 3 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 2400 | Number of Maneuver Lanes ($N_{WL}$), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 1530 | 350 | 0 | 50 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 7.00 | 2.00 | 7.00 | 7.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.935 | 0.980 | 0.935 | 0.935 |
| Flow Rate ($v_i$), pc/h | 1741 | 380 | 0 | 57 |
| Weaving Flow Rate ($v_w$), pc/h | 437 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 1741 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 2136 |
| Total Flow Rate (v), pc/h | 2178 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 11940 |
| Volume Ratio (VR) | 0.201 | Weaving Segment Capacity ($c_W$), veh/h | | 6042 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 437 | Adjusted Weaving Area Capacity, pc/h | | 6408 |
| Maximum Weaving Length ($L_{MAX}$), ft | 4546 | Volume-to-Capacity Ratio (v/c) | | 0.34 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | 418 | Average Weaving Speed ($S_W$), mi/h | 53.1 |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | 1082 | Average Non-Weaving Speed ($S_{NW}$), mi/h | 53.4 |
| Weaving Lane Change Rate ($LC_W$), lc/h | 717 | Average Speed (S), mi/h | 53.3 |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | 1799 | Density (D), pc/mi/ln | 13.6 |
| Weaving Intensity Factor (W) | 0.180 | Level of Service (LOS) | B |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | East Leg \| Exit (1) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 3 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 2400 | Number of Maneuver Lanes ($N_{WL}$), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 2925 | 320 | 0 | 70 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 5.00 | 2.00 | 5.00 | 5.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 | 0.980 | 0.952 | 0.952 |
| Flow Rate ($v_i$), pc/h | 3269 | 347 | 0 | 78 |
| Weaving Flow Rate ($v_w$), pc/h | 425 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 3269 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 2202 |
| Total Flow Rate (v), pc/h | 3694 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 20870 |
| Volume Ratio (VR) | 0.115 | Weaving Segment Capacity ($c_W$), veh/h | | 6306 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 425 | Adjusted Weaving Area Capacity, pc/h | | 6606 |
| Maximum Weaving Length ($L_{MAX}$), ft | 3686 | Volume-to-Capacity Ratio (v/c) | | 0.56 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | 785 | Average Weaving Speed ($S_W$), mi/h | 52.4 |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | 1396 | Average Non-Weaving Speed ($S_{NW}$), mi/h | 51.0 |
| Weaving Lane Change Rate ($LC_W$), lc/h | 705 | Average Speed (S), mi/h | 51.2 |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | 2101 | Density (D), pc/mi/ln | 24.0 |
| Weaving Intensity Factor (W) | 0.203 | Level of Service (LOS) | C |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | East Leg \| Exit (2) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.50 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.6 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 2840 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1648 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.69 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 69.7 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 23.6 |
| Total Ramp Density Adjustment | 1.8 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.6 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | East Leg \| Exit (2) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.50 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.6 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 3000 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.943 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1692 |
| Total Trucks, % | 6.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.71 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 69.1 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 24.5 |
| Total Ramp Density Adjustment | 1.8 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.6 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | North Leg \| Enter (1) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 55.0 | Total Ramp Density (TRD), ramps/mi | 0.00 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 55.0 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 5120 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1980 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2250 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2250 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.88 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 54.2 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 36.5 |
| Total Ramp Density Adjustment | 0.0 | Level of Service (LOS) | E |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 55.0 | | |

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# HCS7 Basic Freeway Report

## Project Information

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|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | North Leg \| Enter (1) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 55.0 | Total Ramp Density (TRD), ramps/mi | 0.00 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 55.0 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 3660 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1415 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2250 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2250 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.63 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 55.0 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 25.7 |
| Total Ramp Density Adjustment | 0.0 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 55.0 | | |

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# HCS7 Freeway Diverge Report

| Project Information | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | North Leg \| Enter (2) | Unit | United States Customary |

| Geometric Data | | |
|---|---|---|
| | Freeway | Ramp |
| Number of Lanes (N), ln | 4 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 55.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 1500 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

| Adjustment Factors | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

| Demand and Capacity | | |
|---|---|---|
| Demand Volume (Vi) | 6840 | 1780 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 9.00 | 9.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.917 | 0.917 |
| Flow Rate (vi),pc/h | 7935 | 2065 |
| Capacity (c), pc/h | 9200 | 2200 |
| Volume-to-Capacity Ratio (v/c) | 0.86 | 0.94 |

| Speed and Density | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 2 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.354 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | 1656 |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 53.6 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 0.436 | Outer Lanes Freeway Speed (SO), mi/h | 63.3 |
| Flow in Lanes 1 and 2 (v12), pc/h | 4624 | Ramp Junction Speed (S), mi/h | 57.3 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 34.6 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 30.5 |

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# HCS7 Freeway Diverge Report

| Project Information | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | North Leg \| Enter (2) | Unit | United States Customary |

| Geometric Data | | |
|---|---|---|
| | Freeway | Ramp |
| Number of Lanes (N), ln | 4 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 55.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 1500 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

| Adjustment Factors | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

| Demand and Capacity | | |
|---|---|---|
| Demand Volume (Vi) | 4310 | 1980 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 9.00 | 6.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.917 | 0.943 |
| Flow Rate (vi),pc/h | 5000 | 2234 |
| Capacity (c), pc/h | 9200 | 2200 |
| Volume-to-Capacity Ratio (v/c) | 0.54 | 1.02 |

| Speed and Density | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | 0.0 | Number of Outer Lanes on Freeway (NO) | 2 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.369 |
| Downstream Equilibrium Distance (LEQ), ft | 0.0 | Flow Outer Lanes (vOA), pc/h/ln | 780 |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 53.4 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 0.436 | Outer Lanes Freeway Speed (SO), mi/h | 65.8 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3440 | Ramp Junction Speed (S), mi/h | 51.1 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 3440 | Average Density (D), pc/mi/ln | 45.0 |
| Level of Service (LOS) | F | Density in Ramp Influence Area (DR), pc/mi/ln | 20.3 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | North Leg \| Exit (1) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 4 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.17 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 71.7 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 3450 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1000 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.42 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 71.7 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 13.9 |
| Total Ramp Density Adjustment | 3.7 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.7 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | North Leg \| Exit (1) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 4 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.17 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 71.7 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 6980 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.926 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 2005 |
| Total Trucks, % | 8.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.84 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 63.0 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 31.8 |
| Total Ramp Density Adjustment | 3.7 | Level of Service (LOS) | D |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.7 | | |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | North Leg \| Exit (2) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 3 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 1700 | Number of Maneuver Lanes ($N_{WL}$), ln | 3 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 310 | 2260 | 90 | 820 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 17.00 | 13.00 | 13.00 | 17.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.855 | 0.885 | 0.885 | 0.855 |
| Flow Rate ($v_i$), pc/h | 386 | 2717 | 108 | 1020 |
| Weaving Flow Rate ($v_w$), pc/h | 3737 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 494 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 1583 |
| Total Flow Rate (v), pc/h | 4231 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 3964 |
| Volume Ratio (VR) | 0.883 | Weaving Segment Capacity ($c_W$), veh/h | | 3468 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 0 | Adjusted Weaving Area Capacity, pc/h | | 3963 |
| Maximum Weaving Length ($L_{MAX}$), ft | 11070 | Volume-to-Capacity Ratio (v/c) | | 1.07 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | - | Average Weaving Speed ($S_W$), mi/h | - |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | - | Average Non-Weaving Speed ($S_{NW}$), mi/h | - |
| Weaving Lane Change Rate ($LC_W$), lc/h | - | Average Speed (S), mi/h | - |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | - | Density (D), pc/mi/ln | - |
| Weaving Intensity Factor (W) | - | Level of Service (LOS) | F |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | North Leg \| Exit (2) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 3 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 1700 | Number of Maneuver Lanes ($N_{WL}$), ln | 3 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 300 | 2575 | 80 | 740 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 10.00 | 11.00 | 11.00 | 10.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.909 | 0.901 | 0.901 | 0.909 |
| Flow Rate ($v_i$), pc/h | 351 | 3040 | 94 | 866 |
| Weaving Flow Rate ($v_w$), pc/h | 3906 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 445 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 1568 |
| Total Flow Rate (v), pc/h | 4351 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 3898 |
| Volume Ratio (VR) | 0.898 | Weaving Segment Capacity ($c_W$), veh/h | | 3520 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 0 | Adjusted Weaving Area Capacity, pc/h | | 3897 |
| Maximum Weaving Length ($L_{MAX}$), ft | 11271 | Volume-to-Capacity Ratio (v/c) | | 1.12 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | - | Average Weaving Speed ($S_W$), mi/h | - |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | - | Average Non-Weaving Speed ($S_{NW}$), mi/h | - |
| Weaving Lane Change Rate ($LC_W$), lc/h | - | Average Speed (S), mi/h | - |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | - | Density (D), pc/mi/ln | - |
| Weaving Intensity Factor (W) | - | Level of Service (LOS) | F |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | South Leg \| Enter (1) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.50 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 70.9 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1840 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.855 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 763 |
| Total Trucks, % | 17.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.32 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 70.9 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 10.8 |
| Total Ramp Density Adjustment | 4.5 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.9 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | South Leg \| Enter (1) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.50 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 70.9 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 4620 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.909 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1802 |
| Total Trucks, % | 10.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.75 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 66.2 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 27.2 |
| Total Ramp Density Adjustment | 4.5 | Level of Service (LOS) | D |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.9 | | |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | South Leg \| Enter (2) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 3 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 1400 | Number of Maneuver Lanes ($N_{WL}$), ln | 3 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 720 | 790 | 0 | 350 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 17.00 | 17.00 | 17.00 | 17.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.855 | 0.855 | 0.855 | 0.855 |
| Flow Rate ($v_i$), pc/h | 896 | 983 | 0 | 435 |
| Weaving Flow Rate ($v_w$), pc/h | 1418 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 896 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 1825 |
| Total Flow Rate (v), pc/h | 2314 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 5710 |
| Volume Ratio (VR) | 0.613 | Weaving Segment Capacity ($c_W$), veh/h | | 4681 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 1418 | Adjusted Weaving Area Capacity, pc/h | | 5475 |
| Maximum Weaving Length ($L_{MAX}$), ft | 7611 | Volume-to-Capacity Ratio (v/c) | | 0.42 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | 125 | Average Weaving Speed ($S_W$), mi/h | 49.7 |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | 366 | Average Non-Weaving Speed ($S_{NW}$), mi/h | 46.1 |
| Weaving Lane Change Rate ($LC_W$), lc/h | 1621 | Average Speed (S), mi/h | 48.2 |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | 1987 | Density (D), pc/mi/ln | 16.0 |
| Weaving Intensity Factor (W) | 0.298 | Level of Service (LOS) | B |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | South Leg \| Enter (2) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 3 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 1400 | Number of Maneuver Lanes ($N_{WL}$), ln | 3 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 1000 | 800 | 0 | 510 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 10.00 | 10.00 | 10.00 | 10.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.909 | 0.909 | 0.909 | 0.909 |
| Flow Rate ($v_i$), pc/h | 1170 | 936 | 0 | 597 |
| Weaving Flow Rate ($v_w$), pc/h | 1533 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 1170 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 1867 |
| Total Flow Rate (v), pc/h | 2703 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 6173 |
| Volume Ratio (VR) | 0.567 | Weaving Segment Capacity ($c_W$), veh/h | | 5091 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 1533 | Adjusted Weaving Area Capacity, pc/h | | 5601 |
| Maximum Weaving Length ($L_{MAX}$), ft | 7054 | Volume-to-Capacity Ratio (v/c) | | 0.48 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | 164 | Average Weaving Speed ($S_W$), mi/h | 49.1 |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | 422 | Average Non-Weaving Speed ($S_{NW}$), mi/h | 44.6 |
| Weaving Lane Change Rate ($LC_W$), lc/h | 1736 | Average Speed (S), mi/h | 47.0 |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | 2158 | Density (D), pc/mi/ln | 19.2 |
| Weaving Intensity Factor (W) | 0.318 | Level of Service (LOS) | B |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | South Leg \| Exit | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 4 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 1500 | Number of Maneuver Lanes ($N_{WL}$), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 6040 | 1430 | 290 | 490 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 9.00 | 7.00 | 7.00 | 9.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 | 0.935 | 0.935 | 0.917 |
| Flow Rate ($v_i$), pc/h | 7007 | 1627 | 330 | 568 |
| Weaving Flow Rate ($v_w$), pc/h | 2195 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 7337 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 2044 |
| Total Flow Rate (v), pc/h | 9532 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 10435 |
| Volume Ratio (VR) | 0.230 | Weaving Segment Capacity ($c_W$), veh/h | | 7528 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 0 | Adjusted Weaving Area Capacity, pc/h | | 8176 |
| Maximum Weaving Length ($L_{MAX}$), ft | 4845 | Volume-to-Capacity Ratio (v/c) | | 1.17 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | - | Average Weaving Speed ($S_W$), mi/h | - |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | - | Average Non-Weaving Speed ($S_{NW}$), mi/h | - |
| Weaving Lane Change Rate ($LC_W$), lc/h | - | Average Speed (S), mi/h | - |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | - | Density (D), pc/mi/ln | - |
| Weaving Intensity Factor (W) | - | Level of Service (LOS) | F |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | South Leg \| Exit | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 4 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 1500 | Number of Maneuver Lanes ($N_{WL}$), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 2770 | 1250 | 410 | 460 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 9.00 | 5.00 | 5.00 | 9.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 | 0.952 | 0.952 | 0.917 |
| Flow Rate ($v_i$), pc/h | 3214 | 1397 | 458 | 534 |
| Weaving Flow Rate ($v_w$), pc/h | 1931 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 3672 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 1950 |
| Total Flow Rate (v), pc/h | 5603 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 6957 |
| Volume Ratio (VR) | 0.345 | Weaving Segment Capacity ($c_W$), veh/h | | 6460 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 1931 | Adjusted Weaving Area Capacity, pc/h | | 6957 |
| Maximum Weaving Length ($L_{MAX}$), ft | 6072 | Volume-to-Capacity Ratio (v/c) | | 0.81 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | 551 | Average Weaving Speed ($S_W$), mi/h | 47.1 |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | 799 | Average Non-Weaving Speed ($S_{NW}$), mi/h | 39.4 |
| Weaving Lane Change Rate ($LC_W$), lc/h | 2307 | Average Speed (S), mi/h | 41.8 |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | 3106 | Density (D), pc/mi/ln | 33.5 |
| Weaving Intensity Factor (W) | 0.401 | Level of Service (LOS) | D |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
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| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Through \| Eastbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 2.00 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 69.6 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1580 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.935 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 899 |
| Total Trucks, % | 7.00 | Capacity (c), pc/h/ln | 2396 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2396 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.38 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 69.6 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 12.9 |
| Total Ramp Density Adjustment | 5.8 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 69.6 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Through \| Eastbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 2.00 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 69.6 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 2995 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1674 |
| Total Trucks, % | 5.00 | Capacity (c), pc/h/ln | 2396 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2396 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.70 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 67.1 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 24.9 |
| Total Ramp Density Adjustment | 5.8 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 69.6 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Through \| Westbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 2.83 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 67.7 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 3550 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1322 |
| Total Trucks, % | 5.00 | Capacity (c), pc/h/ln | 2377 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2377 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.56 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 67.7 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 19.5 |
| Total Ramp Density Adjustment | 7.7 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 67.7 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Through \| Westbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 2.83 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 67.7 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 3430 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.935 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1301 |
| Total Trucks, % | 7.00 | Capacity (c), pc/h/ln | 2377 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2377 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.55 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 67.7 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 19.2 |
| Total Ramp Density Adjustment | 7.7 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 67.7 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
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| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Through \| Northbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.33 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 74.1 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1510 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.855 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 940 |
| Total Trucks, % | 17.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.39 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 74.1 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 12.7 |
| Total Ramp Density Adjustment | 1.3 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 74.1 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Through \| Northbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.33 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 74.1 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1800 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.909 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1054 |
| Total Trucks, % | 10.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.44 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 74.1 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 14.2 |
| Total Ramp Density Adjustment | 1.3 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 74.1 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Through \| Southbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.67 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 70.4 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 5060 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1957 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.82 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 63.5 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 30.8 |
| Total Ramp Density Adjustment | 5.0 | Level of Service (LOS) | D |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.4 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Through \| Southbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.67 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 70.4 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 2330 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 901 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.38 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 70.4 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 12.8 |
| Total Ramp Density Adjustment | 5.0 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.4 | | |

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#### 5.1.1.3 Alternative 2

# HCS7 Freeway Merge Report

| Project Information | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | West Leg \| Enter (1) | Unit | United States Customary |

| Geometric Data | | |
|---|---|---|
| | Freeway | Ramp |
| Number of Lanes (N), ln | 3 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 35.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 1108 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

| Adjustment Factors | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

| Demand and Capacity | | |
|---|---|---|
| Demand Volume (Vi) | 1140 | 440 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 7.00 | 2.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.935 | 0.980 |
| Flow Rate (vi),pc/h | 1297 | 478 |
| Capacity (c), pc/h | 6900 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.26 | 0.24 |

| Speed and Density | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | 300.0 | Number of Outer Lanes on Freeway (NO) | 1 |
| Distance to Upstream Ramp (LUP), ft | 962 | Speed Index (MS) | 0.257 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | 507 |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 55.4 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 0.609 | Outer Lanes Freeway Speed (SO), mi/h | 60.0 |
| Flow in Lanes 1 and 2 (v12), pc/h | 790 | Ramp Junction Speed (S), mi/h | 56.6 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 1268 | Average Density (D), pc/mi/ln | 10.5 |
| Level of Service (LOS) | A | Density in Ramp Influence Area (DR), pc/mi/ln | 8.3 |

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# HCS7 Freeway Merge Report

| Project Information | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | West Leg \| Enter (1) | Unit | United States Customary |

| Geometric Data | | |
|---|---|---|
| | Freeway | Ramp |
| Number of Lanes (N), ln | 3 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 35.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 1108 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

| Adjustment Factors | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

| Demand and Capacity | | |
|---|---|---|
| Demand Volume (Vi) | 1985 | 1010 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 5.00 | 2.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.952 | 0.980 |
| Flow Rate (vi),pc/h | 2218 | 1096 |
| Capacity (c), pc/h | 6900 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.48 | 0.55 |

| Speed and Density | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | 629.4 | Number of Outer Lanes on Freeway (NO) | 1 |
| Distance to Upstream Ramp (LUP), ft | 962 | Speed Index (MS) | 0.288 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | 867 |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 54.8 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 0.609 | Outer Lanes Freeway Speed (SO), mi/h | 58.7 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1351 | Ramp Junction Speed (S), mi/h | 55.8 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 2447 | Average Density (D), pc/mi/ln | 19.8 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 17.2 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | West Leg \| Enter (2) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 2.00 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 69.6 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1580 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.935 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 899 |
| Total Trucks, % | 7.00 | Capacity (c), pc/h/ln | 2396 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2396 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.38 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 69.6 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 12.9 |
| Total Ramp Density Adjustment | 5.8 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 69.6 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | West Leg \| Enter (2) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 2.00 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 69.6 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 2995 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1674 |
| Total Trucks, % | 5.00 | Capacity (c), pc/h/ln | 2396 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2396 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.70 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 67.1 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 24.9 |
| Total Ramp Density Adjustment | 5.8 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 69.6 | | |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | West Leg \| Exit | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 5 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 2615 | Number of Maneuver Lanes ($N_{WL}$), ln | 3 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 0 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 3300 | 2680 | 630 | 250 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 5.00 | 2.00 | 2.00 | 2.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 | 0.980 | 0.980 | 0.980 |
| Flow Rate ($v_i$), pc/h | 3688 | 2909 | 684 | 271 |
| Weaving Flow Rate ($v_w$), pc/h | 3180 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 4372 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 2091 |
| Total Flow Rate (v), pc/h | 7552 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 8314 |
| Volume Ratio (VR) | 0.421 | Weaving Segment Capacity ($c_W$), veh/h | | 8034 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 271 | Adjusted Weaving Area Capacity, pc/h | | 8314 |
| Maximum Weaving Length ($L_{MAX}$), ft | 5352 | Volume-to-Capacity Ratio (v/c) | | 0.91 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | 1143 | Average Weaving Speed ($S_W$), mi/h | 52.1 |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | 1355 | Average Non-Weaving Speed ($S_{NW}$), mi/h | 50.8 |
| Weaving Lane Change Rate ($LC_W$), lc/h | 1088 | Average Speed (S), mi/h | 51.3 |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | 2443 | Density (D), pc/mi/ln | 29.4 |
| Weaving Intensity Factor (W) | 0.214 | Level of Service (LOS) | D |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | West Leg \| Exit | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 5 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 2615 | Number of Maneuver Lanes ($N_{WL}$), ln | 3 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 0 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 3270 | 2080 | 360 | 160 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 5.00 | 2.00 | 2.00 | 2.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 | 0.980 | 0.980 | 0.980 |
| Flow Rate ($v_i$), pc/h | 3654 | 2258 | 391 | 174 |
| Weaving Flow Rate ($v_w$), pc/h | 2432 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 4045 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 2130 |
| Total Flow Rate (v), pc/h | 6477 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 9333 |
| Volume Ratio (VR) | 0.375 | Weaving Segment Capacity ($c_W$), veh/h | | 8999 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 174 | Adjusted Weaving Area Capacity, pc/h | | 9333 |
| Maximum Weaving Length ($L_{MAX}$), ft | 4836 | Volume-to-Capacity Ratio (v/c) | | 0.69 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | 1058 | Average Weaving Speed ($S_W$), mi/h | 52.4 |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | 1288 | Average Non-Weaving Speed ($S_{NW}$), mi/h | 52.5 |
| Weaving Lane Change Rate ($LC_W$), lc/h | 991 | Average Speed (S), mi/h | 52.5 |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | 2279 | Density (D), pc/mi/ln | 24.7 |
| Weaving Intensity Factor (W) | 0.203 | Level of Service (LOS) | C |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | East Leg \| Enter (1) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.33 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 74.1 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 3550 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.885 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 2134 |
| Total Trucks, % | 13.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.89 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 60.6 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 35.2 |
| Total Ramp Density Adjustment | 1.3 | Level of Service (LOS) | E |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 74.1 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | East Leg \| Enter (1) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.33 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 74.1 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 3685 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.885 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 2215 |
| Total Trucks, % | 13.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.92 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 58.6 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 37.8 |
| Total Ramp Density Adjustment | 1.3 | Level of Service (LOS) | E |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 74.1 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | East Leg \| Enter (2) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 2.33 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 68.8 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 3200 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.885 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1924 |
| Total Trucks, % | 13.00 | Capacity (c), pc/h/ln | 2388 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2388 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.81 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 63.3 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 30.4 |
| Total Ramp Density Adjustment | 6.6 | Level of Service (LOS) | D |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 68.8 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | East Leg \| Enter (2) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 2.33 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 68.8 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 2920 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.901 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1724 |
| Total Trucks, % | 11.00 | Capacity (c), pc/h/ln | 2388 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2388 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.72 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 66.1 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 26.1 |
| Total Ramp Density Adjustment | 6.6 | Level of Service (LOS) | D |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 68.8 | | |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | East Leg \| Exit (1) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 3 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 2400 | Number of Maneuver Lanes ($N_{WL}$), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 1530 | 350 | 0 | 50 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 7.00 | 2.00 | 7.00 | 7.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.935 | 0.980 | 0.935 | 0.935 |
| Flow Rate ($v_i$), pc/h | 1741 | 380 | 0 | 57 |
| Weaving Flow Rate ($v_w$), pc/h | 437 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 1741 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 2136 |
| Total Flow Rate (v), pc/h | 2178 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 11940 |
| Volume Ratio (VR) | 0.201 | Weaving Segment Capacity ($c_W$), veh/h | | 6042 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 437 | Adjusted Weaving Area Capacity, pc/h | | 6408 |
| Maximum Weaving Length ($L_{MAX}$), ft | 4546 | Volume-to-Capacity Ratio (v/c) | | 0.34 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | 418 | Average Weaving Speed ($S_W$), mi/h | 53.1 |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | 1082 | Average Non-Weaving Speed ($S_{NW}$), mi/h | 53.4 |
| Weaving Lane Change Rate ($LC_W$), lc/h | 717 | Average Speed (S), mi/h | 53.3 |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | 1799 | Density (D), pc/mi/ln | 13.6 |
| Weaving Intensity Factor (W) | 0.180 | Level of Service (LOS) | B |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | East Leg \| Exit (1) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 3 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 2400 | Number of Maneuver Lanes ($N_{WL}$), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 2925 | 320 | 0 | 70 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 5.00 | 2.00 | 5.00 | 5.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 | 0.980 | 0.952 | 0.952 |
| Flow Rate ($v_i$), pc/h | 3269 | 347 | 0 | 78 |
| Weaving Flow Rate ($v_w$), pc/h | 425 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 3269 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 2202 |
| Total Flow Rate (v), pc/h | 3694 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 20870 |
| Volume Ratio (VR) | 0.115 | Weaving Segment Capacity ($c_W$), veh/h | | 6306 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 425 | Adjusted Weaving Area Capacity, pc/h | | 6606 |
| Maximum Weaving Length ($L_{MAX}$), ft | 3686 | Volume-to-Capacity Ratio (v/c) | | 0.56 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | 785 | Average Weaving Speed ($S_W$), mi/h | 52.4 |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | 1396 | Average Non-Weaving Speed ($S_{NW}$), mi/h | 51.0 |
| Weaving Lane Change Rate ($LC_W$), lc/h | 705 | Average Speed (S), mi/h | 51.2 |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | 2101 | Density (D), pc/mi/ln | 24.0 |
| Weaving Intensity Factor (W) | 0.203 | Level of Service (LOS) | C |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | East Leg \| Exit (2) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.50 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.6 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 2840 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1648 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.69 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 69.7 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 23.6 |
| Total Ramp Density Adjustment | 1.8 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.6 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | East Leg \| Exit (2) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.50 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.6 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 3000 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.943 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1692 |
| Total Trucks, % | 6.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.71 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 69.1 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 24.5 |
| Total Ramp Density Adjustment | 1.8 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.6 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | North Leg \| Enter (1) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 55.0 | Total Ramp Density (TRD), ramps/mi | 0.00 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 55.0 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 5120 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1980 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2250 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2250 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.88 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 54.2 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 36.5 |
| Total Ramp Density Adjustment | 0.0 | Level of Service (LOS) | E |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 55.0 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | North Leg \| Enter (1) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 55.0 | Total Ramp Density (TRD), ramps/mi | 0.00 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 55.0 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 3660 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1415 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2250 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2250 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.63 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 55.0 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 25.7 |
| Total Ramp Density Adjustment | 0.0 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 55.0 | | |

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# HCS7 Freeway Diverge Report

| Project Information | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | North Leg \| Enter (2) | Unit | United States Customary |

| Geometric Data | | |
|---|---|---|
| | Freeway | Ramp |
| Number of Lanes (N), ln | 4 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 55.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 1500 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

| Adjustment Factors | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

| Demand and Capacity | | |
|---|---|---|
| Demand Volume (Vi) | 6840 | 1780 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 9.00 | 9.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.917 | 0.917 |
| Flow Rate (vi),pc/h | 7935 | 2065 |
| Capacity (c), pc/h | 9200 | 2200 |
| Volume-to-Capacity Ratio (v/c) | 0.86 | 0.94 |

| Speed and Density | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 2 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.354 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | 1656 |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 53.6 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 0.436 | Outer Lanes Freeway Speed (SO), mi/h | 63.3 |
| Flow in Lanes 1 and 2 (v12), pc/h | 4624 | Ramp Junction Speed (S), mi/h | 57.3 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 34.6 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 30.5 |

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# HCS7 Freeway Diverge Report

| Project Information | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | North Leg \| Enter (2) | Unit | United States Customary |

| Geometric Data | | |
|---|---|---|
| | Freeway | Ramp |
| Number of Lanes (N), ln | 4 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 55.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 1500 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

| Adjustment Factors | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

| Demand and Capacity | | |
|---|---|---|
| Demand Volume (Vi) | 4310 | 1980 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 9.00 | 6.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.917 | 0.943 |
| Flow Rate (vi),pc/h | 5000 | 2234 |
| Capacity (c), pc/h | 9200 | 2200 |
| Volume-to-Capacity Ratio (v/c) | 0.54 | 1.02 |

| Speed and Density | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | 0.0 | Number of Outer Lanes on Freeway (NO) | 2 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.369 |
| Downstream Equilibrium Distance (LEQ), ft | 0.0 | Flow Outer Lanes (vOA), pc/h/ln | 780 |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 53.4 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 0.436 | Outer Lanes Freeway Speed (SO), mi/h | 65.8 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3440 | Ramp Junction Speed (S), mi/h | 51.1 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 3440 | Average Density (D), pc/mi/ln | 45.0 |
| Level of Service (LOS) | F | Density in Ramp Influence Area (DR), pc/mi/ln | 20.3 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | North Leg \| Exit (1) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 4 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.17 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 71.7 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 3450 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1000 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.42 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 71.7 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 13.9 |
| Total Ramp Density Adjustment | 3.7 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.7 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | North Leg \| Exit (1) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 4 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.17 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 71.7 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 6980 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.926 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 2005 |
| Total Trucks, % | 8.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.84 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 63.0 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 31.8 |
| Total Ramp Density Adjustment | 3.7 | Level of Service (LOS) | D |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.7 | | |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | North Leg \| Exit (2) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 3 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 1700 | Number of Maneuver Lanes ($N_{WL}$), ln | 3 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 2260 | 310 | 820 | 90 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 17.00 | 13.00 | 13.00 | 17.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.855 | 0.885 | 0.885 | 0.855 |
| Flow Rate ($v_i$), pc/h | 2812 | 373 | 986 | 112 |
| Weaving Flow Rate ($v_w$), pc/h | 485 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 3798 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 2269 |
| Total Flow Rate (v), pc/h | 4283 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 30973 |
| Volume Ratio (VR) | 0.113 | Weaving Segment Capacity ($c_W$), veh/h | | 5885 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 485 | Adjusted Weaving Area Capacity, pc/h | | 6807 |
| Maximum Weaving Length ($L_{MAX}$), ft | 2100 | Volume-to-Capacity Ratio (v/c) | | 0.63 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | 646 | Average Weaving Speed ($S_W$), mi/h | 51.3 |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | 1126 | Average Non-Weaving Speed ($S_{NW}$), mi/h | 49.7 |
| Weaving Lane Change Rate ($LC_W$), lc/h | 714 | Average Speed (S), mi/h | 49.9 |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | 1840 | Density (D), pc/mi/ln | 28.6 |
| Weaving Intensity Factor (W) | 0.241 | Level of Service (LOS) | D |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | North Leg \| Exit (2) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 3 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 1700 | Number of Maneuver Lanes ($N_{WL}$), ln | 3 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 2575 | 300 | 740 | 80 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 10.00 | 11.00 | 11.00 | 10.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.909 | 0.901 | 0.901 | 0.909 |
| Flow Rate ($v_i$), pc/h | 3014 | 354 | 874 | 94 |
| Weaving Flow Rate ($v_w$), pc/h | 448 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 3888 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 2277 |
| Total Flow Rate (v), pc/h | 4336 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 33981 |
| Volume Ratio (VR) | 0.103 | Weaving Segment Capacity ($c_W$), veh/h | | 6194 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 448 | Adjusted Weaving Area Capacity, pc/h | | 6831 |
| Maximum Weaving Length ($L_{MAX}$), ft | 2003 | Volume-to-Capacity Ratio (v/c) | | 0.63 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | 661 | Average Weaving Speed ($S_W$), mi/h | 51.3 |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | 1145 | Average Non-Weaving Speed ($S_{NW}$), mi/h | 49.8 |
| Weaving Lane Change Rate ($LC_W$), lc/h | 677 | Average Speed (S), mi/h | 50.0 |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | 1822 | Density (D), pc/mi/ln | 28.9 |
| Weaving Intensity Factor (W) | 0.239 | Level of Service (LOS) | D |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | South Leg \| Enter (1) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.50 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 70.9 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1840 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.855 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 763 |
| Total Trucks, % | 17.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.32 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 70.9 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 10.8 |
| Total Ramp Density Adjustment | 4.5 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.9 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | South Leg \| Enter (1) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.50 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 70.9 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 4620 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.909 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1802 |
| Total Trucks, % | 10.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.75 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 66.2 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 27.2 |
| Total Ramp Density Adjustment | 4.5 | Level of Service (LOS) | D |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.9 | | |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | South Leg \| Enter (2) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 3 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 1400 | Number of Maneuver Lanes ($N_{WL}$), ln | 3 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 720 | 790 | 0 | 350 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 17.00 | 17.00 | 17.00 | 17.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.855 | 0.855 | 0.855 | 0.855 |
| Flow Rate ($v_i$), pc/h | 896 | 983 | 0 | 435 |
| Weaving Flow Rate ($v_w$), pc/h | 1418 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 896 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 1825 |
| Total Flow Rate (v), pc/h | 2314 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 5710 |
| Volume Ratio (VR) | 0.613 | Weaving Segment Capacity ($c_W$), veh/h | | 4681 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 1418 | Adjusted Weaving Area Capacity, pc/h | | 5475 |
| Maximum Weaving Length ($L_{MAX}$), ft | 7611 | Volume-to-Capacity Ratio (v/c) | | 0.42 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | 125 | Average Weaving Speed ($S_W$), mi/h | 49.7 |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | 366 | Average Non-Weaving Speed ($S_{NW}$), mi/h | 46.1 |
| Weaving Lane Change Rate ($LC_W$), lc/h | 1621 | Average Speed (S), mi/h | 48.2 |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | 1987 | Density (D), pc/mi/ln | 16.0 |
| Weaving Intensity Factor (W) | 0.298 | Level of Service (LOS) | B |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | South Leg \| Enter (2) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 3 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 1400 | Number of Maneuver Lanes ($N_{WL}$), ln | 3 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 1000 | 800 | 0 | 510 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 10.00 | 10.00 | 10.00 | 10.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.909 | 0.909 | 0.909 | 0.909 |
| Flow Rate ($v_i$), pc/h | 1170 | 936 | 0 | 597 |
| Weaving Flow Rate ($v_w$), pc/h | 1533 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 1170 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 1867 |
| Total Flow Rate (v), pc/h | 2703 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 6173 |
| Volume Ratio (VR) | 0.567 | Weaving Segment Capacity ($c_W$), veh/h | | 5091 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 1533 | Adjusted Weaving Area Capacity, pc/h | | 5601 |
| Maximum Weaving Length ($L_{MAX}$), ft | 7054 | Volume-to-Capacity Ratio (v/c) | | 0.48 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | 164 | Average Weaving Speed ($S_W$), mi/h | 49.1 |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | 422 | Average Non-Weaving Speed ($S_{NW}$), mi/h | 44.6 |
| Weaving Lane Change Rate ($LC_W$), lc/h | 1736 | Average Speed (S), mi/h | 47.0 |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | 2158 | Density (D), pc/mi/ln | 19.2 |
| Weaving Intensity Factor (W) | 0.318 | Level of Service (LOS) | B |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | South Leg \| Exit | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 4 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 1500 | Number of Maneuver Lanes ($N_{WL}$), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 6040 | 1430 | 290 | 490 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 9.00 | 7.00 | 7.00 | 9.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 | 0.935 | 0.935 | 0.917 |
| Flow Rate ($v_i$), pc/h | 7007 | 1627 | 330 | 568 |
| Weaving Flow Rate ($v_w$), pc/h | 2195 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 7337 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 2044 |
| Total Flow Rate (v), pc/h | 9532 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 10435 |
| Volume Ratio (VR) | 0.230 | Weaving Segment Capacity ($c_W$), veh/h | | 7528 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 0 | Adjusted Weaving Area Capacity, pc/h | | 8176 |
| Maximum Weaving Length ($L_{MAX}$), ft | 4845 | Volume-to-Capacity Ratio (v/c) | | 1.17 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | - | Average Weaving Speed ($S_W$), mi/h | - |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | - | Average Non-Weaving Speed ($S_{NW}$), mi/h | - |
| Weaving Lane Change Rate ($LC_W$), lc/h | - | Average Speed (S), mi/h | - |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | - | Density (D), pc/mi/ln | - |
| Weaving Intensity Factor (W) | - | Level of Service (LOS) | F |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | South Leg \| Exit | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 4 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 1500 | Number of Maneuver Lanes ($N_{WL}$), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 2770 | 1250 | 410 | 460 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 9.00 | 5.00 | 5.00 | 9.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 | 0.952 | 0.952 | 0.917 |
| Flow Rate ($v_i$), pc/h | 3214 | 1397 | 458 | 534 |
| Weaving Flow Rate ($v_w$), pc/h | 1931 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 3672 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 1950 |
| Total Flow Rate (v), pc/h | 5603 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 6957 |
| Volume Ratio (VR) | 0.345 | Weaving Segment Capacity ($c_W$), veh/h | | 6460 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 1931 | Adjusted Weaving Area Capacity, pc/h | | 6957 |
| Maximum Weaving Length ($L_{MAX}$), ft | 6072 | Volume-to-Capacity Ratio (v/c) | | 0.81 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | 551 | Average Weaving Speed ($S_W$), mi/h | 47.1 |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | 799 | Average Non-Weaving Speed ($S_{NW}$), mi/h | 39.4 |
| Weaving Lane Change Rate ($LC_W$), lc/h | 2307 | Average Speed (S), mi/h | 41.8 |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | 3106 | Density (D), pc/mi/ln | 33.5 |
| Weaving Intensity Factor (W) | 0.401 | Level of Service (LOS) | D |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Through \| Eastbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 2.00 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 69.6 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1580 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.935 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 899 |
| Total Trucks, % | 7.00 | Capacity (c), pc/h/ln | 2396 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2396 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.38 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 69.6 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 12.9 |
| Total Ramp Density Adjustment | 5.8 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 69.6 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Through \| Eastbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 2.00 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 69.6 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 2995 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1674 |
| Total Trucks, % | 5.00 | Capacity (c), pc/h/ln | 2396 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2396 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.70 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 67.1 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 24.9 |
| Total Ramp Density Adjustment | 5.8 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 69.6 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Through \| Westbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 2.83 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 67.7 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 3550 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1322 |
| Total Trucks, % | 5.00 | Capacity (c), pc/h/ln | 2377 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2377 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.56 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 67.7 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 19.5 |
| Total Ramp Density Adjustment | 7.7 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 67.7 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Through \| Westbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 2.83 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 67.7 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 3430 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.935 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1301 |
| Total Trucks, % | 7.00 | Capacity (c), pc/h/ln | 2377 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2377 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.55 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 67.7 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 19.2 |
| Total Ramp Density Adjustment | 7.7 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 67.7 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Through \| Northbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.33 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 74.1 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1510 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.855 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 940 |
| Total Trucks, % | 17.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.39 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 74.1 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 12.7 |
| Total Ramp Density Adjustment | 1.3 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 74.1 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Through \| Northbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.33 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 74.1 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1800 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.909 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1054 |
| Total Trucks, % | 10.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.44 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 74.1 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 14.2 |
| Total Ramp Density Adjustment | 1.3 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 74.1 | | |

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# HCS7 Basic Freeway Report

## Project Information

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|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Through \| Southbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.67 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 70.4 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 5060 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1957 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.82 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 63.5 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 30.8 |
| Total Ramp Density Adjustment | 5.0 | Level of Service (LOS) | D |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.4 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Through \| Southbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.67 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 70.4 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 2330 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 901 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.38 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 70.4 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 12.8 |
| Total Ramp Density Adjustment | 5.0 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.4 | | |

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#### 5.1.1.4 Alternative 1A

# HCS7 Freeway Merge Report

| Project Information | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | West Leg \| Enter (1) | Unit | United States Customary |

| Geometric Data | | |
|---|---|---|
| | Freeway | Ramp |
| Number of Lanes (N), ln | 3 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 35.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 1108 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

| Adjustment Factors | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

| Demand and Capacity | | |
|---|---|---|
| Demand Volume (Vi) | 1140 | 440 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 7.00 | 2.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.935 | 0.980 |
| Flow Rate (vi),pc/h | 1297 | 478 |
| Capacity (c), pc/h | 6900 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.26 | 0.24 |

| Speed and Density | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | 300.0 | Number of Outer Lanes on Freeway (NO) | 1 |
| Distance to Upstream Ramp (LUP), ft | 962 | Speed Index (MS) | 0.257 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | 507 |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 55.4 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 0.609 | Outer Lanes Freeway Speed (SO), mi/h | 60.0 |
| Flow in Lanes 1 and 2 (v12), pc/h | 790 | Ramp Junction Speed (S), mi/h | 56.6 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 1268 | Average Density (D), pc/mi/ln | 10.5 |
| Level of Service (LOS) | A | Density in Ramp Influence Area (DR), pc/mi/ln | 8.3 |

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# HCS7 Freeway Merge Report

| Project Information | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | West Leg \| Enter (1) | Unit | United States Customary |

| Geometric Data | | |
|---|---|---|
| | Freeway | Ramp |
| Number of Lanes (N), ln | 3 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 35.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 1108 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

| Adjustment Factors | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

| Demand and Capacity | | |
|---|---|---|
| Demand Volume (Vi) | 1985 | 1010 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 5.00 | 2.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.952 | 0.980 |
| Flow Rate (vi),pc/h | 2218 | 1096 |
| Capacity (c), pc/h | 6900 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.48 | 0.55 |

| Speed and Density | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | 629.4 | Number of Outer Lanes on Freeway (NO) | 1 |
| Distance to Upstream Ramp (LUP), ft | 962 | Speed Index (MS) | 0.288 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | 867 |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 54.8 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 0.609 | Outer Lanes Freeway Speed (SO), mi/h | 58.7 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1351 | Ramp Junction Speed (S), mi/h | 55.8 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 2447 | Average Density (D), pc/mi/ln | 19.8 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 17.2 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
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| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | West Leg \| Enter (2) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 2.00 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 69.6 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1580 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.935 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 899 |
| Total Trucks, % | 7.00 | Capacity (c), pc/h/ln | 2396 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2396 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.38 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 69.6 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 12.9 |
| Total Ramp Density Adjustment | 5.8 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 69.6 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | West Leg \| Enter (2) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 2.00 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 69.6 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 2995 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1674 |
| Total Trucks, % | 5.00 | Capacity (c), pc/h/ln | 2396 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2396 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.70 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 67.1 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 24.9 |
| Total Ramp Density Adjustment | 5.8 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 69.6 | | |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | West Leg \| Exit | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 5 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 2615 | Number of Maneuver Lanes ($N_{WL}$), ln | 3 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 0 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 3300 | 2680 | 630 | 250 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 5.00 | 2.00 | 2.00 | 2.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 | 0.980 | 0.980 | 0.980 |
| Flow Rate ($v_i$), pc/h | 3688 | 2909 | 684 | 271 |
| Weaving Flow Rate ($v_w$), pc/h | 3180 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 4372 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 2091 |
| Total Flow Rate (v), pc/h | 7552 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 8314 |
| Volume Ratio (VR) | 0.421 | Weaving Segment Capacity ($c_W$), veh/h | | 8034 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 271 | Adjusted Weaving Area Capacity, pc/h | | 8314 |
| Maximum Weaving Length ($L_{MAX}$), ft | 5352 | Volume-to-Capacity Ratio (v/c) | | 0.91 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | 1143 | Average Weaving Speed ($S_W$), mi/h | 52.1 |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | 1355 | Average Non-Weaving Speed ($S_{NW}$), mi/h | 50.8 |
| Weaving Lane Change Rate ($LC_W$), lc/h | 1088 | Average Speed (S), mi/h | 51.3 |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | 2443 | Density (D), pc/mi/ln | 29.4 |
| Weaving Intensity Factor (W) | 0.214 | Level of Service (LOS) | D |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | West Leg \| Exit | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 5 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 2615 | Number of Maneuver Lanes ($N_{WL}$), ln | 3 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 0 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 3270 | 2080 | 360 | 160 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 5.00 | 2.00 | 2.00 | 2.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 | 0.980 | 0.980 | 0.980 |
| Flow Rate ($v_i$), pc/h | 3654 | 2258 | 391 | 174 |
| Weaving Flow Rate ($v_w$), pc/h | 2432 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 4045 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 2130 |
| Total Flow Rate (v), pc/h | 6477 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 9333 |
| Volume Ratio (VR) | 0.375 | Weaving Segment Capacity ($c_W$), veh/h | | 8999 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 174 | Adjusted Weaving Area Capacity, pc/h | | 9333 |
| Maximum Weaving Length ($L_{MAX}$), ft | 4836 | Volume-to-Capacity Ratio (v/c) | | 0.69 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | 1058 | Average Weaving Speed ($S_W$), mi/h | 52.4 |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | 1288 | Average Non-Weaving Speed ($S_{NW}$), mi/h | 52.5 |
| Weaving Lane Change Rate ($LC_W$), lc/h | 991 | Average Speed (S), mi/h | 52.5 |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | 2279 | Density (D), pc/mi/ln | 24.7 |
| Weaving Intensity Factor (W) | 0.203 | Level of Service (LOS) | C |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | East Leg \| Enter | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 3 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 930 | Number of Maneuver Lanes ($N_{WL}$), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 2 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 0 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 0.70 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 1200 | 140 | 180 | 2350 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 13.00 | 13.00 | 13.00 | 13.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.885 | 0.885 | 0.885 | 0.885 |
| Flow Rate ($v_i$), pc/h | 1442 | 168 | 216 | 2825 |
| Weaving Flow Rate ($v_W$), pc/h | 2993 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2250 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 1658 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 1590 |
| Total Flow Rate (v), pc/h | 4651 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 3727 |
| Volume Ratio (VR) | 0.644 | Weaving Segment Capacity ($c_W$), veh/h | | 3298 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 0 | Adjusted Weaving Area Capacity, pc/h | | 3727 |
| Maximum Weaving Length ($L_{MAX}$), ft | 9558 | Volume-to-Capacity Ratio (v/c) | | 1.25 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | - | Average Weaving Speed ($S_W$), mi/h | - |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | - | Average Non-Weaving Speed ($S_{NW}$), mi/h | - |
| Weaving Lane Change Rate ($LC_W$), lc/h | - | Average Speed (S), mi/h | - |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | - | Density (D), pc/mi/ln | - |
| Weaving Intensity Factor (W) | - | Level of Service (LOS) | F |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | East Leg \| Enter | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 3 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 930 | Number of Maneuver Lanes ($N_{WL}$), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 2 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 0 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 0.70 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 1030 | 60 | 270 | 2655 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 11.00 | 11.00 | 11.00 | 11.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.901 | 0.901 | 0.901 | 0.901 |
| Flow Rate ($v_i$), pc/h | 1216 | 71 | 319 | 3135 |

| | | | |
|---|---|---|---|
| Weaving Flow Rate ($v_w$), pc/h | 3206 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | 2250 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 1535 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | 1560 |
| Total Flow Rate (v), pc/h | 4741 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | 3550 |
| Volume Ratio (VR) | 0.676 | Weaving Segment Capacity ($c_W$), veh/h | 3199 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 0 | Adjusted Weaving Area Capacity, pc/h | 3550 |
| Maximum Weaving Length ($L_{MAX}$), ft | 9955 | Volume-to-Capacity Ratio (v/c) | 1.34 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | - | Average Weaving Speed ($S_W$), mi/h | - |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | - | Average Non-Weaving Speed ($S_{NW}$), mi/h | - |
| Weaving Lane Change Rate ($LC_W$), lc/h | - | Average Speed (S), mi/h | - |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | - | Density (D), pc/mi/ln | - |
| Weaving Intensity Factor (W) | - | Level of Service (LOS) | F |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | East Leg \| Enter (2) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 2.33 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 68.8 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 3200 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.885 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1924 |
| Total Trucks, % | 13.00 | Capacity (c), pc/h/ln | 2388 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2388 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.81 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 63.3 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 30.4 |
| Total Ramp Density Adjustment | 6.6 | Level of Service (LOS) | D |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 68.8 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | East Leg \| Enter (2) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 2.33 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 68.8 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 2920 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.901 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1724 |
| Total Trucks, % | 11.00 | Capacity (c), pc/h/ln | 2388 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2388 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.72 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 66.1 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 26.1 |
| Total Ramp Density Adjustment | 6.6 | Level of Service (LOS) | D |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 68.8 | | |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | East Leg \| Exit (1) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 3 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 2400 | Number of Maneuver Lanes ($N_{WL}$), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 1280 | 350 | 0 | 300 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 7.00 | 2.00 | 7.00 | 7.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.935 | 0.980 | 0.935 | 0.935 |
| Flow Rate ($v_i$), pc/h | 1456 | 380 | 0 | 341 |
| Weaving Flow Rate ($v_w$), pc/h | 721 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 1456 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 2031 |
| Total Flow Rate (v), pc/h | 2177 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 7251 |
| Volume Ratio (VR) | 0.331 | Weaving Segment Capacity ($c_W$), veh/h | | 5745 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 721 | Adjusted Weaving Area Capacity, pc/h | | 6093 |
| Maximum Weaving Length ($L_{MAX}$), ft | 5919 | Volume-to-Capacity Ratio (v/c) | | 0.36 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | 349 | Average Weaving Speed ($S_W$), mi/h | 52.6 |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | 1023 | Average Non-Weaving Speed ($S_{NW}$), mi/h | 51.3 |
| Weaving Lane Change Rate ($LC_W$), lc/h | 1001 | Average Speed (S), mi/h | 51.7 |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | 2024 | Density (D), pc/mi/ln | 14.0 |
| Weaving Intensity Factor (W) | 0.198 | Level of Service (LOS) | B |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | East Leg \| Exit (1) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 3 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 2400 | Number of Maneuver Lanes ($N_{WL}$), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 2045 | 320 | 0 | 950 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 5.00 | 2.00 | 5.00 | 5.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 | 0.980 | 0.952 | 0.952 |
| Flow Rate ($v_i$), pc/h | 2285 | 347 | 0 | 1062 |
| Weaving Flow Rate ($v_w$), pc/h | 1409 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 2285 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 1989 |
| Total Flow Rate (v), pc/h | 3694 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 6299 |
| Volume Ratio (VR) | 0.381 | Weaving Segment Capacity ($c_W$), veh/h | | 5696 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 1409 | Adjusted Weaving Area Capacity, pc/h | | 5967 |
| Maximum Weaving Length ($L_{MAX}$), ft | 6469 | Volume-to-Capacity Ratio (v/c) | | 0.62 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | 548 | Average Weaving Speed ($S_W$), mi/h | 50.7 |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | 1194 | Average Non-Weaving Speed ($S_{NW}$), mi/h | 43.9 |
| Weaving Lane Change Rate ($LC_W$), lc/h | 1689 | Average Speed (S), mi/h | 46.3 |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | 2883 | Density (D), pc/mi/ln | 26.6 |
| Weaving Intensity Factor (W) | 0.261 | Level of Service (LOS) | C |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | East Leg \| Exit (2) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.50 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.6 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 2840 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1648 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.69 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 69.7 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 23.6 |
| Total Ramp Density Adjustment | 1.8 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.6 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | East Leg \| Exit (2) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.50 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.6 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 3000 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.943 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1692 |
| Total Trucks, % | 6.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.71 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 69.1 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 24.5 |
| Total Ramp Density Adjustment | 1.8 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.6 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | North Leg \| Enter (1) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 55.0 | Total Ramp Density (TRD), ramps/mi | 0.00 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 55.0 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 5120 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1980 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2250 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2250 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.88 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 54.2 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 36.5 |
| Total Ramp Density Adjustment | 0.0 | Level of Service (LOS) | E |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 55.0 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | North Leg \| Enter (1) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 55.0 | Total Ramp Density (TRD), ramps/mi | 0.00 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 55.0 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 3660 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1415 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2250 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2250 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.63 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 55.0 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 25.7 |
| Total Ramp Density Adjustment | 0.0 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 55.0 | | |

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# HCS7 Freeway Diverge Report

| Project Information | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | North Leg \| Enter (2) | Unit | United States Customary |

| Geometric Data | | |
|---|---|---|
| | Freeway | Ramp |
| Number of Lanes (N), ln | 4 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 55.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 1500 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

| Adjustment Factors | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

| Demand and Capacity | | |
|---|---|---|
| Demand Volume (Vi) | 6890 | 1830 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 9.00 | 9.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.917 | 0.917 |
| Flow Rate (vi),pc/h | 7993 | 2123 |
| Capacity (c), pc/h | 9200 | 2200 |
| Volume-to-Capacity Ratio (v/c) | 0.87 | 0.97 |

| Speed and Density | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 2 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.359 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | 1656 |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 53.5 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 0.436 | Outer Lanes Freeway Speed (SO), mi/h | 63.3 |
| Flow in Lanes 1 and 2 (v12), pc/h | 4682 | Ramp Junction Speed (S), mi/h | 57.2 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 34.9 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 31.0 |

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# HCS7 Freeway Diverge Report

| Project Information | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | North Leg \| Enter (2) | Unit | United States Customary |

| Geometric Data | | |
|---|---|---|
| | Freeway | Ramp |
| Number of Lanes (N), ln | 4 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 55.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 1500 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

| Adjustment Factors | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

| Demand and Capacity | | |
|---|---|---|
| Demand Volume (Vi) | 4360 | 2030 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 9.00 | 6.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.917 | 0.943 |
| Flow Rate (vi),pc/h | 5058 | 2290 |
| Capacity (c), pc/h | 9200 | 2200 |
| Volume-to-Capacity Ratio (v/c) | 0.55 | 1.04 |

| Speed and Density | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | 0.0 | Number of Outer Lanes on Freeway (NO) | 2 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.374 |
| Downstream Equilibrium Distance (LEQ), ft | 0.0 | Flow Outer Lanes (vOA), pc/h/ln | 781 |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 53.3 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 0.436 | Outer Lanes Freeway Speed (SO), mi/h | 65.8 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3497 | Ramp Junction Speed (S), mi/h | 51.1 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 3497 | Average Density (D), pc/mi/ln | 45.0 |
| Level of Service (LOS) | F | Density in Ramp Influence Area (DR), pc/mi/ln | 20.8 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | North Leg \| Exit (1) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 4 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.17 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 71.7 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 3450 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1000 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.42 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 71.7 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 13.9 |
| Total Ramp Density Adjustment | 3.7 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.7 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | North Leg \| Exit (1) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 4 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.17 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 71.7 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 6980 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.926 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 2005 |
| Total Trucks, % | 8.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.84 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 63.0 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 31.8 |
| Total Ramp Density Adjustment | 3.7 | Level of Service (LOS) | D |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.7 | | |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | North Leg \| Exit (2) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 3 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 1700 | Number of Maneuver Lanes ($N_{WL}$), ln | 3 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 310 | 2440 | 90 | 820 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 17.00 | 13.00 | 13.00 | 17.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.855 | 0.885 | 0.885 | 0.855 |
| Flow Rate ($v_i$), pc/h | 386 | 2933 | 108 | 1020 |
| Weaving Flow Rate ($v_W$), pc/h | 3953 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 494 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 1577 |
| Total Flow Rate (v), pc/h | 4447 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 3937 |
| Volume Ratio (VR) | 0.889 | Weaving Segment Capacity ($c_W$), veh/h | | 3447 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 0 | Adjusted Weaving Area Capacity, pc/h | | 3937 |
| Maximum Weaving Length ($L_{MAX}$), ft | 11150 | Volume-to-Capacity Ratio (v/c) | | 1.13 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | - | Average Weaving Speed ($S_W$), mi/h | - |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | - | Average Non-Weaving Speed ($S_{NW}$), mi/h | - |
| Weaving Lane Change Rate ($LC_W$), lc/h | - | Average Speed (S), mi/h | - |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | - | Density (D), pc/mi/ln | - |
| Weaving Intensity Factor (W) | - | Level of Service (LOS) | F |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | North Leg \| Exit (2) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 3 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 1700 | Number of Maneuver Lanes ($N_{WL}$), ln | 3 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 300 | 2845 | 80 | 740 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 10.00 | 11.00 | 11.00 | 10.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.909 | 0.901 | 0.901 | 0.909 |
| Flow Rate ($v_i$), pc/h | 351 | 3359 | 94 | 866 |
| Weaving Flow Rate ($v_w$), pc/h | 4225 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 445 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 1561 |
| Total Flow Rate (v), pc/h | 4670 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 3867 |
| Volume Ratio (VR) | 0.905 | Weaving Segment Capacity ($c_W$), veh/h | | 3493 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 0 | Adjusted Weaving Area Capacity, pc/h | | 3868 |
| Maximum Weaving Length ($L_{MAX}$), ft | 11365 | Volume-to-Capacity Ratio (v/c) | | 1.21 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | - | Average Weaving Speed ($S_W$), mi/h | - |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | - | Average Non-Weaving Speed ($S_{NW}$), mi/h | - |
| Weaving Lane Change Rate ($LC_W$), lc/h | - | Average Speed (S), mi/h | - |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | - | Density (D), pc/mi/ln | - |
| Weaving Intensity Factor (W) | - | Level of Service (LOS) | F |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | South Leg \| Enter (1) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.50 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 70.9 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1840 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.855 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 763 |
| Total Trucks, % | 17.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.32 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 70.9 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 10.8 |
| Total Ramp Density Adjustment | 4.5 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.9 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | South Leg \| Enter (1) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.50 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 70.9 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 4620 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.909 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1802 |
| Total Trucks, % | 10.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.75 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 66.2 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 27.2 |
| Total Ramp Density Adjustment | 4.5 | Level of Service (LOS) | D |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.9 | | |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | South Leg \| Enter (2) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 3 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 1400 | Number of Maneuver Lanes ($N_{WL}$), ln | 3 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 720 | 790 | 0 | 540 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 17.00 | 17.00 | 17.00 | 17.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.855 | 0.855 | 0.855 | 0.855 |
| Flow Rate ($v_i$), pc/h | 896 | 983 | 0 | 672 |
| Weaving Flow Rate ($v_w$), pc/h | 1655 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 896 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 1791 |
| Total Flow Rate (v), pc/h | 2551 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 5393 |
| Volume Ratio (VR) | 0.649 | Weaving Segment Capacity ($c_W$), veh/h | | 4594 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 1655 | Adjusted Weaving Area Capacity, pc/h | | 5373 |
| Maximum Weaving Length ($L_{MAX}$), ft | 8053 | Volume-to-Capacity Ratio (v/c) | | 0.47 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | 125 | Average Weaving Speed ($S_W$), mi/h | 48.9 |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | 366 | Average Non-Weaving Speed ($S_{NW}$), mi/h | 44.0 |
| Weaving Lane Change Rate ($LC_W$), lc/h | 1858 | Average Speed (S), mi/h | 47.1 |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | 2224 | Density (D), pc/mi/ln | 18.1 |
| Weaving Intensity Factor (W) | 0.326 | Level of Service (LOS) | B |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | South Leg \| Enter (2) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 3 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 1400 | Number of Maneuver Lanes ($N_{WL}$), ln | 3 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 1000 | 800 | 0 | 690 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 10.00 | 10.00 | 10.00 | 10.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.909 | 0.909 | 0.909 | 0.909 |
| Flow Rate ($v_i$), pc/h | 1170 | 936 | 0 | 808 |
| Weaving Flow Rate ($v_w$), pc/h | 1744 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 1170 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 1839 |
| Total Flow Rate (v), pc/h | 2914 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 5853 |
| Volume Ratio (VR) | 0.598 | Weaving Segment Capacity ($c_W$), veh/h | | 5015 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 1744 | Adjusted Weaving Area Capacity, pc/h | | 5517 |
| Maximum Weaving Length ($L_{MAX}$), ft | 7428 | Volume-to-Capacity Ratio (v/c) | | 0.53 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | 164 | Average Weaving Speed ($S_W$), mi/h | 48.5 |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | 422 | Average Non-Weaving Speed ($S_{NW}$), mi/h | 42.8 |
| Weaving Lane Change Rate ($LC_W$), lc/h | 1947 | Average Speed (S), mi/h | 46.0 |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | 2369 | Density (D), pc/mi/ln | 21.1 |
| Weaving Intensity Factor (W) | 0.342 | Level of Service (LOS) | C |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | South Leg \| Exit | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 4 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 475 | Number of Maneuver Lanes ($N_{WL}$), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 6880 | 420 | 0 | 730 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 5.00 | 2.00 | 2.00 | 2.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 | 0.980 | 0.980 | 0.980 |
| Flow Rate ($v_i$), pc/h | 7688 | 456 | 0 | 792 |
| Weaving Flow Rate ($v_W$), pc/h | 1248 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 7688 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 2036 |
| Total Flow Rate (v), pc/h | 8936 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 17143 |
| Volume Ratio (VR) | 0.140 | Weaving Segment Capacity ($c_W$), veh/h | | 7785 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 0 | Adjusted Weaving Area Capacity, pc/h | | 8144 |
| Maximum Weaving Length ($L_{MAX}$), ft | 3932 | Volume-to-Capacity Ratio (v/c) | | 1.10 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | - | Average Weaving Speed ($S_W$), mi/h | - |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | - | Average Non-Weaving Speed ($S_{NW}$), mi/h | - |
| Weaving Lane Change Rate ($LC_W$), lc/h | - | Average Speed (S), mi/h | - |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | - | Density (D), pc/mi/ln | - |
| Weaving Intensity Factor (W) | - | Level of Service (LOS) | F |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | South Leg \| Exit | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 4 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 475 | Number of Maneuver Lanes ($N_{WL}$), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 3210 | 520 | 0 | 870 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 7.00 | 2.00 | 2.00 | 2.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.935 | 0.980 | 0.980 | 0.980 |
| Flow Rate ($v_i$), pc/h | 3652 | 564 | 0 | 944 |
| Weaving Flow Rate ($v_w$), pc/h | 1508 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 3652 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 1916 |
| Total Flow Rate (v), pc/h | 5160 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 8219 |
| Volume Ratio (VR) | 0.292 | Weaving Segment Capacity ($c_W$), veh/h | | 7267 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 1508 | Adjusted Weaving Area Capacity, pc/h | | 7664 |
| Maximum Weaving Length ($L_{MAX}$), ft | 5498 | Volume-to-Capacity Ratio (v/c) | | 0.67 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | 173 | Average Weaving Speed ($S_W$), mi/h | 41.9 |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | 239 | Average Non-Weaving Speed ($S_{NW}$), mi/h | 43.0 |
| Weaving Lane Change Rate ($LC_W$), lc/h | 1652 | Average Speed (S), mi/h | 42.7 |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | 1891 | Density (D), pc/mi/ln | 30.2 |
| Weaving Intensity Factor (W) | 0.672 | Level of Service (LOS) | D |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Through \| Eastbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 2.00 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 69.6 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1580 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.935 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 899 |
| Total Trucks, % | 7.00 | Capacity (c), pc/h/ln | 2396 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2396 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.38 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 69.6 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 12.9 |
| Total Ramp Density Adjustment | 5.8 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 69.6 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Through \| Eastbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 2.00 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 69.6 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 2995 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1674 |
| Total Trucks, % | 5.00 | Capacity (c), pc/h/ln | 2396 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2396 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.70 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 67.1 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 24.9 |
| Total Ramp Density Adjustment | 5.8 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 69.6 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Through \| Westbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 2.83 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 67.7 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 3550 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1322 |
| Total Trucks, % | 5.00 | Capacity (c), pc/h/ln | 2377 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2377 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.56 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 67.7 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 19.5 |
| Total Ramp Density Adjustment | 7.7 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 67.7 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Through \| Westbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 2.83 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 67.7 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 3430 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.935 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1301 |
| Total Trucks, % | 7.00 | Capacity (c), pc/h/ln | 2377 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2377 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.55 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 67.7 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 19.2 |
| Total Ramp Density Adjustment | 7.7 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 67.7 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Through \| Northbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.33 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 74.1 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1510 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.855 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 940 |
| Total Trucks, % | 17.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.39 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 74.1 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 12.7 |
| Total Ramp Density Adjustment | 1.3 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 74.1 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Through \| Northbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.33 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 74.1 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1800 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.909 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1054 |
| Total Trucks, % | 10.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.44 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 74.1 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 14.2 |
| Total Ramp Density Adjustment | 1.3 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 74.1 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Through \| Southbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.67 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 70.4 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 5060 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1957 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.82 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 63.5 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 30.8 |
| Total Ramp Density Adjustment | 5.0 | Level of Service (LOS) | D |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.4 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Through \| Southbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.67 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 70.4 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 2330 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 901 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.38 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 70.4 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 12.8 |
| Total Ramp Density Adjustment | 5.0 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.4 | | |

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#### 5.1.1.5 Alternative 2A

# HCS7 Freeway Merge Report

| Project Information | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | West Leg \| Enter (1) | Unit | United States Customary |

| Geometric Data | | |
|---|---|---|
| | Freeway | Ramp |
| Number of Lanes (N), ln | 3 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 35.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 1108 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

| Adjustment Factors | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

| Demand and Capacity | | |
|---|---|---|
| Demand Volume (Vi) | 1140 | 440 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 7.00 | 2.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.935 | 0.980 |
| Flow Rate (vi),pc/h | 1297 | 478 |
| Capacity (c), pc/h | 6900 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.26 | 0.24 |

| Speed and Density | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | 300.0 | Number of Outer Lanes on Freeway (NO) | 1 |
| Distance to Upstream Ramp (LUP), ft | 962 | Speed Index (MS) | 0.257 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | 507 |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 55.4 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 0.609 | Outer Lanes Freeway Speed (SO), mi/h | 60.0 |
| Flow in Lanes 1 and 2 (v12), pc/h | 790 | Ramp Junction Speed (S), mi/h | 56.6 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 1268 | Average Density (D), pc/mi/ln | 10.5 |
| Level of Service (LOS) | A | Density in Ramp Influence Area (DR), pc/mi/ln | 8.3 |

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# HCS7 Freeway Merge Report

| Project Information | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | West Leg \| Enter (1) | Unit | United States Customary |

| Geometric Data | | |
|---|---|---|
| | Freeway | Ramp |
| Number of Lanes (N), ln | 3 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 35.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 1108 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

| Adjustment Factors | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

| Demand and Capacity | | |
|---|---|---|
| Demand Volume (Vi) | 1985 | 1010 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 5.00 | 2.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.952 | 0.980 |
| Flow Rate (vi),pc/h | 2218 | 1096 |
| Capacity (c), pc/h | 6900 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.48 | 0.55 |

| Speed and Density | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | 629.4 | Number of Outer Lanes on Freeway (NO) | 1 |
| Distance to Upstream Ramp (LUP), ft | 962 | Speed Index (MS) | 0.288 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | 867 |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 54.8 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 0.609 | Outer Lanes Freeway Speed (SO), mi/h | 58.7 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1351 | Ramp Junction Speed (S), mi/h | 55.8 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 2447 | Average Density (D), pc/mi/ln | 19.8 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 17.2 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | West Leg \| Enter (2) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 2.00 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 69.6 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1580 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.935 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 899 |
| Total Trucks, % | 7.00 | Capacity (c), pc/h/ln | 2396 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2396 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.38 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 69.6 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 12.9 |
| Total Ramp Density Adjustment | 5.8 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 69.6 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | West Leg \| Enter (2) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 2.00 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 69.6 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 2995 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1674 |
| Total Trucks, % | 5.00 | Capacity (c), pc/h/ln | 2396 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2396 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.70 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 67.1 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 24.9 |
| Total Ramp Density Adjustment | 5.8 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 69.6 | | |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | West Leg \| Exit | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 5 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 2615 | Number of Maneuver Lanes ($N_{WL}$), ln | 3 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 0 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 3300 | 2680 | 630 | 250 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 5.00 | 2.00 | 2.00 | 2.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 | 0.980 | 0.980 | 0.980 |
| Flow Rate ($v_i$), pc/h | 3688 | 2909 | 684 | 271 |
| Weaving Flow Rate ($v_w$), pc/h | 3180 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 4372 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 2091 |
| Total Flow Rate (v), pc/h | 7552 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 8314 |
| Volume Ratio (VR) | 0.421 | Weaving Segment Capacity ($c_W$), veh/h | | 8034 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 271 | Adjusted Weaving Area Capacity, pc/h | | 8314 |
| Maximum Weaving Length ($L_{MAX}$), ft | 5352 | Volume-to-Capacity Ratio (v/c) | | 0.91 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | 1143 | Average Weaving Speed ($S_W$), mi/h | 52.1 |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | 1355 | Average Non-Weaving Speed ($S_{NW}$), mi/h | 50.8 |
| Weaving Lane Change Rate ($LC_W$), lc/h | 1088 | Average Speed (S), mi/h | 51.3 |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | 2443 | Density (D), pc/mi/ln | 29.4 |
| Weaving Intensity Factor (W) | 0.214 | Level of Service (LOS) | D |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | West Leg \| Exit | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 5 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 2615 | Number of Maneuver Lanes ($N_{WL}$), ln | 3 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 0 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 3270 | 2080 | 360 | 160 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 5.00 | 2.00 | 2.00 | 2.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 | 0.980 | 0.980 | 0.980 |
| Flow Rate ($v_i$), pc/h | 3654 | 2258 | 391 | 174 |
| Weaving Flow Rate ($v_w$), pc/h | 2432 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 4045 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 2130 |
| Total Flow Rate (v), pc/h | 6477 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 9333 |
| Volume Ratio (VR) | 0.375 | Weaving Segment Capacity ($c_W$), veh/h | | 8999 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 174 | Adjusted Weaving Area Capacity, pc/h | | 9333 |
| Maximum Weaving Length ($L_{MAX}$), ft | 4836 | Volume-to-Capacity Ratio (v/c) | | 0.69 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | 1058 | Average Weaving Speed ($S_W$), mi/h | 52.4 |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | 1288 | Average Non-Weaving Speed ($S_{NW}$), mi/h | 52.5 |
| Weaving Lane Change Rate ($LC_W$), lc/h | 991 | Average Speed (S), mi/h | 52.5 |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | 2279 | Density (D), pc/mi/ln | 24.7 |
| Weaving Intensity Factor (W) | 0.203 | Level of Service (LOS) | C |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | East Leg \| Enter | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 3 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 930 | Number of Maneuver Lanes ($N_{WL}$), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 2 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 0 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 0.70 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 1200 | 140 | 180 | 2350 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 13.00 | 13.00 | 13.00 | 13.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.885 | 0.885 | 0.885 | 0.885 |
| Flow Rate ($v_i$), pc/h | 1442 | 168 | 216 | 2825 |
| Weaving Flow Rate ($v_W$), pc/h | 2993 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2250 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 1658 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 1590 |
| Total Flow Rate (v), pc/h | 4651 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 3727 |
| Volume Ratio (VR) | 0.644 | Weaving Segment Capacity ($c_W$), veh/h | | 3298 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 0 | Adjusted Weaving Area Capacity, pc/h | | 3727 |
| Maximum Weaving Length ($L_{MAX}$), ft | 9558 | Volume-to-Capacity Ratio (v/c) | | 1.25 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | - | Average Weaving Speed ($S_W$), mi/h | - |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | - | Average Non-Weaving Speed ($S_{NW}$), mi/h | - |
| Weaving Lane Change Rate ($LC_W$), lc/h | - | Average Speed (S), mi/h | - |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | - | Density (D), pc/mi/ln | - |
| Weaving Intensity Factor (W) | - | Level of Service (LOS) | F |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | East Leg \| Enter | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 3 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 930 | Number of Maneuver Lanes ($N_{WL}$), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 2 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 0 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 0.70 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 1030 | 60 | 270 | 2655 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 11.00 | 11.00 | 11.00 | 11.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.901 | 0.901 | 0.901 | 0.901 |
| Flow Rate ($v_i$), pc/h | 1216 | 71 | 319 | 3135 |

| | | | |
|---|---|---|---|
| Weaving Flow Rate ($v_w$), pc/h | 3206 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | 2250 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 1535 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | 1560 |
| Total Flow Rate (v), pc/h | 4741 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | 3550 |
| Volume Ratio (VR) | 0.676 | Weaving Segment Capacity ($c_W$), veh/h | 3199 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 0 | Adjusted Weaving Area Capacity, pc/h | 3550 |
| Maximum Weaving Length ($L_{MAX}$), ft | 9955 | Volume-to-Capacity Ratio (v/c) | 1.34 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | - | Average Weaving Speed ($S_W$), mi/h | - |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | - | Average Non-Weaving Speed ($S_{NW}$), mi/h | - |
| Weaving Lane Change Rate ($LC_W$), lc/h | - | Average Speed (S), mi/h | - |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | - | Density (D), pc/mi/ln | - |
| Weaving Intensity Factor (W) | - | Level of Service (LOS) | F |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | East Leg \| Enter (2) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 2.33 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 68.8 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 3200 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.885 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1924 |
| Total Trucks, % | 13.00 | Capacity (c), pc/h/ln | 2388 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2388 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.81 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 63.3 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 30.4 |
| Total Ramp Density Adjustment | 6.6 | Level of Service (LOS) | D |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 68.8 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | East Leg \| Enter (2) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 2.33 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 68.8 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 2920 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.901 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1724 |
| Total Trucks, % | 11.00 | Capacity (c), pc/h/ln | 2388 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2388 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.72 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 66.1 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 26.1 |
| Total Ramp Density Adjustment | 6.6 | Level of Service (LOS) | D |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 68.8 | | |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | East Leg \| Exit (1) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 3 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 2400 | Number of Maneuver Lanes ($N_{WL}$), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 1280 | 350 | 0 | 300 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 7.00 | 2.00 | 7.00 | 7.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.935 | 0.980 | 0.935 | 0.935 |
| Flow Rate ($v_i$), pc/h | 1456 | 380 | 0 | 341 |
| Weaving Flow Rate ($v_w$), pc/h | 721 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 1456 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 2031 |
| Total Flow Rate (v), pc/h | 2177 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 7251 |
| Volume Ratio (VR) | 0.331 | Weaving Segment Capacity ($c_W$), veh/h | | 5745 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 721 | Adjusted Weaving Area Capacity, pc/h | | 6093 |
| Maximum Weaving Length ($L_{MAX}$), ft | 5919 | Volume-to-Capacity Ratio (v/c) | | 0.36 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | 349 | Average Weaving Speed ($S_W$), mi/h | 52.6 |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | 1023 | Average Non-Weaving Speed ($S_{NW}$), mi/h | 51.3 |
| Weaving Lane Change Rate ($LC_W$), lc/h | 1001 | Average Speed (S), mi/h | 51.7 |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | 2024 | Density (D), pc/mi/ln | 14.0 |
| Weaving Intensity Factor (W) | 0.198 | Level of Service (LOS) | B |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | East Leg \| Exit (1) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 3 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 2400 | Number of Maneuver Lanes ($N_{WL}$), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 2045 | 320 | 0 | 950 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 5.00 | 2.00 | 5.00 | 5.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 | 0.980 | 0.952 | 0.952 |
| Flow Rate ($v_i$), pc/h | 2285 | 347 | 0 | 1062 |
| Weaving Flow Rate ($v_w$), pc/h | 1409 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 2285 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 1989 |
| Total Flow Rate (v), pc/h | 3694 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 6299 |
| Volume Ratio (VR) | 0.381 | Weaving Segment Capacity ($c_W$), veh/h | | 5696 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 1409 | Adjusted Weaving Area Capacity, pc/h | | 5967 |
| Maximum Weaving Length ($L_{MAX}$), ft | 6469 | Volume-to-Capacity Ratio (v/c) | | 0.62 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | 548 | Average Weaving Speed ($S_W$), mi/h | 50.7 |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | 1194 | Average Non-Weaving Speed ($S_{NW}$), mi/h | 43.9 |
| Weaving Lane Change Rate ($LC_W$), lc/h | 1689 | Average Speed (S), mi/h | 46.3 |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | 2883 | Density (D), pc/mi/ln | 26.6 |
| Weaving Intensity Factor (W) | 0.261 | Level of Service (LOS) | C |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | East Leg \| Exit (2) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.50 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.6 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 2840 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1648 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.69 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 69.7 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 23.6 |
| Total Ramp Density Adjustment | 1.8 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.6 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | East Leg \| Exit (2) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.50 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.6 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 3000 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.943 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1692 |
| Total Trucks, % | 6.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.71 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 69.1 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 24.5 |
| Total Ramp Density Adjustment | 1.8 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.6 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | North Leg \| Enter (1) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 55.0 | Total Ramp Density (TRD), ramps/mi | 0.00 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 55.0 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 5120 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1980 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2250 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2250 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.88 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 54.2 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 36.5 |
| Total Ramp Density Adjustment | 0.0 | Level of Service (LOS) | E |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 55.0 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | North Leg \| Enter (1) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 55.0 | Total Ramp Density (TRD), ramps/mi | 0.00 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 55.0 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 3660 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1415 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2250 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2250 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.63 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 55.0 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 25.7 |
| Total Ramp Density Adjustment | 0.0 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 55.0 | | |

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# HCS7 Freeway Diverge Report

| Project Information | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | North Leg \| Enter (2) | Unit | United States Customary |

| Geometric Data | | |
|---|---|---|
| | Freeway | Ramp |
| Number of Lanes (N), ln | 4 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 55.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 1500 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

| Adjustment Factors | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

| Demand and Capacity | | |
|---|---|---|
| Demand Volume (Vi) | 6890 | 1830 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 9.00 | 9.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.917 | 0.917 |
| Flow Rate (vi),pc/h | 7993 | 2123 |
| Capacity (c), pc/h | 9200 | 2200 |
| Volume-to-Capacity Ratio (v/c) | 0.87 | 0.97 |

| Speed and Density | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 2 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.359 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | 1656 |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 53.5 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 0.436 | Outer Lanes Freeway Speed (SO), mi/h | 63.3 |
| Flow in Lanes 1 and 2 (v12), pc/h | 4682 | Ramp Junction Speed (S), mi/h | 57.2 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 34.9 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 31.0 |

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# HCS7 Freeway Diverge Report

| Project Information | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | North Leg \| Enter (2) | Unit | United States Customary |

| Geometric Data | | |
|---|---|---|
| | Freeway | Ramp |
| Number of Lanes (N), ln | 4 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 55.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 1500 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

| Adjustment Factors | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

| Demand and Capacity | | |
|---|---|---|
| Demand Volume (Vi) | 4360 | 2030 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 9.00 | 6.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.917 | 0.943 |
| Flow Rate (vi),pc/h | 5058 | 2290 |
| Capacity (c), pc/h | 9200 | 2200 |
| Volume-to-Capacity Ratio (v/c) | 0.55 | 1.04 |

| Speed and Density | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | 0.0 | Number of Outer Lanes on Freeway (NO) | 2 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.374 |
| Downstream Equilibrium Distance (LEQ), ft | 0.0 | Flow Outer Lanes (vOA), pc/h/ln | 781 |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 53.3 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 0.436 | Outer Lanes Freeway Speed (SO), mi/h | 65.8 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3497 | Ramp Junction Speed (S), mi/h | 51.1 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 3497 | Average Density (D), pc/mi/ln | 45.0 |
| Level of Service (LOS) | F | Density in Ramp Influence Area (DR), pc/mi/ln | 20.8 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | North Leg \| Exit (1) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 4 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.17 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 71.7 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 3450 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1000 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.42 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 71.7 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 13.9 |
| Total Ramp Density Adjustment | 3.7 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.7 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | North Leg \| Exit (1) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 4 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.17 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 71.7 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 6980 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.926 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 2005 |
| Total Trucks, % | 8.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.84 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 63.0 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 31.8 |
| Total Ramp Density Adjustment | 3.7 | Level of Service (LOS) | D |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.7 | | |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | North Leg \| Exit (2) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 3 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 1700 | Number of Maneuver Lanes ($N_{WL}$), ln | 3 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 2440 | 310 | 820 | 90 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 17.00 | 13.00 | 13.00 | 17.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.855 | 0.885 | 0.885 | 0.855 |
| Flow Rate ($v_i$), pc/h | 3036 | 373 | 986 | 112 |
| Weaving Flow Rate ($v_w$), pc/h | 485 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 4022 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 2273 |
| Total Flow Rate (v), pc/h | 4507 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 32407 |
| Volume Ratio (VR) | 0.108 | Weaving Segment Capacity ($c_W$), veh/h | | 5892 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 485 | Adjusted Weaving Area Capacity, pc/h | | 6819 |
| Maximum Weaving Length ($L_{MAX}$), ft | 2051 | Volume-to-Capacity Ratio (v/c) | | 0.66 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | 684 | Average Weaving Speed ($S_W$), mi/h | 51.1 |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | 1172 | Average Non-Weaving Speed ($S_{NW}$), mi/h | 49.3 |
| Weaving Lane Change Rate ($LC_W$), lc/h | 714 | Average Speed (S), mi/h | 49.5 |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | 1886 | Density (D), pc/mi/ln | 30.4 |
| Weaving Intensity Factor (W) | 0.245 | Level of Service (LOS) | D |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | North Leg \| Exit (2) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 3 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 1700 | Number of Maneuver Lanes ($N_{WL}$), ln | 3 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 2845 | 300 | 740 | 80 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 10.00 | 11.00 | 11.00 | 10.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.909 | 0.901 | 0.901 | 0.909 |
| Flow Rate ($v_i$), pc/h | 3330 | 354 | 874 | 94 |
| Weaving Flow Rate ($v_w$), pc/h | 448 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 4204 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 2282 |
| Total Flow Rate (v), pc/h | 4652 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 36458 |
| Volume Ratio (VR) | 0.096 | Weaving Segment Capacity ($c_W$), veh/h | | 6209 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 448 | Adjusted Weaving Area Capacity, pc/h | | 6846 |
| Maximum Weaving Length ($L_{MAX}$), ft | 1935 | Volume-to-Capacity Ratio (v/c) | | 0.68 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | 715 | Average Weaving Speed ($S_W$), mi/h | 51.1 |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | 1210 | Average Non-Weaving Speed ($S_{NW}$), mi/h | 49.3 |
| Weaving Lane Change Rate ($LC_W$), lc/h | 677 | Average Speed (S), mi/h | 49.5 |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | 1887 | Density (D), pc/mi/ln | 31.3 |
| Weaving Intensity Factor (W) | 0.245 | Level of Service (LOS) | D |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | South Leg \| Enter (1) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.50 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 70.9 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1840 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.855 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 763 |
| Total Trucks, % | 17.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.32 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 70.9 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 10.8 |
| Total Ramp Density Adjustment | 4.5 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.9 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | South Leg \| Enter (1) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.50 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 70.9 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 4620 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.909 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1802 |
| Total Trucks, % | 10.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.75 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 66.2 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 27.2 |
| Total Ramp Density Adjustment | 4.5 | Level of Service (LOS) | D |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.9 | | |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | South Leg \| Enter (2) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 3 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 1400 | Number of Maneuver Lanes ($N_{WL}$), ln | 3 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 720 | 790 | 0 | 540 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 17.00 | 17.00 | 17.00 | 17.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.855 | 0.855 | 0.855 | 0.855 |
| Flow Rate ($v_i$), pc/h | 896 | 983 | 0 | 672 |
| Weaving Flow Rate ($v_w$), pc/h | 1655 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 896 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 1791 |
| Total Flow Rate (v), pc/h | 2551 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 5393 |
| Volume Ratio (VR) | 0.649 | Weaving Segment Capacity ($c_W$), veh/h | | 4594 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 1655 | Adjusted Weaving Area Capacity, pc/h | | 5373 |
| Maximum Weaving Length ($L_{MAX}$), ft | 8053 | Volume-to-Capacity Ratio (v/c) | | 0.47 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | 125 | Average Weaving Speed ($S_W$), mi/h | 48.9 |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | 366 | Average Non-Weaving Speed ($S_{NW}$), mi/h | 44.0 |
| Weaving Lane Change Rate ($LC_W$), lc/h | 1858 | Average Speed (S), mi/h | 47.1 |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | 2224 | Density (D), pc/mi/ln | 18.1 |
| Weaving Intensity Factor (W) | 0.326 | Level of Service (LOS) | B |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | South Leg \| Enter (2) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 3 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 1400 | Number of Maneuver Lanes ($N_{WL}$), ln | 3 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 1000 | 800 | 0 | 690 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 10.00 | 10.00 | 10.00 | 10.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.909 | 0.909 | 0.909 | 0.909 |
| Flow Rate ($v_i$), pc/h | 1170 | 936 | 0 | 808 |
| Weaving Flow Rate ($v_w$), pc/h | 1744 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 1170 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 1839 |
| Total Flow Rate (v), pc/h | 2914 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 5853 |
| Volume Ratio (VR) | 0.598 | Weaving Segment Capacity ($c_W$), veh/h | | 5015 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 1744 | Adjusted Weaving Area Capacity, pc/h | | 5517 |
| Maximum Weaving Length ($L_{MAX}$), ft | 7428 | Volume-to-Capacity Ratio (v/c) | | 0.53 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | 164 | Average Weaving Speed ($S_W$), mi/h | 48.5 |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | 422 | Average Non-Weaving Speed ($S_{NW}$), mi/h | 42.8 |
| Weaving Lane Change Rate ($LC_W$), lc/h | 1947 | Average Speed (S), mi/h | 46.0 |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | 2369 | Density (D), pc/mi/ln | 21.1 |
| Weaving Intensity Factor (W) | 0.342 | Level of Service (LOS) | C |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | South Leg \| Exit | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 4 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 475 | Number of Maneuver Lanes ($N_{WL}$), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 6880 | 420 | 0 | 730 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 5.00 | 2.00 | 2.00 | 2.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 | 0.980 | 0.980 | 0.980 |
| Flow Rate ($v_i$), pc/h | 7688 | 456 | 0 | 792 |
| Weaving Flow Rate ($v_W$), pc/h | 1248 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 7688 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 2036 |
| Total Flow Rate (v), pc/h | 8936 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 17143 |
| Volume Ratio (VR) | 0.140 | Weaving Segment Capacity ($c_W$), veh/h | | 7785 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 0 | Adjusted Weaving Area Capacity, pc/h | | 8144 |
| Maximum Weaving Length ($L_{MAX}$), ft | 3932 | Volume-to-Capacity Ratio (v/c) | | 1.10 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | - | Average Weaving Speed ($S_W$), mi/h | - |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | - | Average Non-Weaving Speed ($S_{NW}$), mi/h | - |
| Weaving Lane Change Rate ($LC_W$), lc/h | - | Average Speed (S), mi/h | - |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | - | Density (D), pc/mi/ln | - |
| Weaving Intensity Factor (W) | - | Level of Service (LOS) | F |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | South Leg \| Exit | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 4 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 475 | Number of Maneuver Lanes ($N_{WL}$), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.00 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 3210 | 520 | 0 | 870 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 7.00 | 2.00 | 2.00 | 2.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.935 | 0.980 | 0.980 | 0.980 |
| Flow Rate ($v_i$), pc/h | 3652 | 564 | 0 | 944 |
| Weaving Flow Rate ($v_w$), pc/h | 1508 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 3652 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 1916 |
| Total Flow Rate (v), pc/h | 5160 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 8219 |
| Volume Ratio (VR) | 0.292 | Weaving Segment Capacity ($c_W$), veh/h | | 7267 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 1508 | Adjusted Weaving Area Capacity, pc/h | | 7664 |
| Maximum Weaving Length ($L_{MAX}$), ft | 5498 | Volume-to-Capacity Ratio (v/c) | | 0.67 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | 173 | Average Weaving Speed ($S_W$), mi/h | 41.9 |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | 239 | Average Non-Weaving Speed ($S_{NW}$), mi/h | 43.0 |
| Weaving Lane Change Rate ($LC_W$), lc/h | 1652 | Average Speed (S), mi/h | 42.7 |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | 1891 | Density (D), pc/mi/ln | 30.2 |
| Weaving Intensity Factor (W) | 0.672 | Level of Service (LOS) | D |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Through \| Eastbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 2.00 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 69.6 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1580 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.935 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 899 |
| Total Trucks, % | 7.00 | Capacity (c), pc/h/ln | 2396 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2396 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.38 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 69.6 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 12.9 |
| Total Ramp Density Adjustment | 5.8 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 69.6 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Through \| Eastbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 2.00 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 69.6 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 2995 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1674 |
| Total Trucks, % | 5.00 | Capacity (c), pc/h/ln | 2396 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2396 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.70 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 67.1 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 24.9 |
| Total Ramp Density Adjustment | 5.8 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 69.6 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Through \| Westbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 2.83 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 67.7 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 3550 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1322 |
| Total Trucks, % | 5.00 | Capacity (c), pc/h/ln | 2377 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2377 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.56 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 67.7 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 19.5 |
| Total Ramp Density Adjustment | 7.7 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 67.7 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Through \| Westbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 2.83 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 67.7 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 3430 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.935 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1301 |
| Total Trucks, % | 7.00 | Capacity (c), pc/h/ln | 2377 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2377 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.55 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 67.7 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 19.2 |
| Total Ramp Density Adjustment | 7.7 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 67.7 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Through \| Northbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.33 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 74.1 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1510 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.855 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 940 |
| Total Trucks, % | 17.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.39 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 74.1 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 12.7 |
| Total Ramp Density Adjustment | 1.3 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 74.1 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Through \| Northbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.33 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 74.1 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1800 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.909 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1054 |
| Total Trucks, % | 10.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.44 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 74.1 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 14.2 |
| Total Ramp Density Adjustment | 1.3 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 74.1 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Through \| Southbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.67 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 70.4 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 5060 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1957 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.82 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 63.5 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 30.8 |
| Total Ramp Density Adjustment | 5.0 | Level of Service (LOS) | D |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.4 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Through \| Southbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.67 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 70.4 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 2330 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 901 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.38 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 70.4 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 12.8 |
| Total Ramp Density Adjustment | 5.0 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.4 | | |

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## 5.2 I-526 & N. RHETT INTERCHANGE

### 5.2.1 HCS Analysis Results

#### 5.2.1.1 No Build

# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Between Rivers & Rhett (Eastbound) | Unit | United States Customary |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 45.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 215 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 5250 | 590 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 9.00 | 9.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.917 | 0.917 |
| Flow Rate (vi),pc/h | 6091 | 684 |
| Capacity (c), pc/h | 4600 | 2100 |
| Volume-to-Capacity Ratio (v/c) | 1.32 | 0.33 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | 0.0 | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | - |
| Downstream Equilibrium Distance (LEQ), ft | 0.0 | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | - |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | - |
| Flow in Lanes 1 and 2 (v12), pc/h | 6091 | Ramp Junction Speed (S), mi/h | - |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 6091 | Average Density (D), pc/mi/ln | - |
| Level of Service (LOS) | F | Density in Ramp Influence Area (DR), pc/mi/ln | - |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Between Rivers & Rhett (Eastbound) | Unit | United States Customary |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 45.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 215 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 4330 | 780 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 6.00 | 6.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.943 | 0.943 |
| Flow Rate (vi),pc/h | 4885 | 880 |
| Capacity (c), pc/h | 4600 | 2100 |
| Volume-to-Capacity Ratio (v/c) | 1.06 | 0.42 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | 0.0 | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | - |
| Downstream Equilibrium Distance (LEQ), ft | 0.0 | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | - |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | - |
| Flow in Lanes 1 and 2 (v12), pc/h | 4885 | Ramp Junction Speed (S), mi/h | - |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 4885 | Average Density (D), pc/mi/ln | - |
| Level of Service (LOS) | F | Density in Ramp Influence Area (DR), pc/mi/ln | - |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Between Rivers & Rhett (Westbound) | Unit | United States Customary |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 45.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 600 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 4190 | 1050 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 13.00 | 2.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.885 | 0.980 |
| Flow Rate (vi),pc/h | 5037 | 1140 |
| Capacity (c), pc/h | 4600 | 2100 |
| Volume-to-Capacity Ratio (v/c) | 1.34 | 0.54 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | 1539.7 | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | - |
| Downstream Equilibrium Distance (LEQ), ft | 0.0 | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | - |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | - |
| Flow in Lanes 1 and 2 (v12), pc/h | 5037 | Ramp Junction Speed (S), mi/h | - |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 6177 | Average Density (D), pc/mi/ln | - |
| Level of Service (LOS) | F | Density in Ramp Influence Area (DR), pc/mi/ln | - |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Between Rivers & Rhett (Westbound) | Unit | United States Customary |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 45.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 600 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 4380 | 880 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 11.00 | 2.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.901 | 0.980 |
| Flow Rate (vi),pc/h | 5172 | 955 |
| Capacity (c), pc/h | 4600 | 2100 |
| Volume-to-Capacity Ratio (v/c) | 1.33 | 0.45 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | 1529.0 | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | - |
| Downstream Equilibrium Distance (LEQ), ft | 0.0 | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | - |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | - |
| Flow in Lanes 1 and 2 (v12), pc/h | 5172 | Ramp Junction Speed (S), mi/h | - |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 6127 | Average Density (D), pc/mi/ln | - |
| Level of Service (LOS) | F | Density in Ramp Influence Area (DR), pc/mi/ln | - |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Between Rhett & Virginia (Eastbound) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 3 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 1050 | Number of Maneuver Lanes ($N_{WL}$), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.50 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 4350 | 2360 | 310 | 310 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 7.00 | 2.00 | 3.00 | 3.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.935 | 0.980 | 0.971 | 0.971 |
| Flow Rate ($v_i$), pc/h | 4949 | 2562 | 340 | 340 |
| Weaving Flow Rate ($v_w$), pc/h | 2902 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 5289 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 1908 |
| Total Flow Rate (v), pc/h | 8191 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 6780 |
| Volume Ratio (VR) | 0.354 | Weaving Segment Capacity ($c_W$), veh/h | | 5450 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 0 | Adjusted Weaving Area Capacity, pc/h | | 5724 |
| Maximum Weaving Length ($L_{MAX}$), ft | 6170 | Volume-to-Capacity Ratio (v/c) | | 1.43 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | - | Average Weaving Speed ($S_W$), mi/h | - |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | - | Average Non-Weaving Speed ($S_{NW}$), mi/h | - |
| Weaving Lane Change Rate ($LC_W$), lc/h | - | Average Speed (S), mi/h | - |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | - | Density (D), pc/mi/ln | - |
| Weaving Intensity Factor (W) | - | Level of Service (LOS) | F |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Between Rhett & Virginia (Eastbound) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 3 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 1050 | Number of Maneuver Lanes ($N_{WL}$), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.50 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 3470 | 1500 | 80 | 80 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 6.00 | 2.00 | 3.00 | 3.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.943 | 0.980 | 0.971 | 0.971 |
| Flow Rate ($v_i$), pc/h | 3915 | 1628 | 88 | 88 |
| Weaving Flow Rate ($v_w$), pc/h | 1716 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 4003 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 1953 |
| Total Flow Rate (v), pc/h | 5719 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 8000 |
| Volume Ratio (VR) | 0.300 | Weaving Segment Capacity ($c_W$), veh/h | | 5592 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 1716 | Adjusted Weaving Area Capacity, pc/h | | 5859 |
| Maximum Weaving Length ($L_{MAX}$), ft | 5584 | Volume-to-Capacity Ratio (v/c) | | 0.98 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | 630 | Average Weaving Speed ($S_W$), mi/h | 45.4 |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | 816 | Average Non-Weaving Speed ($S_{NW}$), mi/h | 38.5 |
| Weaving Lane Change Rate ($LC_W$), lc/h | 1916 | Average Speed (S), mi/h | 40.3 |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | 2732 | Density (D), pc/mi/ln | 47.3 |
| Weaving Intensity Factor (W) | 0.481 | Level of Service (LOS) | F |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Between Rhett & Virginia (Westbound) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 3 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 1500 | Number of Maneuver Lanes ($N_{WL}$), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.50 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 3985 | 205 | 215 | 1715 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 7.00 | 2.00 | 3.00 | 3.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.935 | 0.980 | 0.971 | 0.971 |
| Flow Rate ($v_i$), pc/h | 4534 | 223 | 236 | 1879 |
| Weaving Flow Rate ($v_w$), pc/h | 2102 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 4770 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 1983 |
| Total Flow Rate (v), pc/h | 6872 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 7843 |
| Volume Ratio (VR) | 0.306 | Weaving Segment Capacity ($c_W$), veh/h | | 5637 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 0 | Adjusted Weaving Area Capacity, pc/h | | 5949 |
| Maximum Weaving Length ($L_{MAX}$), ft | 5648 | Volume-to-Capacity Ratio (v/c) | | 1.16 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | - | Average Weaving Speed ($S_W$), mi/h | - |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | - | Average Non-Weaving Speed ($S_{NW}$), mi/h | - |
| Weaving Lane Change Rate ($LC_W$), lc/h | - | Average Speed (S), mi/h | - |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | - | Density (D), pc/mi/ln | - |
| Weaving Intensity Factor (W) | - | Level of Service (LOS) | F |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Between Rhett & Virginia (Westbound) | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 3 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 1500 | Number of Maneuver Lanes ($N_{WL}$), ln | 2 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 1 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 1 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.50 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 3805 | 575 | 185 | 1465 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 11.00 | 2.00 | 3.00 | 3.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.901 | 0.980 | 0.971 | 0.971 |
| Flow Rate ($v_i$), pc/h | 4493 | 624 | 203 | 1605 |
| Weaving Flow Rate ($v_w$), pc/h | 2229 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 4696 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 1969 |
| Total Flow Rate (v), pc/h | 6925 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 7453 |
| Volume Ratio (VR) | 0.322 | Weaving Segment Capacity ($c_W$), veh/h | | 5472 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 0 | Adjusted Weaving Area Capacity, pc/h | | 5907 |
| Maximum Weaving Length ($L_{MAX}$), ft | 5821 | Volume-to-Capacity Ratio (v/c) | | 1.17 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | - | Average Weaving Speed ($S_W$), mi/h | - |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | - | Average Non-Weaving Speed ($S_{NW}$), mi/h | - |
| Weaving Lane Change Rate ($LC_W$), lc/h | - | Average Speed (S), mi/h | - |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | - | Density (D), pc/mi/ln | - |
| Weaving Intensity Factor (W) | - | Level of Service (LOS) | F |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Through \| Eastbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.67 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 70.4 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 4660 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 2703 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 1.13 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | - |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | - |
| Total Ramp Density Adjustment | 5.0 | Level of Service (LOS) | F |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.4 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Through \| Eastbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.67 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 70.4 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 3550 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.943 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 2002 |
| Total Trucks, % | 6.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.83 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 62.7 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 31.9 |
| Total Ramp Density Adjustment | 5.0 | Level of Service (LOS) | D |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.4 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Through \| Westbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 2.00 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 69.6 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 4190 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.885 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 2518 |
| Total Trucks, % | 13.00 | Capacity (c), pc/h/ln | 2396 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2396 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 1.05 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | - |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | - |
| Total Ramp Density Adjustment | 5.8 | Level of Service (LOS) | F |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 69.6 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Through \| Westbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 2.00 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 69.6 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 4380 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.901 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 2586 |
| Total Trucks, % | 11.00 | Capacity (c), pc/h/ln | 2396 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2396 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 1.08 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | - |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | - |
| Total Ramp Density Adjustment | 5.8 | Level of Service (LOS) | F |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 69.6 | | |

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#### 5.2.1.2 Alternative 1

# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Between Rivers & Rhett \| Eastbound | Unit | United States Customary |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 45.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 215 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 3075 | 70 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 9.00 | 9.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.917 | 0.917 |
| Flow Rate (vi),pc/h | 3567 | 81 |
| Capacity (c), pc/h | 4600 | 2100 |
| Volume-to-Capacity Ratio (v/c) | 0.78 | 0.04 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.305 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 54.5 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 65.8 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3567 | Ramp Junction Speed (S), mi/h | 54.5 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 32.7 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 33.0 |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Between Rivers & Rhett \| Eastbound | Unit | United States Customary |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 45.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 215 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 2975 | 50 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 6.00 | 6.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.943 | 0.943 |
| Flow Rate (vi),pc/h | 3356 | 56 |
| Capacity (c), pc/h | 4600 | 2100 |
| Volume-to-Capacity Ratio (v/c) | 0.73 | 0.03 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.303 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 54.5 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 65.8 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3356 | Ramp Junction Speed (S), mi/h | 54.5 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 30.8 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 31.2 |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Between Rivers & Rhett \| Eastbound | Unit | United States Customary |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 45.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 215 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 2840 | 920 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 9.00 | 9.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.917 | 0.917 |
| Flow Rate (vi),pc/h | 3295 | 1067 |
| Capacity (c), pc/h | 4600 | 2100 |
| Volume-to-Capacity Ratio (v/c) | 0.72 | 0.51 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.394 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 52.9 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 65.8 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3295 | Ramp Junction Speed (S), mi/h | 52.9 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 31.1 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 30.7 |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Between Rivers & Rhett \| Eastbound | Unit | United States Customary |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 45.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 215 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 3000 | 890 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 6.00 | 6.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.943 | 0.943 |
| Flow Rate (vi),pc/h | 3384 | 1004 |
| Capacity (c), pc/h | 4600 | 2100 |
| Volume-to-Capacity Ratio (v/c) | 0.74 | 0.48 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.388 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 53.0 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 65.8 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3384 | Ramp Junction Speed (S), mi/h | 53.0 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 31.9 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 31.4 |

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# HCS7 Freeway Merge Report

| Project Information | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Between Rivers & Rhett \| Westbound | Unit | United States Customary |

| Geometric Data | | |
|---|---|---|
| | Freeway | Ramp |
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 40.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 800 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

| Adjustment Factors | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

| Demand and Capacity | | |
|---|---|---|
| Demand Volume (Vi) | 3020 | 530 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 13.00 | 5.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.885 | 0.952 |
| Flow Rate (vi),pc/h | 3630 | 592 |
| Capacity (c), pc/h | 4600 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.92 | 0.30 |

| Speed and Density | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.523 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 50.6 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 60.0 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3630 | Ramp Junction Speed (S), mi/h | 50.6 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 4222 | Average Density (D), pc/mi/ln | 41.7 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 33.2 |

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# HCS7 Freeway Merge Report

| Project Information | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Between Rivers & Rhett \| Westbound | Unit | United States Customary |

| Geometric Data | | |
|---|---|---|
| | Freeway | Ramp |
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 40.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 800 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

| Adjustment Factors | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

| Demand and Capacity | | |
|---|---|---|
| Demand Volume (Vi) | 3055 | 630 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 11.00 | 5.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.901 | 0.952 |
| Flow Rate (vi),pc/h | 3607 | 704 |
| Capacity (c), pc/h | 4600 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.94 | 0.35 |

| Speed and Density | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.548 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 50.1 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 60.0 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3607 | Ramp Junction Speed (S), mi/h | 50.1 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 4311 | Average Density (D), pc/mi/ln | 43.0 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 33.8 |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Between Rivers & Rhett \| Westbound | Unit | United States Customary |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 40.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 490 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 2530 | 390 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 13.00 | 5.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.885 | 0.952 |
| Flow Rate (vi),pc/h | 3041 | 436 |
| Capacity (c), pc/h | 4600 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.76 | 0.22 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.408 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 52.7 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 60.0 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3041 | Ramp Junction Speed (S), mi/h | 52.7 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 3477 | Average Density (D), pc/mi/ln | 33.0 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 29.4 |

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# HCS7 Freeway Merge Report

| Project Information | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Between Rivers & Rhett \| Westbound | Unit | United States Customary |

| Geometric Data | | |
|---|---|---|
| | Freeway | Ramp |
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 40.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 490 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

| Adjustment Factors | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

| Demand and Capacity | | |
|---|---|---|
| Demand Volume (Vi) | 2820 | 610 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 11.00 | 5.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.901 | 0.952 |
| Flow Rate (vi),pc/h | 3330 | 682 |
| Capacity (c), pc/h | 4600 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.87 | 0.34 |

| Speed and Density | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.497 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 51.1 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 60.0 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3330 | Ramp Junction Speed (S), mi/h | 51.1 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 4012 | Average Density (D), pc/mi/ln | 39.3 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 33.5 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Between Rhett & Virginia \| Eastbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Specific Grade |
| Segment Length (L), ft | - | Percent Grade, % | 3.00 |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | 0.50 |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.50 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 70.9 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 6775 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.863 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 2784 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | 30 | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | 70 | Volume-to-Capacity Ratio (v/c) | 1.16 |
| Passenger Car Equivalent ($E_T$) | 2.769 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | - |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | - |
| Total Ramp Density Adjustment | 4.5 | Level of Service (LOS) | F |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.9 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Between Rhett & Virginia \| Eastbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Specific Grade |
| Segment Length (L), ft | - | Percent Grade, % | 3.00 |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | 0.50 |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.50 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 70.9 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 6775 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.887 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 2709 |
| Total Trucks, % | 6.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | 30 | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | 70 | Volume-to-Capacity Ratio (v/c) | 1.13 |
| Passenger Car Equivalent ($E_T$) | 3.130 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | - |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | - |
| Total Ramp Density Adjustment | 4.5 | Level of Service (LOS) | F |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.9 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Between Rhett & Virginia \| Westbound | Unit | United States Customary |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 3 | 1 |
| Free-Flow Speed (FFS), mi/h | 70.0 | 45.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 215 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 7300 | 1750 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 11.00 | 11.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.901 | 0.901 |
| Flow Rate (vi),pc/h | 8619 | 2066 |
| Capacity (c), pc/h | 7200 | 2100 |
| Volume-to-Capacity Ratio (v/c) | 1.20 | 0.98 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | 0.0 | Number of Outer Lanes on Freeway (NO) | 1 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | - |
| Downstream Equilibrium Distance (LEQ), ft | 0.0 | Flow Outer Lanes (vOA), pc/h/ln | 2700 |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | - |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 0.449 | Outer Lanes Freeway Speed (SO), mi/h | - |
| Flow in Lanes 1 and 2 (v12), pc/h | 5919 | Ramp Junction Speed (S), mi/h | - |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 5919 | Average Density (D), pc/mi/ln | - |
| Level of Service (LOS) | F | Density in Ramp Influence Area (DR), pc/mi/ln | - |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Between Rhett & Virginia \| Westbound | Unit | United States Customary |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 3 | 1 |
| Free-Flow Speed (FFS), mi/h | 70.0 | 45.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 215 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 7675 | 1800 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 11.00 | 11.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.901 | 0.901 |
| Flow Rate (vi),pc/h | 9062 | 2125 |
| Capacity (c), pc/h | 7200 | 2100 |
| Volume-to-Capacity Ratio (v/c) | 1.26 | 1.01 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | 0.0 | Number of Outer Lanes on Freeway (NO) | 1 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | - |
| Downstream Equilibrium Distance (LEQ), ft | 0.0 | Flow Outer Lanes (vOA), pc/h/ln | 2700 |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | - |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 0.436 | Outer Lanes Freeway Speed (SO), mi/h | - |
| Flow in Lanes 1 and 2 (v12), pc/h | 6362 | Ramp Junction Speed (S), mi/h | - |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 6362 | Average Density (D), pc/mi/ln | - |
| Level of Service (LOS) | F | Density in Ramp Influence Area (DR), pc/mi/ln | - |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Through \| Eastbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.33 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 71.3 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 3005 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1743 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.73 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 67.2 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 25.9 |
| Total Ramp Density Adjustment | 4.1 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.3 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Through \| Eastbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.33 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 71.3 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 2925 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.943 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1650 |
| Total Trucks, % | 6.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.69 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 68.4 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 24.1 |
| Total Ramp Density Adjustment | 4.1 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.3 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Through \| Eastbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Specific Grade |
| Segment Length (L), ft | - | Percent Grade, % | 3.00 |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | 0.50 |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.50 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.6 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 3770 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.863 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 2324 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | 30 | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | 70 | Volume-to-Capacity Ratio (v/c) | 0.97 |
| Passenger Car Equivalent ($E_T$) | 2.769 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 55.6 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 41.8 |
| Total Ramp Density Adjustment | 1.8 | Level of Service (LOS) | E |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.6 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Through \| Eastbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Specific Grade |
| Segment Length (L), ft | - | Percent Grade, % | 3.00 |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | 0.50 |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.50 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.6 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 3850 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.887 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 2309 |
| Total Trucks, % | 6.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | 30 | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | 70 | Volume-to-Capacity Ratio (v/c) | 0.96 |
| Passenger Car Equivalent ($E_T$) | 3.130 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 56.0 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 41.2 |
| Total Ramp Density Adjustment | 1.8 | Level of Service (LOS) | E |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.6 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Through \| Westbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.67 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 70.4 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 5550 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.885 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 2224 |
| Total Trucks, % | 13.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.93 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 57.9 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 38.4 |
| Total Ramp Density Adjustment | 5.0 | Level of Service (LOS) | E |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.4 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Through \| Westbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.67 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 70.4 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 5875 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.901 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 2312 |
| Total Trucks, % | 11.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.96 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 55.7 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 41.5 |
| Total Ramp Density Adjustment | 5.0 | Level of Service (LOS) | E |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.4 | | |

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#### 5.2.1.3 Alternative 2

# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Between Rivers & Rhett \| Eastbound | Unit | United States Customary |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 45.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 215 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 3075 | 70 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 9.00 | 9.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.917 | 0.917 |
| Flow Rate (vi),pc/h | 3567 | 81 |
| Capacity (c), pc/h | 4600 | 2100 |
| Volume-to-Capacity Ratio (v/c) | 0.78 | 0.04 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.305 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 54.5 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 65.8 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3567 | Ramp Junction Speed (S), mi/h | 54.5 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 32.7 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 33.0 |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Between Rivers & Rhett \| Eastbound | Unit | United States Customary |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 45.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 215 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 2975 | 50 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 6.00 | 6.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.943 | 0.943 |
| Flow Rate (vi),pc/h | 3356 | 56 |
| Capacity (c), pc/h | 4600 | 2100 |
| Volume-to-Capacity Ratio (v/c) | 0.73 | 0.03 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.303 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 54.5 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 65.8 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3356 | Ramp Junction Speed (S), mi/h | 54.5 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 30.8 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 31.2 |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Between Rivers & Rhett \| Eastbound | Unit | United States Customary |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 45.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 215 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 2840 | 920 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 9.00 | 9.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.917 | 0.917 |
| Flow Rate (vi),pc/h | 3295 | 1067 |
| Capacity (c), pc/h | 4600 | 2100 |
| Volume-to-Capacity Ratio (v/c) | 0.72 | 0.51 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.394 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 52.9 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 65.8 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3295 | Ramp Junction Speed (S), mi/h | 52.9 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 31.1 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 30.7 |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Between Rivers & Rhett \| Eastbound | Unit | United States Customary |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 45.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 215 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 3000 | 890 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 6.00 | 6.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.943 | 0.943 |
| Flow Rate (vi),pc/h | 3384 | 1004 |
| Capacity (c), pc/h | 4600 | 2100 |
| Volume-to-Capacity Ratio (v/c) | 0.74 | 0.48 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.388 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 53.0 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 65.8 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3384 | Ramp Junction Speed (S), mi/h | 53.0 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 31.9 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 31.4 |

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# HCS7 Freeway Merge Report

| Project Information | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Between Rivers & Rhett \| Westbound | Unit | United States Customary |

| Geometric Data | | |
|---|---|---|
| | Freeway | Ramp |
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 40.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 800 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

| Adjustment Factors | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

| Demand and Capacity | | |
|---|---|---|
| Demand Volume (Vi) | 3020 | 530 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 13.00 | 5.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.885 | 0.952 |
| Flow Rate (vi),pc/h | 3630 | 592 |
| Capacity (c), pc/h | 4600 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.92 | 0.30 |

| Speed and Density | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.523 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 50.6 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 60.0 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3630 | Ramp Junction Speed (S), mi/h | 50.6 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 4222 | Average Density (D), pc/mi/ln | 41.7 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 33.2 |

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# HCS7 Freeway Merge Report

| Project Information | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Between Rivers & Rhett \| Westbound | Unit | United States Customary |

| Geometric Data | | |
|---|---|---|
| | Freeway | Ramp |
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 40.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 800 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

| Adjustment Factors | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

| Demand and Capacity | | |
|---|---|---|
| Demand Volume (Vi) | 3055 | 630 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 11.00 | 5.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.901 | 0.952 |
| Flow Rate (vi),pc/h | 3607 | 704 |
| Capacity (c), pc/h | 4600 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.94 | 0.35 |

| Speed and Density | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.548 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 50.1 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 60.0 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3607 | Ramp Junction Speed (S), mi/h | 50.1 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 4311 | Average Density (D), pc/mi/ln | 43.0 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 33.8 |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Between Rivers & Rhett \| Westbound | Unit | United States Customary |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 40.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 490 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 2530 | 390 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 13.00 | 5.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.885 | 0.952 |
| Flow Rate (vi),pc/h | 3041 | 436 |
| Capacity (c), pc/h | 4600 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.76 | 0.22 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.408 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 52.7 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 60.0 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3041 | Ramp Junction Speed (S), mi/h | 52.7 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 3477 | Average Density (D), pc/mi/ln | 33.0 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 29.4 |

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# HCS7 Freeway Merge Report

| Project Information | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Between Rivers & Rhett \| Westbound | Unit | United States Customary |

| Geometric Data | | |
|---|---|---|
| | Freeway | Ramp |
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 40.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 490 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

| Adjustment Factors | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

| Demand and Capacity | | |
|---|---|---|
| Demand Volume (Vi) | 2820 | 610 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 11.00 | 5.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.901 | 0.952 |
| Flow Rate (vi),pc/h | 3330 | 682 |
| Capacity (c), pc/h | 4600 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.87 | 0.34 |

| Speed and Density | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.497 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 51.1 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 60.0 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3330 | Ramp Junction Speed (S), mi/h | 51.1 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 4012 | Average Density (D), pc/mi/ln | 39.3 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 33.5 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Between Rhett & Virginia \| Eastbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Specific Grade |
| Segment Length (L), ft | - | Percent Grade, % | 3.00 |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | 0.50 |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.50 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 70.9 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 6775 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.863 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 2784 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | 30 | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | 70 | Volume-to-Capacity Ratio (v/c) | 1.16 |
| Passenger Car Equivalent ($E_T$) | 2.769 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | - |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | - |
| Total Ramp Density Adjustment | 4.5 | Level of Service (LOS) | F |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.9 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Between Rhett & Virginia \| Eastbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Specific Grade |
| Segment Length (L), ft | - | Percent Grade, % | 3.00 |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | 0.50 |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.50 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 70.9 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 6775 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.887 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 2709 |
| Total Trucks, % | 6.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | 30 | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | 70 | Volume-to-Capacity Ratio (v/c) | 1.13 |
| Passenger Car Equivalent ($E_T$) | 3.130 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | - |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | - |
| Total Ramp Density Adjustment | 4.5 | Level of Service (LOS) | F |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.9 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Between Rhett & Virginia \| Westbound | Unit | United States Customary |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 3 | 1 |
| Free-Flow Speed (FFS), mi/h | 70.0 | 45.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 215 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 7300 | 1750 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 11.00 | 11.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.901 | 0.901 |
| Flow Rate (vi),pc/h | 8619 | 2066 |
| Capacity (c), pc/h | 7200 | 2100 |
| Volume-to-Capacity Ratio (v/c) | 1.20 | 0.98 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | 0.0 | Number of Outer Lanes on Freeway (NO) | 1 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | - |
| Downstream Equilibrium Distance (LEQ), ft | 0.0 | Flow Outer Lanes (vOA), pc/h/ln | 2700 |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | - |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 0.449 | Outer Lanes Freeway Speed (SO), mi/h | - |
| Flow in Lanes 1 and 2 (v12), pc/h | 5919 | Ramp Junction Speed (S), mi/h | - |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 5919 | Average Density (D), pc/mi/ln | - |
| Level of Service (LOS) | F | Density in Ramp Influence Area (DR), pc/mi/ln | - |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Between Rhett & Virginia \| Westbound | Unit | United States Customary |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 3 | 1 |
| Free-Flow Speed (FFS), mi/h | 70.0 | 45.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 215 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 7675 | 1800 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 11.00 | 11.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.901 | 0.901 |
| Flow Rate (vi),pc/h | 9062 | 2125 |
| Capacity (c), pc/h | 7200 | 2100 |
| Volume-to-Capacity Ratio (v/c) | 1.26 | 1.01 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | 0.0 | Number of Outer Lanes on Freeway (NO) | 1 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | - |
| Downstream Equilibrium Distance (LEQ), ft | 0.0 | Flow Outer Lanes (vOA), pc/h/ln | 2700 |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | - |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 0.436 | Outer Lanes Freeway Speed (SO), mi/h | - |
| Flow in Lanes 1 and 2 (v12), pc/h | 6362 | Ramp Junction Speed (S), mi/h | - |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 6362 | Average Density (D), pc/mi/ln | - |
| Level of Service (LOS) | F | Density in Ramp Influence Area (DR), pc/mi/ln | - |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Through \| Eastbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.00 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 4925 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 2857 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 1.19 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | - |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | - |
| Total Ramp Density Adjustment | 0.0 | Level of Service (LOS) | F |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 75.4 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Through \| Eastbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.00 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 5035 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.943 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 2840 |
| Total Trucks, % | 6.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 1.18 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | - |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | - |
| Total Ramp Density Adjustment | 0.0 | Level of Service (LOS) | F |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 75.4 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Eastbound \| Through | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.50 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.6 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1850 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1073 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.45 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 73.6 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 14.6 |
| Total Ramp Density Adjustment | 1.8 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.6 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Through \| Eastbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.50 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.6 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1740 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.943 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 982 |
| Total Trucks, % | 6.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.41 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 73.6 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 13.3 |
| Total Ramp Density Adjustment | 1.8 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.6 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Through \| Westbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.67 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 70.4 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 5550 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.885 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 2224 |
| Total Trucks, % | 13.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.93 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 57.9 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 38.4 |
| Total Ramp Density Adjustment | 5.0 | Level of Service (LOS) | E |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.4 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Through \| Westbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.67 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 70.4 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 5875 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.901 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 2312 |
| Total Trucks, % | 11.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.96 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 55.7 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 41.5 |
| Total Ramp Density Adjustment | 5.0 | Level of Service (LOS) | E |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.4 | | |

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#### 5.2.1.4 Alternative 2A

# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/8/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Between Rivers & Rhett \| Eastbound | Unit | United States Customary |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 45.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 215 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 3005 | 140 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 9.00 | 9.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.917 | 0.917 |
| Flow Rate (vi),pc/h | 3486 | 162 |
| Capacity (c), pc/h | 4600 | 2100 |
| Volume-to-Capacity Ratio (v/c) | 0.76 | 0.08 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.313 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 54.4 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 65.8 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3486 | Ramp Junction Speed (S), mi/h | 54.4 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 32.0 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 32.3 |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
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| Analyst | | Date | 5/8/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Between Rivers & Rhett \| Eastbound | Unit | United States Customary |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 45.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 215 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 2925 | 40 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 6.00 | 6.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.943 | 0.943 |
| Flow Rate (vi),pc/h | 3300 | 45 |
| Capacity (c), pc/h | 4600 | 2100 |
| Volume-to-Capacity Ratio (v/c) | 0.72 | 0.02 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.302 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 54.6 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 65.8 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3300 | Ramp Junction Speed (S), mi/h | 54.6 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 30.2 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 30.7 |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/8/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Between Rivers & Rhett \| Eastbound | Unit | United States Customary |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 45.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 215 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 2840 | 640 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 9.00 | 9.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.917 | 0.917 |
| Flow Rate (vi),pc/h | 3295 | 742 |
| Capacity (c), pc/h | 4600 | 2100 |
| Volume-to-Capacity Ratio (v/c) | 0.72 | 0.35 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.365 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 53.4 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 65.8 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3295 | Ramp Junction Speed (S), mi/h | 53.4 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 30.9 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 30.7 |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/8/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Between Rivers & Rhett \| Eastbound | Unit | United States Customary |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 45.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 215 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 3000 | 810 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 6.00 | 6.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.943 | 0.943 |
| Flow Rate (vi),pc/h | 3384 | 914 |
| Capacity (c), pc/h | 4600 | 2100 |
| Volume-to-Capacity Ratio (v/c) | 0.74 | 0.44 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.380 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 53.2 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 65.8 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3384 | Ramp Junction Speed (S), mi/h | 53.2 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 31.8 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 31.4 |

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# HCS7 Freeway Merge Report

| Project Information | | | |
|---|---|---|---|
| Analyst | | Date | 5/8/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Between Rivers & Rhett \| Westbound | Unit | United States Customary |

| Geometric Data | | |
|---|---|---|
| | Freeway | Ramp |
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 40.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 1000 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

| Adjustment Factors | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

| Demand and Capacity | | |
|---|---|---|
| Demand Volume (Vi) | 3090 | 460 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 13.00 | 5.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.885 | 0.952 |
| Flow Rate (vi),pc/h | 3714 | 514 |
| Capacity (c), pc/h | 4600 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.92 | 0.26 |

| Speed and Density | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.508 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 50.9 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 60.0 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3714 | Ramp Junction Speed (S), mi/h | 50.9 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 4228 | Average Density (D), pc/mi/ln | 41.5 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 32.0 |

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# HCS7 Freeway Merge Report

| Project Information | | | |
|---|---|---|---|
| Analyst | | Date | 5/8/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Between Rivers & Rhett \| Westbound | Unit | United States Customary |

| Geometric Data | | |
|---|---|---|
| | Freeway | Ramp |
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 40.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 1000 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

| Adjustment Factors | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

| Demand and Capacity | | |
|---|---|---|
| Demand Volume (Vi) | 3225 | 460 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 11.00 | 5.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.901 | 0.952 |
| Flow Rate (vi),pc/h | 3808 | 514 |
| Capacity (c), pc/h | 4600 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.94 | 0.26 |

| Speed and Density | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.535 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 50.4 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 60.0 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3808 | Ramp Junction Speed (S), mi/h | 50.4 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 4322 | Average Density (D), pc/mi/ln | 42.9 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 32.8 |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/8/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Between Rivers & Rhett \| Westbound | Unit | United States Customary |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 40.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 490 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 2630 | 290 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 13.00 | 5.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.885 | 0.952 |
| Flow Rate (vi),pc/h | 3161 | 324 |
| Capacity (c), pc/h | 4600 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.76 | 0.16 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.409 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 52.6 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 60.0 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3161 | Ramp Junction Speed (S), mi/h | 52.6 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 3485 | Average Density (D), pc/mi/ln | 33.1 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 29.5 |

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# HCS7 Freeway Merge Report

| Project Information | | | |
|---|---|---|---|
| Analyst | | Date | 5/8/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Between Rivers & Rhett \| Westbound | Unit | United States Customary |

| Geometric Data | | |
|---|---|---|
| | Freeway | Ramp |
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 40.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 490 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

| Adjustment Factors | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

| Demand and Capacity | | |
|---|---|---|
| Demand Volume (Vi) | 3000 | 430 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 11.00 | 5.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.901 | 0.952 |
| Flow Rate (vi),pc/h | 3542 | 481 |
| Capacity (c), pc/h | 4600 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.87 | 0.24 |

| Speed and Density | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.500 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 51.0 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 60.0 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3542 | Ramp Junction Speed (S), mi/h | 51.0 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 4023 | Average Density (D), pc/mi/ln | 39.4 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 33.6 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Between Rhett & Virginia \| Eastbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Specific Grade |
| Segment Length (L), ft | - | Percent Grade, % | 3.00 |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | 0.50 |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.50 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 70.9 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 6775 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.863 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 2784 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | 30 | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | 70 | Volume-to-Capacity Ratio (v/c) | 1.16 |
| Passenger Car Equivalent ($E_T$) | 2.769 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | - |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | - |
| Total Ramp Density Adjustment | 4.5 | Level of Service (LOS) | F |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.9 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Between Rhett & Virginia \| Eastbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Specific Grade |
| Segment Length (L), ft | - | Percent Grade, % | 3.00 |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | 0.50 |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.50 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 70.9 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 6775 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.887 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 2709 |
| Total Trucks, % | 6.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | 30 | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | 70 | Volume-to-Capacity Ratio (v/c) | 1.13 |
| Passenger Car Equivalent ($E_T$) | 3.130 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | - |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | - |
| Total Ramp Density Adjustment | 4.5 | Level of Service (LOS) | F |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.9 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/8/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Between Rhett & Virginia \| Westbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 4 | Terrain Type | Specific Grade |
| Segment Length (L), ft | - | Percent Grade, % | -3.00 |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | 0.50 |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.83 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 72.6 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 7300 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.878 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 2211 |
| Total Trucks, % | 13.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | 30 | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | 70 | Volume-to-Capacity Ratio (v/c) | 0.92 |
| Passenger Car Equivalent ($E_T$) | 2.072 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 58.5 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 37.8 |
| Total Ramp Density Adjustment | 2.8 | Level of Service (LOS) | E |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 72.6 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/8/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Between Rhett & Virginia \| Westbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 4 | Terrain Type | Specific Grade |
| Segment Length (L), ft | - | Percent Grade, % | -3.00 |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | 0.50 |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.83 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 72.6 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 7675 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.892 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 2288 |
| Total Trucks, % | 11.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | 30 | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | 70 | Volume-to-Capacity Ratio (v/c) | 0.95 |
| Passenger Car Equivalent ($E_T$) | 2.104 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 56.5 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 40.5 |
| Total Ramp Density Adjustment | 2.8 | Level of Service (LOS) | E |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 72.6 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/8/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Through \| Eastbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.33 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 71.3 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 3005 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1743 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.73 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 67.2 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 25.9 |
| Total Ramp Density Adjustment | 4.1 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.3 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/8/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Through \| Eastbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.33 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 71.3 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 2925 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.943 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1650 |
| Total Trucks, % | 6.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.69 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 68.4 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 24.1 |
| Total Ramp Density Adjustment | 4.1 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.3 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/8/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Through \| Eastbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.50 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.6 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1920 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1114 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.46 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 73.6 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 15.1 |
| Total Ramp Density Adjustment | 1.8 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.6 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/8/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Through \| Eastbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.50 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.6 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 2110 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.943 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1190 |
| Total Trucks, % | 6.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.50 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 73.4 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 16.2 |
| Total Ramp Density Adjustment | 1.8 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.6 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/8/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Through \| Eastbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.50 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.6 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1850 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1073 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.45 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 73.6 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 14.6 |
| Total Ramp Density Adjustment | 1.8 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.6 | | |

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# HCS7 Basic Freeway Report

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|---|---|---|---|
| Analyst | | Date | 5/8/2020 |
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| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Through \| Eastbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.50 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.6 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1740 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.943 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 982 |
| Total Trucks, % | 6.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.41 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 73.6 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 13.3 |
| Total Ramp Density Adjustment | 1.8 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.6 | | |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/8/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Through \| Westbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 4 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 2100 | Number of Maneuver Lanes ($N_{WL}$), ln | 3 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 2 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 0 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.50 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 2570 | 60 | 110 | 2980 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 13.00 | 13.00 | 13.00 | 13.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.885 | 0.885 | 0.885 | 0.885 |
| Flow Rate ($v_i$), pc/h | 3089 | 72 | 132 | 3582 |

| | | | |
|---|---|---|---|
| Weaving Flow Rate ($v_w$), pc/h | 3654 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 3221 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | 1954 |
| Total Flow Rate (v), pc/h | 6875 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | 6591 |
| Volume Ratio (VR) | 0.531 | Weaving Segment Capacity ($c_W$), veh/h | 5833 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 0 | Adjusted Weaving Area Capacity, pc/h | 6591 |
| Maximum Weaving Length ($L_{MAX}$), ft | 6625 | Volume-to-Capacity Ratio (v/c) | 1.04 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | - | Average Weaving Speed ($S_W$), mi/h | - |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | - | Average Non-Weaving Speed ($S_{NW}$), mi/h | - |
| Weaving Lane Change Rate ($LC_W$), lc/h | - | Average Speed (S), mi/h | - |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | - | Density (D), pc/mi/ln | - |
| Weaving Intensity Factor (W) | - | Level of Service (LOS) | F |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/8/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Through \| Westbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 4 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 2100 | Number of Maneuver Lanes ($N_{WL}$), ln | 3 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 2 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 0 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.50 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 2880 | 120 | 230 | 2995 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 11.00 | 11.00 | 11.00 | 11.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.901 | 0.901 | 0.901 | 0.901 |
| Flow Rate ($v_i$), pc/h | 3400 | 142 | 272 | 3536 |
| Weaving Flow Rate ($v_W$), pc/h | 3678 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 3672 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 1982 |
| Total Flow Rate (v), pc/h | 7350 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 7000 |
| Volume Ratio (VR) | 0.500 | Weaving Segment Capacity ($c_W$), veh/h | | 6307 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 0 | Adjusted Weaving Area Capacity, pc/h | | 7000 |
| Maximum Weaving Length ($L_{MAX}$), ft | 6260 | Volume-to-Capacity Ratio (v/c) | | 1.05 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | - | Average Weaving Speed ($S_W$), mi/h | - |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | - | Average Non-Weaving Speed ($S_{NW}$), mi/h | - |
| Weaving Lane Change Rate ($LC_W$), lc/h | - | Average Speed (S), mi/h | - |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | - | Density (D), pc/mi/ln | - |
| Weaving Intensity Factor (W) | - | Level of Service (LOS) | F |

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#### 5.2.1.5 Alternative 5

# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/8/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Between Rivers & Rhett \| Eastbound | Unit | United States Customary |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 45.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 215 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 3005 | 140 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 9.00 | 9.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.917 | 0.917 |
| Flow Rate (vi),pc/h | 3486 | 162 |
| Capacity (c), pc/h | 4600 | 2100 |
| Volume-to-Capacity Ratio (v/c) | 0.76 | 0.08 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.313 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 54.4 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 65.8 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3486 | Ramp Junction Speed (S), mi/h | 54.4 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 32.0 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 32.3 |

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# HCS7 Freeway Diverge Report

## Project Information

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| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Between Rivers & Rhett \| Eastbound | Unit | United States Customary |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 45.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 215 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 2925 | 40 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 6.00 | 6.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.943 | 0.943 |
| Flow Rate (vi),pc/h | 3300 | 45 |
| Capacity (c), pc/h | 4600 | 2100 |
| Volume-to-Capacity Ratio (v/c) | 0.72 | 0.02 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.302 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 54.6 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 65.8 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3300 | Ramp Junction Speed (S), mi/h | 54.6 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 30.2 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 30.7 |

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# HCS7 Freeway Diverge Report

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| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Between Rivers & Rhett \| Eastbound | Unit | United States Customary |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 45.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 215 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 2840 | 640 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 9.00 | 9.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.917 | 0.917 |
| Flow Rate (vi),pc/h | 3295 | 742 |
| Capacity (c), pc/h | 4600 | 2100 |
| Volume-to-Capacity Ratio (v/c) | 0.72 | 0.35 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.365 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 53.4 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 65.8 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3295 | Ramp Junction Speed (S), mi/h | 53.4 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 30.9 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 30.7 |

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# HCS7 Freeway Diverge Report

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| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Between Rivers & Rhett \| Eastbound | Unit | United States Customary |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 45.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 215 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 3000 | 810 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 6.00 | 6.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.943 | 0.943 |
| Flow Rate (vi),pc/h | 3384 | 914 |
| Capacity (c), pc/h | 4600 | 2100 |
| Volume-to-Capacity Ratio (v/c) | 0.74 | 0.44 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.380 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 53.2 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 65.8 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3384 | Ramp Junction Speed (S), mi/h | 53.2 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 31.8 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 31.4 |

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# HCS7 Freeway Merge Report

| Project Information | | | |
|---|---|---|---|
| Analyst | | Date | 5/8/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Between Rivers & Rhett \| Westbound | Unit | United States Customary |

| Geometric Data | | |
|---|---|---|
| | Freeway | Ramp |
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 40.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 1000 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

| Adjustment Factors | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

| Demand and Capacity | | |
|---|---|---|
| Demand Volume (Vi) | 3090 | 460 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 13.00 | 5.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.885 | 0.952 |
| Flow Rate (vi),pc/h | 3714 | 514 |
| Capacity (c), pc/h | 4600 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.92 | 0.26 |

| Speed and Density | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.508 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 50.9 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 60.0 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3714 | Ramp Junction Speed (S), mi/h | 50.9 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 4228 | Average Density (D), pc/mi/ln | 41.5 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 32.0 |

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# HCS7 Freeway Merge Report

| Project Information | | | |
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| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Between Rivers & Rhett \| Westbound | Unit | United States Customary |

| Geometric Data | | |
|---|---|---|
| | Freeway | Ramp |
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 40.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 1000 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

| Adjustment Factors | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

| Demand and Capacity | | |
|---|---|---|
| Demand Volume (Vi) | 3225 | 460 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 11.00 | 5.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.901 | 0.952 |
| Flow Rate (vi),pc/h | 3808 | 514 |
| Capacity (c), pc/h | 4600 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.94 | 0.26 |

| Speed and Density | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.535 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 50.4 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 60.0 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3808 | Ramp Junction Speed (S), mi/h | 50.4 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 4322 | Average Density (D), pc/mi/ln | 42.9 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 32.8 |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/8/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Between Rivers & Rhett \| Westbound | Unit | United States Customary |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 40.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 490 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 2630 | 290 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 13.00 | 5.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.885 | 0.952 |
| Flow Rate (vi),pc/h | 3161 | 324 |
| Capacity (c), pc/h | 4600 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.76 | 0.16 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.409 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 52.6 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 60.0 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3161 | Ramp Junction Speed (S), mi/h | 52.6 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 3485 | Average Density (D), pc/mi/ln | 33.1 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 29.5 |

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# HCS7 Freeway Merge Report

| Project Information | | | |
|---|---|---|---|
| Analyst | | Date | 5/8/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Between Rivers & Rhett \| Westbound | Unit | United States Customary |

| Geometric Data | | |
|---|---|---|
| | Freeway | Ramp |
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 40.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 490 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

| Adjustment Factors | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

| Demand and Capacity | | |
|---|---|---|
| Demand Volume (Vi) | 3000 | 430 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 11.00 | 5.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.901 | 0.952 |
| Flow Rate (vi),pc/h | 3542 | 481 |
| Capacity (c), pc/h | 4600 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.87 | 0.24 |

| Speed and Density | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.500 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 51.0 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 60.0 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3542 | Ramp Junction Speed (S), mi/h | 51.0 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 4023 | Average Density (D), pc/mi/ln | 39.4 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 33.6 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Between Rhett & Virginia \| Eastbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Specific Grade |
| Segment Length (L), ft | - | Percent Grade, % | 3.00 |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | 0.50 |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.50 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 70.9 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 6775 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.863 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 2784 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | 30 | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | 70 | Volume-to-Capacity Ratio (v/c) | 1.16 |
| Passenger Car Equivalent ($E_T$) | 2.769 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | - |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | - |
| Total Ramp Density Adjustment | 4.5 | Level of Service (LOS) | F |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.9 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Between Rhett & Virginia \| Eastbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Specific Grade |
| Segment Length (L), ft | - | Percent Grade, % | 3.00 |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | 0.50 |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.50 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 70.9 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 6775 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.887 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 2709 |
| Total Trucks, % | 6.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | 30 | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | 70 | Volume-to-Capacity Ratio (v/c) | 1.13 |
| Passenger Car Equivalent ($E_T$) | 3.130 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | - |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | - |
| Total Ramp Density Adjustment | 4.5 | Level of Service (LOS) | F |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.9 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/8/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Between Rhett & Virginia \| Westbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 4 | Terrain Type | Specific Grade |
| Segment Length (L), ft | - | Percent Grade, % | -3.00 |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | 0.50 |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.83 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 72.6 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 7300 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.878 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 2211 |
| Total Trucks, % | 13.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | 30 | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | 70 | Volume-to-Capacity Ratio (v/c) | 0.92 |
| Passenger Car Equivalent ($E_T$) | 2.072 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 58.5 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 37.8 |
| Total Ramp Density Adjustment | 2.8 | Level of Service (LOS) | E |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 72.6 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/8/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Between Rhett & Virginia \| Westbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 4 | Terrain Type | Specific Grade |
| Segment Length (L), ft | - | Percent Grade, % | -3.00 |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | 0.50 |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.83 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 72.6 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 7675 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.892 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 2288 |
| Total Trucks, % | 11.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | 30 | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | 70 | Volume-to-Capacity Ratio (v/c) | 0.95 |
| Passenger Car Equivalent ($E_T$) | 2.104 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 56.5 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 40.5 |
| Total Ramp Density Adjustment | 2.8 | Level of Service (LOS) | E |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 72.6 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/8/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Through \| Eastbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.33 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 71.3 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 2865 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1662 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.69 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 68.3 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 24.3 |
| Total Ramp Density Adjustment | 4.1 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.3 | | |

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# HCS7 Basic Freeway Report

## Project Information

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|---|---|---|---|
| Analyst | | Date | 5/8/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Through \| Eastbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.33 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 71.3 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 2885 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.943 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1628 |
| Total Trucks, % | 6.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.68 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 68.7 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 23.7 |
| Total Ramp Density Adjustment | 4.1 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.3 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/8/2020 |
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| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Through \| Eastbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.50 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.6 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 3910 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 2268 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.95 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 57.1 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 39.7 |
| Total Ramp Density Adjustment | 1.8 | Level of Service (LOS) | E |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.6 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/8/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Through \| Eastbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.50 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.6 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 2055 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1192 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.50 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 73.4 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 16.2 |
| Total Ramp Density Adjustment | 1.8 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.6 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/8/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Through \| Westbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.33 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 74.1 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 3090 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.885 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1857 |
| Total Trucks, % | 13.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.77 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 66.6 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 27.9 |
| Total Ramp Density Adjustment | 1.3 | Level of Service (LOS) | D |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 74.1 | | |

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| | | | |
|---|---|---|---|
| Analyst | | Date | 5/8/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Through \| Westbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.33 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 74.1 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 3225 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.885 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1938 |
| Total Trucks, % | 13.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.81 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 65.0 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 29.8 |
| Total Ramp Density Adjustment | 1.3 | Level of Service (LOS) | D |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 74.1 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/8/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Through \| Westbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.67 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 70.4 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 2630 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.885 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1580 |
| Total Trucks, % | 13.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.66 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 68.6 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 23.0 |
| Total Ramp Density Adjustment | 5.0 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.4 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/8/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Through \| Westbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.67 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 70.4 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 3000 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.901 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1771 |
| Total Trucks, % | 11.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.74 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 66.4 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 26.7 |
| Total Ramp Density Adjustment | 5.0 | Level of Service (LOS) | D |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.4 | | |

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#### 5.2.1.6 Alternative 6

# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/8/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Between Rivers & Rhett \| Eastbound | Unit | United States Customary |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 45.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 215 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 3005 | 140 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 9.00 | 9.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.917 | 0.917 |
| Flow Rate (vi),pc/h | 3486 | 162 |
| Capacity (c), pc/h | 4600 | 2100 |
| Volume-to-Capacity Ratio (v/c) | 0.76 | 0.08 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.313 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 54.4 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 65.8 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3486 | Ramp Junction Speed (S), mi/h | 54.4 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 32.0 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 32.3 |

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# HCS7 Freeway Diverge Report

## Project Information

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| Analyst | | Date | 5/8/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Between Rivers & Rhett \| Eastbound | Unit | United States Customary |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 45.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 215 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 2925 | 40 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 6.00 | 6.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.943 | 0.943 |
| Flow Rate (vi),pc/h | 3300 | 45 |
| Capacity (c), pc/h | 4600 | 2100 |
| Volume-to-Capacity Ratio (v/c) | 0.72 | 0.02 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.302 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 54.6 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 65.8 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3300 | Ramp Junction Speed (S), mi/h | 54.6 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 30.2 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 30.7 |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
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| Analyst | | Date | 5/8/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Between Rivers & Rhett \| Eastbound | Unit | United States Customary |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 45.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 215 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 2840 | 640 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 9.00 | 9.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.917 | 0.917 |
| Flow Rate (vi),pc/h | 3295 | 742 |
| Capacity (c), pc/h | 4600 | 2100 |
| Volume-to-Capacity Ratio (v/c) | 0.72 | 0.35 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.365 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 53.4 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 65.8 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3295 | Ramp Junction Speed (S), mi/h | 53.4 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 30.9 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 30.7 |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/8/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Between Rivers & Rhett \| Eastbound | Unit | United States Customary |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 45.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 215 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 3000 | 810 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 6.00 | 6.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.943 | 0.943 |
| Flow Rate (vi),pc/h | 3384 | 914 |
| Capacity (c), pc/h | 4600 | 2100 |
| Volume-to-Capacity Ratio (v/c) | 0.74 | 0.44 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.380 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 53.2 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 65.8 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3384 | Ramp Junction Speed (S), mi/h | 53.2 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 31.8 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 31.4 |

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# HCS7 Freeway Merge Report

| Project Information | | | |
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| Analyst | | Date | 5/8/2020 |
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| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Between Rivers & Rhett \| Westbound | Unit | United States Customary |

| Geometric Data | | |
|---|---|---|
| | Freeway | Ramp |
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 40.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 1000 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

| Adjustment Factors | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

| Demand and Capacity | | |
|---|---|---|
| Demand Volume (Vi) | 3090 | 460 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 13.00 | 5.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.885 | 0.952 |
| Flow Rate (vi),pc/h | 3714 | 514 |
| Capacity (c), pc/h | 4600 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.92 | 0.26 |

| Speed and Density | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.508 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 50.9 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 60.0 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3714 | Ramp Junction Speed (S), mi/h | 50.9 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 4228 | Average Density (D), pc/mi/ln | 41.5 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 32.0 |

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# HCS7 Freeway Merge Report

| Project Information | | | |
|---|---|---|---|
| Analyst | | Date | 5/8/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Between Rivers & Rhett \| Westbound | Unit | United States Customary |

| Geometric Data | | |
|---|---|---|
| | Freeway | Ramp |
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 40.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 1000 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

| Adjustment Factors | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

| Demand and Capacity | | |
|---|---|---|
| Demand Volume (Vi) | 3225 | 460 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 11.00 | 5.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.901 | 0.952 |
| Flow Rate (vi),pc/h | 3808 | 514 |
| Capacity (c), pc/h | 4600 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.94 | 0.26 |

| Speed and Density | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.535 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 50.4 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 60.0 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3808 | Ramp Junction Speed (S), mi/h | 50.4 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 4322 | Average Density (D), pc/mi/ln | 42.9 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 32.8 |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/8/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Between Rivers & Rhett \| Westbound | Unit | United States Customary |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 40.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 490 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 2630 | 290 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 13.00 | 5.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.885 | 0.952 |
| Flow Rate (vi),pc/h | 3161 | 324 |
| Capacity (c), pc/h | 4600 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.76 | 0.16 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.409 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 52.6 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 60.0 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3161 | Ramp Junction Speed (S), mi/h | 52.6 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 3485 | Average Density (D), pc/mi/ln | 33.1 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 29.5 |

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# HCS7 Freeway Merge Report

| Project Information | | | |
|---|---|---|---|
| Analyst | | Date | 5/8/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Between Rivers & Rhett \| Westbound | Unit | United States Customary |

| Geometric Data | | |
|---|---|---|
| | Freeway | Ramp |
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 60.0 | 40.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 490 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

| Adjustment Factors | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

| Demand and Capacity | | |
|---|---|---|
| Demand Volume (Vi) | 3000 | 430 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 11.00 | 5.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.901 | 0.952 |
| Flow Rate (vi),pc/h | 3542 | 481 |
| Capacity (c), pc/h | 4600 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.87 | 0.24 |

| Speed and Density | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.500 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 51.0 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 60.0 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3542 | Ramp Junction Speed (S), mi/h | 51.0 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 4023 | Average Density (D), pc/mi/ln | 39.4 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 33.6 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Between Rhett & Virginia \| Eastbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Specific Grade |
| Segment Length (L), ft | - | Percent Grade, % | 3.00 |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | 0.50 |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.50 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 70.9 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 6775 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.863 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 2784 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | 30 | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | 70 | Volume-to-Capacity Ratio (v/c) | 1.16 |
| Passenger Car Equivalent ($E_T$) | 2.769 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | - |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | - |
| Total Ramp Density Adjustment | 4.5 | Level of Service (LOS) | F |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.9 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/7/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Between Rhett & Virginia \| Eastbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Specific Grade |
| Segment Length (L), ft | - | Percent Grade, % | 3.00 |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | 0.50 |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.50 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 70.9 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 6775 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.887 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 2709 |
| Total Trucks, % | 6.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | 30 | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | 70 | Volume-to-Capacity Ratio (v/c) | 1.13 |
| Passenger Car Equivalent ($E_T$) | 3.130 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | - |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | - |
| Total Ramp Density Adjustment | 4.5 | Level of Service (LOS) | F |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.9 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/8/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Between Rhett & Virginia \| Westbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 4 | Terrain Type | Specific Grade |
| Segment Length (L), ft | - | Percent Grade, % | -3.00 |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | 0.50 |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.83 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 72.6 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 7300 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.878 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 2211 |
| Total Trucks, % | 13.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | 30 | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | 70 | Volume-to-Capacity Ratio (v/c) | 0.92 |
| Passenger Car Equivalent ($E_T$) | 2.072 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 58.5 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 37.8 |
| Total Ramp Density Adjustment | 2.8 | Level of Service (LOS) | E |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 72.6 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/8/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Between Rhett & Virginia \| Westbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 4 | Terrain Type | Specific Grade |
| Segment Length (L), ft | - | Percent Grade, % | -3.00 |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | 0.50 |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.83 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 72.6 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 7675 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.892 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 2288 |
| Total Trucks, % | 11.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | 30 | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | 70 | Volume-to-Capacity Ratio (v/c) | 0.95 |
| Passenger Car Equivalent ($E_T$) | 2.104 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 56.5 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 40.5 |
| Total Ramp Density Adjustment | 2.8 | Level of Service (LOS) | E |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 72.6 | | |

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# HCS7 Basic Freeway Report

## Project Information

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|---|---|---|---|
| Analyst | | Date | 5/8/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Through \| Eastbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.33 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 71.3 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 3005 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1743 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.73 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 67.2 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 25.9 |
| Total Ramp Density Adjustment | 4.1 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.3 | | |

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# HCS7 Basic Freeway Report

## Project Information

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|---|---|---|---|
| Analyst | | Date | 5/8/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Through \| Eastbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 1.33 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 71.3 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 2925 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.943 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1650 |
| Total Trucks, % | 6.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.69 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 68.4 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 24.1 |
| Total Ramp Density Adjustment | 4.1 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.3 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/8/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Through \| Eastbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.50 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.6 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1920 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1114 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.46 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 73.6 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 15.1 |
| Total Ramp Density Adjustment | 1.8 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.6 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/8/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Through \| Eastbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.50 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.6 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 2110 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.943 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1190 |
| Total Trucks, % | 6.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.50 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 73.4 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 16.2 |
| Total Ramp Density Adjustment | 1.8 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.6 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/8/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Through \| Eastbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.50 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.6 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1850 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1073 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.45 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 73.6 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 14.6 |
| Total Ramp Density Adjustment | 1.8 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.6 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/8/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Through \| Eastbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.50 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.6 |
| Right-Side Lateral Clearance, ft | 6 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1740 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.943 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 982 |
| Total Trucks, % | 6.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2400 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.41 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 73.6 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 13.3 |
| Total Ramp Density Adjustment | 1.8 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.6 | | |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/8/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | AM Peak Hour |
| Project Description | Through \| Westbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 4 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 2100 | Number of Maneuver Lanes ($N_{WL}$), ln | 3 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 2 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 0 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.50 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 2570 | 60 | 110 | 2980 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 13.00 | 13.00 | 13.00 | 13.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.885 | 0.885 | 0.885 | 0.885 |
| Flow Rate ($v_i$), pc/h | 3089 | 72 | 132 | 3582 |

| | | | |
|---|---|---|---|
| Weaving Flow Rate ($v_w$), pc/h | 3654 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 3221 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | 1954 |
| Total Flow Rate (v), pc/h | 6875 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | 6591 |
| Volume Ratio (VR) | 0.531 | Weaving Segment Capacity ($c_W$), veh/h | 5833 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 0 | Adjusted Weaving Area Capacity, pc/h | 6591 |
| Maximum Weaving Length ($L_{MAX}$), ft | 6625 | Volume-to-Capacity Ratio (v/c) | 1.04 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | - | Average Weaving Speed ($S_W$), mi/h | - |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | - | Average Non-Weaving Speed ($S_{NW}$), mi/h | - |
| Weaving Lane Change Rate ($LC_W$), lc/h | - | Average Speed (S), mi/h | - |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | - | Density (D), pc/mi/ln | - |
| Weaving Intensity Factor (W) | - | Level of Service (LOS) | F |

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# HCS7 Freeway Weaving Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 5/8/2020 |
| Agency | | Analysis Year | 2050 |
| Jurisdiction | | Time Period Analyzed | PM Peak Hour |
| Project Description | Through \| Westbound | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes (N), ln | 4 | Segment Type | Freeway |
| Segment Length ($L_S$), ft | 2100 | Number of Maneuver Lanes ($N_{WL}$), ln | 3 |
| Weaving Configuration | One-Sided | Ramp-to-Freeway Lane Changes ($LC_{RF}$), lc | 2 |
| Terrain Type | Level | Freeway-to-Ramp Lane Changes ($LC_{FR}$), lc | 0 |
| Percent Grade, % | - | Ramp-to-Ramp Lane Changes ($LC_{RR}$), lc | 0 |
| Interchange Density (ID), int/mi | 1.50 | Cross Weaving Managed Lane | No |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | FF | RF | RR | FR |
|---|---|---|---|---|
| Demand Volume ($V_i$), veh/h | 2880 | 120 | 230 | 2995 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 | 0.94 | 0.94 |
| Total Trucks, % | 11.00 | 11.00 | 11.00 | 11.00 |
| Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.901 | 0.901 | 0.901 | 0.901 |
| Flow Rate ($v_i$), pc/h | 3400 | 142 | 272 | 3536 |
| Weaving Flow Rate ($v_W$), pc/h | 3678 | Freeway Max Capacity ($c_{IFL}$), pc/h/ln | | 2300 |
| Non-Weaving Flow Rate ($v_{NW}$), pc/h | 3672 | Density-Based Capacity ($c_{IWL}$), pc/h/ln | | 1982 |
| Total Flow Rate (v), pc/h | 7350 | Demand Flow-Based Capacity ($c_{IW}$), pc/h | | 7000 |
| Volume Ratio (VR) | 0.500 | Weaving Segment Capacity ($c_W$), veh/h | | 6307 |
| Minimum Lane Change Rate ($LC_{MIN}$), lc/h | 0 | Adjusted Weaving Area Capacity, pc/h | | 7000 |
| Maximum Weaving Length ($L_{MAX}$), ft | 6260 | Volume-to-Capacity Ratio (v/c) | | 1.05 |

## Speed and Density

| | | | |
|---|---|---|---|
| Non-Weaving Vehicle Index ($I_{NW}$) | - | Average Weaving Speed ($S_W$), mi/h | - |
| Non-Weaving Lane Change Rate ($LC_{NW}$), lc/h | - | Average Non-Weaving Speed ($S_{NW}$), mi/h | - |
| Weaving Lane Change Rate ($LC_W$), lc/h | - | Average Speed (S), mi/h | - |
| Weaving Lane Change Rate ($LC_{All}$), lc/h | - | Density (D), pc/mi/ln | - |
| Weaving Intensity Factor (W) | - | Level of Service (LOS) | F |

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### 5.2.2 Synchro Analysis Results

#### 5.2.2.1 No Build



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 940 | 560 | 220 | 1030 | 2400 | 830 |
| Future Volume (veh/h) | 940 | 560 | 220 | 1030 | 2400 | 830 |
| Number | 3 | 18 | 1 | 6 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1786 | 1900 | 1810 | 1792 | 1845 | 1810 |
| Adj Flow Rate, veh/h | 989 | 0 | 244 | 1144 | 2526 | 874 |
| Adj No. of Lanes | 2 | 1 | 1 | 2 | 2 | 1 |
| Peak Hour Factor | 0.95 | 0.95 | 0.90 | 0.90 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 9 | 0 | 5 | 6 | 3 | 5 |
| Cap, veh/h | 1062 | 504 | 206 | 2152 | 1764 | 774 |
| Arrive On Green | 0.31 | 0.00 | 0.20 | 1.00 | 0.50 | 0.50 |
| Sat Flow, veh/h | 3402 | 1615 | 1723 | 3495 | 3597 | 1538 |
| Grp Volume(v), veh/h | 989 | 0 | 244 | 1144 | 2526 | 874 |
| Grp Sat Flow(s),veh/h/ln | 1701 | 1615 | 1723 | 1703 | 1752 | 1538 |
| Q Serve(g_s), s | 62.0 | 0.0 | 22.1 | 0.0 | 110.7 | 110.7 |
| Cycle Q Clear(g_c), s | 62.0 | 0.0 | 22.1 | 0.0 | 110.7 | 110.7 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 1062 | 504 | 206 | 2152 | 1764 | 774 |
| V/C Ratio(X) | 0.93 | 0.00 | 1.18 | 0.53 | 1.43 | 1.13 |
| Avail Cap(c_a), veh/h | 1067 | 507 | 206 | 2152 | 1764 | 774 |
| HCM Platoon Ratio | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.55 | 0.55 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 73.4 | 0.0 | 72.6 | 0.0 | 54.7 | 54.6 |
| Incr Delay (d2), s/veh | 14.1 | 0.0 | 107.2 | 0.5 | 197.9 | 74.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 31.3 | 0.0 | 18.6 | 0.2 | 101.9 | 62.8 |
| LnGrp Delay(d),s/veh | 87.4 | 0.0 | 179.8 | 0.5 | 252.5 | 128.8 |
| LnGrp LOS | F | | F | A | F | F |
| Approach Vol, veh/h | 989 | | | 1388 | 3400 | |
| Approach Delay, s/veh | 87.4 | | | 32.0 | 220.7 | |
| Approach LOS | F | | | C | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 28.3 | 117.0 | | | | 145.3 | | 74.7 |
| Change Period (Y+Rc), s | * 6.2 | 6.3 | | | | 6.3 | | 6.0 |
| Max Green Setting (Gmax), s | * 22 | 110.7 | | | | 138.7 | | 69.0 |
| Max Q Clear Time (g_c+I1), s | 24.1 | 112.7 | | | | 2.0 | | 64.0 |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | | | 13.8 | | 4.7 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 152.6 |
| HCM 2010 LOS | F |

Notes



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 530 | 60 | 580 | 720 | 1280 | 1680 |
| Future Volume (veh/h) | 530 | 60 | 580 | 720 | 1280 | 1680 |
| Number | 3 | 18 | 1 | 6 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1758 | 1900 | 1863 | 1827 | 1881 | 1827 |
| Adj Flow Rate, veh/h | 652 | 0 | 644 | 800 | 1422 | 1867 |
| Adj No. of Lanes | 2 | 1 | 1 | 2 | 2 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 9 | 0 | 2 | 4 | 1 | 4 |
| Cap, veh/h | 502 | 242 | 332 | 2756 | 2205 | 958 |
| Arrive On Green | 0.15 | 0.00 | 0.31 | 1.00 | 0.62 | 0.62 |
| Sat Flow, veh/h | 3348 | 1615 | 1774 | 3563 | 3668 | 1553 |
| Grp Volume(v), veh/h | 652 | 0 | 644 | 800 | 1422 | 1867 |
| Grp Sat Flow(s),veh/h/ln | 1674 | 1615 | 1774 | 1736 | 1787 | 1553 |
| Q Serve(g_s), s | 33.0 | 0.0 | 34.5 | 0.0 | 55.7 | 135.7 |
| Cycle Q Clear(g_c), s | 33.0 | 0.0 | 34.5 | 0.0 | 55.7 | 135.7 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 502 | 242 | 332 | 2756 | 2205 | 958 |
| V/C Ratio(X) | 1.30 | 0.00 | 1.94 | 0.29 | 0.64 | 1.95 |
| Avail Cap(c_a), veh/h | 502 | 242 | 332 | 2756 | 2205 | 958 |
| HCM Platoon Ratio | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.89 | 0.89 | 0.09 | 0.09 |
| Uniform Delay (d), s/veh | 93.5 | 0.0 | 62.3 | 0.0 | 26.8 | 42.1 |
| Incr Delay (d2), s/veh | 148.3 | 0.0 | 431.8 | 0.1 | 0.1 | 427.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 25.6 | 0.0 | 60.0 | 0.0 | 27.5 | 171.7 |
| LnGrp Delay(d),s/veh | 241.8 | 0.0 | 494.1 | 0.1 | 26.9 | 469.6 |
| LnGrp LOS | F | | F | A | C | F |
| Approach Vol, veh/h | 652 | | | 1444 | 3289 | |
| Approach Delay, s/veh | 241.8 | | | 220.4 | 278.2 | |
| Approach LOS | F | | | F | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 39.0 | 142.0 | | | | 181.0 | | 39.0 |
| Change Period (Y+Rc), s | 4.5 | 6.3 | | | | 6.3 | | 6.0 |
| Max Green Setting (Gmax), s | 34.5 | 135.7 | | | | 174.7 | | 33.0 |
| Max Q Clear Time (g_c+I1), s | 36.5 | 137.7 | | | | 2.0 | | 35.0 |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | | | 6.3 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 258.3 |
| HCM 2010 LOS | F |

Notes



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 1030 | 250 | 110 | 1510 | 1540 | 770 |
| Future Volume (veh/h) | 1030 | 250 | 110 | 1510 | 1540 | 770 |
| Number | 3 | 18 | 1 | 6 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1762 | 1900 | 1863 | 1827 | 1810 | 1827 |
| Adj Flow Rate, veh/h | 1132 | 0 | 121 | 1659 | 1656 | 828 |
| Adj No. of Lanes | 2 | 1 | 1 | 2 | 2 | 1 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 9 | 0 | 2 | 4 | 5 | 4 |
| Cap, veh/h | 1310 | 630 | 153 | 1922 | 1574 | 711 |
| Arrive On Green | 0.39 | 0.00 | 0.14 | 1.00 | 0.46 | 0.46 |
| Sat Flow, veh/h | 3356 | 1615 | 1774 | 3563 | 3529 | 1553 |
| Grp Volume(v), veh/h | 1132 | 0 | 121 | 1659 | 1656 | 828 |
| Grp Sat Flow(s),veh/h/ln | 1678 | 1615 | 1774 | 1736 | 1719 | 1553 |
| Q Serve(g_s), s | 68.3 | 0.0 | 10.3 | 0.0 | 100.7 | 100.7 |
| Cycle Q Clear(g_c), s | 68.3 | 0.0 | 10.3 | 0.0 | 100.7 | 100.7 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 1310 | 630 | 153 | 1922 | 1574 | 711 |
| V/C Ratio(X) | 0.86 | 0.00 | 0.79 | 0.86 | 1.05 | 1.16 |
| Avail Cap(c_a), veh/h | 1327 | 639 | 153 | 1922 | 1574 | 711 |
| HCM Platoon Ratio | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.73 | 0.73 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 61.7 | 0.0 | 64.0 | 0.0 | 59.6 | 59.7 |
| Incr Delay (d2), s/veh | 6.2 | 0.0 | 17.7 | 4.0 | 37.8 | 89.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 32.7 | 0.0 | 7.8 | 1.1 | 56.1 | 60.8 |
| LnGrp Delay(d),s/veh | 67.9 | 0.0 | 81.7 | 4.0 | 97.5 | 148.7 |
| LnGrp LOS | E | | F | A | F | F |
| Approach Vol, veh/h | 1132 | | | 1780 | 2484 | |
| Approach Delay, s/veh | 67.9 | | | 9.3 | 114.6 | |
| Approach LOS | E | | | A | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 21.1 | 107.0 | | | | 128.1 | | 91.9 |
| Change Period (Y+Rc), s | * 6.2 | 6.3 | | | | 6.3 | | 6.0 |
| Max Green Setting (Gmax), s | * 14 | 100.7 | | | | 120.7 | | 87.0 |
| Max Q Clear Time (g_c+I1), s | 12.3 | 102.7 | | | | 2.0 | | 70.3 |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | | | 30.1 | | 15.6 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 70.1 |
| HCM 2010 LOS | E |

Notes



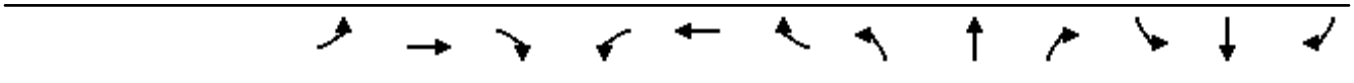
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 660 | 120 | 340 | 960 | 920 | 870 |
| Future Volume (veh/h) | 660 | 120 | 340 | 960 | 920 | 870 |
| Number | 3 | 18 | 1 | 6 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1803 | 1900 | 1900 | 1863 | 1863 | 1712 |
| Adj Flow Rate, veh/h | 857 | 0 | 378 | 1067 | 1011 | 956 |
| Adj No. of Lanes | 2 | 1 | 1 | 2 | 2 | 1 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.91 | 0.91 |
| Percent Heavy Veh, % | 6 | 0 | 0 | 2 | 2 | 11 |
| Cap, veh/h | 968 | 455 | 371 | 2373 | 1733 | 712 |
| Arrive On Green | 0.28 | 0.00 | 0.10 | 0.45 | 0.49 | 0.49 |
| Sat Flow, veh/h | 3434 | 1615 | 1810 | 3632 | 3632 | 1455 |
| Grp Volume(v), veh/h | 857 | 0 | 378 | 1067 | 1011 | 956 |
| Grp Sat Flow(s),veh/h/ln | 1717 | 1615 | 1810 | 1770 | 1770 | 1455 |
| Q Serve(g_s), s | 52.5 | 0.0 | 33.5 | 45.8 | 44.9 | 107.7 |
| Cycle Q Clear(g_c), s | 52.5 | 0.0 | 33.5 | 45.8 | 44.9 | 107.7 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 968 | 455 | 371 | 2373 | 1733 | 712 |
| V/C Ratio(X) | 0.89 | 0.00 | 1.02 | 0.45 | 0.58 | 1.34 |
| Avail Cap(c_a), veh/h | 968 | 455 | 371 | 2373 | 1733 | 712 |
| HCM Platoon Ratio | 1.00 | 1.00 | 0.67 | 0.67 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.91 | 0.91 | 0.09 | 0.09 |
| Uniform Delay (d), s/veh | 75.6 | 0.0 | 89.4 | 32.6 | 40.1 | 56.1 |
| Incr Delay (d2), s/veh | 11.7 | 0.0 | 49.6 | 0.1 | 0.1 | 154.9 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 26.6 | 0.0 | 27.7 | 22.5 | 21.9 | 74.0 |
| LnGrp Delay(d),s/veh | 87.3 | 0.0 | 139.0 | 32.7 | 40.2 | 211.0 |
| LnGrp LOS | F | | F | C | D | F |
| Approach Vol, veh/h | 857 | | | 1445 | 1967 | |
| Approach Delay, s/veh | 87.3 | | | 60.5 | 123.2 | |
| Approach LOS | F | | | E | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 39.8 | 114.0 | | | | 153.8 | | 68.0 |
| Change Period (Y+Rc), s | 6.3 | * 6.3 | | | | 6.3 | | 6.0 |
| Max Green Setting (Gmax), s | 33.5 | * 1.1E2 | | | | 145.7 | | 62.0 |
| Max Q Clear Time (g_c+I1), s | 35.5 | 109.7 | | | | 47.8 | | 54.5 |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | | | 9.5 | | 6.9 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 94.8 |
| HCM 2010 LOS | F |

Notes

#### 5.2.2.2 Alternative 1

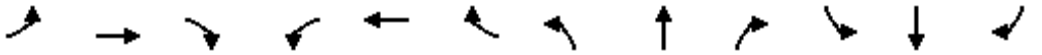


| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 625 | 0 | 1125 | 835 | 1115 | 0 | 0 | 670 | 1935 |
| Future Volume (veh/h) | 0 | 0 | 0 | 625 | 0 | 1125 | 835 | 1115 | 0 | 0 | 670 | 1935 |
| Number | | | | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | | | | 1863 | 0 | 1863 | 1863 | 1863 | 0 | 0 | 1863 | 1863 |
| Adj Flow Rate, veh/h | | | | 679 | 0 | 0 | 908 | 1239 | 0 | 0 | 744 | 2103 |
| Adj No. of Lanes | | | | 2 | 0 | 1 | 2 | 2 | 0 | 0 | 2 | 2 |
| Peak Hour Factor | | | | 0.92 | 0.92 | 0.92 | 0.92 | 0.90 | 0.92 | 0.92 | 0.90 | 0.92 |
| Percent Heavy Veh, % | | | | 2 | 0 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap, veh/h | | | | 588 | 0 | 270 | 849 | 2616 | 0 | 0 | 1557 | 1226 |
| Arrive On Green | | | | 0.17 | 0.00 | 0.00 | 0.49 | 1.00 | 0.00 | 0.00 | 0.44 | 0.44 |
| Sat Flow, veh/h | | | | 3442 | 0 | 1583 | 3442 | 3632 | 0 | 0 | 3632 | 2787 |
| Grp Volume(v), veh/h | | | | 679 | 0 | 0 | 908 | 1239 | 0 | 0 | 744 | 2103 |
| Grp Sat Flow(s),veh/h/ln | | | | 1721 | 0 | 1583 | 1721 | 1770 | 0 | 0 | 1770 | 1393 |
| Q Serve(g_s), s | | | | 20.5 | 0.0 | 0.0 | 29.6 | 0.0 | 0.0 | 0.0 | 17.9 | 28.2 |
| Cycle Q Clear(g_c), s | | | | 20.5 | 0.0 | 0.0 | 29.6 | 0.0 | 0.0 | 0.0 | 17.9 | 28.2 |
| Prop In Lane | | | | 1.00 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 588 | 0 | 270 | 849 | 2616 | 0 | 0 | 1557 | 1226 |
| V/C Ratio(X) | | | | 1.15 | 0.00 | 0.00 | 1.07 | 0.47 | 0.00 | 0.00 | 0.48 | 1.72 |
| Avail Cap(c_a), veh/h | | | | 588 | 0 | 270 | 849 | 2616 | 0 | 0 | 1702 | 1340 |
| HCM Platoon Ratio | | | | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | | | | 1.00 | 0.00 | 0.00 | 0.55 | 0.55 | 0.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | | | | 49.7 | 0.0 | 0.0 | 30.4 | 0.0 | 0.0 | 0.0 | 23.8 | 9.6 |
| Incr Delay (d2), s/veh | | | | 87.8 | 0.0 | 0.0 | 44.0 | 0.3 | 0.0 | 0.0 | 1.1 | 325.3 |
| Initial Q Delay(d3),s/veh | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | | 16.9 | 0.0 | 0.0 | 19.1 | 0.1 | 0.0 | 0.0 | 8.9 | 66.6 |
| LnGrp Delay(d),s/veh | | | | 137.6 | 0.0 | 0.0 | 74.4 | 0.3 | 0.0 | 0.0 | 24.9 | 334.9 |
| LnGrp LOS | | | | F | | | F | A | | | C | F |
| Approach Vol, veh/h | | | | | 679 | | | 2147 | | | 2847 | |
| Approach Delay, s/veh | | | | | 137.6 | | | 31.6 | | | 253.9 | |
| Approach LOS | | | | | F | | | C | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 35.9 | 59.1 | | | | 95.0 | | 25.0 |
| Change Period (Y+Rc), s | 6.3 | * 6.3 | | | | 6.3 | | 4.5 |
| Max Green Setting (Gmax), s | 26.5 | * 58 | | | | 88.7 | | 20.5 |
| Max Q Clear Time (g_c+I1), s | 31.6 | 30.2 | | | | 2.0 | | 22.5 |
| Green Ext Time (p_c), s | 0.0 | 22.6 | | | | 15.7 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 155.8 |
| HCM 2010 LOS | F |

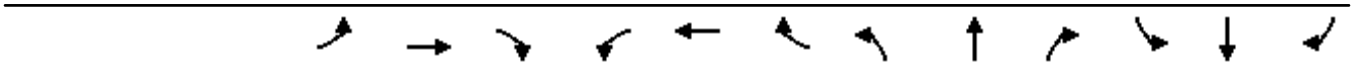
Notes



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 660 | 280 | 50 | 35 | 0 | 250 | 0 | 1040 | 100 | 190 | 1105 | 0 |
| Future Volume (veh/h) | 660 | 280 | 50 | 35 | 0 | 250 | 0 | 1040 | 100 | 190 | 1105 | 0 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1900 | 1863 | 0 | 1863 | 0 | 1863 | 1900 | 1863 | 1863 | 0 |
| Adj Flow Rate, veh/h | 702 | 304 | 0 | 38 | 0 | 0 | 0 | 1106 | 0 | 207 | 1176 | 0 |
| Adj No. of Lanes | 2 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 2 | 0 |
| Peak Hour Factor | 0.94 | 0.92 | 0.94 | 0.92 | 0.92 | 0.92 | 0.94 | 0.94 | 0.92 | 0.92 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 0 | 2 | 0 | 2 | 2 | 2 | 2 | 0 |
| Cap, veh/h | 857 | 361 | 0 | 53 | 0 | 0 | 0 | 1908 | 0 | 355 | 2295 | 0 |
| Arrive On Green | 0.25 | 0.19 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.54 | 0.00 | 0.14 | 1.00 | 0.00 |
| Sat Flow, veh/h | 3442 | 1863 | 0 | 1774 | 38 | | 0 | 3725 | 0 | 1774 | 3632 | 0 |
| Grp Volume(v), veh/h | 702 | 304 | 0 | 38 | 74.1 | | 0 | 1106 | 0 | 207 | 1176 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1721 | 1863 | 0 | 1774 | E | | 0 | 1770 | 0 | 1774 | 1770 | 0 |
| Q Serve(g_s), s | 23.1 | 18.9 | 0.0 | 2.5 | | | 0.0 | 25.1 | 0.0 | 6.3 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 23.1 | 18.9 | 0.0 | 2.5 | | | 0.0 | 25.1 | 0.0 | 6.3 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.00 | 1.00 | | | 0.00 | | 0.00 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 857 | 361 | 0 | 53 | | | 0 | 1908 | 0 | 355 | 2295 | 0 |
| V/C Ratio(X) | 0.82 | 0.84 | 0.00 | 0.72 | | | 0.00 | 0.58 | 0.00 | 0.58 | 0.51 | 0.00 |
| Avail Cap(c_a), veh/h | 1061 | 442 | 0 | 81 | | | 0 | 1908 | 0 | 486 | 2295 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | | | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | | | 0.00 | 1.00 | 0.00 | 0.53 | 0.53 | 0.00 |
| Uniform Delay (d), s/veh | 42.5 | 46.6 | 0.0 | 57.7 | | | 0.0 | 18.5 | 0.0 | 13.3 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 6.4 | 11.6 | 0.0 | 16.4 | | | 0.0 | 1.3 | 0.0 | 0.8 | 0.4 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 11.8 | 10.9 | 0.0 | 1.5 | | | 0.0 | 12.6 | 0.0 | 3.1 | 0.1 | 0.0 |
| LnGrp Delay(d),s/veh | 48.9 | 58.1 | 0.0 | 74.1 | | | 0.0 | 19.8 | 0.0 | 14.1 | 0.4 | 0.0 |
| LnGrp LOS | D | E | | E | | | | B | | B | A | |
| Approach Vol, veh/h | | 1006 | | | | | | 1106 | | | 1383 | |
| Approach Delay, s/veh | | 51.7 | | | | | | 19.8 | | | 2.5 | |
| Approach LOS | | D | | | | | | B | | | A | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | 3 | 4 | 5 | 6 | 7 | |
| Phs Duration (G+Y+Rc), s | | 84.1 | 8.1 | 27.8 | 13.1 | 71.0 | 35.9 | |
| Change Period (Y+Rc), s | | 6.3 | 4.5 | 4.5 | 4.5 | 6.3 | 6.0 | |
| Max Green Setting (Gmax), s | | 70.7 | 5.5 | 28.5 | 17.5 | 48.7 | 37.0 | |
| Max Q Clear Time (g_c+I1), s | | 2.0 | 4.5 | 20.9 | 8.3 | 27.1 | 25.1 | |
| Green Ext Time (p_c), s | | 29.1 | 0.0 | 0.9 | 0.4 | 7.9 | 4.8 | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 22.7 |
| HCM 2010 LOS | C |

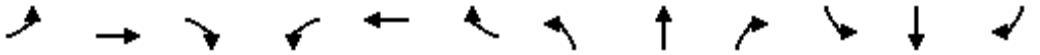


| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 570 | 0 | 1230 | 810 | 1670 | 0 | 0 | 210 | 2170 |
| Future Volume (veh/h) | 0 | 0 | 0 | 570 | 0 | 1230 | 810 | 1670 | 0 | 0 | 210 | 2170 |
| Number | | | | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | | | | 1863 | 0 | 1863 | 1863 | 1863 | 0 | 0 | 1863 | 1863 |
| Adj Flow Rate, veh/h | | | | 620 | 0 | 0 | 880 | 1856 | 0 | 0 | 233 | 2359 |
| Adj No. of Lanes | | | | 2 | 0 | 1 | 2 | 2 | 0 | 0 | 2 | 2 |
| Peak Hour Factor | | | | 0.92 | 0.92 | 0.92 | 0.92 | 0.90 | 0.92 | 0.92 | 0.90 | 0.92 |
| Percent Heavy Veh, % | | | | 2 | 0 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap, veh/h | | | | 539 | 0 | 248 | 925 | 2730 | 0 | 0 | 1630 | 1284 |
| Arrive On Green | | | | 0.16 | 0.00 | 0.00 | 0.09 | 0.25 | 0.00 | 0.00 | 0.46 | 0.46 |
| Sat Flow, veh/h | | | | 3442 | 0 | 1583 | 3442 | 3632 | 0 | 0 | 3632 | 2787 |
| Grp Volume(v), veh/h | | | | 620 | 0 | 0 | 880 | 1856 | 0 | 0 | 233 | 2359 |
| Grp Sat Flow(s),veh/h/ln | | | | 1721 | 0 | 1583 | 1721 | 1770 | 0 | 0 | 1770 | 1393 |
| Q Serve(g_s), s | | | | 23.5 | 0.0 | 0.0 | 38.2 | 70.9 | 0.0 | 0.0 | 5.7 | 39.8 |
| Cycle Q Clear(g_c), s | | | | 23.5 | 0.0 | 0.0 | 38.2 | 70.9 | 0.0 | 0.0 | 5.7 | 39.8 |
| Prop In Lane | | | | 1.00 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 539 | 0 | 248 | 925 | 2730 | 0 | 0 | 1630 | 1284 |
| V/C Ratio(X) | | | | 1.15 | 0.00 | 0.00 | 0.95 | 0.68 | 0.00 | 0.00 | 0.14 | 1.84 |
| Avail Cap(c_a), veh/h | | | | 539 | 0 | 248 | 925 | 2730 | 0 | 0 | 1881 | 1481 |
| HCM Platoon Ratio | | | | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | | | | 1.00 | 0.00 | 0.00 | 0.09 | 0.09 | 0.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | | | | 63.3 | 0.0 | 0.0 | 67.4 | 39.2 | 0.0 | 0.0 | 23.4 | 13.4 |
| Incr Delay (d2), s/veh | | | | 87.2 | 0.0 | 0.0 | 2.8 | 0.1 | 0.0 | 0.0 | 0.2 | 380.0 |
| Initial Q Delay(d3),s/veh | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | | 17.7 | 0.0 | 0.0 | 18.6 | 35.0 | 0.0 | 0.0 | 2.8 | 82.8 |
| LnGrp Delay(d),s/veh | | | | 150.5 | 0.0 | 0.0 | 70.2 | 39.3 | 0.0 | 0.0 | 23.5 | 393.4 |
| LnGrp LOS | | | | F | | | E | D | | | C | F |
| Approach Vol, veh/h | | | | | 620 | | | 2736 | | | 2592 | |
| Approach Delay, s/veh | | | | | 150.5 | | | 49.3 | | | 360.2 | |
| Approach LOS | | | | | F | | | D | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 46.6 | 75.4 | | | | 122.0 | | 28.0 |
| Change Period (Y+Rc), s | 6.3 | * 6.3 | | | | 6.3 | | 4.5 |
| Max Green Setting (Gmax), s | 31.5 | * 80 | | | | 115.7 | | 23.5 |
| Max Q Clear Time (g_c+I1), s | 40.2 | 41.8 | | | | 72.9 | | 25.5 |
| Green Ext Time (p_c), s | 0.0 | 27.3 | | | | 26.1 | | 0.0 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 195.3 |
| HCM 2010 LOS | | F |

Notes

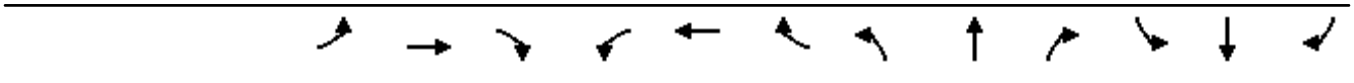


| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 760 | 80 | 100 | 90 | 0 | 600 | 0 | 1120 | 40 | 40 | 740 | 0 |
| Future Volume (veh/h) | 760 | 80 | 100 | 90 | 0 | 600 | 0 | 1120 | 40 | 40 | 740 | 0 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1900 | 1863 | 0 | 1863 | 0 | 1863 | 1900 | 1863 | 1863 | 0 |
| Adj Flow Rate, veh/h | 809 | 87 | 0 | 98 | 0 | 0 | 0 | 1191 | 0 | 43 | 787 | 0 |
| Adj No. of Lanes | 2 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 2 | 0 |
| Peak Hour Factor | 0.94 | 0.92 | 0.94 | 0.92 | 0.92 | 0.92 | 0.94 | 0.94 | 0.92 | 0.92 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 0 | 2 | 0 | 2 | 2 | 2 | 2 | 0 |
| Cap, veh/h | 792 | 252 | 0 | 115 | 0 | 0 | 0 | 2266 | 0 | 312 | 2470 | 0 |
| Arrive On Green | 0.23 | 0.14 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | 0.64 | 0.00 | 0.06 | 1.00 | 0.00 |
| Sat Flow, veh/h | 3442 | 1863 | 0 | 1774 | 98 | | 0 | 3725 | 0 | 1774 | 3632 | 0 |
| Grp Volume(v), veh/h | 809 | 87 | 0 | 98 | 112.3 | | 0 | 1191 | 0 | 43 | 787 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1721 | 1863 | 0 | 1774 | F | | 0 | 1770 | 0 | 1774 | 1770 | 0 |
| Q Serve(g_s), s | 34.5 | 6.4 | 0.0 | 8.2 | | | 0.0 | 27.4 | 0.0 | 1.2 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 34.5 | 6.4 | 0.0 | 8.2 | | | 0.0 | 27.4 | 0.0 | 1.2 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.00 | 1.00 | | | 0.00 | | 0.00 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 792 | 252 | 0 | 115 | | | 0 | 2266 | 0 | 312 | 2470 | 0 |
| V/C Ratio(X) | 1.02 | 0.35 | 0.00 | 0.85 | | | 0.00 | 0.53 | 0.00 | 0.14 | 0.32 | 0.00 |
| Avail Cap(c_a), veh/h | 792 | 252 | 0 | 115 | | | 0 | 2266 | 0 | 812 | 2470 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | | | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | | | 0.00 | 1.00 | 0.00 | 0.37 | 0.37 | 0.00 |
| Uniform Delay (d), s/veh | 57.8 | 58.8 | 0.0 | 69.5 | | | 0.0 | 14.6 | 0.0 | 10.6 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 37.7 | 0.8 | 0.0 | 42.9 | | | 0.0 | 0.9 | 0.0 | 0.1 | 0.1 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 20.5 | 3.3 | 0.0 | 5.4 | | | 0.0 | 13.5 | 0.0 | 0.6 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 95.4 | 59.6 | 0.0 | 112.3 | | | 0.0 | 15.5 | 0.0 | 10.7 | 0.1 | 0.0 |
| LnGrp LOS | F | E | | F | | | | B | | B | A | |
| Approach Vol, veh/h | | 896 | | | | | | 1191 | | | 830 | |
| Approach Delay, s/veh | | 91.9 | | | | | | 15.5 | | | 0.7 | |
| Approach LOS | | F | | | | | | B | | | A | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | 3 | 4 | 5 | 6 | 7 | |
| Phs Duration (G+Y+Rc), s | | 111.0 | 14.2 | 24.8 | 8.7 | 102.3 | 39.0 | |
| Change Period (Y+Rc), s | | 6.3 | 4.5 | 4.5 | 4.5 | 6.3 | 4.5 | |
| Max Green Setting (Gmax), s | | 104.7 | 9.7 | 20.3 | 46.5 | 53.7 | 34.5 | |
| Max Q Clear Time (g_c+I1), s | | 2.0 | 10.2 | 8.4 | 3.2 | 29.4 | 36.5 | |
| Green Ext Time (p_c), s | | 16.1 | 0.0 | 0.2 | 0.1 | 9.1 | 0.0 | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 37.3 |
| HCM 2010 LOS | D |

#### 5.2.2.3 Alternative 2



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 670 | 170 | 1195 | 200 | 1045 | 0 | 0 | 2055 | 550 |
| Future Volume (veh/h) | 0 | 0 | 0 | 670 | 170 | 1195 | 200 | 1045 | 0 | 0 | 2055 | 550 |
| Number | | | | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | | | | 1863 | 1863 | 1863 | 1863 | 1863 | 0 | 0 | 1863 | 1863 |
| Adj Flow Rate, veh/h | | | | 456 | 565 | 0 | 217 | 1161 | 0 | 0 | 2283 | 0 |
| Adj No. of Lanes | | | | 1 | 1 | 1 | 1 | 2 | 0 | 0 | 3 | 1 |
| Peak Hour Factor | | | | 0.92 | 0.92 | 0.92 | 0.92 | 0.90 | 0.92 | 0.92 | 0.90 | 0.92 |
| Percent Heavy Veh, % | | | | 2 | 2 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap, veh/h | | | | 508 | 533 | 453 | 244 | 2178 | 0 | 0 | 2436 | 759 |
| Arrive On Green | | | | 0.29 | 0.29 | 0.00 | 0.03 | 0.20 | 0.00 | 0.00 | 0.48 | 0.00 |
| Sat Flow, veh/h | | | | 1774 | 1863 | 1583 | 1774 | 3632 | 0 | 0 | 5253 | 1583 |
| Grp Volume(v), veh/h | | | | 456 | 565 | 0 | 217 | 1161 | 0 | 0 | 2283 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | | 1774 | 1863 | 1583 | 1774 | 1770 | 0 | 0 | 1695 | 1583 |
| Q Serve(g_s), s | | | | 27.2 | 31.5 | 0.0 | 8.8 | 32.2 | 0.0 | 0.0 | 46.7 | 0.0 |
| Cycle Q Clear(g_c), s | | | | 27.2 | 31.5 | 0.0 | 8.8 | 32.2 | 0.0 | 0.0 | 46.7 | 0.0 |
| Prop In Lane | | | | 1.00 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 508 | 533 | 453 | 244 | 2178 | 0 | 0 | 2436 | 759 |
| V/C Ratio(X) | | | | 0.90 | 1.06 | 0.00 | 0.89 | 0.53 | 0.00 | 0.00 | 0.94 | 0.00 |
| Avail Cap(c_a), veh/h | | | | 508 | 533 | 453 | 244 | 2178 | 0 | 0 | 2436 | 759 |
| HCM Platoon Ratio | | | | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | | | | 1.00 | 1.00 | 0.00 | 0.26 | 0.26 | 0.00 | 0.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | | | | 37.7 | 39.3 | 0.0 | 35.5 | 29.7 | 0.0 | 0.0 | 27.1 | 0.0 |
| Incr Delay (d2), s/veh | | | | 18.6 | 55.6 | 0.0 | 10.7 | 0.2 | 0.0 | 0.0 | 8.5 | 0.0 |
| Initial Q Delay(d3),s/veh | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | | 15.9 | 24.4 | 0.0 | 7.3 | 15.9 | 0.0 | 0.0 | 23.7 | 0.0 |
| LnGrp Delay(d),s/veh | | | | 56.3 | 94.8 | 0.0 | 46.2 | 29.9 | 0.0 | 0.0 | 35.6 | 0.0 |
| LnGrp LOS | | | | E | F | | D | C | | | D | |
| Approach Vol, veh/h | | | | | 1021 | | | 1378 | | | 2283 | |
| Approach Delay, s/veh | | | | | 77.6 | | | 32.5 | | | 35.6 | |
| Approach LOS | | | | | E | | | C | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 15.0 | 59.0 | | | | 74.0 | | 36.0 |
| Change Period (Y+Rc), s | 4.5 | 6.3 | | | | 6.3 | | 4.5 |
| Max Green Setting (Gmax), s | 10.5 | 52.7 | | | | 67.7 | | 31.5 |
| Max Q Clear Time (g_c+I1), s | 10.8 | 48.7 | | | | 34.2 | | 33.5 |
| Green Ext Time (p_c), s | 0.0 | 3.8 | | | | 11.9 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 43.8 |
| HCM 2010 LOS | D |

Notes

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 660 | 280 | 50 | 0 | 0 | 0 | 0 | 585 | 555 | 1585 | 1140 | 0 |
| Future Volume (veh/h) | 660 | 280 | 50 | 0 | 0 | 0 | 0 | 585 | 555 | 1585 | 1140 | 0 |
| Number | 3 | 8 | 18 | | | | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | | | | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1900 | | | | 0 | 1863 | 1863 | 1863 | 1863 | 0 |
| Adj Flow Rate, veh/h | 702 | 304 | 0 | | | | 0 | 622 | 0 | 1723 | 1213 | 0 |
| Adj No. of Lanes | 2 | 1 | 0 | | | | 0 | 2 | 1 | 2 | 2 | 0 |
| Peak Hour Factor | 0.94 | 0.92 | 0.94 | | | | 0.94 | 0.94 | 0.92 | 0.92 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 2 | 2 | 2 | | | | 0 | 2 | 2 | 2 | 2 | 0 |
| Cap, veh/h | 594 | 322 | 0 | | | | 0 | 988 | 442 | 1361 | 2532 | 0 |
| Arrive On Green | 0.17 | 0.17 | 0.00 | | | | 0.00 | 0.28 | 0.00 | 0.13 | 0.24 | 0.00 |
| Sat Flow, veh/h | 3442 | 1863 | 0 | | | | 0 | 3632 | 1583 | 3442 | 3632 | 0 |
| Grp Volume(v), veh/h | 702 | 304 | 0 | | | | 0 | 622 | 0 | 1723 | 1213 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1721 | 1863 | 0 | | | | 0 | 1770 | 1583 | 1721 | 1770 | 0 |
| Q Serve(g_s), s | 19.0 | 17.7 | 0.0 | | | | 0.0 | 16.9 | 0.0 | 43.5 | 32.5 | 0.0 |
| Cycle Q Clear(g_c), s | 19.0 | 17.7 | 0.0 | | | | 0.0 | 16.9 | 0.0 | 43.5 | 32.5 | 0.0 |
| Prop In Lane | 1.00 | | 0.00 | | | | 0.00 | | 1.00 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 594 | 322 | 0 | | | | 0 | 988 | 442 | 1361 | 2532 | 0 |
| V/C Ratio(X) | 1.18 | 0.94 | 0.00 | | | | 0.00 | 0.63 | 0.00 | 1.27 | 0.48 | 0.00 |
| Avail Cap(c_a), veh/h | 594 | 322 | 0 | | | | 0 | 988 | 442 | 1361 | 2532 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | | | | 0.00 | 1.00 | 0.00 | 0.24 | 0.24 | 0.00 |
| Uniform Delay (d), s/veh | 45.5 | 45.0 | 0.0 | | | | 0.0 | 34.7 | 0.0 | 47.8 | 24.4 | 0.0 |
| Incr Delay (d2), s/veh | 97.8 | 36.9 | 0.0 | | | | 0.0 | 3.0 | 0.0 | 121.1 | 0.2 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 17.1 | 12.4 | 0.0 | | | | 0.0 | 8.6 | 0.0 | 43.6 | 16.0 | 0.0 |
| LnGrp Delay(d),s/veh | 143.3 | 81.8 | 0.0 | | | | 0.0 | 37.7 | 0.0 | 169.0 | 24.5 | 0.0 |
| LnGrp LOS | F | F | | | | | | D | | F | C | |
| Approach Vol, veh/h | | 1006 | | | | | | 622 | | | 2936 | |
| Approach Delay, s/veh | | 124.8 | | | | | | 37.7 | | | 109.3 | |
| Approach LOS | | F | | | | | | D | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 85.0 | | | 48.0 | 37.0 | | 25.0 |
| Change Period (Y+Rc), s | | 6.3 | | | 4.5 | 6.3 | | 6.0 |
| Max Green Setting (Gmax), s | | 78.7 | | | 43.5 | 30.7 | | 19.0 |
| Max Q Clear Time (g_c+I1), s | | 34.5 | | | 45.5 | 18.9 | | 21.0 |
| Green Ext Time (p_c), s | | 24.7 | | | 0.0 | 3.1 | | 0.0 |

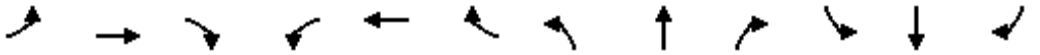
| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 102.9 |
| HCM 2010 LOS | F |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 680 | 350 | 1460 | 100 | 1440 | 0 | 0 | 1590 | 790 |
| Future Volume (veh/h) | 0 | 0 | 0 | 680 | 350 | 1460 | 100 | 1440 | 0 | 0 | 1590 | 790 |
| Number | | | | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | | | | 1863 | 1863 | 1863 | 1863 | 1863 | 0 | 0 | 1863 | 1863 |
| Adj Flow Rate, veh/h | | | | 560 | 631 | 0 | 109 | 1600 | 0 | 0 | 1767 | 0 |
| Adj No. of Lanes | | | | 1 | 1 | 1 | 1 | 2 | 0 | 0 | 3 | 1 |
| Peak Hour Factor | | | | 0.92 | 0.92 | 0.92 | 0.92 | 0.90 | 0.92 | 0.92 | 0.90 | 0.92 |
| Percent Heavy Veh, % | | | | 2 | 2 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap, veh/h | | | | 643 | 675 | 574 | 194 | 1910 | 0 | 0 | 2289 | 713 |
| Arrive On Green | | | | 0.36 | 0.36 | 0.00 | 0.02 | 0.18 | 0.00 | 0.00 | 0.45 | 0.00 |
| Sat Flow, veh/h | | | | 1774 | 1863 | 1583 | 1774 | 3632 | 0 | 0 | 5253 | 1583 |
| Grp Volume(v), veh/h | | | | 560 | 631 | 0 | 109 | 1600 | 0 | 0 | 1767 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | | 1774 | 1863 | 1583 | 1774 | 1770 | 0 | 0 | 1695 | 1583 |
| Q Serve(g_s), s | | | | 32.4 | 35.9 | 0.0 | 3.4 | 48.0 | 0.0 | 0.0 | 32.2 | 0.0 |
| Cycle Q Clear(g_c), s | | | | 32.4 | 35.9 | 0.0 | 3.4 | 48.0 | 0.0 | 0.0 | 32.2 | 0.0 |
| Prop In Lane | | | | 1.00 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 643 | 675 | 574 | 194 | 1910 | 0 | 0 | 2289 | 713 |
| V/C Ratio(X) | | | | 0.87 | 0.94 | 0.00 | 0.56 | 0.84 | 0.00 | 0.00 | 0.77 | 0.00 |
| Avail Cap(c_a), veh/h | | | | 669 | 703 | 597 | 277 | 1910 | 0 | 0 | 2289 | 713 |
| HCM Platoon Ratio | | | | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | | | | 1.00 | 1.00 | 0.00 | 0.09 | 0.09 | 0.00 | 0.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | | | | 32.7 | 33.8 | 0.0 | 23.3 | 40.6 | 0.0 | 0.0 | 25.5 | 0.0 |
| Incr Delay (d2), s/veh | | | | 11.7 | 19.4 | 0.0 | 0.2 | 0.4 | 0.0 | 0.0 | 2.6 | 0.0 |
| Initial Q Delay(d3),s/veh | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | | 18.0 | 22.0 | 0.0 | 1.7 | 23.7 | 0.0 | 0.0 | 15.6 | 0.0 |
| LnGrp Delay(d),s/veh | | | | 44.4 | 53.2 | 0.0 | 23.5 | 41.0 | 0.0 | 0.0 | 28.1 | 0.0 |
| LnGrp LOS | | | | D | D | | C | D | | | C | |
| Approach Vol, veh/h | | | | | 1191 | | | 1709 | | | 1767 | |
| Approach Delay, s/veh | | | | | 49.1 | | | 39.9 | | | 28.1 | |
| Approach LOS | | | | | D | | | D | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 9.8 | 55.8 | | | | 65.7 | | 44.3 |
| Change Period (Y+Rc), s | 4.5 | 6.3 | | | | 6.3 | | 4.5 |
| Max Green Setting (Gmax), s | 10.5 | 42.7 | | | | 57.7 | | 41.5 |
| Max Q Clear Time (g_c+I1), s | 5.4 | 34.2 | | | | 50.0 | | 37.9 |
| Green Ext Time (p_c), s | 0.1 | 6.9 | | | | 6.1 | | 1.9 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 37.8 |
| HCM 2010 LOS | D |

Notes

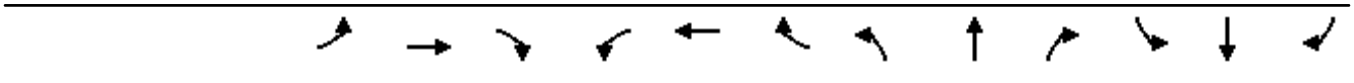


| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 760 | 80 | 100 | 0 | 0 | 0 | 0 | 780 | 380 | 1440 | 830 | 0 |
| Future Volume (veh/h) | 760 | 80 | 100 | 0 | 0 | 0 | 0 | 780 | 380 | 1440 | 830 | 0 |
| Number | 3 | 8 | 18 | | | | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | | | | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1900 | | | | 0 | 1863 | 1863 | 1863 | 1863 | 0 |
| Adj Flow Rate, veh/h | 809 | 87 | 0 | | | | 0 | 830 | 0 | 1565 | 883 | 0 |
| Adj No. of Lanes | 2 | 1 | 0 | | | | 0 | 2 | 1 | 2 | 2 | 0 |
| Peak Hour Factor | 0.94 | 0.92 | 0.94 | | | | 0.94 | 0.94 | 0.92 | 0.92 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 2 | 2 | 2 | | | | 0 | 2 | 2 | 2 | 2 | 0 |
| Cap, veh/h | 782 | 423 | 0 | | | | 0 | 827 | 370 | 1461 | 2339 | 0 |
| Arrive On Green | 0.23 | 0.23 | 0.00 | | | | 0.00 | 0.23 | 0.00 | 0.13 | 0.22 | 0.00 |
| Sat Flow, veh/h | 3442 | 1863 | 0 | | | | 0 | 3632 | 1583 | 3442 | 3632 | 0 |
| Grp Volume(v), veh/h | 809 | 87 | 0 | | | | 0 | 830 | 0 | 1565 | 883 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1721 | 1863 | 0 | | | | 0 | 1770 | 1583 | 1721 | 1770 | 0 |
| Q Serve(g_s), s | 25.0 | 4.2 | 0.0 | | | | 0.0 | 25.7 | 0.0 | 42.5 | 23.4 | 0.0 |
| Cycle Q Clear(g_c), s | 25.0 | 4.2 | 0.0 | | | | 0.0 | 25.7 | 0.0 | 42.5 | 23.4 | 0.0 |
| Prop In Lane | 1.00 | | 0.00 | | | | 0.00 | | 1.00 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 782 | 423 | 0 | | | | 0 | 827 | 370 | 1461 | 2339 | 0 |
| V/C Ratio(X) | 1.03 | 0.21 | 0.00 | | | | 0.00 | 1.00 | 0.00 | 1.07 | 0.38 | 0.00 |
| Avail Cap(c_a), veh/h | 782 | 423 | 0 | | | | 0 | 827 | 370 | 1461 | 2339 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | | | | 0.00 | 1.00 | 0.00 | 0.39 | 0.39 | 0.00 |
| Uniform Delay (d), s/veh | 42.5 | 34.4 | 0.0 | | | | 0.0 | 42.1 | 0.0 | 42.5 | 23.7 | 0.0 |
| Incr Delay (d2), s/veh | 41.3 | 0.7 | 0.0 | | | | 0.0 | 32.2 | 0.0 | 38.3 | 0.2 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 16.3 | 2.2 | 0.0 | | | | 0.0 | 16.2 | 0.0 | 30.0 | 11.6 | 0.0 |
| LnGrp Delay(d),s/veh | 83.8 | 35.1 | 0.0 | | | | 0.0 | 74.4 | 0.0 | 80.8 | 23.9 | 0.0 |
| LnGrp LOS | F | D | | | | | | F | | F | C | |
| Approach Vol, veh/h | | 896 | | | | | | 830 | | | 2448 | |
| Approach Delay, s/veh | | 79.1 | | | | | | 74.4 | | | 60.3 | |
| Approach LOS | | E | | | | | | E | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 79.0 | | | 47.0 | 32.0 | | 31.0 |
| Change Period (Y+Rc), s | | 6.3 | | | 4.5 | 6.3 | | 6.0 |
| Max Green Setting (Gmax), s | | 72.7 | | | 42.5 | 25.7 | | 25.0 |
| Max Q Clear Time (g_c+I1), s | | 25.4 | | | 44.5 | 27.7 | | 27.0 |
| Green Ext Time (p_c), s | | 16.8 | | | 0.0 | 0.0 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 67.1 |
| HCM 2010 LOS | E |

#### 5.2.2.4 Alternative 2A



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 270 | 0 | 1195 | 200 | 1045 | 0 | 0 | 2055 | 550 |
| Future Volume (veh/h) | 0 | 0 | 0 | 270 | 0 | 1195 | 200 | 1045 | 0 | 0 | 2055 | 550 |
| Number | | | | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | | | | 1863 | 0 | 1863 | 1863 | 1863 | 0 | 0 | 1863 | 1863 |
| Adj Flow Rate, veh/h | | | | 293 | 0 | 0 | 217 | 1161 | 0 | 0 | 2283 | 0 |
| Adj No. of Lanes | | | | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 3 | 1 |
| Peak Hour Factor | | | | 0.92 | 0.92 | 0.92 | 0.92 | 0.90 | 0.92 | 0.92 | 0.90 | 0.92 |
| Percent Heavy Veh, % | | | | 2 | 0 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap, veh/h | | | | 399 | 0 | 356 | 245 | 2361 | 0 | 0 | 2742 | 854 |
| Arrive On Green | | | | 0.22 | 0.00 | 0.00 | 0.17 | 1.00 | 0.00 | 0.00 | 0.54 | 0.00 |
| Sat Flow, veh/h | | | | 1774 | 0 | 1583 | 1774 | 3632 | 0 | 0 | 5253 | 1583 |
| Grp Volume(v), veh/h | | | | 293 | 0 | 0 | 217 | 1161 | 0 | 0 | 2283 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | | 1774 | 0 | 1583 | 1774 | 1770 | 0 | 0 | 1695 | 1583 |
| Q Serve(g_s), s | | | | 15.3 | 0.0 | 0.0 | 6.2 | 0.0 | 0.0 | 0.0 | 37.5 | 0.0 |
| Cycle Q Clear(g_c), s | | | | 15.3 | 0.0 | 0.0 | 6.2 | 0.0 | 0.0 | 0.0 | 37.5 | 0.0 |
| Prop In Lane | | | | 1.00 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 399 | 0 | 356 | 245 | 2361 | 0 | 0 | 2742 | 854 |
| V/C Ratio(X) | | | | 0.73 | 0.00 | 0.00 | 0.88 | 0.49 | 0.00 | 0.00 | 0.83 | 0.00 |
| Avail Cap(c_a), veh/h | | | | 399 | 0 | 356 | 285 | 2361 | 0 | 0 | 2742 | 854 |
| HCM Platoon Ratio | | | | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | | | | 1.00 | 0.00 | 0.00 | 0.55 | 0.55 | 0.00 | 0.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | | | | 36.0 | 0.0 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 19.3 | 0.0 |
| Incr Delay (d2), s/veh | | | | 11.4 | 0.0 | 0.0 | 14.9 | 0.4 | 0.0 | 0.0 | 3.1 | 0.0 |
| Initial Q Delay(d3),s/veh | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | | 8.7 | 0.0 | 0.0 | 6.7 | 0.1 | 0.0 | 0.0 | 18.1 | 0.0 |
| LnGrp Delay(d),s/veh | | | | 47.3 | 0.0 | 0.0 | 37.1 | 0.4 | 0.0 | 0.0 | 22.4 | 0.0 |
| LnGrp LOS | | | | D | | | D | A | | | C | |
| Approach Vol, veh/h | | | | | 293 | | | 1378 | | | 2283 | |
| Approach Delay, s/veh | | | | | 47.3 | | | 6.2 | | | 22.4 | |
| Approach LOS | | | | | D | | | A | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 12.8 | 60.2 | | | | 73.0 | | 27.0 |
| Change Period (Y+Rc), s | 4.5 | 6.3 | | | | 6.3 | | 4.5 |
| Max Green Setting (Gmax), s | 10.5 | 51.7 | | | | 66.7 | | 22.5 |
| Max Q Clear Time (g_c+I1), s | 8.2 | 39.5 | | | | 2.0 | | 17.3 |
| Green Ext Time (p_c), s | 0.1 | 10.9 | | | | 13.7 | | 0.4 |

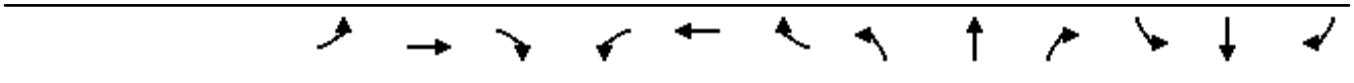
| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 18.6 |
| HCM 2010 LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 660 | 280 | 50 | 0 | 0 | 0 | 0 | 585 | 555 | 1185 | 1140 | 0 |
| Future Volume (veh/h) | 660 | 280 | 50 | 0 | 0 | 0 | 0 | 585 | 555 | 1185 | 1140 | 0 |
| Number | 7 | 4 | 14 | | | | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | | | | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1900 | | | | 0 | 1863 | 1863 | 1863 | 1863 | 0 |
| Adj Flow Rate, veh/h | 702 | 304 | 0 | | | | 0 | 622 | 0 | 1288 | 1213 | 0 |
| Adj No. of Lanes | 2 | 1 | 0 | | | | 0 | 2 | 1 | 2 | 2 | 0 |
| Peak Hour Factor | 0.94 | 0.92 | 0.94 | | | | 0.94 | 0.94 | 0.92 | 0.92 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 2 | 2 | 2 | | | | 0 | 2 | 2 | 2 | 2 | 0 |
| Cap, veh/h | 757 | 410 | 0 | | | | 0 | 766 | 343 | 1299 | 2325 | 0 |
| Arrive On Green | 0.22 | 0.22 | 0.00 | | | | 0.00 | 0.22 | 0.00 | 0.63 | 1.00 | 0.00 |
| Sat Flow, veh/h | 3442 | 1863 | 0 | | | | 0 | 3632 | 1583 | 3442 | 3632 | 0 |
| Grp Volume(v), veh/h | 702 | 304 | 0 | | | | 0 | 622 | 0 | 1288 | 1213 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1721 | 1863 | 0 | | | | 0 | 1770 | 1583 | 1721 | 1770 | 0 |
| Q Serve(g_s), s | 20.0 | 15.2 | 0.0 | | | | 0.0 | 16.7 | 0.0 | 36.9 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 20.0 | 15.2 | 0.0 | | | | 0.0 | 16.7 | 0.0 | 36.9 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.00 | | | | 0.00 | | 1.00 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 757 | 410 | 0 | | | | 0 | 766 | 343 | 1299 | 2325 | 0 |
| V/C Ratio(X) | 0.93 | 0.74 | 0.00 | | | | 0.00 | 0.81 | 0.00 | 0.99 | 0.52 | 0.00 |
| Avail Cap(c_a), veh/h | 757 | 410 | 0 | | | | 0 | 1051 | 470 | 1299 | 2325 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.67 | 1.67 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | | | | 0.00 | 1.00 | 0.00 | 0.41 | 0.41 | 0.00 |
| Uniform Delay (d), s/veh | 38.2 | 36.4 | 0.0 | | | | 0.0 | 37.2 | 0.0 | 18.3 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 18.3 | 9.3 | 0.0 | | | | 0.0 | 9.1 | 0.0 | 14.0 | 0.3 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 11.4 | 8.9 | 0.0 | | | | 0.0 | 9.1 | 0.0 | 19.5 | 0.1 | 0.0 |
| LnGrp Delay(d),s/veh | 56.5 | 45.6 | 0.0 | | | | 0.0 | 46.4 | 0.0 | 32.4 | 0.3 | 0.0 |
| LnGrp LOS | E | D | | | | | | D | | C | A | |
| Approach Vol, veh/h | | 1006 | | | | | | 622 | | | 2501 | |
| Approach Delay, s/veh | | 53.2 | | | | | | 46.4 | | | 16.8 | |
| Approach LOS | | D | | | | | | D | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | 5 | 6 | | |
| Phs Duration (G+Y+Rc), s | | 72.0 | | 28.0 | 44.1 | 28.0 | | |
| Change Period (Y+Rc), s | | 6.3 | | 6.0 | 6.3 | * 6.3 | | |
| Max Green Setting (Gmax), s | | 65.7 | | 22.0 | 31.5 | * 30 | | |
| Max Q Clear Time (g_c+I1), s | | 2.0 | | 22.0 | 38.9 | 18.7 | | |
| Green Ext Time (p_c), s | | 29.6 | | 0.0 | 0.0 | 2.9 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 30.1 |
| HCM 2010 LOS | C |

Notes



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 260 | 0 | 1460 | 100 | 1440 | 0 | 0 | 1590 | 790 |
| Future Volume (veh/h) | 0 | 0 | 0 | 260 | 0 | 1460 | 100 | 1440 | 0 | 0 | 1590 | 790 |
| Number | | | | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | | | | 1863 | 0 | 1863 | 1863 | 1863 | 0 | 0 | 1863 | 1863 |
| Adj Flow Rate, veh/h | | | | 283 | 0 | 0 | 109 | 1600 | 0 | 0 | 1767 | 0 |
| Adj No. of Lanes | | | | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 3 | 1 |
| Peak Hour Factor | | | | 0.92 | 0.92 | 0.92 | 0.92 | 0.90 | 0.92 | 0.92 | 0.90 | 0.92 |
| Percent Heavy Veh, % | | | | 2 | 0 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap, veh/h | | | | 463 | 0 | 413 | 242 | 2190 | 0 | 0 | 2629 | 819 |
| Arrive On Green | | | | 0.26 | 0.00 | 0.00 | 0.10 | 1.00 | 0.00 | 0.00 | 0.52 | 0.00 |
| Sat Flow, veh/h | | | | 1774 | 0 | 1583 | 1774 | 3632 | 0 | 0 | 5253 | 1583 |
| Grp Volume(v), veh/h | | | | 283 | 0 | 0 | 109 | 1600 | 0 | 0 | 1767 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | | 1774 | 0 | 1583 | 1774 | 1770 | 0 | 0 | 1695 | 1583 |
| Q Serve(g_s), s | | | | 12.6 | 0.0 | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 | 23.1 | 0.0 |
| Cycle Q Clear(g_c), s | | | | 12.6 | 0.0 | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 | 23.1 | 0.0 |
| Prop In Lane | | | | 1.00 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 463 | 0 | 413 | 242 | 2190 | 0 | 0 | 2629 | 819 |
| V/C Ratio(X) | | | | 0.61 | 0.00 | 0.00 | 0.45 | 0.73 | 0.00 | 0.00 | 0.67 | 0.00 |
| Avail Cap(c_a), veh/h | | | | 463 | 0 | 413 | 357 | 2190 | 0 | 0 | 2629 | 819 |
| HCM Platoon Ratio | | | | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | | | | 1.00 | 0.00 | 0.00 | 0.37 | 0.37 | 0.00 | 0.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | | | | 29.2 | 0.0 | 0.0 | 13.0 | 0.0 | 0.0 | 0.0 | 16.1 | 0.0 |
| Incr Delay (d2), s/veh | | | | 5.9 | 0.0 | 0.0 | 0.5 | 0.8 | 0.0 | 0.0 | 1.4 | 0.0 |
| Initial Q Delay(d3),s/veh | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | | 6.9 | 0.0 | 0.0 | 1.2 | 0.2 | 0.0 | 0.0 | 11.1 | 0.0 |
| LnGrp Delay(d),s/veh | | | | 35.1 | 0.0 | 0.0 | 13.4 | 0.8 | 0.0 | 0.0 | 17.5 | 0.0 |
| LnGrp LOS | | | | D | | | B | A | | | B | |
| Approach Vol, veh/h | | | | | 283 | | | 1709 | | | 1767 | |
| Approach Delay, s/veh | | | | | 35.1 | | | 1.6 | | | 17.5 | |
| Approach LOS | | | | | D | | | A | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 9.2 | 52.8 | | | | 62.0 | | 28.0 |
| Change Period (Y+Rc), s | 4.5 | 6.3 | | | | 6.3 | | 4.5 |
| Max Green Setting (Gmax), s | 10.5 | 40.7 | | | | 55.7 | | 23.5 |
| Max Q Clear Time (g_c+I1), s | 4.4 | 25.1 | | | | 2.0 | | 14.6 |
| Green Ext Time (p_c), s | 0.1 | 11.5 | | | | 23.1 | | 0.5 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 11.6 |
| HCM 2010 LOS | B |

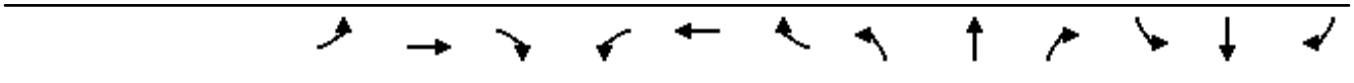
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 760 | 80 | 100 | 0 | 0 | 0 | 0 | 780 | 380 | 1020 | 830 | 0 |
| Future Volume (veh/h) | 760 | 80 | 100 | 0 | 0 | 0 | 0 | 780 | 380 | 1020 | 830 | 0 |
| Number | 7 | 4 | 14 | | | | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | | | | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1900 | | | | 0 | 1863 | 1863 | 1863 | 1863 | 0 |
| Adj Flow Rate, veh/h | 809 | 85 | 0 | | | | 0 | 830 | 0 | 1085 | 883 | 0 |
| Adj No. of Lanes | 2 | 1 | 0 | | | | 0 | 2 | 1 | 2 | 2 | 0 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | | | | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 2 | 2 | 2 | | | | 0 | 2 | 2 | 2 | 2 | 0 |
| Cap, veh/h | 898 | 486 | 0 | | | | 0 | 926 | 414 | 1139 | 2163 | 0 |
| Arrive On Green | 0.26 | 0.26 | 0.00 | | | | 0.00 | 0.26 | 0.00 | 0.47 | 1.00 | 0.00 |
| Sat Flow, veh/h | 3442 | 1863 | 0 | | | | 0 | 3632 | 1583 | 3442 | 3632 | 0 |
| Grp Volume(v), veh/h | 809 | 85 | 0 | | | | 0 | 830 | 0 | 1085 | 883 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1721 | 1863 | 0 | | | | 0 | 1770 | 1583 | 1721 | 1770 | 0 |
| Q Serve(g_s), s | 20.4 | 3.2 | 0.0 | | | | 0.0 | 20.4 | 0.0 | 22.2 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 20.4 | 3.2 | 0.0 | | | | 0.0 | 20.4 | 0.0 | 22.2 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.00 | | | | 0.00 | | 1.00 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 898 | 486 | 0 | | | | 0 | 926 | 414 | 1139 | 2163 | 0 |
| V/C Ratio(X) | 0.90 | 0.17 | 0.00 | | | | 0.00 | 0.90 | 0.00 | 0.95 | 0.41 | 0.00 |
| Avail Cap(c_a), veh/h | 918 | 497 | 0 | | | | 0 | 971 | 435 | 1139 | 2163 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.67 | 1.67 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | | | | 0.00 | 1.00 | 0.00 | 0.68 | 0.68 | 0.00 |
| Uniform Delay (d), s/veh | 32.1 | 25.8 | 0.0 | | | | 0.0 | 32.0 | 0.0 | 21.4 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 12.8 | 0.5 | 0.0 | | | | 0.0 | 13.1 | 0.0 | 12.6 | 0.4 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 11.3 | 1.7 | 0.0 | | | | 0.0 | 11.6 | 0.0 | 14.3 | 0.1 | 0.0 |
| LnGrp Delay(d),s/veh | 44.9 | 26.2 | 0.0 | | | | 0.0 | 45.1 | 0.0 | 34.0 | 0.4 | 0.0 |
| LnGrp LOS | D | C | | | | | | D | | C | A | |
| Approach Vol, veh/h | | 894 | | | | | | 830 | | | 1968 | |
| Approach Delay, s/veh | | 43.1 | | | | | | 45.1 | | | 18.9 | |
| Approach LOS | | D | | | | | | D | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | 5 | 6 | | |
| Phs Duration (G+Y+Rc), s | | 61.3 | | 29.5 | 31.4 | 29.9 | | |
| Change Period (Y+Rc), s | | 6.3 | | 6.0 | 6.3 | * 6.3 | | |
| Max Green Setting (Gmax), s | | 53.7 | | 24.0 | 24.5 | * 25 | | |
| Max Q Clear Time (g_c+I1), s | | 2.0 | | 22.4 | 24.2 | 22.4 | | |
| Green Ext Time (p_c), s | | 17.2 | | 1.0 | 0.2 | 1.2 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 30.7 |
| HCM 2010 LOS | C |

Notes

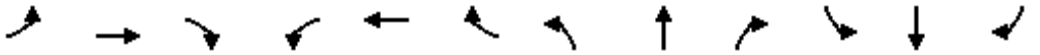
#### 5.2.2.5 Alternative 5



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 270 | 0 | 1195 | 200 | 1045 | 0 | 0 | 2055 | 550 |
| Future Volume (veh/h) | 0 | 0 | 0 | 270 | 0 | 1195 | 200 | 1045 | 0 | 0 | 2055 | 550 |
| Number | | | | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | | | | 1863 | 0 | 1863 | 1863 | 1863 | 0 | 0 | 1863 | 1863 |
| Adj Flow Rate, veh/h | | | | 293 | 0 | 0 | 217 | 1161 | 0 | 0 | 2283 | 0 |
| Adj No. of Lanes | | | | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 3 | 1 |
| Peak Hour Factor | | | | 0.92 | 0.92 | 0.92 | 0.92 | 0.90 | 0.92 | 0.92 | 0.90 | 0.92 |
| Percent Heavy Veh, % | | | | 2 | 0 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap, veh/h | | | | 399 | 0 | 356 | 245 | 2361 | 0 | 0 | 2742 | 854 |
| Arrive On Green | | | | 0.22 | 0.00 | 0.00 | 0.17 | 1.00 | 0.00 | 0.00 | 0.54 | 0.00 |
| Sat Flow, veh/h | | | | 1774 | 0 | 1583 | 1774 | 3632 | 0 | 0 | 5253 | 1583 |
| Grp Volume(v), veh/h | | | | 293 | 0 | 0 | 217 | 1161 | 0 | 0 | 2283 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | | 1774 | 0 | 1583 | 1774 | 1770 | 0 | 0 | 1695 | 1583 |
| Q Serve(g_s), s | | | | 15.3 | 0.0 | 0.0 | 6.2 | 0.0 | 0.0 | 0.0 | 37.5 | 0.0 |
| Cycle Q Clear(g_c), s | | | | 15.3 | 0.0 | 0.0 | 6.2 | 0.0 | 0.0 | 0.0 | 37.5 | 0.0 |
| Prop In Lane | | | | 1.00 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 399 | 0 | 356 | 245 | 2361 | 0 | 0 | 2742 | 854 |
| V/C Ratio(X) | | | | 0.73 | 0.00 | 0.00 | 0.88 | 0.49 | 0.00 | 0.00 | 0.83 | 0.00 |
| Avail Cap(c_a), veh/h | | | | 399 | 0 | 356 | 285 | 2361 | 0 | 0 | 2742 | 854 |
| HCM Platoon Ratio | | | | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | | | | 1.00 | 0.00 | 0.00 | 0.40 | 0.40 | 0.00 | 0.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | | | | 36.0 | 0.0 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 19.3 | 0.0 |
| Incr Delay (d2), s/veh | | | | 11.4 | 0.0 | 0.0 | 11.6 | 0.3 | 0.0 | 0.0 | 3.1 | 0.0 |
| Initial Q Delay(d3),s/veh | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | | 8.7 | 0.0 | 0.0 | 6.5 | 0.1 | 0.0 | 0.0 | 18.1 | 0.0 |
| LnGrp Delay(d),s/veh | | | | 47.3 | 0.0 | 0.0 | 33.8 | 0.3 | 0.0 | 0.0 | 22.4 | 0.0 |
| LnGrp LOS | | | | D | | | C | A | | | C | |
| Approach Vol, veh/h | | | | | 293 | | | 1378 | | | 2283 | |
| Approach Delay, s/veh | | | | | 47.3 | | | 5.6 | | | 22.4 | |
| Approach LOS | | | | | D | | | A | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 12.8 | 60.2 | | | | 73.0 | | 27.0 |
| Change Period (Y+Rc), s | 4.5 | 6.3 | | | | 6.3 | | 4.5 |
| Max Green Setting (Gmax), s | 10.5 | 51.7 | | | | 66.7 | | 22.5 |
| Max Q Clear Time (g_c+I1), s | 8.2 | 39.5 | | | | 2.0 | | 17.3 |
| Green Ext Time (p_c), s | 0.1 | 10.9 | | | | 13.7 | | 0.4 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 18.4 |
| HCM 2010 LOS | | B |

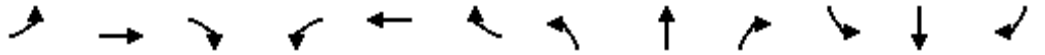


| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 660 | 0 | 50 | 0 | 0 | 0 | 0 | 585 | 555 | 1185 | 1140 | 0 |
| Future Volume (veh/h) | 660 | 0 | 50 | 0 | 0 | 0 | 0 | 585 | 555 | 1185 | 1140 | 0 |
| Number | 3 | 8 | 18 | | | | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | | | | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 0 | 1863 | | | | 0 | 1863 | 1863 | 1863 | 1863 | 0 |
| Adj Flow Rate, veh/h | 702 | 0 | 0 | | | | 0 | 622 | 0 | 1288 | 1213 | 0 |
| Adj No. of Lanes | 2 | 0 | 1 | | | | 0 | 2 | 1 | 2 | 2 | 0 |
| Peak Hour Factor | 0.94 | 0.92 | 0.94 | | | | 0.94 | 0.94 | 0.92 | 0.92 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 2 | 0 | 2 | | | | 0 | 2 | 2 | 2 | 2 | 0 |
| Cap, veh/h | 774 | 0 | 356 | | | | 0 | 710 | 318 | 1337 | 2307 | 0 |
| Arrive On Green | 0.23 | 0.00 | 0.00 | | | | 0.00 | 0.20 | 0.00 | 0.52 | 0.87 | 0.00 |
| Sat Flow, veh/h | 3442 | 0 | 1583 | | | | 0 | 3632 | 1583 | 3442 | 3632 | 0 |
| Grp Volume(v), veh/h | 702 | 0 | 0 | | | | 0 | 622 | 0 | 1288 | 1213 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1721 | 0 | 1583 | | | | 0 | 1770 | 1583 | 1721 | 1770 | 0 |
| Q Serve(g_s), s | 19.9 | 0.0 | 0.0 | | | | 0.0 | 17.0 | 0.0 | 36.0 | 8.4 | 0.0 |
| Cycle Q Clear(g_c), s | 19.9 | 0.0 | 0.0 | | | | 0.0 | 17.0 | 0.0 | 36.0 | 8.4 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | | | | 0.00 | | 1.00 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 774 | 0 | 356 | | | | 0 | 710 | 318 | 1337 | 2307 | 0 |
| V/C Ratio(X) | 0.91 | 0.00 | 0.00 | | | | 0.00 | 0.88 | 0.00 | 0.96 | 0.53 | 0.00 |
| Avail Cap(c_a), veh/h | 792 | 0 | 364 | | | | 0 | 768 | 344 | 1337 | 2307 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.33 | 1.33 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | | | | 0.00 | 1.00 | 0.00 | 0.41 | 0.41 | 0.00 |
| Uniform Delay (d), s/veh | 37.7 | 0.0 | 0.0 | | | | 0.0 | 38.8 | 0.0 | 23.5 | 2.9 | 0.0 |
| Incr Delay (d2), s/veh | 15.1 | 0.0 | 0.0 | | | | 0.0 | 14.3 | 0.0 | 9.0 | 0.4 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 11.1 | 0.0 | 0.0 | | | | 0.0 | 9.7 | 0.0 | 18.6 | 4.0 | 0.0 |
| LnGrp Delay(d),s/veh | 52.8 | 0.0 | 0.0 | | | | 0.0 | 53.0 | 0.0 | 32.5 | 3.2 | 0.0 |
| LnGrp LOS | D | | | | | | | D | | C | A | |
| Approach Vol, veh/h | | 702 | | | | | | 622 | | | 2501 | |
| Approach Delay, s/veh | | 52.8 | | | | | | 53.0 | | | 18.3 | |
| Approach LOS | | D | | | | | | D | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 71.5 | | | 45.1 | 26.4 | | 28.5 |
| Change Period (Y+Rc), s | | 6.3 | | | 6.3 | * 6.3 | | 6.0 |
| Max Green Setting (Gmax), s | | 64.7 | | | 38.5 | * 22 | | 23.0 |
| Max Q Clear Time (g_c+I1), s | | 10.4 | | | 38.0 | 19.0 | | 21.9 |
| Green Ext Time (p_c), s | | 27.5 | | | 0.3 | 1.0 | | 0.6 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 30.3 |
| HCM 2010 LOS | C |

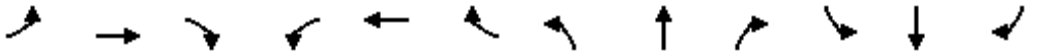
Notes



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 260 | 0 | 1460 | 100 | 1440 | 0 | 0 | 1590 | 790 |
| Future Volume (veh/h) | 0 | 0 | 0 | 260 | 0 | 1460 | 100 | 1440 | 0 | 0 | 1590 | 790 |
| Number | | | | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | | | | 1863 | 0 | 1863 | 1863 | 1863 | 0 | 0 | 1863 | 1863 |
| Adj Flow Rate, veh/h | | | | 283 | 0 | 0 | 109 | 1600 | 0 | 0 | 1767 | 0 |
| Adj No. of Lanes | | | | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 3 | 1 |
| Peak Hour Factor | | | | 0.92 | 0.92 | 0.92 | 0.92 | 0.90 | 0.92 | 0.92 | 0.90 | 0.92 |
| Percent Heavy Veh, % | | | | 2 | 0 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap, veh/h | | | | 463 | 0 | 413 | 242 | 2190 | 0 | 0 | 2629 | 819 |
| Arrive On Green | | | | 0.26 | 0.00 | 0.00 | 0.10 | 1.00 | 0.00 | 0.00 | 0.52 | 0.00 |
| Sat Flow, veh/h | | | | 1774 | 0 | 1583 | 1774 | 3632 | 0 | 0 | 5253 | 1583 |
| Grp Volume(v), veh/h | | | | 283 | 0 | 0 | 109 | 1600 | 0 | 0 | 1767 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | | 1774 | 0 | 1583 | 1774 | 1770 | 0 | 0 | 1695 | 1583 |
| Q Serve(g_s), s | | | | 12.6 | 0.0 | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 | 23.1 | 0.0 |
| Cycle Q Clear(g_c), s | | | | 12.6 | 0.0 | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 | 23.1 | 0.0 |
| Prop In Lane | | | | 1.00 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 463 | 0 | 413 | 242 | 2190 | 0 | 0 | 2629 | 819 |
| V/C Ratio(X) | | | | 0.61 | 0.00 | 0.00 | 0.45 | 0.73 | 0.00 | 0.00 | 0.67 | 0.00 |
| Avail Cap(c_a), veh/h | | | | 463 | 0 | 413 | 357 | 2190 | 0 | 0 | 2629 | 819 |
| HCM Platoon Ratio | | | | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | | | | 1.00 | 0.00 | 0.00 | 0.37 | 0.37 | 0.00 | 0.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | | | | 29.2 | 0.0 | 0.0 | 13.0 | 0.0 | 0.0 | 0.0 | 16.1 | 0.0 |
| Incr Delay (d2), s/veh | | | | 5.9 | 0.0 | 0.0 | 0.5 | 0.8 | 0.0 | 0.0 | 1.4 | 0.0 |
| Initial Q Delay(d3),s/veh | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | | 6.9 | 0.0 | 0.0 | 1.2 | 0.2 | 0.0 | 0.0 | 11.1 | 0.0 |
| LnGrp Delay(d),s/veh | | | | 35.1 | 0.0 | 0.0 | 13.4 | 0.8 | 0.0 | 0.0 | 17.5 | 0.0 |
| LnGrp LOS | | | | D | | | B | A | | | B | |
| Approach Vol, veh/h | | | | | 283 | | | 1709 | | | 1767 | |
| Approach Delay, s/veh | | | | | 35.1 | | | 1.6 | | | 17.5 | |
| Approach LOS | | | | | D | | | A | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 9.2 | 52.8 | | | | 62.0 | | 28.0 |
| Change Period (Y+Rc), s | 4.5 | 6.3 | | | | 6.3 | | 4.5 |
| Max Green Setting (Gmax), s | 10.5 | 40.7 | | | | 55.7 | | 23.5 |
| Max Q Clear Time (g_c+I1), s | 4.4 | 25.1 | | | | 2.0 | | 14.6 |
| Green Ext Time (p_c), s | 0.1 | 11.5 | | | | 23.1 | | 0.5 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 11.6 |
| HCM 2010 LOS | B |



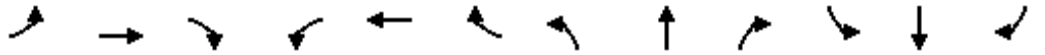
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 760 | 0 | 100 | 0 | 0 | 0 | 0 | 780 | 380 | 1020 | 830 | 0 |
| Future Volume (veh/h) | 760 | 0 | 100 | 0 | 0 | 0 | 0 | 780 | 380 | 1020 | 830 | 0 |
| Number | 3 | 8 | 18 | | | | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | | | | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 0 | 1863 | | | | 0 | 1863 | 1863 | 1863 | 1863 | 0 |
| Adj Flow Rate, veh/h | 809 | 0 | 0 | | | | 0 | 830 | 0 | 1085 | 883 | 0 |
| Adj No. of Lanes | 2 | 0 | 1 | | | | 0 | 2 | 1 | 2 | 2 | 0 |
| Peak Hour Factor | 0.94 | 0.92 | 0.94 | | | | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 2 | 0 | 2 | | | | 0 | 2 | 2 | 2 | 2 | 0 |
| Cap, veh/h | 896 | 0 | 412 | | | | 0 | 926 | 414 | 1134 | 2158 | 0 |
| Arrive On Green | 0.26 | 0.00 | 0.00 | | | | 0.00 | 0.26 | 0.00 | 0.46 | 1.00 | 0.00 |
| Sat Flow, veh/h | 3442 | 0 | 1583 | | | | 0 | 3632 | 1583 | 3442 | 3632 | 0 |
| Grp Volume(v), veh/h | 809 | 0 | 0 | | | | 0 | 830 | 0 | 1085 | 883 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1721 | 0 | 1583 | | | | 0 | 1770 | 1583 | 1721 | 1770 | 0 |
| Q Serve(g_s), s | 20.5 | 0.0 | 0.0 | | | | 0.0 | 20.4 | 0.0 | 22.3 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 20.5 | 0.0 | 0.0 | | | | 0.0 | 20.4 | 0.0 | 22.3 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | | | | 0.00 | | 1.00 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 896 | 0 | 412 | | | | 0 | 926 | 414 | 1134 | 2158 | 0 |
| V/C Ratio(X) | 0.90 | 0.00 | 0.00 | | | | 0.00 | 0.90 | 0.00 | 0.96 | 0.41 | 0.00 |
| Avail Cap(c_a), veh/h | 918 | 0 | 422 | | | | 0 | 971 | 435 | 1134 | 2158 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.67 | 1.67 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | | | | 0.00 | 1.00 | 0.00 | 0.68 | 0.68 | 0.00 |
| Uniform Delay (d), s/veh | 32.2 | 0.0 | 0.0 | | | | 0.0 | 32.0 | 0.0 | 21.6 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 13.1 | 0.0 | 0.0 | | | | 0.0 | 13.1 | 0.0 | 13.3 | 0.4 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 11.3 | 0.0 | 0.0 | | | | 0.0 | 11.6 | 0.0 | 14.6 | 0.1 | 0.0 |
| LnGrp Delay(d),s/veh | 45.3 | 0.0 | 0.0 | | | | 0.0 | 45.1 | 0.0 | 34.8 | 0.4 | 0.0 |
| LnGrp LOS | D | | | | | | | D | | C | A | |
| Approach Vol, veh/h | | 809 | | | | | | 830 | | | 1968 | |
| Approach Delay, s/veh | | 45.3 | | | | | | 45.1 | | | 19.4 | |
| Approach LOS | | D | | | | | | D | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 61.2 | | | 31.3 | 29.9 | | 29.4 |
| Change Period (Y+Rc), s | | 6.3 | | | 6.3 | * 6.3 | | 6.0 |
| Max Green Setting (Gmax), s | | 53.7 | | | 24.5 | * 25 | | 24.0 |
| Max Q Clear Time (g_c+I1), s | | 2.0 | | | 24.3 | 22.4 | | 22.5 |
| Green Ext Time (p_c), s | | 17.2 | | | 0.1 | 1.2 | | 1.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 31.1 |
| HCM 2010 LOS | C |

Notes

#### 5.2.2.6 Alternative 6



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 270 | 0 | 1195 | 200 | 1045 | 0 | 0 | 2055 | 550 |
| Future Volume (veh/h) | 0 | 0 | 0 | 270 | 0 | 1195 | 200 | 1045 | 0 | 0 | 2055 | 550 |
| Number | | | | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | | | | 1863 | 0 | 1863 | 1863 | 1863 | 0 | 0 | 1863 | 1863 |
| Adj Flow Rate, veh/h | | | | 293 | 0 | 0 | 217 | 1161 | 0 | 0 | 2283 | 0 |
| Adj No. of Lanes | | | | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 3 | 1 |
| Peak Hour Factor | | | | 0.92 | 0.92 | 0.92 | 0.92 | 0.90 | 0.92 | 0.92 | 0.90 | 0.92 |
| Percent Heavy Veh, % | | | | 2 | 0 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap, veh/h | | | | 399 | 0 | 356 | 245 | 2361 | 0 | 0 | 2742 | 854 |
| Arrive On Green | | | | 0.22 | 0.00 | 0.00 | 0.17 | 1.00 | 0.00 | 0.00 | 0.54 | 0.00 |
| Sat Flow, veh/h | | | | 1774 | 0 | 1583 | 1774 | 3632 | 0 | 0 | 5253 | 1583 |
| Grp Volume(v), veh/h | | | | 293 | 0 | 0 | 217 | 1161 | 0 | 0 | 2283 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | | 1774 | 0 | 1583 | 1774 | 1770 | 0 | 0 | 1695 | 1583 |
| Q Serve(g_s), s | | | | 15.3 | 0.0 | 0.0 | 6.2 | 0.0 | 0.0 | 0.0 | 37.5 | 0.0 |
| Cycle Q Clear(g_c), s | | | | 15.3 | 0.0 | 0.0 | 6.2 | 0.0 | 0.0 | 0.0 | 37.5 | 0.0 |
| Prop In Lane | | | | 1.00 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 399 | 0 | 356 | 245 | 2361 | 0 | 0 | 2742 | 854 |
| V/C Ratio(X) | | | | 0.73 | 0.00 | 0.00 | 0.88 | 0.49 | 0.00 | 0.00 | 0.83 | 0.00 |
| Avail Cap(c_a), veh/h | | | | 399 | 0 | 356 | 285 | 2361 | 0 | 0 | 2742 | 854 |
| HCM Platoon Ratio | | | | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | | | | 1.00 | 0.00 | 0.00 | 0.40 | 0.40 | 0.00 | 0.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | | | | 36.0 | 0.0 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 19.3 | 0.0 |
| Incr Delay (d2), s/veh | | | | 11.4 | 0.0 | 0.0 | 11.6 | 0.3 | 0.0 | 0.0 | 3.1 | 0.0 |
| Initial Q Delay(d3),s/veh | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | | 8.7 | 0.0 | 0.0 | 6.5 | 0.1 | 0.0 | 0.0 | 18.1 | 0.0 |
| LnGrp Delay(d),s/veh | | | | 47.3 | 0.0 | 0.0 | 33.8 | 0.3 | 0.0 | 0.0 | 22.4 | 0.0 |
| LnGrp LOS | | | | D | | | C | A | | | C | |
| Approach Vol, veh/h | | | | | 293 | | | 1378 | | | 2283 | |
| Approach Delay, s/veh | | | | | 47.3 | | | 5.6 | | | 22.4 | |
| Approach LOS | | | | | D | | | A | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 12.8 | 60.2 | | | | 73.0 | | 27.0 |
| Change Period (Y+Rc), s | 4.5 | 6.3 | | | | 6.3 | | 4.5 |
| Max Green Setting (Gmax), s | 10.5 | 51.7 | | | | 66.7 | | 22.5 |
| Max Q Clear Time (g_c+I1), s | 8.2 | 39.5 | | | | 2.0 | | 17.3 |
| Green Ext Time (p_c), s | 0.1 | 10.9 | | | | 13.7 | | 0.4 |

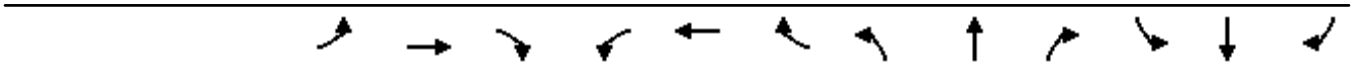
| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 18.4 |
| HCM 2010 LOS | | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 660 | 0 | 50 | 0 | 0 | 0 | 0 | 585 | 555 | 1185 | 1140 | 0 |
| Future Volume (veh/h) | 660 | 0 | 50 | 0 | 0 | 0 | 0 | 585 | 555 | 1185 | 1140 | 0 |
| Number | 3 | 8 | 18 | | | | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | | | | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 0 | 1863 | | | | 0 | 1863 | 1863 | 1863 | 1863 | 0 |
| Adj Flow Rate, veh/h | 702 | 0 | 0 | | | | 0 | 622 | 0 | 1288 | 1213 | 0 |
| Adj No. of Lanes | 2 | 0 | 1 | | | | 0 | 2 | 1 | 2 | 2 | 0 |
| Peak Hour Factor | 0.94 | 0.92 | 0.94 | | | | 0.94 | 0.94 | 0.92 | 0.92 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 2 | 0 | 2 | | | | 0 | 2 | 2 | 2 | 2 | 0 |
| Cap, veh/h | 774 | 0 | 356 | | | | 0 | 710 | 318 | 1337 | 2307 | 0 |
| Arrive On Green | 0.23 | 0.00 | 0.00 | | | | 0.00 | 0.20 | 0.00 | 0.52 | 0.87 | 0.00 |
| Sat Flow, veh/h | 3442 | 0 | 1583 | | | | 0 | 3632 | 1583 | 3442 | 3632 | 0 |
| Grp Volume(v), veh/h | 702 | 0 | 0 | | | | 0 | 622 | 0 | 1288 | 1213 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1721 | 0 | 1583 | | | | 0 | 1770 | 1583 | 1721 | 1770 | 0 |
| Q Serve(g_s), s | 19.9 | 0.0 | 0.0 | | | | 0.0 | 17.0 | 0.0 | 36.0 | 8.4 | 0.0 |
| Cycle Q Clear(g_c), s | 19.9 | 0.0 | 0.0 | | | | 0.0 | 17.0 | 0.0 | 36.0 | 8.4 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | | | | 0.00 | | 1.00 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 774 | 0 | 356 | | | | 0 | 710 | 318 | 1337 | 2307 | 0 |
| V/C Ratio(X) | 0.91 | 0.00 | 0.00 | | | | 0.00 | 0.88 | 0.00 | 0.96 | 0.53 | 0.00 |
| Avail Cap(c_a), veh/h | 792 | 0 | 364 | | | | 0 | 768 | 344 | 1337 | 2307 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.33 | 1.33 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | | | | 0.00 | 1.00 | 0.00 | 0.41 | 0.41 | 0.00 |
| Uniform Delay (d), s/veh | 37.7 | 0.0 | 0.0 | | | | 0.0 | 38.8 | 0.0 | 23.5 | 2.9 | 0.0 |
| Incr Delay (d2), s/veh | 15.1 | 0.0 | 0.0 | | | | 0.0 | 14.3 | 0.0 | 9.0 | 0.4 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 11.1 | 0.0 | 0.0 | | | | 0.0 | 9.7 | 0.0 | 18.6 | 4.0 | 0.0 |
| LnGrp Delay(d),s/veh | 52.8 | 0.0 | 0.0 | | | | 0.0 | 53.0 | 0.0 | 32.5 | 3.2 | 0.0 |
| LnGrp LOS | D | | | | | | | D | | C | A | |
| Approach Vol, veh/h | | 702 | | | | | | 622 | | | 2501 | |
| Approach Delay, s/veh | | 52.8 | | | | | | 53.0 | | | 18.3 | |
| Approach LOS | | D | | | | | | D | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 71.5 | | | 45.1 | 26.4 | | 28.5 |
| Change Period (Y+Rc), s | | 6.3 | | | 6.3 | * 6.3 | | 6.0 |
| Max Green Setting (Gmax), s | | 64.7 | | | 38.5 | * 22 | | 23.0 |
| Max Q Clear Time (g_c+I1), s | | 10.4 | | | 38.0 | 19.0 | | 21.9 |
| Green Ext Time (p_c), s | | 27.5 | | | 0.3 | 1.0 | | 0.6 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 30.3 |
| HCM 2010 LOS | C |

Notes



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 260 | 0 | 1460 | 100 | 1440 | 0 | 0 | 1590 | 790 |
| Future Volume (veh/h) | 0 | 0 | 0 | 260 | 0 | 1460 | 100 | 1440 | 0 | 0 | 1590 | 790 |
| Number | | | | 3 | 8 | 18 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | | | | 1863 | 0 | 1863 | 1863 | 1863 | 0 | 0 | 1863 | 1863 |
| Adj Flow Rate, veh/h | | | | 283 | 0 | 0 | 109 | 1600 | 0 | 0 | 1767 | 0 |
| Adj No. of Lanes | | | | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 3 | 1 |
| Peak Hour Factor | | | | 0.92 | 0.92 | 0.92 | 0.92 | 0.90 | 0.92 | 0.92 | 0.90 | 0.92 |
| Percent Heavy Veh, % | | | | 2 | 0 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap, veh/h | | | | 463 | 0 | 413 | 242 | 2190 | 0 | 0 | 2629 | 819 |
| Arrive On Green | | | | 0.26 | 0.00 | 0.00 | 0.10 | 1.00 | 0.00 | 0.00 | 0.52 | 0.00 |
| Sat Flow, veh/h | | | | 1774 | 0 | 1583 | 1774 | 3632 | 0 | 0 | 5253 | 1583 |
| Grp Volume(v), veh/h | | | | 283 | 0 | 0 | 109 | 1600 | 0 | 0 | 1767 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | | 1774 | 0 | 1583 | 1774 | 1770 | 0 | 0 | 1695 | 1583 |
| Q Serve(g_s), s | | | | 12.6 | 0.0 | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 | 23.1 | 0.0 |
| Cycle Q Clear(g_c), s | | | | 12.6 | 0.0 | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 | 23.1 | 0.0 |
| Prop In Lane | | | | 1.00 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 463 | 0 | 413 | 242 | 2190 | 0 | 0 | 2629 | 819 |
| V/C Ratio(X) | | | | 0.61 | 0.00 | 0.00 | 0.45 | 0.73 | 0.00 | 0.00 | 0.67 | 0.00 |
| Avail Cap(c_a), veh/h | | | | 463 | 0 | 413 | 357 | 2190 | 0 | 0 | 2629 | 819 |
| HCM Platoon Ratio | | | | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | | | | 1.00 | 0.00 | 0.00 | 0.37 | 0.37 | 0.00 | 0.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | | | | 29.2 | 0.0 | 0.0 | 13.0 | 0.0 | 0.0 | 0.0 | 16.1 | 0.0 |
| Incr Delay (d2), s/veh | | | | 5.9 | 0.0 | 0.0 | 0.5 | 0.8 | 0.0 | 0.0 | 1.4 | 0.0 |
| Initial Q Delay(d3),s/veh | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | | 6.9 | 0.0 | 0.0 | 1.2 | 0.2 | 0.0 | 0.0 | 11.1 | 0.0 |
| LnGrp Delay(d),s/veh | | | | 35.1 | 0.0 | 0.0 | 13.4 | 0.8 | 0.0 | 0.0 | 17.5 | 0.0 |
| LnGrp LOS | | | | D | | | B | A | | | B | |
| Approach Vol, veh/h | | | | | 283 | | | 1709 | | | 1767 | |
| Approach Delay, s/veh | | | | | 35.1 | | | 1.6 | | | 17.5 | |
| Approach LOS | | | | | D | | | A | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 9.2 | 52.8 | | | | 62.0 | | 28.0 |
| Change Period (Y+Rc), s | 4.5 | 6.3 | | | | 6.3 | | 4.5 |
| Max Green Setting (Gmax), s | 10.5 | 40.7 | | | | 55.7 | | 23.5 |
| Max Q Clear Time (g_c+I1), s | 4.4 | 25.1 | | | | 2.0 | | 14.6 |
| Green Ext Time (p_c), s | 0.1 | 11.5 | | | | 23.1 | | 0.5 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 11.6 |
| HCM 2010 LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 760 | 0 | 100 | 0 | 0 | 0 | 0 | 780 | 380 | 1020 | 830 | 0 |
| Future Volume (veh/h) | 760 | 0 | 100 | 0 | 0 | 0 | 0 | 780 | 380 | 1020 | 830 | 0 |
| Number | 3 | 8 | 18 | | | | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | | | | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 0 | 1863 | | | | 0 | 1863 | 1863 | 1863 | 1863 | 0 |
| Adj Flow Rate, veh/h | 809 | 0 | 0 | | | | 0 | 830 | 0 | 1085 | 883 | 0 |
| Adj No. of Lanes | 2 | 0 | 1 | | | | 0 | 2 | 1 | 2 | 2 | 0 |
| Peak Hour Factor | 0.94 | 0.92 | 0.94 | | | | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 2 | 0 | 2 | | | | 0 | 2 | 2 | 2 | 2 | 0 |
| Cap, veh/h | 896 | 0 | 412 | | | | 0 | 926 | 414 | 1134 | 2158 | 0 |
| Arrive On Green | 0.26 | 0.00 | 0.00 | | | | 0.00 | 0.26 | 0.00 | 0.46 | 1.00 | 0.00 |
| Sat Flow, veh/h | 3442 | 0 | 1583 | | | | 0 | 3632 | 1583 | 3442 | 3632 | 0 |
| Grp Volume(v), veh/h | 809 | 0 | 0 | | | | 0 | 830 | 0 | 1085 | 883 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1721 | 0 | 1583 | | | | 0 | 1770 | 1583 | 1721 | 1770 | 0 |
| Q Serve(g_s), s | 20.5 | 0.0 | 0.0 | | | | 0.0 | 20.4 | 0.0 | 22.3 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 20.5 | 0.0 | 0.0 | | | | 0.0 | 20.4 | 0.0 | 22.3 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | | | | 0.00 | | 1.00 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 896 | 0 | 412 | | | | 0 | 926 | 414 | 1134 | 2158 | 0 |
| V/C Ratio(X) | 0.90 | 0.00 | 0.00 | | | | 0.00 | 0.90 | 0.00 | 0.96 | 0.41 | 0.00 |
| Avail Cap(c_a), veh/h | 918 | 0 | 422 | | | | 0 | 971 | 435 | 1134 | 2158 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.67 | 1.67 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | | | | 0.00 | 1.00 | 0.00 | 0.68 | 0.68 | 0.00 |
| Uniform Delay (d), s/veh | 32.2 | 0.0 | 0.0 | | | | 0.0 | 32.0 | 0.0 | 21.6 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 13.1 | 0.0 | 0.0 | | | | 0.0 | 13.1 | 0.0 | 13.3 | 0.4 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 11.3 | 0.0 | 0.0 | | | | 0.0 | 11.6 | 0.0 | 14.6 | 0.1 | 0.0 |
| LnGrp Delay(d),s/veh | 45.3 | 0.0 | 0.0 | | | | 0.0 | 45.1 | 0.0 | 34.8 | 0.4 | 0.0 |
| LnGrp LOS | D | | | | | | | D | | C | A | |
| Approach Vol, veh/h | | 809 | | | | | | 830 | | | 1968 | |
| Approach Delay, s/veh | | 45.3 | | | | | | 45.1 | | | 19.4 | |
| Approach LOS | | D | | | | | | D | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | 61.2 | | | 31.3 | 29.9 | | 29.4 |
| Change Period (Y+Rc), s | | 6.3 | | | 6.3 | * 6.3 | | 6.0 |
| Max Green Setting (Gmax), s | | 53.7 | | | 24.5 | * 25 | | 24.0 |
| Max Q Clear Time (g_c+I1), s | | 2.0 | | | 24.3 | 22.4 | | 22.5 |
| Green Ext Time (p_c), s | | 17.2 | | | 0.1 | 1.2 | | 1.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 31.1 |
| HCM 2010 LOS | C |

Notes

# 6.0 CHATS Modification Memo

*DRAFT – For SCDOT Review*




# TECHNICAL MEMORANDUM:
# CHATS MODEL MODIFICATION

Prepared for:

SCDOT

Prepared by:

CDM Smith

July 2018

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LOWCOUNTRY CORRIDOR EAST

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LOWCOUNTRY CORRIDOR EAST

# 1.0 INTRODUCTION

The Berkeley Charleston Dorchester Council of Governments (BCDCOG) serves as the CHATS Metropolitan Planning Organization (MPO), and in this capacity, CHATS is responsible for developing, maintaining, and amending the regional transportation model. The constituent local governments participate in the technical and policy reviews of these land use and transportation data sets in compliance with state and federal guidelines for transportation planning.

For the development of an environmental assessment and supporting traffic analyses for a project of regional significance, a variety of traffic analyses are required. For the I-526 Lowcountry Corridor East (I-526 LCC East), it is assumed that both macro (regional) level traffic impacts as well as micro (corridor mainline, interchange and intersection level) analyses will be required.

At the inception of the I-526 LCC East study, the South Carolina Department of Transportation (SCDOT) and the study team agreed that the Charleston Area Transportation Study (CHATS) Interim Travel Demand Model (TDM) would be used to evaluate alternatives. The *CHATS Interim TDM* is the most appropriate transportation planning tool available to estimate traffic impacts on a regional level. Travel demand models are developed to "**determine the benefits and impacts of major highway improvements in metropolitan areas,**" which is the subject of the Lowcountry Corridor-East study. The *CHATS Interim TDM* provides the most comprehensive set of land use and transportation data available and this planning tool can effectively estimate regional traffic patterns and congestion or mobility levels.

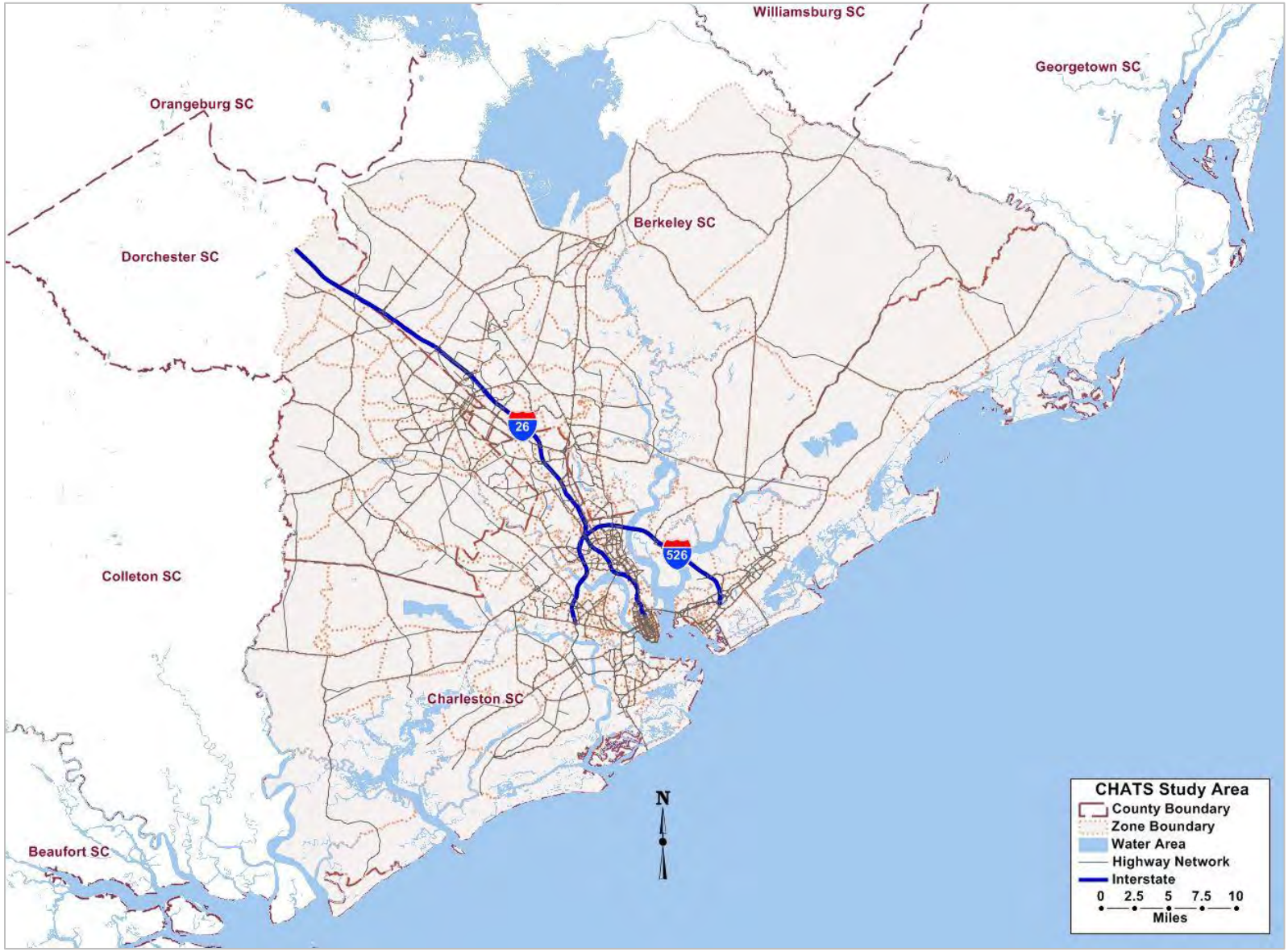
As determined by the study team, in partnership with SCDOT, the study years of analysis include a base year for existing conditions analysis in 2017 and a horizon year of 2050. Interim analysis years are to include 2030 and 2040. The interim travel demand model provided analysis years of 2015, 2020, 2030 and 2040. For model estimates in the horizon year of 2050, beyond the provided 2040 estimates, adjusted growth projections in the regional travel demand model are included in this methodology report.

Once the study team begins to identify a series of potential improvements for the corridor a micro-level analysis will be conducted with a different analysis tool and detailed in a separate memorandum.

SCDOT obtained a signed Memorandum of Understanding with BCDCOG to use *CHATS Interim TDM*, dated March 2018 (**Appendix A**). This model captures the entire CHATS study area (**Figure 1-1**).

The purpose of this technical memorandum is to document the appropriate uses of and modifications made to the *CHATS Interim TDM* for the I-526 LCC East analysis.

Figure 1-1: Map of *CHATS Interim TDM* Study Area



LOWCOUNTRY CORRIDOR EAST

# 2.0 TRAVEL DEMAND MODELING – REGIONAL FORECASTING

In the development of a corridor level traffic analysis, the study team requires background traffic growth data to properly estimate opening and build year traffic demand. For estimating travel demand in the corridor, relative to land use developments and other network improvements across the region, the CHATS Interim TDM is used.

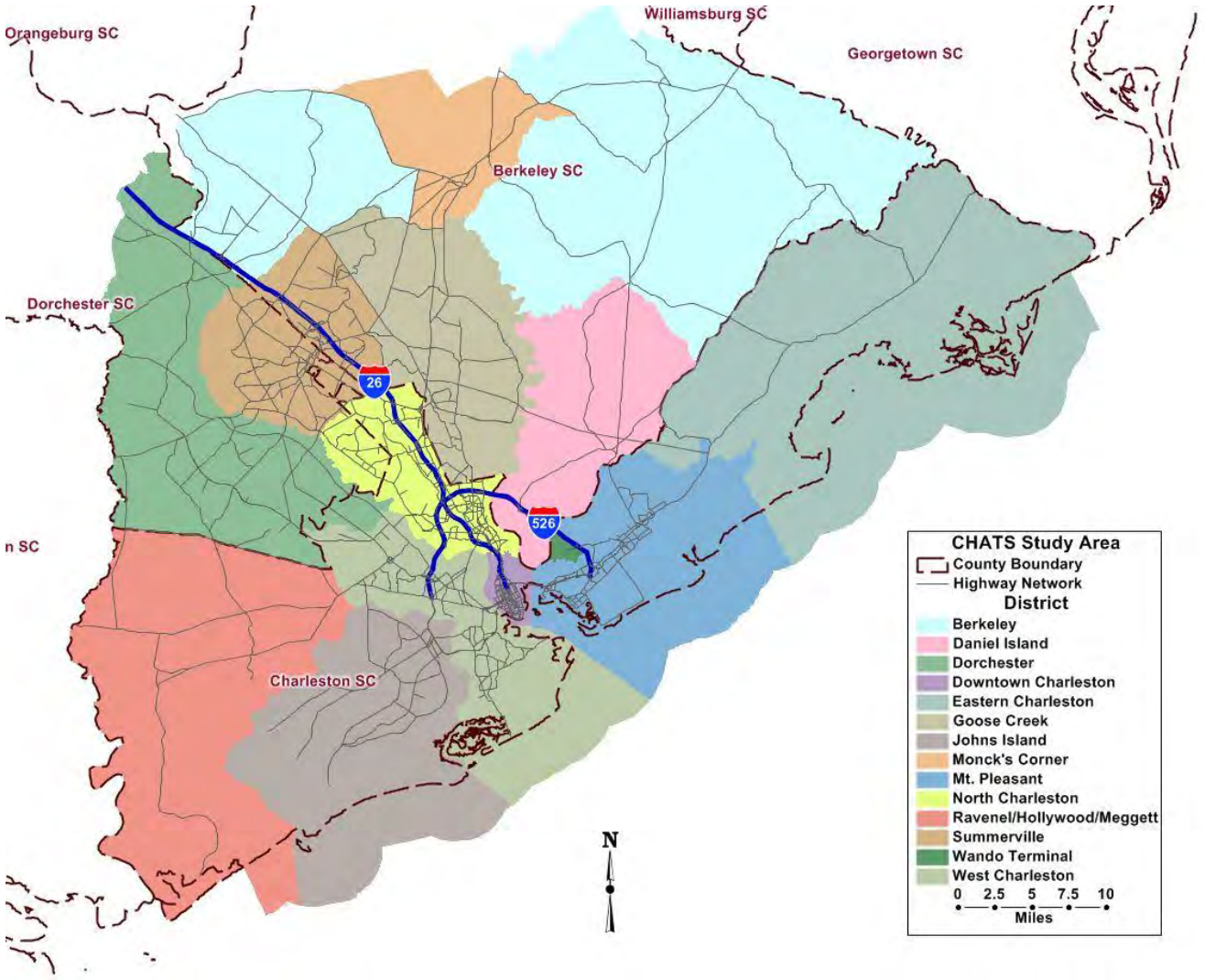
## 2.1 CHATS INTERIM REGIONAL TRAVEL DEMAND MODEL

The CHATS Interim TDM boundary covers over 800 square miles in the Charleston-North Charleston metropolitan area.

The BCDCOG staff is responsible for maintaining and updating the CHATS Interim TDM. The model is developed in TransCAD software and the latest version of the model is run with TransCAD Build 9075 32-bit. It a traditional four step demand model with a time of day component.

The CHATS Interim TDM covers all of Charleston County, major parts of Dorchester and Berkeley, counties, and a small part of Colleton County – Edisto Beach. Edisto Beach is included in the model because it accessed through Charleston County. There is a total of 668 Traffic Analysis zones (TAZ) in the model with 14 districts. The districts used in the CHATS Interim TDM include major metropolitan areas and towns in the study area, like the Town of Mount Pleasant, North Charleston, and Downtown Charleston. The districts within the CHATS Interim TDM are shown in Figure 2-1.

Figure 2-1: Districts in the CHATS Interim TDM



### 2.1.1 Land Use/Socioeconomic Data used for Trip Generation

Socioeconomic data used in the CHATS Interim TDM is obtained from multiple data sources which includes U.S. Census data, InfoU.S.A Employment data, the State of South Carolina, local municipalities, and BCDCOG. Per the 2003 CHATS TDM documentation, the model utilizes housing data developed from the Census which was validated with data from BCDCOG and local municipalities. It includes information on household size, household workers, and students. The employment data was developed from data from InfoU.S.A, BCDCOG, and the Town of Mount Pleasant, and it contains the number of employees by employment type. Employment data was geocoded from an address level to TAZ level before being utilized in the model.

A list of the pertinent demographic, and employment variables from the CHATS Interim TDM is provided in **Table 2-1**.

Table 2-1: Socioeconomic variables included in the CHATS Interim Model

| Variable | Description |
|---|---|
| HH | Households in TAZ |
| POP_HH | Household Population |
| POP_GQ | Group Quarter Population in TAZ |
| HH_SIZE | Approximate Household Size |
| IND | Industrial Employment |
| RET | Retail Employment |
| HIGHRET | High Retail Employment |
| SHOPPING | Major Shopping Employment |
| OFFICE | Office Employment |
| SERVICE | Service Employment |
| HOSPITAL | Hospital Employment |
| MILITARY | Military Employment |
| TOT_EMP | Total Employment |
| SCHOOL | School Enrollment |
| UNIV | College Enrollment |

#### 2.1.1.1 Years and Sources of Data – Population

Population data used in the CHATS Interim TDM is obtained from a combination of data sources including Census data and data from BCDCOG. The 2015 base year population is forecasted to planning years of 2020, 2030, and 2040, using population forecasts from the Berkeley, Dorchester, and Charleston counties in addition to local planning knowledge, and approved developments. An overview of the growth in population in the BCDCOG is summarized in **Table 2-2** and shown in **Figure 2-2**.

Berkeley County shows the largest growth in population per year between 2015 and 2040, followed by Dorchester and Charleston counties with the second and third highest growth in population between 2015 and 2040 in the region.

Table 2-2: Population Growth in the CHATS Interim TDM

| County | Population | | | | Compound Annual Growth (%) | | | |
|---|---|---|---|---|---|---|---|---|
| | 2015 | 2020 | 2030 | 2040 | 2015-2020 | 2020-2030 | 2030-2040 | 2015-2040 |
| Berkeley | 171,347 | 195,464 | 271,348 | 364,521 | 2.67% | 3.33% | 3.00% | 3.07% |
| Charleston | 374,847 | 388,515 | 431,875 | 488,653 | 0.72% | 1.06% | 1.24% | 1.07% |
| Colleton* | 575 | 583 | 618 | 634 | 0.28% | 0.58% | 0.26% | 0.39% |
| Dorchester | 129,108 | 148,406 | 176,268 | 204,015 | 2.83% | 1.74% | 1.47% | 1.85% |
| **Total** | **675,877** | **732,968** | **880,109** | **1,057,823** | **1.64%** | **1.85%** | **1.86%** | **1.81%** |

** Only two TAZs in the CHATS Interim TDM are in Colleton County*

Figure 2-2: Population Per County in CHATS Interim TDM

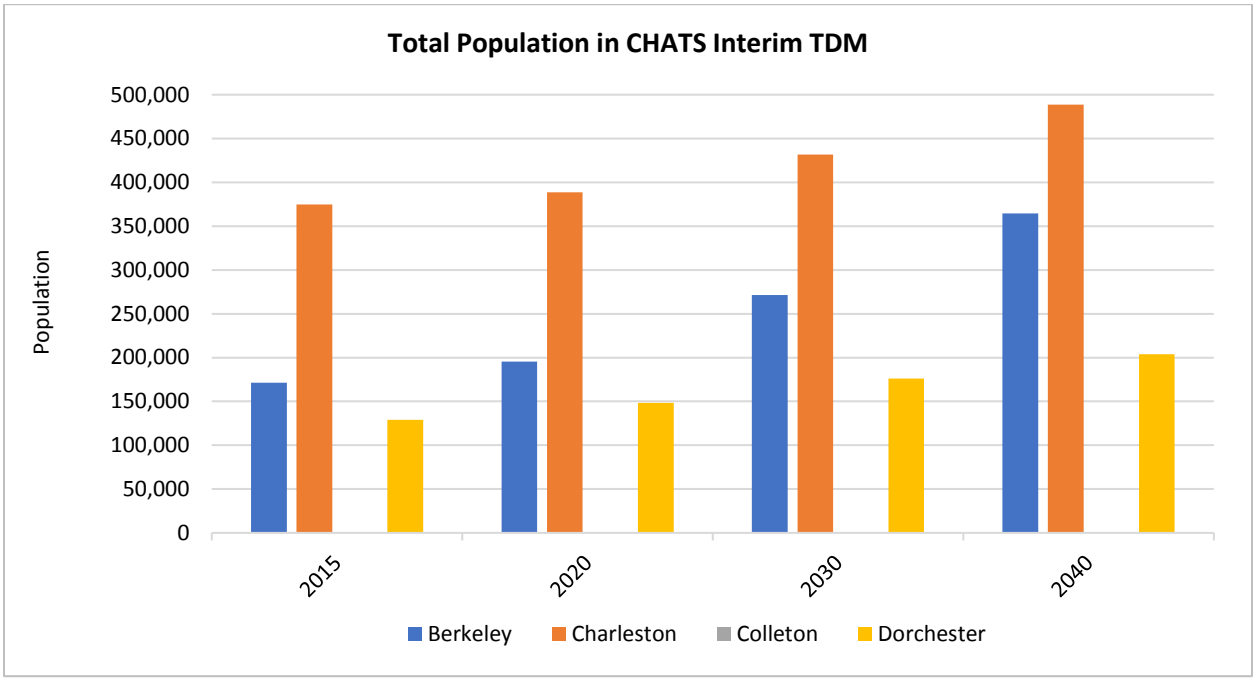


**Table 2-3** shows the population growth by districts within the BCDCOG region. The highest growth population districts include Daniel Island, Ravened/Hollywood/Meggett, and Goose Creek.

Table 2-3: Population Growth by Districts within the CHATS Interim TDM

| District | Population | | | | Compound Annual Growth (%) | | | |
|---|---|---|---|---|---|---|---|---|
| | 2015 | 2020 | 2030 | 2040 | 2015-2020 | 2020-2030 | 2030-2040 | 2015-2040 |
| Berkeley | 13,132 | 14,030 | 16,194 | 18,250 | 1.33% | 1.44% | 1.20% | 1.33% |
| Daniel Island | 13,965 | 17,043 | 36,915 | 66,784 | 4.06% | 8.04% | 6.11% | 6.46% |
| Dorchester | 15,151 | 21,425 | 38,694 | 54,401 | 7.18% | 6.09% | 3.47% | 5.25% |
| Downtown Charleston | 34,796 | 35,325 | 39,635 | 44,390 | 0.30% | 1.16% | 1.14% | 0.98% |
| East Charleston | 4,745 | 4,857 | 6,246 | 7,869 | 0.47% | 2.55% | 2.34% | 2.04% |
| Goose Creek | 93,961 | 107,441 | 133,856 | 170,829 | 2.72% | 2.22% | 2.47% | 2.42% |
| Johns Island | 25,612 | 26,900 | 30,196 | 31,739 | 0.99% | 1.16% | 0.50% | 0.86% |
| Monck's Corner | 18,190 | 21,323 | 23,248 | 25,154 | 3.23% | 0.87% | 0.79% | 1.31% |
| Mt. Pleasant | 83,940 | 86,525 | 93,767 | 109,595 | 0.61% | 0.81% | 1.57% | 1.07% |
| North Charleston | 123,524 | 132,235 | 144,488 | 163,245 | 1.37% | 0.89% | 1.23% | 1.12% |
| Ravenel/Hollywood/Meggett | 16,539 | 20,064 | 29,256 | 38,746 | 3.94% | 3.84% | 2.85% | 3.46% |
| Summerville | 117,502 | 128,687 | 163,322 | 195,574 | 1.84% | 2.41% | 1.82% | 2.06% |
| Wando Terminal | 2,492 | 2,588 | 2,971 | 3,013 | 0.76% | 1.39% | 0.14% | 0.76% |
| West Charleston | 112,328 | 114,525 | 121,321 | 128,234 | 0.39% | 0.58% | 0.56% | 0.53% |
| **Total** | **675,877** | **732,968** | **880,109** | **1,057,823** | **1.64%** | **1.85%** | **1.86%** | **1.81%** |

### 2.1.1.2 Years and Sources of Data – Employment

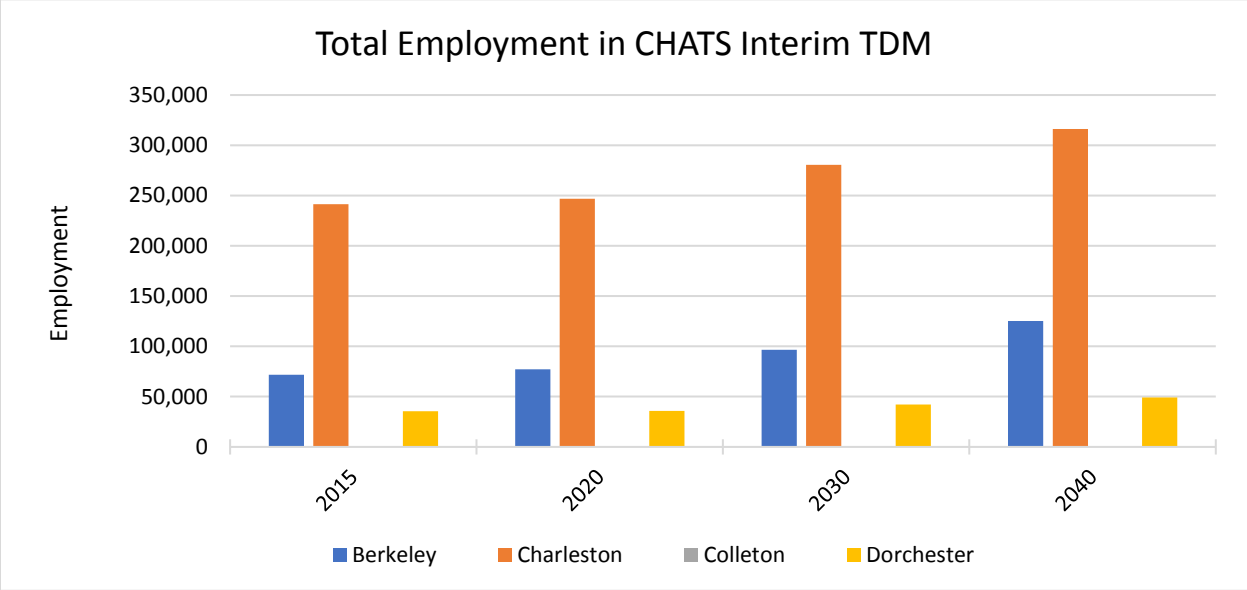
Employment data used in the CHATS Interim TDM is obtained from InfoU.S.A, a commercial provider of employment data. The model's employment data is further categorized into employment types based on Standard Industrial Classification (SIC) codes. A total of seven employment categories are utilized in the model with some categories combining two or more SIC employment groups. The CHATS Interim TDM employment data like the population data includes a 2015 base year, and horizon years of 2020, 2030, and 2040. The growth in employment in the region is shown in **Table 2-4** and illustrated in **Figure 2-3**

Table 2-4: Employment Growth in the CHATS Interim TDM

| County | Employment | | | | Compound Annual Growth (%) | | | |
|---|---|---|---|---|---|---|---|---|
| | 2015 | 2020 | 2030 | 2040 | 2015-2020 | 2020-2030 | 2030-2040 | 2015-2040 |
| Berkeley | 71,650 | 77,243 | 96,514 | 125,335 | 1.51% | 2.25% | 2.65% | 2.26% |
| Charleston | 241,538 | 246,765 | 280,643 | 316,130 | 0.43% | 1.29% | 1.20% | 1.08% |
| Colleton* | 496 | 496 | 496 | 496 | 0.00% | 0.00% | 0.00% | 0.00% |
| Dorchester | 35,387 | 35,931 | 42,249 | 49,033 | 0.31% | 1.63% | 1.50% | 1.31% |
| **Total** | **349,071** | **360,435** | **419,902** | **490,994** | **0.64%** | **1.54%** | **1.58%** | **1.37%** |

**Only two TAZs are in Colleton County*

Figure 2-3: Employment by County in CHATS Interim TDM




Berkeley shows the highest growth in employment between 2015 and 2040 as it is home to some of the major employers in the BCDCOG region, including a new Volvo manufacturing plant, which is set to start operations in its Berkeley County plant between 2019 and 2020.

The CHATS Interim TDM's employment is further categorized by districts and is shown in **Table 2-5**.

Apart from the high growth in employment observed between in 2015 and 2040 for Berkeley, other districts like Dorchester, the Ravenel/Hollywood Meggett district, and Daniel island show a relatively high growth in employment between 2015 and 2040.

Table 2-5: Employment Growth by Districts within the CHATS Interim TDM

| District | Employment | | | | Compound Annual Growth (%) | | | |
|---|---|---|---|---|---|---|---|---|
| | 2015 | 2020 | 2030 | 2040 | 2015-2020 | 2020-2030 | 2030-2040 | 2015-2040 |
| Berkeley | 1,602 | 4,429 | 7,869 | 12,305 | 22.55% | 5.92% | 4.57% | 8.50% |
| Daniel Island | 10,473 | 10,641 | 12,949 | 19,241 | 0.32% | 1.98% | 4.04% | 2.46% |
| Dorchester | 5,150 | 5,427 | 8,596 | 11,786 | 1.05% | 4.71% | 3.21% | 3.37% |
| Downtown Charleston | 51,204 | 51,503 | 55,321 | 61,756 | 0.12% | 0.72% | 1.11% | 0.75% |
| East Charleston | 974 | 974 | 974 | 974 | 0.00% | 0.00% | 0.00% | 0.00% |
| Goose Creek | 35,110 | 35,761 | 39,371 | 44,063 | 0.37% | 0.97% | 1.13% | 0.91% |
| Johns Island | 7,069 | 7,145 | 8,340 | 9,599 | 0.21% | 1.56% | 1.42% | 1.23% |
| Monck's Corner | 10,681 | 10,891 | 12,475 | 14,519 | 0.39% | 1.37% | 1.53% | 1.24% |
| Mt. Pleasant | 45,133 | 47,578 | 62,004 | 67,088 | 1.06% | 2.68% | 0.79% | 1.60% |
| North Charleston | 91,159 | 91,996 | 100,137 | 114,047 | 0.18% | 0.85% | 1.31% | 0.90% |
| Ravenel/Hollywood/Meggett | 3,952 | 4,868 | 6,440 | 9,077 | 4.26% | 2.84% | 3.49% | 3.38% |
| Summerville | 38,531 | 40,511 | 52,092 | 66,435 | 1.01% | 2.55% | 2.46% | 2.20% |
| Wando Terminal | 3,693 | 4,008 | 4,977 | 5,140 | 1.65% | 2.19% | 0.32% | 1.33% |
| West Charleston | 44,340 | 44,703 | 48,357 | 54,964 | 0.16% | 0.79% | 1.29% | 0.86% |
| **Total** | **349,071** | **360,435** | **419,902** | **490,994** | **0.64%** | **1.54%** | **1.58%** | **1.37%** |

#### 2.1.1.3 Major Developments in Forecast

Major developments in the study area include planned developments with residential units, mixed use, commercial, office, industrial, and retail employment. The most notable ones include the Camp Hall industrial campus for Volvo, with expected growth in industrial jobs, planned residential and commercial developments in Berkeley County, which were accounted for in the CHATS Interim TDM household and employment data. A summary of major developments included in the land use data of the CHATS Interim TDM is shown in **Table 2-6**. The estimates presented in the table are the total households and jobs included in the traffic analysis zone within the travel demand model. This does not necessarily reflect the estimates for that development alone, but rather the total data for the zone.

Table 2-6: Developments included in CHATS Interim TDM land use data (2040 Estimates)

| Development Name | Location (County/Municipality) | Traffic Analysis Zone (s) | Housing Units (2040 Estimate) | Total Employment (2040 Estimate) |
|---|---|---|---|---|
| Wildcat Tract, Cane Bay | Berkeley County | 935, 937 | 18,508 | 1,336 |
| Nexton | Summerville, SC | 860 | 13,289 | 3,443 |
| Carnes Cross Roads | Berkeley County | 852, 860,936,932 | 23,561 | 12,600 |
| Tanner Plantation | Berkeley County | 913 | 2,497 | 802 |
| Camp Hall Industrial Campus | Berkeley County | 1251, 1261 | 1,004 | 9,989 |
| *Cainhoy Plantation | Berkeley County | 1157 | 10,082 | 4,178 |

** Adjusted for in the TDM to include on half the number of developments because build out is 30 years from 2018*

### 2.1.2 Roadway Network

The road network in the CHATS Interim TDM represents all regionally and locally significant roads in the CHATS study area. Significance is measured in terms of functional classification, average daily traffic, and connection within the transportation system. The network was developed using Census/TIGER line data which was validated, and geo-corrected using aerial photos to match the topology and alignment and include directionality for flow of traffic. The model network includes all roads with a functional classification of collector or higher. Local roads were added where necessary to increase and improve network connectivity.

The CHATS Interim TDM uses what is referred to as a Master Network which includes both existing roadways and future year-based projects. Data for the road network was obtained primarily from a windshield inventory performed by BCDCOG in 2003. Network data collected for all streets in the CHATS Interim TDM include speed, number of travel lanes, area type, driveway density, lane width, sidewalks, parking, and bike lanes. The CHATS Interim TDM also contains planned roads from 2015 to 2040 including planned improvements in the Existing Plus Committed (E+C), the region's Long-Range Transportation Plan (LRTP), and Vision plans. The E+C Network should be considered committed with identified funds and programming intentions. The LRTP network should include projects that are identified as a need with some planned funding. The Vision plan includes a wide range of unfunded projects that were identified during the development of the LRTP.

For the purpose of estimating background traffic and regional travel demand within the context of the I-526 LCC East project development, the E+C network will serve as a foundation network around which needs, and alternatives will be developed for the I-526 corridor and adjacent roadways.

The facility type of all roads included in the 2015 network of the CHATS Interim TDM is shown in **Figure 2-4**.

#### 2.1.2.1 Traffic Count Data (2015)

The CHATS Interim TDM includes 2015 traffic counts which are based on SCDOT counts and are used in the validation and calibration of the base year model. The estimated traffic volumes were adjusted through calibration to be within established targets of the 2015 traffic counts based on the facility type. Another important use of the 2015 traffic counts in the CHATS Interim TDM were at the external stations to estimate the traffic volumes and splits between External to External (EE) trips, and External to Internal / Internal to External (EI/IE) trips. Those trips represent the vehicle traffic passing all the way through the CHATS study areas on a daily basis or those entering into our out of the study area on a daily basis.

Also, as part of the calibration and validation process, screen lines and cut lines were established in the BCDCOG model region to determine how well the CHATS Interim TDM was replicating the observed 2015 counts. Screenlines and cutlines are imaginary lines on a map that are placed in the model network and serve as a means of comparing observed traffic volumes to estimated traffic volumes. Screenlines and cutlines in the CHATS Interim TDM were placed along only links with 2015 traffic counts and followed natural barriers like railways and rivers. The goal of comparing estimated traffic volumes from the CHATS Interim TDM to observed traffic counts was to ensure that estimated volumes replicated the observed volumes within a reasonable percentage, with the ideal case being that 100% of the observed counts will be replicated by the model with an acceptable tolerance of +/-5%, and +/-15% for screenlines and cutlines respectively.

**Figure 2-5** shows the links with 2015 traffic counts which were used to validate and calibrate estimated volumes from the CHATS Interim TDM.

Figure 2-4: 2015 CHATS Interim TDM Network

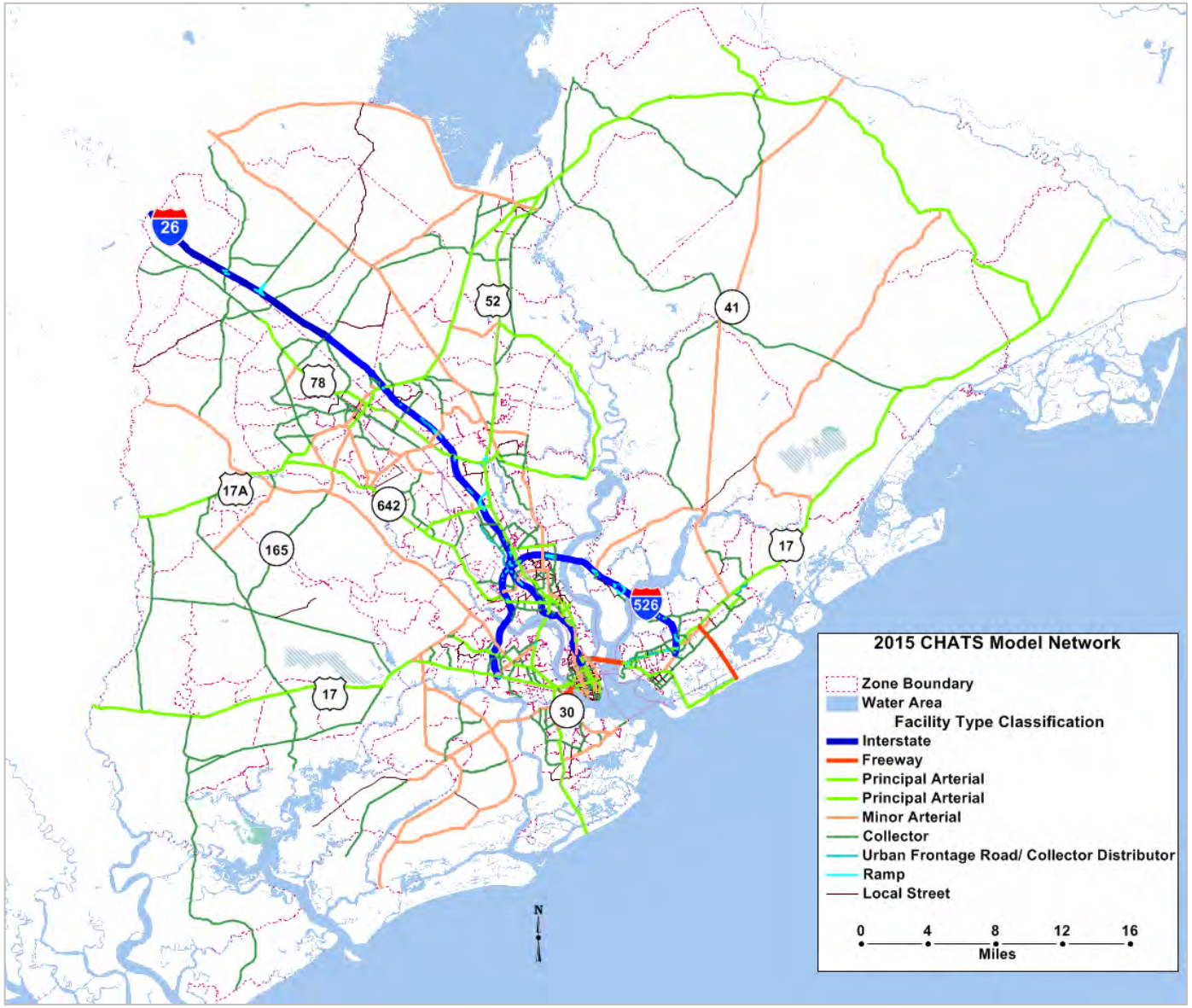
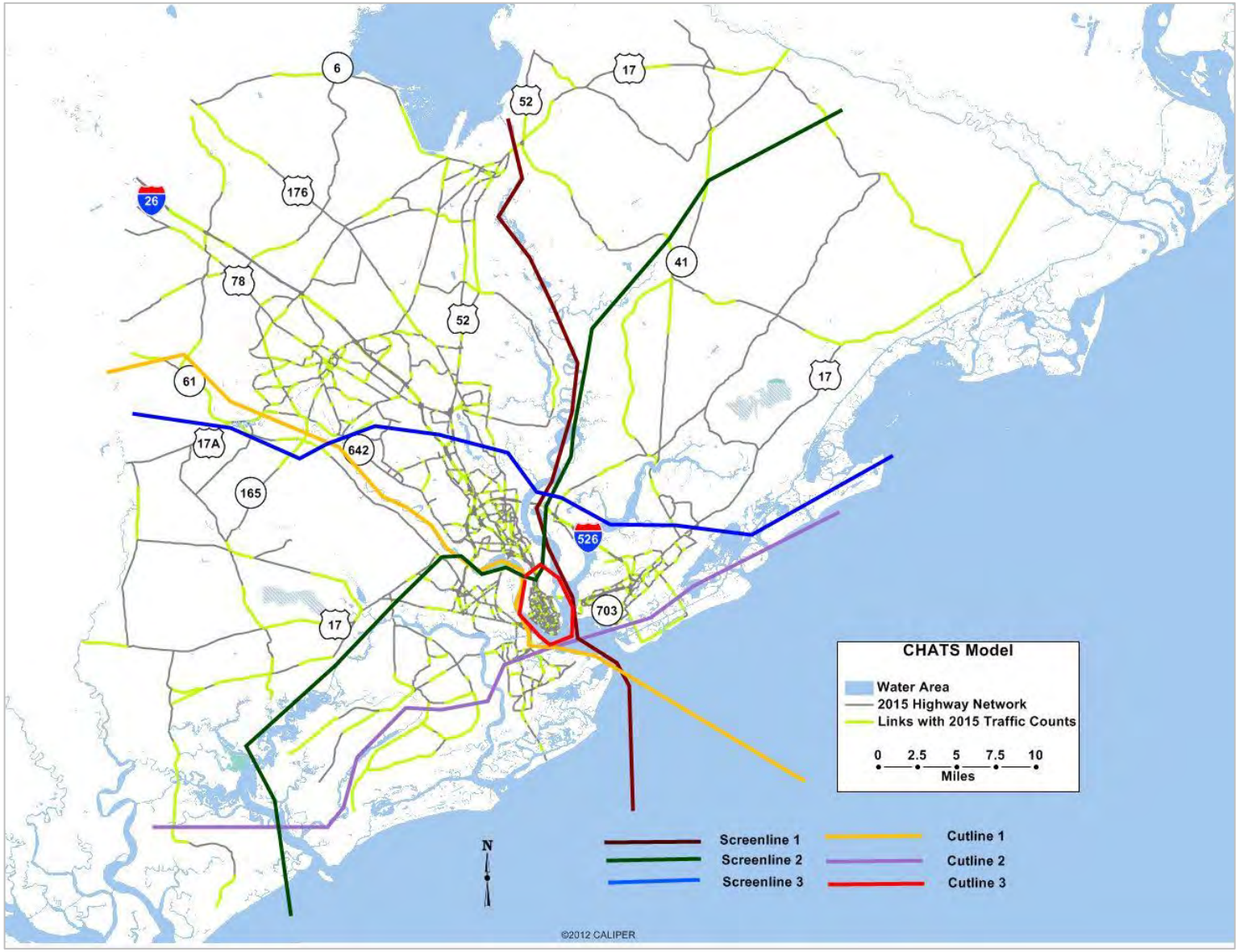


Figure 2-5: CHATS Interim TDM Screenlines, Cutlines, and link with 2015 Counts



#### 2.1.2.2 Existing Plus Committed Network

The Existing plus committed (E+C) highway network contains all existing roadways, and all highway projects including those under construction, and those with committed, programmed funding. The committed road projects in the CHATS Interim TDM represent arterial mid-block improvement projects through the horizon year of 2040. “Mid-block” suggests a medication of the mainline section of roadway, opposed to an intersection improvement of a turn lane or other operational improvement. A scenario E+C network will contain all base year network links in addition to all E+C projects that occurred between the base year and the scenario year. The projects in the E+C list are activated based on the open year of the project. Once a project is activated in the master network, the existing network link attributes are updated to that of the E+C by increasing the number of lanes to that of the project for widening projects or adding new links with project attributes for new construction and reconfiguration projects. The list of projects included in the CHATS Interim TDM is shown in **Table 2-7** and illustrated in **Figure 2-6**.

Table 2-7: Existing plus Committed Projects in the CHATS Interim TDM

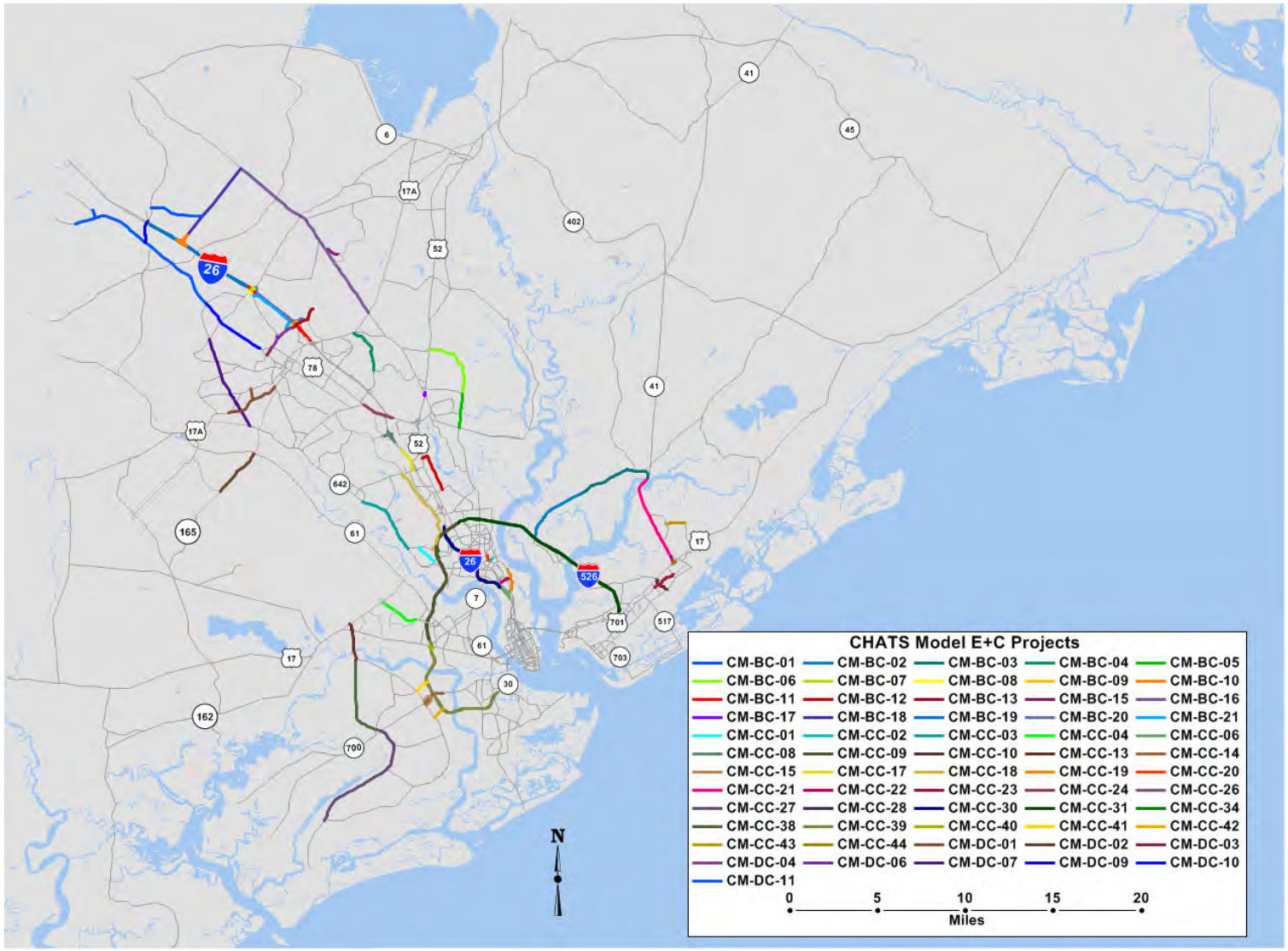
| Project ID | Rd. name | Improvement Type | Configuration | Limit | Location | Open Date |
|---|---|---|---|---|---|---|
| CM-BC-01* | Autonomous Dr./ New Volvo Rd. | New Roadway | 2-Lane Divided | Old Gillard Rd. to Volvo Car Dr. | Ridgeville | 2020 |
| CM-BC-02 | Clements Ferry Rd. (Phase I) | Widening | 4-Lane Divided | I-526 Interchange to Jack Primus Rd. | Daniel Island | 2020 |
| CM-BC-03 | Clements Ferry Rd. (Phase II) | Widening | 4-Lane Divided | Jack Primus Rd. to SC-41 | Daniel Island | 2021 |
| CM-BC-04 | College Park Rd. | Widening | 4-Lane Divided | U.S.-17A to Corporate Parkway | Unincorporated | 2020 |
| CM-BC-05 | Henry Brown Blvd. (Phase I) | Widening | 4-Lane Divided | Red Bank Rd. to Liberty Hall Rd. | Goose Creek | 2019 |
| CM-BC-06 | Henry Brown Blvd. (Phase II) | Widening | 2-Lane Divided | Liberty Hall Rd. to U.S.-52 (Old Mount Holly Rd.) | Goose Creek | 2020 |
| CM-BC-07 | I-26 -Jedburg Rd. Interchange | Redesign Interchange | 1-Lane Ramps | - | Summerville | 2018 |
| CM-BC-08 | Jedburg Rd. | Widening | 4-Lane Divided | Drop Off Dr. to Old Dairy Rd. | Summerville | 2018 |
| CM-BC-09 | I-26 – N. Maple St. / Nexton Pkwy. Interchange | New Interchange | 1-Lane Ramps | - | Summerville | 2018 |
| CM-BC-10* | Volvo Interchange | New Interchange | - | New Interchange at Volvo Plant -MP 189 | Ridgeville | 2020 |
| CM-BC-11 | I-26 | Widening | 6-Lane Divided | U.S. 17A to Jedburg Rd. Interchange | Unincorporated | 2018 |
| CM-BC-12 | Railroad Ave. Ext. | New Roadway | 2-Lane Divided | Mabeline Rd. to Eagle Landing Dr. | Hanahan | 2020 |
| CM-BC-13 | Nexton Pkwy. | New Roadway | 4-Lane Divided | N. Maple St. to Nexton Elementary School | Summerville | 2018 |
| CM-BC-15* | Nexton Pkwy. | New Roadway | 4 Lane Divided | U.S. 176 to Cane Bay Blvd. | Summerville | 2030 |
| CM-BC-16 | U.S. 176 / State Rd. | Widening | 4-Lane Divided | U.S. 17A to Volvo Car Dr. | Unincorporated | 2020 |
| CM-BC-17 | U.S. 176 -U.S. 52 Interchange | New Interchange | 1-Lane Ramps | U.S. 176 and U.S. 52 Intersection | Goose Creek | 2030 |
| CM-BC-18* | Volvo Car Dr. | New Roadway | 2-Lane with TWLTL | U.S. 176 to I-26 | Ridgeville | 2020 |
| CM-BC-19 | I-26 | Widening | 6-Lane Divided | Jedburg Rd. to Ridgeville Rd. (SC-27) | Unincorporated | 2024 |
| CM-BC-20 | Drop Off Dr. Ext. | New Roadway | 2-Lane Undivided | Drop Off Dr. to Nexton Parkway | Summerville | 2018 |
| CM-BC-21 | Red Bay Rd. Ext. | New Roadway | 2-Lane Undivided | Red Bay Rd. to North Maple St. Ext. | Summerville | 2018 |
| CM-CC-01 | Airport Connector Rd. | New Roadway | 4-Lane Divided | W. Montague Avenue to Michaux Parkway to Terminal | North Charleston | 2021 |
| CM-CC-02 | Cosgrove Ave. Overpass | New Roadway | 2-Lane Undivided | Spruill Ave. to McMillan Ave. | North Charleston | 2018 |

| Project ID | Rd. name | Improvement Type | Configuration | Limit | Location | Open Date |
|---|---|---|---|---|---|---|
| CM-CC-03 | Dorchester Rd. | Widening | 6-Lane Divided | Michaux Parkway to County Line (Patriot Blvd.) | North Charleston | 2030 |
| CM-CC-04 | Glenn McConnell Pkwy. | Widening | 6-Lane Divided | Bees Ferry Rd. to Rutherford Way | Charleston | 2023 |
| CM-CC-06 | I-26 -Port Access Rd. Interchange | New Interchange | 1-Lane Ramps | - | Charleston | 2018 |
| CM-CC-08 | I-26 -PCP (Weber Dr.) Interchange | New Interchange | 1-Lane Ramps | - | North Charleston | 2024 |
| CM-CC-09 | I-526 Widening | 6-/8-Lane Divided | Paul Cantrell Blvd. to Rivers Avenue | North Charleston | | 2025 |
| CM-CC-10 | Johnnie E. Brown Rd. | New Roadway | 4-Lane Divided | U.S. 17 to Rifle Range Rd. | Mount Pleasant | 2018 |
| CM-CC-12 | Long Point Rd. | Re-alignment | 2-Lane Divided | US-17 to Silent Harbor Court | Mount Pleasant | 2018 |
| CM-CC-13 | Main Rd. (Phase I) Widening & New Interchange | 4-Lane Divided / 1-Lane Ramps | Bees Ferry Rd. to River Rd. /U.S. 17 and Main Rd. Intersection | | Charleston | 2027 |
| CM-CC-14 | Maybank Highway | Widening | 3-Lane Undivided | River Rd. to Stone River Bridge | Johns Island | 2020 |
| CM-CC-15 | Maybank Highway Pitchfork | New Roadway | 2-Lane Divided | Maybank Hwy. to River Rd. | Johns Island | 2021 |
| CM-CC-17 | Northside Dr. Realign Roadway | 4-Lane Divided | (Tie in to Spa Rd.) | North Charleston | | 2030 |
| CM-CC-18 | Palmetto Commerce Pkwy. (Phase III) | New Roadway | 4-Lane Divided Ashley Phosphate Rd. to International Blvd. | North Charleston | | 2024 |
| CM-CC-19 | Port Access Rd. | New Roadway | 2-Lane Divided | (From I-26 Interchange to Naval Base ICTF) | North Charleston | 2018 |
| CM-CC-20 | St. Johns Ave. | Realign Roadway | 2-Lane Undivided | - | North Charleston | 2018 |
| CM-CC-21 | SC-41 Widening | Widening | 4-Lane Divided | Clements Ferry Rd. to Gregorie Ferry Rd. | Mount Pleasant | 2026 |
| CM-CC-22 | Stromboli Avenue Ext. | New Roadway | 4-Lane Divided | Spruill Avenue to Port Access Rd. | North Charleston | 2018 |
| CM-CC-23 | Sweetgrass Basket Pkwy. | New Roadway | 2-Lane Divided | Six Mile Rd. to Hamlin Rd. | Mount Pleasant | 2021 |
| CM-CC-24 | U.S.-78 / University Blvd. | Widening | 6-Lane Divided | County Line (Ladson Rd.) to U.S.-52 (Rivers Avenue) | North Charleston | 2025 |
| CM-CC-26 | Weber Dr. (PCP) Ext. | New Roadway | 2-Lane Divided | Ingleside Blvd. to I-26 Interchange | North Charleston | 2024 |
| CM-CC-27 | Bohicket Rd. (Phase III) | Widening | 4-Lane Divided | Maybank Highway to River Rd. (South Loop) | Charleston | 2027 |

| Project ID | Rd. name | Improvement Type | Configuration | Limit | Location | Open Date |
|---|---|---|---|---|---|---|
| CM-CC-28 | Gregorie Ferry Connector | New Roadway | 2-Lane Divided | Winnowing Way to SC-41 | Mount Pleasant | 2026 |
| CM-CC-30 | Interstate-26 | Widening | 8-/10-Lane Divided | Port Access Rd. Interchange to I-526 Interchange | Charleston | 2030 |
| CM-CC-31 | I-526 Widening (Low Country Corridor West) | 6-/8-Lane Divided | Rivers Avenue to U.S. 17 / Bowman Rd. | | N. Charleston / Mt. Pleasant | 2029 |
| CM-CC-34 | I-526 -International Blvd. Interchange | Redesign Interchange | (To Be Determined) | - | North Charleston | 2024 |
| CM-CC-38 | Main Rd. (Phase II) | Widening | 4-Lane Divided | River Rd. (North Loop) to Maybank Hwy. | Charleston | 2027 |
| CM-CC-39 | Mark Clark Expressway Ext. | New Roadway | 4-Lane Divided | Savannah Hwy./U.S. 17 to Folly Rd. | Charleston | 2025 |
| CM-CC-40 | Mark Clark Expressway Ext. -U.S. 17 Interchange | Redesign Interchange | (To Be Determined) | - | Charleston | 2025 |
| CM-CC-41 | Mark Clark Expressway Connector Rd. (North) | New Roadway | 2-Lane Divided | Mark Clark Expressway and River Rd. | Johns Island | 2025 |
| CM-CC-42 | Mark Clark Expressway Connector Rd. (South) | New Roadway | 2-Lane Divided | Mark Clark Expressway and River Rd. | Johns Island | 2025 |
| CM-CC-43 | Park West Blvd. | Widening | 4-Lane Divided | Town Recreation Complex to Bessemer Rd. | Mount Pleasant | 2025 |
| CM-CC-44 | SC-41 -U.S. 17 Interchange | New Interchange | 2-Lane Ramps | U.S. 17 and SC-41 Intersection | Mount Pleasant | 2025 |
| CM-DC-01 | Berlin Myers Pkwy. Ext. | New Roadway | 4-Lane Divided | U.S. 17A to Old Trolley Rd. | Summerville | 2020 |
| CM-DC-02 | Delemar Hwy. / SC-165 | Widening | 4-Lane Divided | Carolinian Dr. to Ashley Ridge High School | Unincorporated | 2020 |
| CM-DC-03 | North Maple St. | Widening | 2-lane Divided | W. Richardson Rd. to U.S.-78 | Summerville | 2018 |
| CM-DC-04 | North Maple St. | Widening | 4-Lane Divided | U.S.-78 to Nexton Parkway | Summerville | 2018 |
| CM-DC-06 | Old Dairy Rd. | Realign Roadway | 2-Lane Divided | Intersection with North Maple St. | Summerville | 2018 |
| CM-DC-07 | Old Orangeburg Rd. | Widening | 4-Lane Divided | Dorchester Rd. to Mallard Rd. | Summerville | 2030 |
| CM-DC-09* | Ridgeville Rd. | Widening | 4-lane Divided | U.S. 78 to I-26 | Ridgeville | 2019 |
| CM-DC-10 | U.S. 78 | Widening | 4-Lane Divided | Old Orangeburg Rd. to W. Richardson Rd. | Unincorporated | 2020 |

**Not in BCDCOG Study Area*

Figure 2-6: Map of Existing Plus Committed Projects



### 2.1.3 Traffic Forecasts in the CHATS Interim TDM

Traffic flows for districts within the CHATS Interim TDM and areas external to the region are shown in **Table 2-8**. A modest increase in traffic is observed per year for all districts from 2015 to 2040. Districts within the Lowcountry Corridor-East study area are highlighted in green.

Table 2-8: Estimated Traffic Demand by District in the CHATS Interim TDM

| District | Estimated Daily Traffic Volume (Vehicles per Day) | | | | Compound Annual Traffic Growth (%) | | | |
|---|---|---|---|---|---|---|---|---|
| | 2015 | 2020 | 2030 | 2040 | 2015-2020 | 2020-2030 | 2030-2040 | 2015-2040 |
| Berkeley | 413,752 | 467,982 | 599,033 | 743,779 | 2.49% | 2.50% | 2.19% | 2.37% |
| Daniel Island | 827,212 | 904,041 | 1,309,993 | 1,652,395 | 1.79% | 3.78% | 2.35% | 2.81% |
| Dorchester | 514,843 | 600,161 | 824,243 | 1,047,418 | 3.11% | 3.22% | 2.43% | 2.88% |
| Downtown Charleston | 6,997,009 | 7,181,948 | 7,631,247 | 8,270,287 | 0.52% | 0.61% | 0.81% | 0.67% |
| East Charleston | 76,727 | 68,477 | 83,630 | 99,808 | -2.25% | 2.02% | 1.78% | 1.06% |
| Goose Creek | 2,323,518 | 2,530,333 | 3,046,465 | 3,645,632 | 1.72% | 1.87% | 1.81% | 1.82% |
| Johns Island | 409,898 | 455,427 | 650,582 | 729,151 | 2.13% | 3.63% | 1.15% | 2.33% |
| Monck's Corner | 691,272 | 714,002 | 828,413 | 962,924 | 0.65% | 1.50% | 1.52% | 1.33% |
| Mt. Pleasant | 5,237,260 | 5,428,684 | 6,610,708 | 7,246,425 | 0.72% | 1.99% | 0.92% | 1.31% |
| North Charleston | 16,136,321 | 16,923,265 | 19,010,017 | 21,355,862 | 0.96% | 1.17% | 1.17% | 1.13% |
| Ravenel/ Hollywood/ Meggett | 303,681 | 334,301 | 428,448 | 529,578 | 1.94% | 2.51% | 2.14% | 2.25% |
| Summerville | 4,118,240 | 4,509,273 | 5,507,329 | 6,591,209 | 1.83% | 2.02% | 1.81% | 1.90% |
| West Charleston | 8,892,406 | 9,123,216 | 9,363,482 | 10,381,519 | 0.51% | 0.26% | 1.04% | 0.62% |
| External | 107,878 | 110,646 | 127,157 | 143,873 | 0.51% | 1.40% | 1.24% | 1.16% |
| **Total** | **47,050,017** | **49,351,758** | **56,020,746** | **63,399,859** | **0.96%** | **1.28%** | **1.25%** | **1.20%** |

The estimated traffic on 2015 Roadway network is shown in Error! Reference source not found.. The highest volumes occur on the major roadways like I-526 and I-26, and other roadways like U.S. 52 in North Charleston and U.S. 17 in Charleston and Mount Pleasant. The highest traffic volumes in 2015 are concentrated on facilities within Charleston and Berkeley counties. A more detailed comparison of roadway segments within the
I-526 LCC East study area is presented in **Table 2-9**. This comparison provides 2015 base year model estimates along with 2015 AADT and resulting percent differences. This should be considered for reference in estimating forecasts and traffic growth in the study area for I-526 LCC East.

Figure 2-7: 2015 Estimated Traffic Volume on Roadway

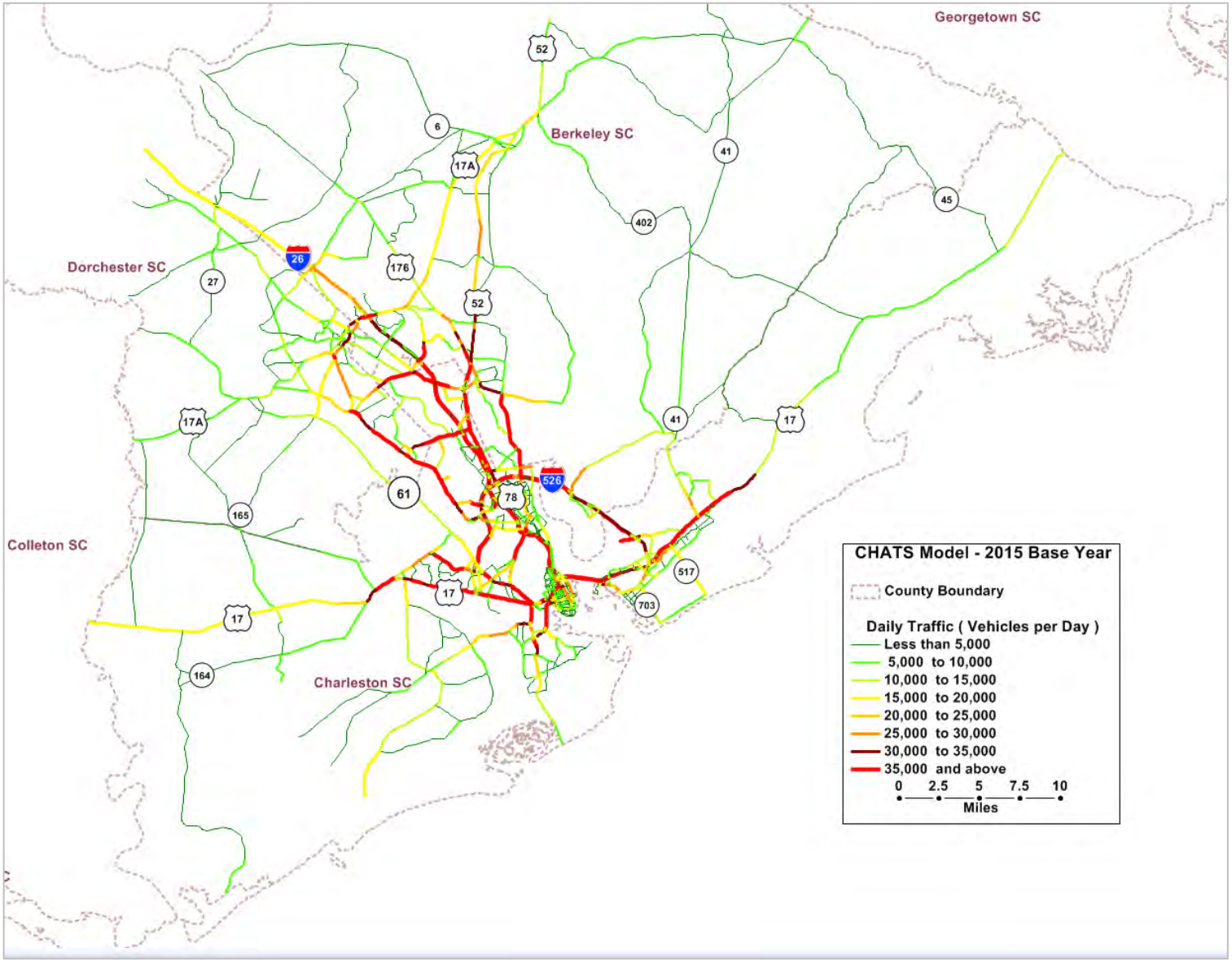


Table 2-9: Comparison of CHATS Interim Model Assignments and Observed AADT (2015)

| Location | 2015 AADT | (CHATS) 2015 Total Daily Assign | 2015 Percent difference |
|---|---|---|---|
| Chuck Dawley Blvd. -SC 703 (Ben Sawyer Blvd.) to U.S. 17 (Johnnie Dodds Blvd.) | 23,100 | 23,534 | 1.88% |
| U.S. 17 / Johnnie Dodds Blvd. -S-56 (Houston Northcutt Blvd.) to I-526, SC 526 SPR | 46,700 | 51,913 | 11.16% |
| U.S. 17 -I-526 to Hungry Neck Blvd. | 44,500 | 40,030 | -10.05% |
| U.S. 17 -Between Hungry Neck Blvd. and Vennings Rd. | 44,500 | 41,114 | -7.61% |
| I-526 -S-56 (Mathis Ferry Rd.) to U.S. 17 (Johnnie Dodds Blvd.) | 23,600 | 29,682 | 25.77% |
| I-526 -S-97 (Long Point Rd.) to S-56 (Mathis Ferry Rd.) | 52,500 | 66,101 | 25.91% |
| Long Point Rd. -I-526 to S-72 | 23,400 | 21,874 | -6.52% |
| Long Point Rd. -L-2118 (Shipping Ln.) to I-526 (I-526) | 29,400 | 38,834 | 32.09% |
| I-526 -Seven Farms Rd. to S-97 (Long Point Rd.) | 62,800 | 71,312 | 13.55% |
| Seven Farms Rd. -I-526 Ramp to River Landing Dr. | N/A | 12,790 | N/A |
| I-526 -S-33 (Clements Ferry Rd.) to Seven Farms Rd. | 55,200 | 65,284 | 18.27% |
| Clements Ferry Rd. -S-119 to I-526 (Mark Clark Expy.) | 25,700 | 26,814 | 4.34% |
| Clements Ferry Rd. -I-526 (Mark Clark Expy.) to St. Thomas Island Dr. | 5,200 | 10,188 | 95.93% |
| I-526-S-58 (Virginia Ave.) (Charleston) to S-33 (Clements Ferry Rd.) | 68,900 | 82,870 | 20.28% |
| Virginia Ave. -I-526 (I-526) to S-13 (Remount Rd.) | 13,100 | 10,394 | -20.66% |
| Virginia Avenue -S-59 (Buist Ave.) to I-526 (I-526) | 6,200 | 10,273 | 65.69% |
| I-526 -S-60 (N. Rhett Ave.) to S-58 (Virginia Ave.) | 80,500 | 84,430 | 4.88% |
| N. Rhett Ave. -I-526 to Remount Rd. | 32,000 | 59,329 | 85.40% |
| N. Rhett Ave. -I-526 to Braddock Ave. | 32,000 | 27,102 | -15.31% |
| I-526 -U.S. 52 (U.S. 52) to S-60 (N. Rhett Ave.) | 75,600 | 71,522 | -5.39% |
| Rivers Avenue -S-981 (Taylor St.) to S-13 (Remount Rd.) | 31,600 | 34,969 | 10.66% |
| Rivers Avenue -S-886 (Daley Ave.) to S-981 (Taylor St.) | 27,100 | 19,512 | -28.00% |
| I-526 -I-26 to U.S. 52 (U.S. 52) | 77,200 | 67,395 | -12.70% |

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# 3.0 CHATS INTERIM TDM MODIFICATION RECOMMENDATIONS



The land use data and highway network were reviewed to make sure they accurately reflected planned developments and project improvements within the BCDCOG region and specifically with the I-526 LCC East study area. This was done using data and information received from local town and county planning divisions within the corridor and comparing that to the land use data and highway network data. It was observed that the land use data captured most of the major planned development within the region including residential units and major employers, so the data could directly be applied in the I-526 LCC East study without modifications. The highway network was, however, missing some of the improvement projects in the study area which had the potential to affect estimated traffic. These are further described in the sections below.

It should be noted that no evaluation of the model functionality has been conducted nor are any modifications suggested for the trip generation, mode choice, trip distribution or the traffic assignment models. This review is limited to the socioeconomic data and transportation network inputs to those models.

## 3.1 LAND USE

Based on a review of the major developments listed and mapped in section 2.1.1.3, no site-specific adjustments to the land use data are recommended. While the data available in the CHATS Interim Travel Demand Model are estimates, they appear to include most of the larger developments permitted in the region, reflecting the most impactful changes in travel demand on a regional level. As additional traffic and alternatives analyses are conducted, the study team is encouraged to remain informed of any significant changes in land uses expected in the future.

To account for the additional years of analysis not currently included in the CHATS Interim Travel Demand Model, it is suggested that a trend analysis be applied to the land use data to project the inputs to the trip generation model for an additional analysis year of 2050. The established interim analysis years are to include 2030 and 2040, and those years of data are already included in the model.

**Table 3-1** details the forecasting methodology applied to each data included in the trip generation model.

Table 3-1: Socioeconomic Variables Included in the Modified 2050 CHATS Interim Model

| Variable | Description | Forecast Methodology |
|---|---|---|
| HH | Households in TAZ | Trend |
| POP_HH | Household Population | Trend |
| POP_GQ | Group Quarter Population in TAZ | Trend |
| HH_SIZE | Approximate Household Size | Trend |
| IND | Industrial Employment | Trend |
| RET | Retail Employment | Trend |
| HIGHRET | High Retail Employment | Trend |
| SHOPPING | Major Shopping Employment | Trend |
| OFFICE | Office Employment | Trend |
| SERVICE | Service Employment | Trend |
| HOSPITAL | Hospital Employment | Trend |
| MILITARY | Military Employment | Trend |
| TOT_EMP | Total Employment | Trend |
| SCHOOL | School Enrollment | Trend |
| UNIV | College Enrollment | Trend |

Based on this forecasting methodology , **Table 3-2** to **Table 3-5** present the resulting estimated land use data.

Table 3-2: Population Growth in the Modified 2050 CHATS Interim TDM

| County | Population | | | | | Compound Annual Growth (%) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 2015 | 2020 | 2030 | 2040 | 2050 (Trend) | 2015-2020 | 2020-2030 | 2030-2040 | 2015-2040 | 2015 – 2050 (Trend) |
| Berkeley | 171,347 | 195,464 | 271,348 | 364,521 | 436,188 | 2.67% | 3.33% | 3.00% | 3.07% | 2.71% |
| Charleston | 374,847 | 388,515 | 431,875 | 488,653 | 530,030 | 0.72% | 1.06% | 1.24% | 1.07% | 0.99% |
| Colleton* | 575 | 583 | 618 | 634 | 662 | 0.28% | 0.58% | 0.26% | 0.39% | 0.40% |
| Dorchester | 129,108 | 148,406 | 176,268 | 204,015 | 234,408 | 2.83% | 1.74% | 1.47% | 1.85% | 1.72% |
| **Total** | **675,877** | **732,968** | **880,109** | **1,057,823** | **1,201,289** | **1.64%** | **1.85%** | **1.86%** | **1.81%** | **1.66%** |

** Only two TAZs in the CHATS Interim TDM are in Colleton County*

Table 3-3: Population Growth by Districts within the Modified 2050 CHATS Interim TDM

| District | Population | | | | | Compound Annual Growth (%) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 2015 | 2020 | 2030 | 2040 | 2050 (Trend) | 2015-2020 | 2020-2030 | 2030-2040 | 2015-2040 | 2015 – 2050 (Trend) |
| Berkeley | 13,132 | 14,030 | 16,194 | 18,250 | 20,312 | 1.33% | 1.44% | 1.20% | 1.33% | 1.25% |
| Daniel Island | 13,965 | 17,043 | 36,915 | 66,784 | 84,757 | 4.06% | 8.04% | 6.11% | 6.46% | 5.29% |
| Dorchester | 15,151 | 21,425 | 38,694 | 54,401 | 70,338 | 7.18% | 6.09% | 3.47% | 5.25% | 4.48% |
| Downtown Charleston | 34,796 | 35,325 | 39,635 | 44,390 | 47,989 | 0.30% | 1.16% | 1.14% | 0.98% | 0.92% |
| East Charleston | 4,745 | 4,857 | 6,246 | 7,869 | 9,013 | 0.47% | 2.55% | 2.34% | 2.04% | 1.85% |
| Goose Creek | 93,961 | 107,441 | 133,856 | 170,829 | 198,805 | 2.72% | 2.22% | 2.47% | 2.42% | 2.16% |
| Johns Island | 25,612 | 26,900 | 30,196 | 31,739 | 34,626 | 0.99% | 1.16% | 0.50% | 0.86% | 0.87% |
| Monck's Corner | 18,190 | 21,323 | 23,248 | 25,154 | 28,106 | 3.23% | 0.87% | 0.79% | 1.31% | 1.25% |
| Mt. Pleasant | 83,940 | 86,525 | 93,767 | 109,595 | 117,510 | 0.61% | 0.81% | 1.57% | 1.07% | 0.97% |
| North Charleston | 123,524 | 132,235 | 144,488 | 163,245 | 177,606 | 1.37% | 0.89% | 1.23% | 1.12% | 1.04% |
| Ravenel/Hollywood/Meggett | 16,539 | 20,064 | 29,256 | 38,746 | 47,470 | 3.94% | 3.84% | 2.85% | 3.46% | 3.06% |
| Summerville | 117,502 | 128,687 | 163,322 | 195,574 | 226,976 | 1.84% | 2.41% | 1.82% | 2.06% | 1.90% |
| Wando Terminal | 2,492 | 2,588 | 2,971 | 3,013 | 3,304 | 0.76% | 1.39% | 0.14% | 0.76% | 0.81% |
| West Charleston | 112,328 | 114,525 | 121,321 | 128,234 | 134,476 | 0.39% | 0.58% | 0.56% | 0.53% | 0.52% |
| **Total** | **675,877** | **732,968** | **880,109** | **1,057,823** | **1,201,289** | **1.64%** | **1.85%** | **1.86%** | **1.81%** | **1.66%** |

Table 3-4: Employment Growth in the Modified 2050 CHATS Interim TDM

| County | Employment | | | | | Compound Annual Growth (%) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 2015 | 2020 | 2030 | 2040 | 2050 (Trend) | 2015-2020 | 2020-2030 | 2030-2040 | 2015-2040 | **2015 – 2050 (Trend)** |
| Berkeley | 71,650 | 77,243 | 96,514 | 125,335 | 143,982 | 1.51% | 2.25% | 2.65% | 2.26% | 2.01% |
| Charleston | 241,538 | 246,765 | 280,643 | 316,130 | 344,668 | 0.43% | 1.29% | 1.20% | 1.08% | 1.02% |
| Colleton* | 496 | 496 | 496 | 496 | 496 | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| Dorchester | 35,387 | 35,931 | 42,249 | 49,033 | 54,173 | 0.31% | 1.63% | 1.50% | 1.31% | 1.22% |
| **Total** | **349,071** | **360,435** | **419,902** | **490,994** | **543,320** | **0.64%** | **1.54%** | **1.58%** | **1.37%** | **1.27%** |

**Only two TAZs are in Colleton County*

Table 3-5: Employment Growth by Districts within the Modified 2050 CHATS Interim TDM

| District | Employment | | | | | Compound Annual Growth (%) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 2015 | 2020 | 2030 | 2040 | 2050 (Trend) | 2015-2020 | 2020-2030 | 2030-2040 | 2015-2040 | 2015 – 2050 (Trend) |
| Berkeley | 1,602 | 4,429 | 7,869 | 12,305 | 16,405 | 22.55% | 5.92% | 4.57% | 8.50% | 6.87% |
| Daniel Island | 10,473 | 10,641 | 12,949 | 19,241 | 21,621 | 0.32% | 1.98% | 4.04% | 2.46% | 2.09% |
| Dorchester | 5,150 | 5,427 | 8,596 | 11,786 | 14,337 | 1.05% | 4.71% | 3.21% | 3.37% | 2.97% |
| Downtown Charleston | 51,204 | 51,503 | 55,321 | 61,756 | 65,165 | 0.12% | 0.72% | 1.11% | 0.75% | 0.69% |
| East Charleston | 974 | 974 | 974 | 974 | 974 | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| Goose Creek | 35,110 | 35,761 | 39,371 | 44,063 | 47,272 | 0.37% | 0.97% | 1.13% | 0.91% | 0.85% |
| Johns Island | 7,069 | 7,145 | 8,340 | 9,599 | 10,555 | 0.21% | 1.56% | 1.42% | 1.23% | 1.15% |
| Monck's Corner | 10,681 | 10,891 | 12,475 | 14,519 | 15,889 | 0.39% | 1.37% | 1.53% | 1.24% | 1.14% |
| Mt. Pleasant | 45,133 | 47,578 | 62,004 | 67,088 | 77,985 | 1.06% | 2.68% | 0.79% | 1.60% | 1.57% |
| North Charleston | 91,159 | 91,996 | 100,137 | 114,047 | 121,436 | 0.18% | 0.85% | 1.31% | 0.90% | 0.82% |
| Ravenel/Hollywood/ Meggett | 3,952 | 4,868 | 6,440 | 9,077 | 10,855 | 4.26% | 2.84% | 3.49% | 3.38% | 2.93% |
| Summerville | 38,531 | 40,511 | 52,092 | 66,435 | 76,582 | 1.01% | 2.55% | 2.46% | 2.20% | 1.98% |
| Wando Terminal | 3,693 | 4,008 | 4,977 | 5,140 | 5,919 | 1.65% | 2.19% | 0.32% | 1.33% | 1.36% |
| West Charleston | 44,340 | 44,703 | 48,357 | 54,964 | 58,324 | 0.16% | 0.79% | 1.29% | 0.86% | 0.79% |
| **Total** | **349,071** | **360,435** | **419,902** | **490,994** | **543,320** | **0.64%** | **1.54%** | **1.58%** | **1.37%** | **1.27%** |

## 3.2 Roadway Network

A review of the roadway network showed that all major roads and facilities were present in the 2015 base year roadway network. There were a few E+C projects in Mount Pleasant and Charleston that had not been incorporated into the future year network because the final design configurations had not been finalized at the time the CHATS Interim TDM was updated. Some of the projects have the potential to affect the distribution of traffic and level of service in the future year scenarios of the CHATS Interim TDM and should be coded into the future year network. A list of these projects is provided in **Table 3-6**.

Table 3-6: Recommended Projects to be Included in the E+C Network

| Rd. Name | Improvement Type | Configuration | Limits | Location |
|---|---|---|---|---|
| Coleman Blvd. Revitalization | Reconstruction and Intersection Improvement | Landscaped Median with On Street Parking, Multi-lane roundabout at the Chuck Dawley intersection | Mill St. to Chuck Dawley Blvd. | Mount Pleasant |
| I-526 Interchange Redesign | Redesign Interchange | To Be Determined | Rivers Avenue to Paul Cantrell Blvd. | North Charleston / Charleston |

LOWCOUNTRY CORRIDOR EAST

# 4.0 MODEL APPLICATION

This section will detail how model updates were applied. For the I-526 LCC East project, this will include the resulting traffic estimates in the corridor and how those become inputs to the traffic growth/design hour estimation.

## 4.1 TRIP GENERATION ESTIMATES

Trip generation estimates the number of trips that are generated in a zone and are attracted to other zones based on the characteristics of the land use in the zone. Trips that are generated in a zone are referred to as productions while those that attracted to the zone are referred to as attractions. Generally, Trip productions and Attractions in a Travel Demand Model are referred collectively together as Trip ends.

The CHATS Interim TDM employs four purposes; Home-Based Work (HBW), Home-Based School (HBSch), Home-Based Other (HBO), and Non-Home-Based (NHB). In addition to these trip purposes, the CHATS trip generation model also accounts for truck trips; Light (Lgt), Medium (Med), and Heavy (Hvy) truck and External to Internal (EI) trips (Truck and Auto).

Each trip that is produced in an area must have a matching attraction, and because of this, the estimated trip productions and attractions are balanced through an iterative adjustment process in the TDM.

**Table 4-1** and **Table 4-2** summarizes the unbalanced and balance trip generation estimates from the CHATS Interim TDM for all scenario years, including the 2050 trend modification.

Table 4-1: Unbalanced Trip Production and Attraction Estimates from the CHATS Interim TDM

| Trip Purpose | Unbalanced Productions | | | | | Growth (%) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 2015 | 2020 | 2030 | 2040 | 2050 (Trend) | 2015-2020 | 2020-2030 | 2020-2040 | 2015-2040 | 2015 – 2050 (Trend) |
| HBW | 440,695 | 476,407 | 575,493 | 688,879 | 777,658 | 1.57% | 1.91% | 1.81% | 1.80% | 1.64% |
| HBSch | 117,373 | 126,021 | 150,185 | 177,703 | 200,502 | 1.43% | 1.77% | 1.70% | 1.67% | 1.54% |
| HBO | 831,487 | 896,470 | 1,074,190 | 1,287,161 | 1,449,475 | 1.52% | 1.83% | 1.83% | 1.76% | 1.60% |
| NHB | 706,068 | 760,418 | 912,002 | 1,084,990 | 1,222,039 | 1.49% | 1.83% | 1.75% | 1.73% | 1.58% |
| IE_Auto | 85,769 | 92,070 | 105,842 | 119,800 | 133,260 | 1.43% | 1.40% | 1.25% | 1.35% | 1.27% |
| IE_Truck | 13,253 | 14,062 | 16,283 | 18,503 | 20,639 | 1.19% | 1.48% | 1.29% | 1.34% | 1.27% |
| II_LgtTrk | 356,823 | 371,268 | 438,081 | 517,366 | 575,169 | 0.80% | 1.67% | 1.68% | 1.50% | 1.37% |
| II_MedTrk | 89,392 | 94,124 | 113,338 | 133,685 | 149,647 | 1.04% | 1.88% | 1.66% | 1.62% | 1.48% |
| II_HvyTrk | 31,807 | 33,466 | 40,189 | 46,872 | 52,411 | 1.02% | 1.85% | 1.55% | 1.56% | 1.44% |
| **Total Productions** | **2,672,666** | **2,864,306** | **3,425,603** | **4,074,960** | **4,580,800** | **1.39%** | **1.81%** | **1.75%** | **1.70%** | **1.55%** |
| **Trip Purpose** | **Unbalanced Attractions** | | | | | **Growth (%)** | | | | |
| | **2015** | **2020** | **2030** | **2040** | **2050 (Trend)** | **2015-2020** | **2020-2030** | **2020-2040** | **2015-2040** | **2015-2050 (Trend)** |
| HBW | 425,995 | 441,015 | 516,112 | 604,517 | 670,002 | 0.70% | 1.58% | 1.59% | 1.41% | 1.20% |
| HBSch | 121,683 | 123,939 | 139,836 | 161,933 | 175,895 | 0.37% | 1.21% | 1.48% | 1.15% | 1.16% |
| HBO | 811,986 | 846,936 | 987,372 | 1,150,581 | 1,279,334 | 0.85% | 1.55% | 1.54% | 1.40% | 1.24% |
| NHB | 701,108 | 729,267 | 867,679 | 1,031,987 | 1,146,067 | 0.79% | 1.75% | 1.75% | 1.56% | 1.39% |
| IE_Auto | 93,004 | 96,408 | 112,685 | 132,083 | 146,080 | 0.72% | 1.57% | 1.60% | 1.41% | 1.53% |
| IE_Truck | 13,583 | 13,999 | 16,200 | 18,723 | 20,654 | 0.61% | 1.47% | 1.46% | 1.29% | 1.28% |
| II_LgtTrk | 357,436 | 371,792 | 438,442 | 518,045 | 575,755 | 0.79% | 1.66% | 1.68% | 1.50% | 1.38% |
| II_MedTrk | 81,633 | 85,702 | 102,029 | 121,358 | 135,611 | 0.98% | 1.76% | 1.75% | 1.60% | 1.20% |
| II_HvyTrk | 28,286 | 29,661 | 35,017 | 41,293 | 46,094 | 0.95% | 1.67% | 1.66% | 1.52% | 1.07% |
| **Total Attractions** | **2,634,715** | **2,738,719** | **3,215,372** | **3,780,522** | **4,195,491** | **0.78%** | **1.62%** | **1.63%** | **1.45%** | **1.30%** |

Table 4-2: Balanced Trip Production and Attraction Estimates from the CHATS Interim TDM

| Trip Purpose | Balanced Productions | | | | | Growth (%) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 2015 | 2020 | 2030 | 2040 | 2050 (Trend) | 2015-2020 | 2020-2030 | 2020-2040 | 2015-2040 | 2015-2050 (Trend) |
| HBW | 440,695 | 476,407 | 575,493 | 688,879 | 777,658 | 1.57% | 1.91% | 1.81% | 1.80% | 1.64% |
| HBSch | 117,373 | 126,021 | 150,185 | 177,703 | 200,502 | 1.43% | 1.77% | 1.70% | 1.67% | 1.54% |
| HBO | 831,487 | 896,470 | 1,074,190 | 1,287,161 | 1,449,475 | 1.52% | 1.83% | 1.83% | 1.76% | 1.60% |
| NHB | 706,068 | 760,418 | 912,002 | 1,084,990 | 1,222,039 | 1.49% | 1.83% | 1.75% | 1.73% | 1.58% |
| IE_Auto | 85,769 | 92,070 | 105,842 | 119,800 | 133,260 | 1.43% | 1.40% | 1.25% | 1.35% | 1.27% |
| IE_Truck | 13,253 | 14,062 | 16,283 | 18,503 | 20,639 | 1.19% | 1.48% | 1.29% | 1.34% | 1.27% |
| II_LgtTrk | 356,823 | 371,268 | 438,081 | 517,366 | 575,169 | 0.80% | 1.67% | 1.68% | 1.50% | 1.37% |
| II_MedTrk | 89,392 | 94,124 | 113,338 | 133,685 | 149,647 | 1.04% | 1.88% | 1.66% | 1.62% | 1.48% |
| II_HvyTrk | 31,807 | 33,466 | 40,189 | 46,872 | 52,411 | 1.02% | 1.85% | 1.55% | 1.56% | 1.44% |
| **Total Productions** | **2,672,666** | **2,864,306** | **3,425,603** | **4,074,960** | **4,580,800** | **1.39%** | **1.81%** | **1.75%** | **1.70%** | **1.55%** |
| **Trip Purpose** | **Balanced Attractions** | | | | | **Growth (%)** | | | | |
| | **2015** | **2020** | **2030** | **2040** | **2050** | **2015-2020** | **2020-2030** | **2020-2040** | **2015-2040** | **2015-2050 (Trend)** |
| HBW | 440,695 | 476,407 | 575,493 | 688,879 | 777,658 | 1.57% | 1.91% | 1.81% | 1.80% | 1.64% |
| HBSch | 117,373 | 126,021 | 150,185 | 177,703 | 200,502 | 1.43% | 1.77% | 1.70% | 1.67% | 1.54% |
| HBO | 831,487 | 896,470 | 1,074,190 | 1,287,161 | 1,449,475 | 1.52% | 1.83% | 1.83% | 1.76% | 1.60% |
| NHB | 706,068 | 760,418 | 912,002 | 1,084,990 | 1,222,039 | 1.49% | 1.83% | 1.75% | 1.73% | 1.58% |
| IE_Auto | 85,769 | 92,070 | 105,842 | 119,800 | 133,260 | 1.43% | 1.40% | 1.25% | 1.35% | 1.27% |
| IE_Truck | 13,253 | 14,062 | 16,283 | 18,503 | 20,639 | 1.19% | 1.48% | 1.29% | 1.34% | 1.27% |
| II_LgtTrk | 356,823 | 371,268 | 438,081 | 517,366 | 575,169 | 0.80% | 1.67% | 1.68% | 1.50% | 1.37% |
| II_MedTrk | 89,392 | 94,124 | 113,338 | 133,685 | 149,647 | 1.04% | 1.88% | 1.66% | 1.62% | 1.48% |
| II_HvyTrk | 31,807 | 33,466 | 40,189 | 46,872 | 52,411 | 1.02% | 1.85% | 1.55% | 1.56% | 1.44% |
| **Total Attractions** | **2,672,666** | **2,864,306** | **3,425,603** | **4,074,960** | **4,580,800** | **1.39%** | **1.81%** | **1.75%** | **1.70%** | **1.55%** |

## 4.2 Traffic Assignment Estimates

Without modifications to the functionality of the CHATS Interim TDM, the traffic assigns multiple time of day volumes. Those include AM Peak, PM Peak, and Off-Peak volumes. Those are distributed and assigned based on a capacity constrained gravity model for most accurate replication of existing traffic flows across the region's roadway network. Those volumes are combined to provide average daily flows by modes (auto and truck).

**Table 4-3** details traffic assignment estimates on study area segments, reflecting the 2015 estimates and the 2050 forecasts on the E+C network, inclusive of the recommended project updates detailed in Section 3.2. Adjustments to growth rates within the study area will be further analyzed and recommendations made in a separate Traffic Growth Technical Memorandum.

Table 4-3: Updated CHATS Interim Model Estimates (2015, 2050) on Study Area Roadways

| Corridor | Segment | CHATS 2015 AADT | CHATS2050 Estimate | Annual Growth* |
|---|---|---|---|---|
| I-526 | U.S. 52 to N. Rhett Ave. | 71,522 | 124,853 | 1.6% |
| | N. Rhett Ave. to Virginia Ave. | 84,430 | 146,166 | 1.6% |
| | Virginia Ave. to Clements Ferry Rd. | 82,870 | 142,986 | 1.6% |
| | Clements Ferry Rd. to Seven Farms Rd. | 65,284 | 116,228 | 1.7% |
| | Seven Farms Rd. to Long Point Rd. | 71,312 | 117,920 | 1.4% |
| | Long Point Rd. to Mathis Ferry Rd. | 66,101 | 104,772 | 1.3% |
| | Mathis Ferry Rd. to U.S. 17 | 29,682 | 49,840 | 1.5% |
| N. Rhett Ave. | N of I-526 | 59,329 | 86,118 | 1.1% |
| | S of I-526 | 27,102 | 37,130 | 0.9% |
| Virginia Ave. | N of I-526 | 10,394 | 13,131 | 0.7% |
| | S of I-526 | 10,273 | 13,623 | 0.8% |
| Clements Ferry Rd. | N of I-526 | 26,814 | 75,277 | 3.0% |
| | S of I-526 | 10,188 | 15,426 | 1.2% |
| Seven Farms Dr. | Between Ramps | 12,790 | 21,579 | 1.5% |
| Long Point Rd. | N of I-526 | 21,874 | 31,340 | 1.0% |
| | S of I-526 | 38,834 | 59,713 | 1.2% |

** Annual Growth is Compound Annual Growth Rate.*